



**UNITED STATES MARINE CORPS**  
U.S. MARINE CORPS FORCES, PACIFIC  
CAMP H. M. SMITH, HI 96861-4139

IN REPLY REFER TO  
5830  
SJA  
25 Feb 21

SECOND ENDORSEMENT on (b)(3), (b)(6), (b)(7)(c) ltr 5830 (b)(3), (b)(6), (b)(7)(c) Jan 21

From: Commander, U.S. Marine Corps Forces, Pacific  
To: File

Subj: COMMAND INVESTIGATION INTO THE FACTS AND CIRCUMSTANCES  
SURROUNDING THE 15TH MARINE EXPEDITIONARY UNIT ASSAULT  
AMPHIBIOUS VEHICLE MISHAP THAT OCCURRED ON 30 JULY 2020

- Encl: (207) MARCORSSYSCOM Product Manager Infantry Combat Equipment  
Product Information Sheet on the Assault Amphibious  
Vehicle Waterborne Egress Capability  
(208) CMC PPO PO Message, Change 1 to Guidance on Suspension of  
Amphibious Assault Vehicles Water Operations of 7 Aug 20  
(209) CMC PPO PO Message, Suspension of Amphibious  
Assault Vehicles Water Operations of 31 Jul 20  
(210) PEO LS SOUM for Hull Water Tight Integrity, Bilge Pumps,  
and EELS Tests for the AAF Family of Vehicles of  
21 Aug 20  
(211) PM AAA MAM Plenum Technical Inspection and Hull Water  
Tight Integrity Check Procedures of 26 Oct 20  
(212) MARADMIN 673/20, Announcement of the Course Curriculum  
Board for Underwater Egress Training  
(213) Additional Excerpts from CG, I MEF Letter of Instruction  
for 15th MEU Deployment 21-1 of 30 Dec 2019  
(214) Email from (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)  
(215) AAV Readiness Data for USMC, I MEF, and III MEF from  
1 Jan 19 to 1 Dec 20

1. At approximately 1815 on 30 July 2020, an assault amphibious vehicle (AAV) assigned to Battalion Landing Team 1st Battalion, 4th Marines (BLT 1/4), 15th Marine Expeditionary Unit (15th MEU), sank in the Pacific Ocean en route from San Clemente Island (SCI) to U.S.S. SOMERSET (USS SOM). The AAV was manned by three AAV crewmen and had twelve Marines and one Sailor embarked aboard; all were assigned to Company B (Co B), BLT 1/4. This tragic mishap resulted in the deaths of eight Marines and one Sailor. I have thoroughly reviewed the command investigation conducted to inquire into the causes and circumstances of this mishap and, subject to comments provided in this endorsement, concur with the findings of fact, opinions, and recommendations. The investigation reveals a confluence of human and mechanical failures caused the sinking of the mishap AAV and contributed to a delayed rescue effort, resulting in the deaths of eight Marines and one Sailor. Ultimately, this tragic mishap was

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preventable, and the actions directed in this document are intended to prevent future incidents of this kind.

2. I extend my deepest and most sincere condolences to the families and friends of Private First Class Bryan J. Baltierra, Lance Corporal Marco A. Barranco, Private First Class Evan A. Bath, Navy Hospital Corpsman 3rd Class (Fleet Marine Force) Christopher Gnem, Lance Corporal Jack-Ryan Ostrovsky, Lance Corporal Guillermo S. Perez, Corporal Wesley A. Rodd, Lance Corporal Chase D. Sweetwood, and Corporal Cesar A. Villanueva. These were outstanding young men, and their loss is felt not just by their families, but also by the scores of Marines and Sailors with whom they served and on whom they left lasting impressions. Amphibious operations are at the very center of the storied history and promising future of the U.S. Marine Corps and the U.S. Navy, and it is vitally important for Marines and Sailors to participate in realistic training like the exercise in which this mishap occurred. These young men perished honorably in the line of duty, and the U.S. Marine Corps is grateful for their service and seeks to honor their legacy. While this investigation will provide little solace to the families of these fine young men, it will allow the U.S. Marine Corps to address the events resulting in this tragedy and ensure such a mishap never occurs again.

3. Contributing Factors. I provide the following additional analysis regarding factors contributing to the mishap and delayed rescue effort.

a. Training. In the letter of instruction for the 15th MEU deployment, contained in part at enclosures (13) and (213), Commanding General, I Marine Expeditionary Force (CG, I MEF) required units attaching to the MEU to receive a high level of training and evaluation to meet the MEU's challenging mission. Had the following training requirements been met as required, the AAV crew and embarked Marines may have been better prepared and responded more quickly as the mishap unfolded.

(1) Marine Corps Combat Readiness Evaluation (MCCRE). I concur with CG, I MEF that CG, 1st Marine Division (1st MarDiv) was responsible for ensuring the AAV Platoon received a MCCRE before transfer to 15th MEU. Although the failure of the AAV Platoon to conduct a MCCRE was not a causal factor in the mishap, a MCCRE may have exposed the AAV Platoon's deficiencies in training and readiness identified in the investigation.

(2) Waterborne Training. The first time Co B, BLT 1/4 personnel embarked on AAVs during waterborne operations was on the morning of 30 July, when they conducted the ship to shore movement from USS SOM to SCI. Commanding Officer (CO), 15th MEU and CO, BLT 1/4 relied heavily on land-specific evolutions to evaluate the readiness of the AAV Platoon and Co B to conduct waterborne operations. Both stated the mechanized raid force's performance

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during land-based evolutions drove their assessments of both units. The confidence of both commanders that proficiency on land would translate to success in waterborne operations was misguided.

(3) Underwater Egress Training (UET). The U.S. Marine Corps maintains a program to train personnel to escape a submerged vehicle during a mishap. This program has three main components, described in depth in the investigation (finding of fact 281). Of the nine deceased personnel, eight had only completed the shallow water egress trainer (SWET) portion of UET, which is an individual seat-type device that does not effectively train egress from a submerged vehicle. In order to be UET complete, AAV Platoon and Co B personnel were required by enclosure (12) to complete the SWET and the submerged vehicle egress trainer (SVET), which is a submergible, mock vehicle specifically designed to train personnel on how to egress from a submerged AAV. Had the SVET been unavailable, AAV crewmen and Co B personnel would have been eligible to substitute with the modular amphibious egress trainer (MAET), which simulates a submerged aircraft rather than a ground vehicle but is otherwise similar to the SVET. Despite these requirements, Co B, BLT 1/4 personnel embarked on AAVs the day of the mishap without all personnel having completed SVET or MAET.

b. AAV Readiness. I concur with the Investigating Officer and CG, I MEF that the 14 AAVs provided to 15th MEU by 3d Assault Amphibian Battalion (3d AA Bn) were in poor condition. I MEF AAV readiness was consistent with AAV readiness U.S. Marine Corps-wide from April 2019 to April 2020 (enclosure 215). However, readiness standards in effect prior to the mishap did not accurately account for long-term deterioration in AAV readiness across the U.S. Marine Corps over time. Following the mishap, every AAV in the U.S. Marine Corps was inspected in accordance with the Safety of Use Message (SOU) published by Program Executive Office (PEO) Land Systems in August 2020, which added new post-mishap inspection requirements pertaining to watertight integrity, bilge pump function, and emergency egress lighting (enclosures 210, 211). A majority of the AAVs failed to meet the new inspection criteria. The leading causes of failure during these inspections were plenum leakage failures, inoperable Emergency Egress Lighting Systems (EELS), and bilge pump discrepancies. Maintaining the reliability of this platform requires consistent assessment over time to ensure vehicle readiness and safety.

c. Safety Boats. There were no safety boats in the water prior to or during the critical moments of the mishap. It is impossible to establish for certain that a safety boat in the water during the mishap would have prevented the loss of life, but a safety boat likely would have responded more quickly than the approximately 45 minutes it took for the mishap AAV to sink. Considering the mishap AAV commander was waving the November flag for approximately 20 minutes, it is likely safety boat crews could have observed the distress signal sooner, responded more quickly, and been better able to facilitate

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troop egress and transfer. The mishap AAV commander's calculus for initiating troop egress may have been different had a safety boat arrived on scene while the water inside the mishap AAV was at boot ankle level or higher.

d. Sea State. Reference (b) provides "AAVs have demonstrated the ability to negotiate sea states 1 through 3; will experience difficulty maintaining speed and maneuverability in sea state 4; and can survive operations in sea state 5, with reduced effectiveness. Troops should not be embarked aboard AAVs in sea state 5 and it is advisable not to conduct operations in sea state 5 or greater. In a training environment, AAVs will not operate in a sea state 4 or greater." A sea state assessment conducted at 1223 on 30 July 2020, prior to Landing Craft Air Cushioned (LCAC) operations, concluded the sea state was 1 to 2. There is no evidence an assessment of the sea state between SCI and USS SOM was requested or conducted immediately before the nine AAVs departed from SCI to USS SOM at approximately 1645. Statements by search and rescue crews, embarked Marines, and the mishap AAV crew all suggest the sea state west of SCI during the mishap was higher than expected, and may have exceeded the no-go decision criteria briefed for the training event.

e. Personal Flotation Devices. The enclosures indicate all but one of the deceased service members were able to egress from the AAV after it sank below the surface. Of the eight, only (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) returned to the surface.

(1) Each of the deceased service members still wore body armor as required by enclosure (7), with Life Preserver Unit 41 (LPU-41) personal flotation devices worn over their body armor as designed. The enclosures indicate some of the deceased service members attempted to remove their body armor by using the quick release, but that the LPU-41 likely impeded their ability to do so.

(2) The LPU-41 provides 65 pounds of buoyancy at the surface, which is sufficient to keep a Marine with personal protective equipment afloat at the surface. Its buoyancy decreases progressively with depth, providing 30 pounds of buoyancy at 33 feet below the surface. Ultimately, the LPU-41 provided insufficient buoyancy at depth to assist the deceased service members to the surface.

#### 4. Findings of Fact and Opinions

a. Findings of Fact (FoF). I concur with FoFs 1-378, as endorsed by CG, I MEF, subject to the following modifications:

(1) FoF 13 is modified by adding the following language:  
"Placing only one safety boat in the water for a movement of more than six AAVs violated reference (c), which requires a minimum of two safety boats in those circumstances."

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(2) FoF 14 is modified by clarifying the language as follows:  
"Reference (b) provides 'while safety boats may be provided, AA units do not require them for amphibious operations.' It further provides 'In the event a safety boat is not assigned for use, an AAV in each wave should be designated as a safety boat.'"

(3) FoF 20 is modified by adding the following language at the end: "Key leaders of the AAV Platoon were given less than four hours of rest, and key leaders of Co B, BLT 1/4 less than five hours of rest, between the conclusion of the last scheduled event on 29 July and the beginning of the first scheduled event on 30 July."

(4) FoF 163 is modified by adding the following language prior to the first sentence: "The U.S. Navy RHIB from USS SOM rescued (b)(3), (b)(6), (b)(7)(c) from AAV 13. Personnel on AAV 14 attempted to signal the boat to pick up (b)(3), (b)(6), (b)(7)(c) who was receiving CPR on top of AAV 14, but the boat did not respond."

(5) FoF 164 is modified by adding the following language at the beginning: (b)(3), (b)(6), (b)(7)(c) received nonstop CPR from the time he came to the surface until his arrival on USS SOM, after which he received prompt, thorough, and aggressive advanced life support, including defibrillation, (b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

(8) FoF 379 is added, to read as follows: (b)(3), (b)(6), (b)(7)(c) was hospitalized from 30 July to 3 August and was discharged from Naval Medical Center San Diego with an estimated four to six weeks recovery time (enclosure 10)."

(9) FoF 380 is added, to read as follows: (b)(3), (b)(6), (b)(7)(c) remained in critical condition at the Intensive Care Unit at Scripps La Jolla Hospital; he began breathing without a ventilator on 8 August and was released on 15 August with an uncertain recovery time (enclosure 10)."

(10) FoF 381 is added, to read as follows: "Reference (c) provides that '[a]ll safety boat personnel are to be alert for AAV

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distress signals when AAVs are waterborne,' including visual distress signals such as the November flag. The November flag is a blue and white checkered flag that serves as the international maritime signal for 'no' or 'negative,' and is also used by AAV crewmen to signal distress."

b. Opinions. I concur with opinions 1-5, 7-14, and 16-30. My concurrence with the remaining opinions is subject to the following:

(1) Opinion 6 is approved with modification. Two witnesses stated they heard an order to remove their personal equipment prior to the mishap AAV sinking, which is consistent with the mishap AAV commander's statement that he gave such an order. However, the order was not heard by all Marines and, as noted in CG, I MEF's endorsement, the order was not given in a timely manner.

(2) I partially agree with Opinion 15 regarding sea state conditions. As discussed above, some evidence indicates the sea state may have been higher than sea state 3. Although a sea state assessment was conducted at 1223 on 30 July 2020, prior to the commencement of LCAC operations, no sea state assessment was conducted in support of AAV operations which began more than four hours later. Sea state assessments should be made closer in time to the execution of AAV waterborne operations.

(3) Opinion 31 is added to state: "Reference (b) provides 'While safety boats may be provided, AA units do not require them for amphibious operations. AA units will designate a bump/recovery plan to render aid and pick up personnel from disabled or sinking AAVs. In the event a safety boat is not assigned for use, an AAV in each wave should be designated as a safety boat.' Reference (c) provides 'Safety boats are mandatory during all waterborne operations. One safety boat is required for five or less vehicles; two safety boats when six or more vehicles are waterborne. If the ship cannot provide a sufficient number of safety boats, an unloaded AAV may be designated as a safety boat. Additional safety boats may be used at the discretion of the operational commander. Safety boat crews shall be manned by a standard boat crew (coxswain, boat engineer, bow hook) and a boat officer for each boat. If deemed necessary by the CO, a rescue swimmer should accompany the crew.' References (b) and (c) are inconsistent. Moreover, the imprecise use of the term 'safety boats' in these Service directives produces confusion about the requirement for safety boats during amphibious operations and the types of vessels authorized for employment as safety boats."

5. Accountability. I concur with CG, I MEF that appropriate administrative or disciplinary action is warranted to address leadership failures by CO, BLT 1/4; the former CO, 3d AA Bn; CO, Co B; the AAV Platoon Commander; and the mishap AAV commander. CG, I MEF may take action as he deems appropriate to address the failures of these and other I MEF personnel. I withhold authority to take

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appropriate action to address failures by CO, 15th MEU. Additionally, a copy of this investigation will be forwarded to CG, Training and Education Command (TECOM), to address the failures of the former CO, 3d AA Bn identified by this investigation.

a. Former CG, 1st MarDiv. I concur with CG, I MEF that former CG, 1st MarDiv had a responsibility to conduct a MCCRE of the AAV Platoon prior to transfer. Moreover, in enclosure (213), CG, I MEF also tasks CG, 1st MarDiv with ensuring all members of the mechanized raid force were UET complete prior to the MEU's composite date of 20 April 2020. Neither task was completed. CG, 1st MarDiv bears some responsibility for the failure to execute these tasks. However, enclosure (213) also tasks CO, 15th MEU with completing UET for any personnel who arrived to the MEU untrained, and CO, BLT 1/4 was responsible under both CG, 1st MarDiv and CO, 15th MEU for the execution of UET. CG, 1st MarDiv is not responsible for any failure that occurred after the MEU composite date, and he was not the on-scene commander during the mishap. Accordingly, I have decided not to take administrative or disciplinary action with respect to the former CG, 1st MarDiv.

b. CO, 15th MEU. While I concur with the Investigating Officer and CG, I MEF that platoon and company-level leaders are responsible for the absence of safety boats in the water during the mishap, I find CO, 15th MEU is also responsible. Additionally, although sea state was identified as no-go decision criteria during the confirmation brief for the training event, there is no evidence an assessment of the sea state between SCI and USS SOM was requested or conducted immediately before the nine AAVs departed SCI for USS SOM. During inherently dangerous military training such as waterborne operations, the presence of required safety structure is a commander's responsibility. I will take appropriate administrative action to address these failures.

c. Former CO, 3d AA Bn. I concur with CG, I MEF that the former CO, 3d AA Bn failed in his responsibilities to ensure the AAV Platoon had appropriate resources and training prior to transfer. A copy of this investigation will be provided to CG, TECOM for appropriate administrative or disciplinary action.

d. Mishap AAV Commander. I concur that the order to remove personal equipment and prepare for troop transfer should have been given by the mishap AAV commander when the water level reached the deck plates. However, prior to the arrival of AAV 14, there was nowhere for embarked troops to evacuate to other than open ocean in a rough sea state. While reference (b) requires preparation for troop transfer in this circumstance, it does not specifically contemplate a circumstance in which the AAV is in a rough sea state, no safety boats are in the water, and the AAV is slowly sinking. The mishap AAV commander was in a difficult position, and these extenuating

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circumstances should be considered by CG, I MEF when determining appropriate administrative or disciplinary action.

6. Recommendations and Directed Actions

a. The recommendations provided by the Investigating Officer and CG, I MEF are addressed as follows:

(1) CG, I MEF has taken action on recommendations 1 and 2, concerning line of duty determinations for deceased and injured personnel. I concur with his actions and will take no further action on recommendations 1 and 2.

(2) Per enclosure (210), Deputy Commandant for Plans, Policies, and Operations directed action with regard to recommendation 3, that "all AAVs be float tested for leakage."

(3) I approve recommendation 4, and direct CG, I MEF and CG, III MEF to ensure all AAV and mechanized company leaders review and are familiar with reference (d).

(4) I approve recommendation 5 regarding the need to ensure positive communications between AAV leaders and ship personnel, and the need for appropriate ship personnel to grant permission to launch to or from the ship. See paragraph 6.c.(1).

(5) Recommendations 6 through 9 are approved. CG, I MEF is directed to take appropriate action to ensure these recommendations are implemented. CG, I MEF non-concurred with recommendation 7, finding that the MCCRE requirement in enclosure (13) was already clear. To prevent confusion, CG, I MEF is directed to clarify this language in future iterations of the LOI.

(6) I modify recommendation 10, as endorsed by CG, I MEF to add that the inconsistencies in U.S. Marine Corps and U.S. Navy policy in references (b) and (c) require reconciliation and review with respect to safety boat and sea state requirements. See paragraph 6.c.(1).

(7) Recommendations 11 and 12 are approved with respect to AAV personnel within MARFORPAC. CG, I MEF and CG, III MEF are directed to implement these measures.

(8) I approve CG, I MEF's endorsement of recommendation 13. CG, I MEF and CG, III MEF are directed to ensure initial waterborne operations training is accounted for in the evaluation of MEU units, whether by inclusion in EOTG training packages or by appropriate directive to major subordinate commands.

(9) Recommendations 14 through 16 are approved. CG, I MEF and CG, III MEF are directed to ensure implementation.



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(10) I partially concur with recommendation 17, as endorsed by CG, I MEF. The actions of CO, 15th MEU are addressed in paragraph 5.b.

(11) Recommendations 18 and 19 are approved. CG, I MEF may take appropriate administrative or disciplinary action to address the actions of CO, BLT 1/4.

(12) Recommendations 20 through 36 are approved. CG, I MEF is directed to take action on each of these recommendations as he believes appropriate.

b. CG, I MEF and CG, III MEF are directed to take the following additional actions:

(1) Review all safety practices and procedures associated with AAV waterborne operations. Ensure commanders are directly responsible for the presence of appropriate safety structure. Issue guidance regarding safety boat employment during waterborne operations. Require the first flag or general officer in the chain of command be notified if AAVs are being employed as safety boats, or if required safety structure is otherwise missing. Ensure sea state is assessed, continuously monitored, and disseminated to all units conducting AAV waterborne operations.

(2) Clarify the guidance by which subordinate commands provide equipment and personnel to MEUs. Issue guidance clearly requiring all units to conduct a MCCRE prior to transfer to the MEU, and clearly specifying who is responsible for conducting the evaluation.

(3) Ensure AAV waterborne operations are progressively trained and evaluated in the process of preparing mechanized units for deployments.

(4) Pending the results of the UET course curriculum review board convened by CG, TECOM in enclosure (212), issue interim guidance regarding UET requirements and ensure all personnel are appropriately trained prior to conducting AAV waterborne operations. Enclosure (12) provides that "SVET may be substituted by MAET for UET qualification," and that "SWET can be used as a substitute for MAET UET qualification." While it is clearly not the intent of the policy to dispose of both SVET and MAET and pronounce personnel fully UET-trained through SWET training alone, the ambiguity in the policy makes that a possible interpretation. CO, BLT 1/4 appears to have relied on this interpretation when defending the lack of UET training to the Investigating Officer (enclosure 183). The policy should be corrected to make the requirement unambiguous - members must complete both SWET and either SVET or MAET to be UET complete.

(5) Ensure Marines and Sailors receive an appropriate amount of rest prior to conducting high-risk training and operations.

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(6) Provide a written update on implementation of these tasks within 90 days of this endorsement, and periodic updates every 90 days thereafter until implementation is complete.

c. The following recommendations are provided for review and consideration by appropriate agencies:

(1) Deputy Commandant for Combat Development and Integration.  
I recommend the following:

(a) A review of the utility and effectiveness of the LPU-41, and whether a new personal flotation device is needed;

(b) A review of egress procedures, including directed action for crew and embarked personnel and the wearing of personal protective equipment in conjunction with a personal flotation device;

(c) In coordination with the U.S. Navy, a review of the employment of safety boats during waterborne operations to ensure consistent policies and doctrine among the services. This review should include whether the AAV is suitable for employment as a safety boat, a review of references (b) and (c), and doctrine on safety boat employment authority and responsibility;

(d) A review of the Common Standard Operating Procedure for Assault Amphibian Operations, which is currently jointly approved by AA School, 2d AA Bn, 3d AA Bn, and 4th AA Bn, and development into an applicable directive in conjunction with the U.S. Navy; and

(e) A review of the Amphibious Combat Vehicle (ACV) program to ensure lessons learned from prior AAV mishaps are incorporated into training, operations, and maintenance when the ACV is fielded, and to ensure current ACV safety features adequately support emergency egress by personnel.

(2) Deputy Commandant for Programs and Resources. I recommend continued, sustained readiness and modernization funding of the AAV program to correct all deficiencies identified during inspections directed by enclosure (210) and to maintain readiness for as long as this vehicle is retained in service.

(3) CG, Marine Corps Systems Command/Program Manager Advanced Amphibious Assault. I recommend dissemination of standardized water integrity testing procedures based on the new inspection criteria discussed in enclosures (210) and (211). Testing procedures should include instructions to ensure the water source utilized is reliable and maintains the required gallon per minute flow and water pressure.

(4) CG, TECOM. In enclosure (212), CG, TECOM convened a course curriculum review board for UET. I recommend a complete review of UET, including directed actions for crew and embarked personnel,

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and the wearing of individual combat clothing and equipment and personal protective equipment.

d. A copy of this investigation will be furnished to Commander, U.S. Marine Corps Forces Command for review.

e. A copy of this investigation will be furnished to Commander, U.S. Pacific Fleet for review.

7. Conclusion. A confluence of human and mechanical failures caused the sinking of the mishap AAV and contributed to a delayed rescue effort, resulting in the deaths of eight Marines and one Sailor. As situational factors and environmental conditions changed during the course of this training event, unit leaders at all levels failed to reassess the aggregate risk and implement revised controls. AAV waterborne operations are inherently dangerous, and we must rely on appropriately educated, trained, and experienced leaders to recognize and mitigate risks, and ensure disciplined adherence to established procedures. We must comprehensively review and address the human, material, and training failures identified in this investigation to ensure the safe conduct of AAV waterborne operations. I concur with the Investigating Officer the AAV is a safe vehicle and a viable platform for amphibious operations. As with all combat systems and equipment, strict compliance with maintenance standards is an essential prerequisite to safe and effective operation.

8. This investigation is closed.

(b)(3), (b)(6), (b)(7)(c)

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I MARINE EXPEDITIONARY FORCE  
US MARINE CORPS FORCES PACIFIC  
BOX 555300  
CAMP PENDLETON CA 92055-5300

IN REPLY REFER TO:

5830

SJA

14 JAN 2021

FIRST ENDORSEMENT on (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) 14 Jan 2020

From: Commanding General, I Marine Expeditionary Force  
To: Commanding General, U.S. Marine Corps Forces Pacific

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1. Readdressed and forwarded.
2. First and foremost, we mourn the tragic loss of our Marines and Sailor:

Private First Class Bryan J. Baltierra;  
Lance Corporal Marco A. Barranco;  
Private First Class Evan A. Bath;  
Navy Hospital Corpsman 3rd Class Christopher Gnem;  
Private First Class Jack-Ryan Ostrovsky;  
Lance Corporal Guillermo S. Perez;  
Corporal Wesley A. Rodd;  
Lance Corporal Chase D. Sweetwood; and  
Corporal Cesar A. Villanueva.

and offer our sincerest thoughts and concern for our injured:

(b)(3), (b)(6), (b)(7)(c)

On behalf of the Marines and Sailors of I Marine Expeditionary Force (I MEF), I wish to express my deepest sympathy and condolences to their families, friends, and loved ones. Our deceased Marines and Sailor will never be forgotten, and our seriously injured Marines will continue to be in our thoughts, prayers, and care.

3. I commend the efforts of the military and civilian personnel involved in the search, rescue, recovery, medical care, and dignified transfer operations. Their diligence, professionalism, and tireless devotion to duty in the midst of difficult and tragic circumstances were truly noteworthy.

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4. Findings of Fact. I concur with the findings of fact (1-378), as well as those factual assertions made in the preliminary and narrative statements.

5. Opinions. I fully concur with the investigating officer's Opinions 1-23, 25-27, and 29-30. I generally concur with Opinions 24 and 28 as outlined below. I also add the following comments which correspond directly to the investigating officer's numbered opinions:

a. Opinions 1, 4, and 6. Ultimately, this entire mishap could have been averted and lives saved if the vehicle commander had followed SOPs and ordered the embarked personnel to take off their gear and evacuate the mishap AAV (Track 5/Serial Number 523519) at the appropriate time. Troop evacuation should have been ordered no later than the time the water level reached boot ankle level, and personnel should have already been ordered to take off their gear when water reached deck plate level. Each of the other failures of training, maintenance, safety checks, deviations from SOPs, and poor leadership contributed to the tragic mishap in its own respective manner, and each of these failures must be addressed going forward. However, the vehicle commander's failure to evacuate personnel at the appropriate time was the ultimate tragic failure which resulted in the loss of life and injury.

b. Opinion 14. The statement, "The safety boats on the USS SOM were not requested for the AAV movement and the USS SOM personnel *assumed* the AAVs were providing their own safety boats" (emphasis added) requires clarification. All the facts indicate that USS SOMERSET (USS SOM) personnel reasonably relied upon the assertions of AAV platoon personnel that the AAV platoon was providing its own safety boats and did not require the USS SOM to provide one or more safety boats. USS SOM personnel did not assume, but reasonably relied upon these assertions.

c. Opinions 17 and 18. The failure of the AAV platoon to conduct thorough splash procedures and embarked personnel safety briefs is a significant piece of evidence that this platoon's discipline and combat effectiveness were seriously compromised. This serious failure of leadership contributed to the overall events that led to the loss of life and injury of our Marines and Sailor. This was likely a result of ineffective training and enforcement of SOPs and safety procedures at the platoon, company, and battalion levels within the assault amphibian battalion, and it was totally unacceptable.

d. Opinion 22. The former CO of 3d Assault Amphibian Battalion (AA Bn) bears responsibility for failing to provide the 15th MEU mechanically sound AAVs and for failing to provide mechanically sound vehicles to the AAV platoon before they transferred to the 15th MEU. Fully operational and mechanically sound AAVs should have been provided to the 15th MEU on the day the MEU composited (20 April 2020) and the AAVs selected should have been among his most reliable and well-maintained vehicles. The decision to select AAVs from the deadline lot showed extremely poor judgment. By some accounts these AAVs had not been operational for approximately one year and were in a very poor state of repair. Additionally, he knew that his AAV platoon needed to be ready to CHOP to the 15th MEU in a short timeline, and then left it to that AAV platoon to try to make the repairs themselves without necessary

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resources. He had a responsibility to position his AAV platoon for success by ensuring they had the training and equipment they required for a complex mission deployed at sea for several months. His leadership caused inexcusable stressors upon that platoon which set them up for failure. See Recommendation 19.

e. Opinions 23, 25, 26, and 27. The BLT 1/4 CO bears responsibility for not ensuring and more diligently verifying that members of Bravo Company were properly trained in underwater egress training and swim qualification requirements prior to CHOP. He also bears responsibility for not ensuring that Bravo Company participated in more waterborne training events and training integration with the AAV platoon prior to the date of mishap. Similarly, while he relied upon assertions that the AAV platoon was properly trained in certain areas, and this requirement fell upon the 3d AA Bn CO to accomplish prior to CHOP, his level of supervision and verification of AAV platoon training and operational readiness was insufficient. I believe the BLT 1/4 CO attempted in good faith to work diligently with the 3d AA Bn CO to have the operationally inoperative AAVs repaired and in full operational working condition prior to AAV transfer. I concur, however, with the investigating officer that the BLT 1/4 CO should have supervised and verified more closely the AAV maintenance corrective actions being taken, especially in light of how quickly those actions needed to be accomplished. The above assessment also applies to the Bravo Company CO. See Recommendations 18 and 20.

f. Opinions 24 and 28. The 15th MEU CO bears responsibility for all that his unit does or fails to do. Like any CO wielding such great responsibility, there are always matters that he or she could have done to optimize performance, mission accomplishment, supervision, discipline, and safety. I do, however, believe that the 15th MEU CO reasonably relied upon the assertions of his staff and subordinate BLT 1/4 CO, as well as representations made by EOTG, and his own observations in the field of the AAV platoon's and Bravo Company's acceptable level of performance, training, and combat readiness. The 15th MEU CO also reasonably relied upon the BLT 1/4 CO and the 3d AA Bn CO, who he knew were working directly together, that all AAVs would be appropriately repaired prior to their transfer to the 15th MEU. His staff provided regular progress reports. The 15th MEU CO also communicated the status of repairs to the I MEF G-3 Operations Officer. The 15th MEU CO did make the AAV maintenance deficiencies a priority, and based upon the coordinated repair actions taken by the 15th MEU and 1st Marine Division, he reasonably believed that necessary corrective actions were being taken. All AAVs that were transferred to the 15th MEU, to include the mishap AAV (Track 5/Serial Number 523519), passed final inspections prior to transfer and conduct of any operations using AAVs.

6. Recommendations. I generally concur with the investigating officer's recommendations except Recommendations 7 and 13, and add the following which correspond directly to those numbered recommendations:

a. Recommendation 5. Reference (b), 3d AA Bn Order P3000.1J must be revised to clearly address the apparent ambiguity that the investigating officer highlights. That order must also be staffed with U.S. 3d Fleet for their consideration and input. The relevant ship's authority to

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authorize splash operations is a U.S. Navy decision. The key point for I MEF and MEU leadership and personnel to know is exactly who on the relevant ship has that authority.

b. Recommendation 7. I do not concur that the different parts of Enclosure (13) contradict one another. In the "Concept" paragraph the requirement to conduct a MCCRE is clear, irrespective of the statement "GCE and ACE attachments are not required to conduct a stand-alone MCCRE." The next sentence states, "It is strongly encouraged that GCE and ACE attachments conduct their assessment with their associated battalion or squadron or in concert with a parent unit MCCRE, ITX, or other assessment event." Whether stand-alone or integrated, a MCCRE is required. In the "Action" paragraph the tasks to major subordinate command (MSC) Commanding Generals (CGs), in this case 1st Marine Division CG, are clear. Commanding generals must conduct a MCCRE of units and detachments prior to CHOP and report those results to the I MEF CG. Additionally, but related, the "Action" paragraph directs equipment such as AAVs to receive an operational inspection (JLTI) and be satisfactory for transfer, i.e., Condition Code 1 A (and other conditions), well in advance of CHOP to the relevant MEU. Other training requirements are found in Enclosure (13) and MSC CGs are required to ensure completion prior to CHOP.

c. Recommendation 10. I agree with the investigating officer's recommendation to change Reference (b) to state that, "if an AAV is used as a safety boat, it must have no embarked personnel." This change should be made immediately. Additionally, the AAV collisions noted in this investigation (one that occurred in the surf zone during a training event at a Camp Pendleton beach and one that occurred while AAV 14 maneuvered close to the mishap AAV in preparation to transfer personnel) raise questions about the maneuverability of AAVs and whether the AAV is a good option to serve as a safety boat. In the longer term I recommend that the assault amphibian community and Training and Education Command formally consider this question and what other options may meet the requirement. Rigid-hull inflatable boats and combat rubber raiding craft are certainly swifter and more maneuverable. An inflatable life raft attached to the AAV and the amphibious combat vehicle is another option to consider.

d. Recommendation 11. I assess the general operation of ground vehicles and associated training and safety standards to be inadequate. There should be a concerted Marine Corps effort to ensure ground vehicle safety procedures and checks are conducted in a manner more akin to the vigorous aviation procedures and checks. In short, there can be no laxity with regard to safety checklists of any kind. This will be a focus of effort within I MEF and its subordinate units, including MEUs.

e. Recommendation 13. I do not concur, and this responsibility should remain with MSC Commanding Generals and their relevant units prior to CHOP to the MEU.

f. Recommendation 15. I direct the I MEF G-7 / EOTG to develop this recommended checklist, and to staff it with U.S. 3d Fleet counterparts for input and recommendations.

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g. Recommendation 17 (15th MEU CO). I concur that the 15th MEU CO acted appropriately in accordance with his responsibilities, and should not receive administrative or disciplinary action.

h. Recommendation 18 (BLT 1/4 CO). I generally concur. I relieved BLT 1/4 CO for loss of trust and confidence for the reasons generally outlined by the investigating officer.

(b)(2), (b)(3), (b)(5), (b)(6), (b)(7)(a), (b)(7)(b), (b)(7)(c)

I believe the BLT 1/4 CO acted conscientiously and truly attempted to correct the maintenance failures of the AAV platoon once he learned of them. He had the best interest of his unit, Marines and Sailors, and the mission at heart. However, his leadership oversight and failures in the training areas outlined by the investigating officer were significant departures from what is expected of a commander, especially one with his experience. This officer will face administrative and/or disciplinary action as appropriate.

i. Recommendation 19 (Former 3d AA Bn CO). I concur and recommend that this officer's current or next command carefully consider whether this officer should receive adverse administrative and/or disciplinary action. In my view, while this officer's actions are not the direct and proximate cause of the mishap, deaths, and injuries to our personnel, the decisions he made pertaining to maintenance and training greatly contributed to the overall chain of failures which had a direct bearing on the cause of this tragic mishap. Regarding the results of the former 3d AA Bn CO's decisions, I find inexcusable the inadequate training of the AAV platoon prior to CHOP (to include the lack of a MCCRE), the overall unsatisfactory state of AAVs that he and his staff designated to be transferred to the 15th MEU (12 of 13 operationally inoperative), the poor timing of that AAV transfer decision in close proximity to CHOP (a matter of weeks), and the insufficient resources he and his staff marshalled to assist the AAV platoon (the AAV platoon was under-resourced to make these repairs).

(b)(3), (b)(5), (b)(6), (b)(7)(a), (b)(7)(b), (b)(7)(c)

j. Recommendation 20 (Bravo Company CO). I concur. I relieved the Bravo Company CO for loss of trust and confidence for the reasons generally outlined by the investigating officer.

(b)(3), (b)(6), (b)(7)(c)

This officer will face either administrative and/or disciplinary action as appropriate.

k. Recommendation 21 (AAV Platoon CO). I concur. This officer will face either administrative and/or disciplinary action as appropriate. I do commend this officer's willingness to be forthright and cooperative with the investigating officer. This officer was not set up for success by the 3d AA Bn leadership.

l. Recommendation 23 (Mishap Vehicle Commander). I concur. This staff non-commissioned officer will face either administrative and/or disciplinary action as appropriate.



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7. The point of contact for this matter is the I MEF Staff Judge Advocate, (b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

K. S. HECK

Copy to:  
File  
CG, 1st MARDIV  
COM, 3D FLT



**UNITED STATES MARINE CORPS**  
I MARINE EXPEDITIONARY FORCE  
US MARINE FORCES PACIFIC  
BOX 555300  
CAMP PENDLETON, CA 92055-5300

IN REPLY REFER TO  
5830

(b)(3), (b)(6), (b)(7)(c)  
8 Jan 2021

From: (b)(3), (b)(6), (b)(7)(c)  
To: Commanding General, I Marine Expeditionary Force

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Ref: (a) JAGINST 5800.7F with Change 3, dtd 30 Mar 2020 (JAGMAN)  
(b) Standard Operating Procedure for Assault Amphibian  
Operations (Common SOP for AAV Operations) BnO P3000.1J,  
dtd 25 Oct 2019  
(c) COMNAVSURFLANTINST/COMNAVSURFPACINST 3340.3C (Wet Well  
Ops)  
(d) Naval Postgraduate School Thesis: United States Marine  
Corps Assault Amphibian Vehicle Egress Study: (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)  
(e) NAVMC 3500.2C Assault Amphibious Vehicle (AAV) Training  
and Readiness Manual, dtd 14 Mar 2017  
(f) Technical Manual (TM) 07007/07267/07268-10/1: Volume 1 of  
2, and 2 of 2, Operator Manual for Assault Amphibious  
Vehicle 7A1 Family of Vehicles  
(g) MCTP 3-10C, Employment of Amphibious Assault Vehicles  
(AAVs), dtd 2 May 2016  
(h) MCTP 13-10M Amphibious Embarkation, dtd 22 Nov 2019  
(i) Joint Publication 3-02 Amphibious Operations, dtd 4 Jan  
2019  
(j) MCO 3502.3C, Marine Expeditionary Unit (MEU) Pre-  
Deployment Training Program, dtd 13 Sep 2019

Encl: (1) Appointing Order, dtd 3 Aug 2020  
(2) Event Time Line Reconstructed by the Investigating Officer  
(3) Sworn Statement of the Investigating Officer  
(4) Military Abbreviation and Terminology Guide  
(5) Table of Personnel Involved in Investigation  
(6) AAV Platoon Vehicle Call Signs  
(7) Standard Operating Procedure for Assault Amphibian  
Operations: (Common SOP for AAV Operations) BnO P3000.1J,  
dtd 25 Oct 2019  
(8) COMNAVSURFLANTINST/COMNAVSURFPACINST 3340.3C (Wet Well  
Ops) Chapter 9: Amphibious Assault Vehicle (AAV)  
Operations  
(9) Determination of Reserve Buoyancy of the Assault  
Amphibious Vehicle (AAVP7A1 RAM/RS) (Version 1.0), dtd Dec  
2012

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- (10) I MEF Incident Journal from 30 Jul 2020 to 11 Aug 2020
- (11) I MEF AAV Recovery Situation Reports (SitReps)
- (12) I MEF Policy Letter 1-20, Under Water Egress Training Requirement, dtd 23 March 2020
- (13) Excerpts from CG, I MEF Letter of Instruction for 15th MEU Deployment 21-1, dtd 30 Dec 2019 (This is a classified document and only pertinent unclassified portions are relevant to investigation.)
- (14) 1st Marine Division Order 3510.1E, Marine Corps Combat Readiness Evaluation (MCCRE), dtd 18 Sep 2018
- (15) 3rd Assault Amphibian Battalion Commanding Officer's Policy Letter 18-19, Conduct of Marine Corps Combat Readiness Evaluation (MCCRE) for Assault Amphibian Platoons and Companies, dtd 1 Apr 2019
- (16) 3rd Assault Amphibian Battalion Table of Organization for a MEU AAV Platoon
- (17) 15th MEU CPR-3 PMINT Confirmation Brief dtd 15 Jul 2020
- (18) 15th MEU Mechanized Raid (OPERATION GATOR SMASH) Confirmation Brief, dtd 29 Jul 2020 (This is a classified document and only relevant unclassified portions are contained. No classified material is relevant.)
- (19) 15th MEU PMINT 21-1 Embarkation Letter of Instruction (LOI)
- (20) 15th MEU PMINT Fragmentary Order, dtd 2 Jul 2020
- (21) Mechanized Raid Personnel Roster, dtd 30 Jul 2020
- (22) Mechanized Raid Execution Checklist with Timeline
- (23) Combined Log of Electronic Messages from the 15th MEU and MKIARG
- (24) BLT 1/4 Watch Officer/Watch Chief Turnover Folder: Appendix 3 Critical Thresholds/Appendix 4 Sea States
- (25) Letter of Instruction for BLT 1/4 Raid Course, dtd 17 Mar 2020
- (26) USS SOMERSET's GPS position 0005Z-0217Z 31 Jul 2020 (Due to the use of ZULU time this enclosure indicates the mishap occurred on 31 Jul 2020)
- (27) Pacific Daylight Time (PDT) to ZULU Time Conversion Chart
- (28) USS SOMERSET Ship's Deck Log Sheet, dtd 30 Jul 2020
- (29) USS SOMERSET ICODES Load Plan
- (30) BLT 1/4 Landing Force Operations Center Log, dtd 29-30 Jul 2020
- (31) San Clemente Island Weather Chart
- (32) U.S. Navy's Supervisor of Salvage and Diving (SUPSALV) San Diego Search Map Depicting Initial Position of AAV 523519
- (33) SUBSALV Video on AAV 523519 Location, Discovery, and Verification video, dtd 3 Aug 2020: External Hard Drive
- (34) SUBSALV Video of AAV 523519 Recovery, dtd 7 Aug 2020: External Hard Drive
- (35) SUBSALV Deputy Commander Email on AAV 523519 Location, dtd 11 Sep 2020
- (36) HSC-23.2 Search and Rescue Event Reconstruction and

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Flight Schedule

- (37) PowerPoint Presentation of U.S. Coast Guard's USMC Amphibious Assault Vehicle Response
- (38) Amphibious Assault School Class Rosters for Assault Amphibian Unit Leaders Course, Assault Amphibian Vehicle Commanders Course and Assault Amphibian Repairer Basic Course
- (39) AAV Nomenclature Guide with Photographs
- (40) Excerpt from Department of the Navy, Naval Sea Systems Command, Specifications for Assault Amphibious Personnel Carrier (AAVP7A1) on Leakage Rates
- (41) AAV Platoon and USS SOM Track Route
- (42) AAV Water Speed Estimation provided by Naval Surface Warfare Center and PM, AAA
- (43) AAV Waterlines at Various Weight Conditions provided by PM, AAA
- (44) Watertight Integrity Checklist for AAV 523519, dtd 3 Apr 2020
- (45) (b)(6), (b)(7)(c) (Field Service Representative PMAAVS) Limited Technical Inspection reports on AAV 523519, dtd 19 Aug 2020
- (46) AAV 523519 Upgrade Data: Email from (b)(6), (b)(7)(c) PdM AAV, PM AAA, dtd 31 Aug 2020
- (47) Joint Limited Technical Inspection for AAV 523519 conducted on 14 Apr 2020
- (48) Joint Limited Technical Inspection for AAV 1
- (49) Joint Limited Technical Inspection for AAV 2
- (50) Joint Limited Technical Inspection for AAV 3
- (51) Joint Limited Technical Inspection for AAV 4
- (52) Joint Limited Technical Inspection for AAV 6
- (53) Joint Limited Technical Inspection for AAV 7
- (54) Joint Limited Technical Inspection for AAV 8
- (55) Joint Limited Technical Inspection for AAV 9
- (56) Joint Limited Technical Inspection for AAV 10
- (57) Joint Limited Technical Inspection for AAV 11
- (58) Joint Limited Technical Inspection for AAV 12
- (59) Joint Limited Technical Inspection for AAV 13
- (60) Joint Limited Technical Inspection for AAV 14
- (61) AAV Platoon Gunnery Synopsis Email from (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) Battalion Master Gunner, 3D Assault Amphibian Battalion, dtd 12 Aug 2020
- (62) AAV Platoon Pre-EXERCISE NATIVE FURY 2020 Training Records
- (63) AAV Platoon Post-CHOP Training Records
- (64) Swim Qualification Records for AAV Platoon Personnel
- (65) Underwater Egress Training Records for AAV Platoon Personnel
- (66) Swim Qualification for Bravo Company BLT 1/4 personnel
- (67) Underwater Egress Training Records for Bravo Company, BLT 1/4 Personnel
- (68) Underwater Egress Trainer Schedule Oct 2019-Sep 2020

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- (69) Signed Statement by (b)(3), (b)(6), (b)(7)(c) Chaplain I  
MEF, dtd 2 Sep 2020
- (70) Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 8 Sep 2020: Email to the Investigating  
Officer.
- (71) Article 31(b) Rights Advisement Signed by (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 8 Sep 2020
- (72) Signed Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 11 Sep 2020
- (73) Emails from (b)(3), (b)(6), (b)(7)(c) to the Investigating Officer, dtd 8  
and 11 Sep 2020
- (74) Summary of Interview with (b)(3), (b)(6), (b)(7)(c)  
1248121480/0302 USMC, dtd 9 Sep 2020
- (75) Signed Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 18 Aug 2020
- (76) Signed Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 11 Sep 2020
- (77) Second Signed Statement of (b)(3), (b)(6), (b)(7)(c) dtd 20 Aug 2020
- (78) Article 31(b) Rights Advisements Signed by (b)(3), (b)(6), (b)(7)(c)  
dtd 20 Aug 2020 and 27 Sep 2020
- (79) Signed Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 11 Sep 2020
- (80) Signed Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 10 Sep 2020
- (81) Article 31(b) Rights Advisement Signed by (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 11 Sep 2020
- (82) Signed Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 11 Sep 2020
- (83) Summary of Initial Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 3 Aug 2020
- (84) Article 31(b) Rights Advisement with Cleansing Warning  
Signed by (b)(3), (b)(6), (b)(7)(c) dtd 17 Aug 2020
- (85) Summary of Second Interview of (b)(3), (b)(6), (b)(7)(c)  
dtd 11 Aug 2020
- (86) Article 31(b) Rights Advisement Signed by (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 31 Aug 2020
- (87) Third Statement of (b)(3), (b)(6), (b)(7)(c) dtd 17 Aug  
2020
- (88) Fourth Statement of (b)(3), (b)(6), (b)(7)(c) dtd 31 Aug  
2020, Email from (b)(3), (b)(6), (b)(7)(c) to  
Investigating Officer, dtd 24 Sep 2020
- (89) Training Synopsis of AAV Platoon provided by (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (90) Signed Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 13 Sep 2020
- (91) Summary of Second Interview of (b)(3), (b)(6), (b)(7)(c)  
dtd 4 Aug 2020
- (92) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 5 Aug 2020
- (93) Summary of Second Interview of (b)(3), (b)(6), (b)(7)(c)

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- dtd 11 Aug 2020
- (94) Signed Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 18 Sep 2020
- (95) Article 31(b) Rights Advisement Signed by (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 18 Sep 2020
- (96) Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 8 Sep 2020
- (97) Signed Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 9 Sep 2020
- (98) Article 31(b) Rights Advisement Signed by (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 9 Sep 2020
- (99) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 20 Aug 2020
- (100) Article 31(b) Rights Advisement Signed by (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 20 Aug 2020.
- (101) Signed Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 11 Sep 2020
- (102) Signed Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 23 Sep 2020
- (103) Article 31(b) Rights Advisement Signed by (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 17 Aug 2020.
- (104) Second Signed Statement of (b)(3), (b)(6), (b)(7)(c) dtd 23  
Sep 2020
- (105) Article 31(b) Rights Advisement Signed by (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 31 Aug 2020.
- (106) Signed Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 23 Aug 2020
- (107) Signed Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 23 Aug 2020
- (108) Signed Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 23 Aug 2020
- (109) Signed Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 23 Aug 2020
- (110) Signed Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 23 Aug 2020
- (111) Signed Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 23 Aug 2020
- (112) Signed Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 23 Aug 2020
- (113) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 5 Aug 2020
- (114) (b)(3), (b)(6), (b)(7)(c) Surf Observation Report 30 Jul  
2020 (note: the report is legible, but the paper was  
crumpled when he placed it in his pocket.)
- (115) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 20 Aug 2020
- (116) Article 31(b) Rights Advisement Signed by (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 20 Aug 2020.
- (117) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 3 Aug 2020

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(118) Signed Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 11 Sep 2020

(119) Signed Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 25 Sep 2020

(120) Second Signed Statement of (b)(3), (b)(6), (b)(7)(c) dtd 25  
Sep 2020

(121) Article 31(b) Rights Advisement Signed by (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 2 Sep 2020.

(122) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 18 Aug 2020

(123) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 5 Aug 2020

(124) Summary of Second Interview of (b)(3), (b)(6), (b)(7)(c) dtd  
2 Sep 2020

(125) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 18 Aug 2020

(126) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 5 Aug 2020

(127) Summary of Second Interview of (b)(3), (b)(6), (b)(7)(c) dtd 19  
Aug 2020

(128) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 5 Aug 2020

(129) Summary of Second Interview of (b)(3), (b)(6), (b)(7)(c) dtd 19  
Aug 2020

(130) Signed Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 23 Sep 2020

(131) Second Signed Statement of (b)(3), (b)(6), (b)(7)(c) dtd 23 Sep  
2020

(132) Article 31(b) Rights Advisement Signed by (b)(3), (b)(6), (b)(7)(c)  
dtd 2 Sep 2020.

(133) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 5 Aug 2020

(134) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 5 Aug 2020

(135) Summary of Second Interview of (b)(3), (b)(6), (b)(7)(c) dtd 19  
Aug 2020

(136) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 5 Aug 2020

(137) Summary of Second Interview of (b)(3), (b)(6), (b)(7)(c) dtd  
19 Aug 2020

(138) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 11 Aug 2020

(139) Summary of Second Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 20 Aug 2020

(140) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 8 Sep 2020

(141) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 5 Aug 2020

(142) Summary of Second Interview of (b)(3), (b)(6), (b)(7)(c)  
dtd 19 Aug 2020

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- (143) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 5 Aug 2020
- (144) Summary of Initial Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 5 Aug 2020
- (145) Signed Statement of (b)(3), (b)(6), (b)(7)(c) dtd 25 Sep  
2020
- (146) Article 31(b) Rights Advisement Signed by (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 2 Sep 2020.
- (147) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 11 Aug 2020
- (148) Summary of Second Interview of (b)(3), (b)(6), (b)(7)(c) dtd  
20 Aug 2020
- (149) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 24 Aug 2020
- (150) Article 31(b) Rights Advisement Signed by (b)(3), (b)(6), (b)(7)(c)  
dtd 24 Aug 2020.
- (151) Emails from (b)(3), (b)(6), (b)(7)(c) to Investigating Officer, dtd 4  
and 9 Sep 2020
- (152) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 24 Aug 2020
- (153) Article 31(b) Rights Advisement Signed by (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 24 Aug 2020
- (154) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 13 Aug 2020
- (155) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 13 Aug 2020
- (156) Summary of Second Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 24 Aug 2020
- (157) Article 31(b) Rights Advisement Signed by (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 24 Aug 2020.
- (158) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 13 Aug 2020
- (159) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 13 Aug 2020
- (160) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 13 Aug 2020
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(b)(3), (b)(6), (b)(7)(c) dtd 13 Aug 2020
- (163) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 13 Aug 2020
- (164) Summary of interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 13 Aug 2020
- (165) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 13 Aug 2020
- (166) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 13 Aug 2020
- (167) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 13 Aug 2020



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- (168) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 24 Aug 2020
- (169) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 13 Aug 2020
- (170) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 24 Aug 2020
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(b)(3), (b)(6), (b)(7)(c) dtd 24 Aug 2020
- (172) Summary of Interview of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 24 Aug 2020
- (173) I MEF Communication Strategy and Operations Press  
Releases
- (174) (b)(3), (b)(6), (b)(7)(c)
- (175) Signed Statement of 3rd AABn Maintenance Chief on AAV  
Electrical System, dtd 15 Sep 2020
- (176) Signed Statement of 3rd AABn Operations Chief on  
Time Required to Complete AAV Operations Checklists
- (177) Excerpt From AAV Operator Technical Manual (TM)  
07007/07267/07268-10/1
- (178) Excerpt From AAV Maintainer Technical Manual  
(TM) 07007/07267/07268-25-2 VOL 1
- (179) Email From Investigating Officer to Former 3rd AABn  
Commanding Officer, Former 3rd AABn Operations  
Officer, 3rd AABn H&S Company Commander, 3rd AABn  
Maintenance Officer, and Former 3rd AABn Maintenance  
Chief.
- (180) Recommended Brief for AAVs Embarking Onto U.S. Navy  
Amphibious Ships, Produced by Investigating Officer and  
(b)(3), (b)(6), (b)(7)(c)
- (181) (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 22 Sep 2020
- (182) Article 31(b) Rights Advisement Signed by (b)(3), (b)(6), (b)(7)(c)  
dtd 22 Sep 2020
- (183) Signed Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 23 Sep 2020
- (184) Article 31(b) Rights Advisement Signed by (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) dtd 23 Sep 2020
- (185) Photo of AAV 523519 Starboard Forward Pontoon
- (186) (b)(3), (b)(6), (b)(7)(c) Video, dtd 30 Jul 2020: External  
Hard Drive
- (187) Statement of (b)(3), (b)(6), (b)(7)(c) dtd 24  
Sep 2020
- (188) Autopsy Report for (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (189) Autopsy Report for (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (190) Autopsy Report for (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (191) Autopsy Report for (b)(3), (b)(6), (b)(7)(c)

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- (b)(3), (b)(6), (b)(7)(c)
- (192) Autopsy Report for (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (193) Autopsy Report for (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (194) Autopsy Report for (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (195) Autopsy Report for (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (196) Autopsy Report for (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (197) Email From (b)(3), (b)(6), (b)(7)(c)
- (198) Statement From (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (199) Figure 1-6, Power Train System of an AAV, Technical Manual (TM) 07007/07267/07268-10/1: Volume 1 of 2 and 2 of 2, Operator Manual For Assault Amphibious Vehicle 7A1 Family of Vehicles.
- (200) Statement of (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (201) Global Combat Support System-Marine Corps (GCCS-MC) Transaction Report
- (202) Investigating Officer extension request 1000/ff, dtd 30 Sep 2020
- (203) CG, extension approval 5830/CG, dtd 16 Oct 2020
- (204) Email From the 3rd AABn Operations Officer and Maintenance Chief, dtd 5 and 8 Jan 2020
- (205) Email From the I MEF Deputy Assistant Chief of Staff G-3, dtd 5 Jan 2020
- (206) I MEF Realistic Urban Training Exercise 20-1 Letter of Instruction, dtd 25 Feb 2020

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Preliminary Statement

1. Pursuant to enclosure (1), and in accordance with reference (a), a Command Investigation was conducted to inquire into the facts and

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circumstances surrounding the 15th Marine Expeditionary Unit Assault Amphibious Vehicle (AAV) mishap on 30 July 2020 that resulted in the deaths of Private First Class Bryan J. Baltierra (b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c) Lance Corporal Marco A. Barranco  
Private First Class Evan A. Bath (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) Navy Hospital Corpsman 3rd Class (Fleet Marine Force)  
Christopher Gnem (b)(3), (b)(6), (b)(7)(c) Private First Class Jack-Ryan  
Ostrovsky (b)(3), (b)(6), (b)(7)(c) Lance Corporal Guillermo S. Perez  
(b)(3), (b)(6), (b)(7)(c) Corporal Wesley A. Rodd (b)(3), (b)(6), (b)(7)(c)  
Lance Corporal Chase D. Sweetwood (b)(3), (b)(6), (b)(7)(c) Corporal  
Cesar A. Villanueva (b)(3), (b)(6), (b)(7)(c) and the sinking of AAV-P7  
serial number 523519 tactical number 3-15-05.

2. (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) were seriously injured in  
the accident and were flown ashore for medical treatment.

3. All personnel on AAV-P7 serial number 523519 were from Battalion Landing Team (BLT) 1/4, 15th Marine Expeditionary Unit (MEU). The 15th MEU was conducting their pre-deployment training exercise Amphibious Squadron Marine Expeditionary Unit Integration Training (PMINT). PMINT was scheduled from 27 July to 9 August 2020. Due to the search and rescue/recovery operations, my investigation team and I arrived on the USS MAKIN ISLAND (USS MKI) on 3 August 2020. All of the ships were still involved in trying to locate the sunken AAV and the missing Marines and Corpsman. Discussions about the mishap to that point had been focused on trying to obtain information to assist in locating the AAV and missing Marines and Corpsman.

4. The Assault Amphibious Vehicle (AAV) is a fully tracked amphibious landing vehicle, commonly called an "amtrac" or "track," an abbreviated term for "amphibious tractor." The AAV is designed to deliver assault troops and their equipment from ship to shore under combat conditions. For a complete vehicle description please see reference (Ref) (g) page 160: APPENDIX A. AAVP7A1 DATA.

5. AAV 523519 was built in 1984 and delivered to the United States Marine Corps on 25 October 1985. A Reliability, Availability and Maintainability/Rebuild to Standard (RAM/RS) upgrade was conducted on 2 August 1999 and an Inspect Repair Only As Necessary (IROAN) at Marine Corps Logistics Base Barstow was completed on 21 December 2015.

6. Line of duty determinations for all deceased service members were made on 30 September 2020. These determinations were made and will be disseminated to the next of kin before completion of this report. Line of duty determinations for all injured service members were also made on 30 September 2020. The deaths and injuries of all personnel were determined to have occurred in the line of duty, and not due to misconduct.

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7. Several personnel outside of I MEF and not involved in the mishap were consulted for technical questions.

a. (b)(6), (b)(7)(c) Technical Director, Amphibious Vehicle Test Branch (AVTB) assisted in identifying specifications of the AAV-P7 not found in Technical Manuals.

b. (b)(3), (b)(6), (b)(7)(c) Commanding Officer of the Assault Amphibian School, and (b)(3), (b)(6), (b)(7)(c) Executive Officer of the Assault Amphibian School, were consulted with questions regarding the common SOP for AAV operation, reference (b) to this investigation.

c. (b)(3), (b)(6), (b)(7)(c) Program Manager, Advanced Amphibious Assault (PM AAA), Program Executive Officer (PEO) Land Systems was consulted to assist in identifying specifications of the AAV-P7 and assist with researching information in Technical Manuals.

d. (b)(3), (b)(6), (b)(7)(c) Office of the Secretary of Defense, former Commanding Officer of the Assault Amphibian School, was consulted with questions regarding the common SOP for AAV operation, reference (b) to this investigation.

e. (b)(6), (b)(7)(c) Field Service Representatives, PMAAVs, were consulted on technical questions about the AAV. (b)(6), (b)(7)(c) are government contractors who are employed by Skylla Engineering, Ltd, and work for the Program Manager overseeing amphibious vehicles at Marine Corps Systems Command.

8. For clarity, a number of items will be referred to throughout the investigation by abbreviated titles. Many of the statements contain abbreviations, acronyms, or military terminology. Enclosure (4) is an abbreviation and terminology guide to assist the reader. The list below is not the complete list of acronyms, but contains the most frequently used acronyms and terms. Additionally, individuals were referred to by billet title and not by name throughout the report. The names of individuals who occupied these billets during the relevant period under investigation are identified in enclosure (5).

a. AAV(s): Assault Amphibious Vehicle(s) will be referred to as AAV(s).

b. AAV number: AAVs will be referred to by their 3rd Assault Amphibian Battalion tactical number consisting of 3 for 3rd Amphibious Assault Battalion (AABn), 15 for 15th MEU, and the last two digits 1 thru 14. Enclosure (6) contains a full list of call signs and vehicle designations. In personal statements, vehicle names and identifiers have not been changed.

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c. AAV-P7 serial number 523519 tactical number 3-15-05: The AAV that sank. It will be referred to as AAV 523519, but in statements and other parts of the investigation it may be referred to as AAV 5 or track 5.

d. AAV C7: Assault Amphibious Vehicle Command Model 7A1 (AAVC7A1) is a command and control variant and will be referred to as AAV C7 or simply C7.

e. AAV NOTM: Assault Amphibious Vehicle AAVP-7A1 with the Network on the Move communications system (NOTM) will be referred to as AAV NOTM. In many statements it is called the "Pop."

f. AAV P7: Assault Amphibious Vehicle AAVP-7A1 is the standard model and will be referred to as AAV or AAV-P7.

g. AAV Plt: Assault Amphibious Vehicle Platoon, 15th MEU will be referred to as AAV Platoon or AAV Plt.

h. AVTB: Amphibious Vehicle Testing Branch will be referred to as AVTB. AVTB provided a maintenance garage that was safeguarded and access controlled.

i. Bravo Co. or B Co: Company B, Battalion Landing Team 1/4 will be referred to as Bravo Company.

j. BLT 1/4: Battalion Landing Team 1/4 will be referred to as BLT 1/4.

k. 15th MEU: 15th Marine Expeditionary Unit will be referred to as 15th MEU.

l. IVO: "In the vicinity of" will be abbreviated to IVO.

m. LCAVAT: Landing Craft and Amphibian Vehicle Assignment Table will be referred to as a LCAVAT.

n. LPU-41: A yoke-style, inflatable personal flotation device designed to be worn over body armor. It is issued to personnel embarked on AAVs.

o. MOS: Military Occupational Specialty will be referred to as MOS.

p. Nautical terms: There are several terms that are nautical or Naval in character. The bow refers to the front of a ship, boat or AAV. The stern refers to the rear of a ship, boat or AAV. When looking forward on a ship, boat or AAV towards the bow, the port lies on the left side while the starboard side lies on the right side. In

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nautical terms, the bow or fore lies at the forward of the ship, while the stern or aft is the rear portion.

q. Plenum: The "grill and access assembly" is referred to in many statements by the informal term "plenums". The exhaust grill may be referred to as the "rear plenum", and the intake grill may be referred to as the "front plenum". The grill and access assembly may be referred to as the "plenum housing". Where specific language is necessary, the proper nomenclature is used by the Investigating Officer in accordance with the references.

r. PMCS: Preventive Maintenance Checks and Service will be referred to as PMCS.

s. PHIBRON: Amphibious Squadron will be referred to as PHIBRON.

t. SCI: San Clemente Island is a training island for the military and environmentally protected area administered by Naval Base Coronado. It is 41 miles off the coast of California and it is 21 miles (34 km) long and contains 147.13 km<sup>2</sup> (56.81 sq. mi) of land. San Clemente Island will be referred to as SCI.

u. SUROB: Surf Observation report will be referred to as SUROB.

v. USS MKI: USS MAKIN ISLAND (LHD-8) will be referred to the USS MKI.

w. USS SOM: USS SOMERSET (LPD-25) will be referred to as the USS SOM.

x. USS SDG: USS SAN DIEGO (LPD-22) will be referred to as the USS SDG.

9. All times in this investigation will use Pacific Daylight Time (PDT). Several logs and other documents use or reference ZULU time. Enclosure (27) contains a time conversion chart for PDT to ZULU time.

10. Several electronic logs are included as enclosures to this investigation. These logs have time stamps associated with events, but many of the operators entering the information into the logs stated that their entries may have been delayed due to the lag between receiving information verbally and their attempts to enter the information while engaging in rescue actions. The investigation team considered these logs, understanding that several entries were entered late, but finding that the substance of the logs is accurate. These delayed entries in no way hampered rescue operations.

11. The finding of facts will be separated into two (2) parts. The first part deals with the AAV accident and the second part covers

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maintenance history for the AAV Platoon and training history for the AAV Platoon and Bravo Company, BLT 1/4.

12. The Investigating Officer began the investigation without any knowledge of facts which indicated that the mishap was caused through dereliction of duty or other violations of the Uniform Code of Military Justice (UCMJ). Accordingly, all initial statements were taken without Article 31(b) rights advisements or waivers. As the Investigating Officer examined more evidence and collected statements from personnel involved, this presumption changed with regard to the crew of AAV-P7 serial number 523519, the AAV Platoon leadership, Bravo Company BLT 1/4 leadership, 3rd AABn personnel and several others. Subsequent statements were made with Article 31(b) rights advisements and waivers were obtained.

13. All written statements were produced either from notes taken by the Investigating Officer during the interview, or were transcribed from the corresponding audio recording taken during the interview. When necessary, the Investigating Officer requested that certain individuals sign their written statements. These individuals were given a copy of their written interview in digital form and were asked to read their statement thoroughly and to make any changes they deemed appropriate before signing.

14. Interviews were conducted onboard the USS MAKIN ISLAND, the USS SOMERSET, Camp Pendleton, CA, and Naval Station San Diego, CA. The Investigating Officer requested statements from some personnel who had left the southern California area and the Investigating Officer received these documents via electronic mail. All interviews were conducted in person and no difficulties were encountered while interviewing witnesses.

15. The Investigating Officer decided to conduct in-person interviews wherever possible vice just receiving signed statements. This technique did take more time due to transcribing all information from verbal to written, but it gave the Investigating Officer a much clearer understanding of the incident.

16. The Event Time Line, Enclosure (2), was produced solely to provide a visual reference to assist the reader of the investigation.

17. Three requests for extensions were submitted by the Investigating Officer and granted by the Commanding General, I MEF. The first extension was approved in writing and is contained in this report as Encl (203). The remaining requests were approved verbally by the Commanding General, I MEF.

18. All reasonably available evidence pertaining to this incident was collected during the course of this investigation.

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NARRATIVE STATEMENT

1. At approximately 1815 Pacific Daylight Time (PDT) on 30 July 2020, AAV-P7 serial number 523519 tactical number 3-15-05 sank en route from San Clemente Island, CA to the USS SOMERSET (LPD-25). AAV 523519 had sixteen (16) personnel onboard, including three (3) AAV crewmen, twelve (12) infantry Marines, and one (1) Navy Corpsman. All personnel onboard were part of Battalion Landing Team 1/4, 15th Marine Expeditionary Unit. Seven (7) of the personnel survived. Tragically, nine (9) personnel - eight (8) Marines and one (1) Sailor - were killed. AAV 523519 settled on the ocean floor off the west coast of San Clemente Island at a depth of 385 feet; its position was 33 deg 01.52244' N / 118 deg 38.93274' W; MGRS: 11SLS 46004 55307. One (1) Marine, (b)(3), (b)(6), (b)(7)(c) was pronounced deceased after his body was recovered on 30 July 2020 onto the USS SOMERSET. The remaining seven (7) Marines and one (1) Sailor were listed as missing after the mishap.

2. On 3 August 2020, the remains of all eight (8) missing personnel, as well as AAV 523519, were located via a U.S. Navy unmanned underwater vehicle.

3. On 5 August 2020, the dignified transfer of (b)(3), (b)(6), (b)(7)(c) to Dover Air Force Base in Delaware occurred with a ramp ceremony at Marine Corps Air Station Miramar, CA. On 6 and 7 August 2020, the remains of the other eight personnel were recovered. On 8 August 2020, they were transferred to U.S. Naval Hospital Balboa. On 12 August 2020, the dignified transfer of the eight (8) remaining deceased personnel occurred, also commencing with a ramp service at Marine Corps Air Station Miramar and ending at Dover Air Force Base.

4. On 7 August 2020, AAV 523519 was recovered from the ocean floor. On 8 August 2020, it was transferred to Amphibious Vehicle Test Branch (AVTB) in Camp Pendleton, CA via Naval Air Station North Island, CA for technical examination. AAV 523519 was photographed during every stage of movement. These photographs were taken and are maintained by I MEF Communications Strategy personnel.

5. Post-mishap analysis on AAV 523519 revealed excess water leakage through both intake and exhaust plenum grills, excess water leakage through a missing headlight connector in the front bow, excess water leakage through the personnel door, a minor leak on the number two (2) port side road arm assembly to hull area, a minor leak in the number four (4) port torsion bar anchor area, and minor leaks in the port and starboard midship seals. The transmission had no visible oil and had seized up.

6. The investigation determined the cause of the mishap was a combination of maintenance failures due to disregard of maintenance



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procedures, AAV crewmen not evacuating personnel when the situation clearly demanded they be evacuated, and improper training of embarked personnel on AAV safety procedures.

7. The investigation also examined the maintenance conditions of the 14 AAVs in the AAV Platoon since April 2020, as well as the training that the AAV Platoon and Bravo Company, BLT 1/4 personnel received for amphibious operations.

8. The investigation does cover key events in the Search and Rescue and Recovery operations but does not go into every detail. In my opinion, the Search and Rescue and Recovery operations were conducted very professionally.

#### FINDINGS OF FACTS REGARDING THE SINKING OF AAV 523519

1. AAV-P7 serial number 523519 tactical number 3-15-05 sank at approximately 1815, 30 July 2020 and came to rest on the ocean floor at 33 deg 01.52244' N/ 118 deg 38.93274' W; MGRS: 11SLS 46004 55307 [Encl (35), (119), (126)]

2. AAV-P7 523519 was built in 1984, with a delivery date to the USMC (DD250) of 25 October 1985. AAV 523519 had the following upgrades conducted: a Reliability, Availability, Maintainability/Rebuild to Standard (RAM/RS) on 2 August 1999; and an Inspect and Repair On As Necessary (IROAN) on 21 December 2015. AAV 523519 had the following modifications installed: an Emergency Egress Lighting System (EELS) in January 2017; a Throttle Linkage in June 2018; and an Automatic Fire Sensing and Suppression System (AFSSS) in October 2018. [Encl (46)]

3. On 26 July 2020, Bravo Company, BLT 1/4 embarked on the USS SOM pier side at U.S. Naval Base San Diego, CA. [Encl (19)]

4. On 27 July 2020 at 0700, the USS SOM departed U.S. Naval Base, San Diego. [Encl (151)]

5. On 27 July 2020 at 1200, AAV Platoon launched fourteen (14) AAVs from the Del Mar Boat Basin, Camp Pendleton, CA en route to the USS SOM. [Encl (19), (87), (102)]

6. On 27 July around 1400, all fourteen (14) AAVs in the AAV Platoon were recovered onboard the USS SOM. [Encl (87), (102)]

7. During transit, AAV 14, the Network-On-The-Move (NOTM) vehicle, experienced a maintenance issue with its jet deflectors that forced AAV 14 to complete the movement in water track mode. [Encl (135)]

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8. During transit, AAV 12 had a maintenance issue with the port side lateral drive shaft that similarly compelled AAV 12 to complete the movement in water track mode. [Encl (102), (124)]
9. Water track mode is when the AAV is propelled in the water using its tracks, without the use of its water jets. [Encl (7)]
10. From 1300 on 27 July 2020 until 1800 on 29 July 2020, while onboard the USS SOM, the AAV Platoon conducted Preventive Maintenance Checks and Services (PMCS) and repaired AAV 14 by replacing the servos and AAV 12 by replacing the port side lateral drive shaft. At this time, there were no maintenance discrepancies on AAV 523519. [Encl (87), (124), (131)]
11. On 29 July 2020 at approximately 1200, the operations order was received on the USS SOMERSET and planning began for a mechanized raid on San Clemente Island. [Encl (76), (91)]
12. The confirmation brief for the mechanized raid was conducted at approximately 1930 and ended at 2100. [Encl (76), (91)]
13. During the confirmation brief, the Planning and Tactics Officer for the USS SOM stated that the USS SOM would provide one (1) safety boat. [Encl (87), (152), (181)]
14. References (b) and (c) state that safety boats are required for all waterborne AAV operations. [Encl (7), (8)]
15. The PHIBRON-3 Commodore, (b)(3), (b)(6), (b)(7)(c) the 15th MEU Commanding Officer, the BLT 1/4 Commanding Officer, and their staffs attended the confirmation brief via secure video teleconference because all of these individuals were aboard the USS MAKIN ISLAND at that time. The plan was approved at this time. [Encl (91), (181)]
16. During the confirmation brief, the following safety measures were discussed: Rehearsals & Pre-Combat Checks (PCCs) / Pre-Combat Inspections (PCIs), Safety Boats, No-go Criteria, Casualty evacuation (CASEVAC), Communication and Operational Risk Management (ORM). [Encl (18), (181), (183)]
17. Upon completion of the confirmation brief, the AAV Platoon and Bravo Company personnel began well deck rehearsal serial call-away drills, which started at approximately 2100. [Encl (87), (104)]
18. At 2200, the Bravo Company leadership and AAV leadership conducted a rehearsal of concept (ROC) drill. The ROC drill ended around 2300. [Encl (87), (104)]
19. On 29 July 2020, during their PMCS procedures, the AAV Platoon discovered that the digital display module (DDM) on AAV 9 would not

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display the AAV engine water temperature. As a result, the decision was made that AAV 9 would stay onboard the USS SOM. [Encl (102), (124)]

20. On 30 July 2020, the AAV Platoon members had reveille at 0300 and were in the well deck on their vehicles at 0400. Bravo Company, BLT 1/4 set reveille at 0400 and serial call-aways began at 0500. [Encl (72), (102)]

21. On 30 July 2020, at approximately 0330, all crew members of AAV 523519 had reported to their vehicle and began preparations for waterborne operations. [Encl (119), (131)]

22. On 30 July 2020 at approximately 0530, the 1st and 2nd Section Leaders of the AAV Platoon conducted the splash team checks. [Encl (102), (104), (117)]

23. In accordance with paragraph 3004 the Common SOP for Amphibious Operations, splash checks must be conducted prior to launching AAVs and should include a safety brief for all crew and passengers. [Encl (7)]

24. The Common SOP states that safety briefs will be given to all embarked passengers explaining the AAV capabilities, safety, and egress/evacuation procedures prior to conducting any operations. [Encl (7)]

25. Appendix J of Enclosure 7 is the embarked troop brief that is supposed to be given to all embarked passengers. [Encl (7)]

26. The Vehicle Commander is responsible for briefing embarked personnel on their responsibilities as embarked troops. [Encl (7)]

27. The Vehicle Commander has the final decision if the safety of the AAV, crew, or embarked troops is in question. [Encl (7)]

28. During splash team checks vehicle commanders must conduct pre-operations checks and submit a pre-water operations checklist to the section leader. [Encl (7)]

29. Once the check lists are received, the section leader verifies the completion of the checklist and then either maintains the checklist or delivers it to the AA unit leader. [Encl (7)]

30. The mechanized raid force consisted of the AAV Platoon (13 AAVs) and Bravo Company, BLT 1/4. [Encl (18), (21)]

31. At approximately 0600 on 30 July 2020, the BLT 1/4 Executive Officer and the Bravo Company Commander went to the USS SOM bridge and discussed sea state with the USS SOM Officer Of The Day (OOD). They

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assessed the sea state to be a sea state one (1). Sea state levels are defined on page H-5 of enclosure (7). [Encl (72), (76)]

32. At some point that morning, the safety boat that was to be provided by the USS SOM was found to be inoperable due to the fact that the engine would not start. [Encl (149), (152)]

33. At 0630, the AAV Platoon Commander and the AAV Platoon Sergeant went to the USS SOM flight deck to observe sea state; they assessed sea state to be one (1) or two (2). [Encl (87), (102)]

34. At approximately 0720, the USS SOM Combat Cargo Officer informed the AAV Platoon Commander that the USS SOM's small boat was inoperable and they could not provide the safety boat. [Encl (87), (164)]

35. Two (2) safety boats are required for AAV waterborne operations with naval shipping when AAV unit composition is 6 or more AAVs. [Encl (7), (8)]

36. The AAV Platoon Commander designated AAV 12 as the safety boat, despite the fact that AAV 12 contained embarked personnel. [Encl (21), (102)]

37. Although the AAV Platoon Commander knew there was an AAV without embarked personnel onboard at that time, an AAV was not specifically identified to serve as the second safety boat to replace the U.S. Navy safety boat. [Encl (87)]

38. The mechanized raid from the USS SOM to San Clemente Island (SCI) was scheduled to launch from the USS SOM at 0700 and all forces were scheduled to return to the USS SOM by 1200. [Encl (18)]

39. The mechanized raid force was to land on the West Cove of SCI and then move administratively to the objective. Once at the objective the raid force would begin actions. [Encl (18)]

40. Landing Force Objective (LF OBJ) 1 was West Cove, SCI (MGRS 11S LS 509 542), and it was also the landing site for the AAVs. LF OBJ 2 was the airfield on SCI (MGRS 11S LS 515 548); this was considered key terrain in that it gave the AAVs observation of the airfield. LF OBJ 3 was the raid force objective on SCI (MGRS 11S LS 572465). [Encl (18)]

41. The mechanized raid force from the USS SOM to SCI launched from the USS SOM at 0745. Thirteen (13) AAVs launched. AAV 9 was inoperative and stayed aboard the USS SOM. [Encl (22), (87), (102), (124)]

42. The mechanized raid force from the USS SOM to SCI launched without the required number of safety boats. [Encl (7), (8)]

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43. The USS SOM Commanding Officer ordered the delivery crane that places the safety boats in the water to be changed from the broken safety boat to an operational safety boat. [Encl (149)]

44. The mechanized raid from the USS SOM to SCI was scheduled to land on SCI at 0730. [Encl (18)]

45. The mechanized raid from the USS SOM to SCI landed on West Cove, SCI at 0838. Thirteen (13) AAVs landed. [Encl (22), (72)]

46. Once on SCI, 15th MEU personnel guided the raid force to the objective. This was due to environmental concerns to ensure vehicles do not enter environmentally protected areas. [Encl (76), (80)]

47. At this time AAV 10 and AAV 11 moved IVO LF OBJ 2. [Encl (113)]

48. AAV 13 (C7) and AAV 14 (NOTM) stayed on the beach at West Cove and conducted command and control drills. [Encl (72)]

49. AAVs 1, 2, 3, 4, AAV 523519, 6, 7, 8, and 12 followed 15th MEU personnel to the raid objective. [Encl (76), (83)]

50. At 0908, the raid force commenced actions on the objective. [Encl (22)]

51. At 0945, the raid force actions were complete and the Bravo Company Commander directed Marines to begin Tactical Site Exploitation (TSE). [Encl (22), (76)]

52. At approximately 0948, AAV 12 reported that AAV 12 "blew a hub" and would need 20 minutes to repair. A hub is a term for the center part of AAV road wheel, when an AAV reports they "blew a hub" it means that the bearing inside the road wheel hub has failed and the vehicle cannot move. [Encl (72), (76), (104)]

53. Upon consolidation AAVs 1, 2, 3, 4, AAV 523519, 6, 7, 8, and 12 were IVO LF OBJ 3. AAV 10 and AAV 11 were IVO LF OBJ 2 and AAV 13 (C7) and AAV 14 (NOTM) were IVO LF OBJ 1 conducting command and control drills. [Encl (76), (83), (119)]

54. Between 0930 and 1000, fifteen (15) personnel who had been playing the roles of opposing force on LF Obj 3 and nine (9) personnel from the All Domain Reconnaissance (ADR) Force moved to the AAVs. 1st Section picked up the personnel who had been the opposing force and 2nd Section picked up the ADR personnel. No additional personnel were placed in AAV 523519. [Encl (21) (106), (118), (119)]

55. At 1000, the Bravo Company Commander discussed the maintenance delay with the BLT 1/4 Executive Officer (XO) and the Assistant

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Operations Officer (S3A). The decision was made go to an administrative posture wherein AAV 12 would be left on the LF Obj 3 and the remaining AAVs would move west and set up an assembly area IVO West Cove. [Encl (72), (76), (79)]

56. The AAV Platoon Maintenance Chief was left with AAV 12. [Encl (87), (124)]

57. Upon arrival IVO West Cove, there were some concerns about proper accountability of personnel due to the addition of opposing force personnel and ADR personnel and the exclusion of personnel left on AAV 12. [Encl (76), (118)]

58. At approximately 1200, personnel on SCI communicated a list of required parts needed to repair AAV 12. This communication was conducted via voice communication with the USS SOM. [Encl (73)]

59. The AAV Platoon Sergeant stated that between 1430-1500 he was told that the parts needed to repair AAV 12 would not be available until 31 July. [Encl (102)]

60. At approximately 1500, AAV Platoon leadership recommended to the Bravo Company Commander that, due to the delay of required parts for AAV 12, an AAV section of four (4) AAVs should remain on SCI. This was determined to be AAVs 2, 4, 11 and 12. These AAVs would independently return to the USS SOM later once AAV 12 was repaired. [Encl (72), (76), (102)]

61. At approximately 1515, a Landing Craft, Air Cushioned (LCAC) arrived at West Cove. Due to a miscommunication, AAV Platoon and Bravo Company personnel initially thought the LCAC was bringing repair parts. However, the LCAC had actually been sent ashore to transport AAV 12 back to the USS SOM. [Encl (80), (102), (124), (161)]

62. While the AAVs were staged at West Cove, the AAV 523519 driver checked the transmission oil level and found that it was low. [Encl (120), (131), (145)]

63. Upon discovering the transmission oil level was low, the AAV 523519 driver informed the rear crewman, who is a trained AAV mechanic, who then opened up the plenums and began to inspect the engine. [Encl (131), (145)]

64. Upon inspecting the engine, the AAV 523519 rear crewman discovered that there appeared to be a fluid leak coming from the area where the Power Take Off (PTO) marine drive unit meets the torque converter. [Encl (131), (145)]

65. Upon discovering the fluid leak, the AAV 523519 rear crewman inspected the mounting bolts for the gasket that sits between the PTO

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and the torque converter and found the mounting bolts to be loose, at which point he tightened all the bolts. [Encl (131), (145)]

66. After tightening the bolts, the AAV Driver added approximately six (6) gallons of oil to the transmission. [Encl (131), (145)]

67. The AAV Driver and Rear Crewman stated they informed the Vehicle Commander they had added six (6) gallons of oil to the transmission. [Encl (131), (145)]

68. An AAV transmission requires twenty three (23) gallons to operate properly. [Encl (177), (178)]

69. At 1530, a Surf Observation Report (SUROB) was conducted by AAV Platoon, 3rd Section Leader, with a corresponding report of mean surf index of 2.1. [Encl (113), (114)]

70. At 1600, the AAV Platoon, 1st Section Leader, established communications with the USS SOM via Boat Bravo net and began coordination for re-embarkation on the USS SOM. [Encl (117)]

71. At 1600, the AAVs began to line up in a column for splash and return to the USS SOM. The order of movement was led by AAV 10, followed by AAVs 14, 13, 8, 7, 6, 523519, 3, and 1. [Encl (113), (117)]

72. The AAV Platoon Commander could not state who conducted the Splash Checks. [Encl (88)]

73. The AAV Platoon Sergeant stated that he believed the 1st Section Leader conducted the Splash Checks. [Encl (104)]

74. Splash Procedures from ref (b) require that the section leader verify the pre-water operations checklists for each vehicle in their section, and either maintain a copy, or turn in the checklists to the AA unit leader. [Encl (7)]

75. As per Ref (b) the Pre-Water Operations checklist (Appendix L in the reference) must be submitted to the Section Leader for verification prior to amphibious operations. [Encl (7)]

76. The AAV Platoon, 1st Section Leader stated he collected all of the Pre-Water Operations checklists, however, when requested by Investigating Officer, the 1st Section Leader could not produce them. [Encl (117)]

77. The personnel who had served as the opposition force were all provided with LPU-41s prior to splash. The ADR personnel were not provided LPU-41s prior to splash. [Encl (106-112), (118)]

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78. At 1645, nine (9) AAVs began to splash and all vehicles were in the water by 1651. [Encl (22), (113), (117)]

79. The AAVs violated both Marine Corps and Navy SOPs and splashed without the required number of safety boats. [Encl (7), (88)]

80. The personnel who served as the opposition force and the ADR personnel were never given a safety brief from their AAV crew prior to splash. [Encl (106-112), (118)]

81. The Bravo Company Commander, Bravo Company First Sergeant, AAV Platoon Commander, and AAV Platoon Sergeant all stayed on SCI. [Encl (76), (99)]

82. The AAV Platoon Commander stated that he assumed the USS SOM would have safety boats in the water for the movement of the AAVs back to the ship because they had never told him that safety boats would not be in the water. However, this assumption was never confirmed and the presence of safety boats from the USS SOM for the movement back to the ship was never coordinated. [Encl (87), (156)]

83. A safety boat was available on the USS SOM at the time the AAVs splashed back from SCI, but it was never requested. [Encl (149)]

84. AAV 523519 was the seventh vehicle to splash from West Cove on SCI and splashed at approximately 1650. [Encl (113), (117), (119)]

85. AAV 10 led the AAV column and, once clear of the protected cove, the sea state increased. [Encl (113), (117), (119)]

86. Once the AAVs were approximately 1500 meters out, the AAV Platoon, 3rd Section Leader, departed the SCI boat lane and started heading in a westward direction towards the USS SOM. [Encl (41), (113)]

87. The prevailing winds and prevailing seas move from north to south on the west side of SCI. [Encl (31)]

88. At approximately 1725, AAV 3 reported a malfunction that prevented the vehicle from maneuvering in the water. The AAV Platoon, 1st Section Leader, then maneuvered AAV 1 to AAV 3 and prepared to rig for tow. [Encl (117)]

89. At approximately 1730, the AAV Platoon, 1st Section Leader determined that SCI was the nearest safe harbor and began to tow AAV 3 back to SCI. [Encl (117)]

90. At 1730, the USS SOM had to increase speed to five (5) knots to produce winds for one (1) UH-1Y helicopter and one (1) AH-1Z to take off. [Encl (161)]



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91. Due to the location of the rear lookout position and the dangers posed by helicopters landing, no rear lookout was posted on the USS SOM at that time due to flight operations. [Encl (161)]

92. At 1731, the AAV Platoon, 3rd Section Leader in AAV 10 reported being between 1500 and 2000 meters from the USS SOM. [Encl (113), (117)]

93. The AAV Platoon, 3rd Section Leader did not have communications with the USS SOM and was relaying information via the AAV Platoon, 1st Section Leader. [Encl (113), (117)]

94. Based on sea state two (2), an average AAV under full propulsion will cover one (1) nautical mile (1852 meters) in 9 minutes and 52 seconds. Based on sea state three (3), an average AAV under full propulsion will cover one (1) nautical mile in 10 minutes and 54 seconds. [Encl (42)]

95. At around this time, the AAV 523519 Rear Crewman notified the Vehicle Commander that water was above the deck plates at the ramp. The Vehicle Commander then acknowledged the message and stated "Thanks for letting me know." [Encl (119), (130)]

96. That water at "Deck Plate Level" would meet the requirement to begin "prep for embarked troop transfer." [Encl (7)]

97. The command to "prep for embarked troop transfer" was not given when water was at the deck plate level. [Encl (119), (130), (138), (147)]

98. At this time, the AAV 523519 Rear Crewman then decided to move to the A-Gunner position because he had no internal communications with the Vehicle Commander or Driver and was verbally communicating information. [Encl (92), (130)]

99. The AAV 523519 Driver noticed a falling voltage reading from the drivers display module from twenty seven (27) volts to nineteen (19) volts. [Encl (144), (145)]

100. When the volts dropped from twenty seven (27) volts to nineteen (19) volts, the radios and electric bilge pumps did not operate as optimally as they were designed to function. The radio's output and reception power was degraded and the electric bilge pumps did not discharge water at the rate they are designed to discharge. [Encl (175)]

101. Due to the AAV 523519 Rear Crewman's communications helmet not functioning and the AAV 523519 Vehicle Commander not responding on the

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internal communications system, the AAV 523519 Driver did not inform anyone that the voltage had dropped. [Encl (144), (145)]

102. The AAV 523519 Rear Crewman then notified the Vehicle Commander that the water had risen from deck plate level to ankle level. The Vehicle Commander then exited the turret and began waving the November flag. [Encl (119), (130)]

103. As per Ref (b), actions to be taken when water is at "Boot Ankle Level" are the following: Crew executes all emergency distress signals. Crew evacuates all embarked troops. Crew prepares to evacuate while trying to reach nearest safe haven. [Encl (7)]

104. The Vehicle Commander for AAV 523519 began to execute emergency distress signals by waving the November flag. The command to evacuate embarked troops was not given at this time. [Encl 119), (130), (138), (147)]

105. The Rear Crewman tried to tell the Vehicle Commander again about the water level, but the Vehicle Commander was not in the turret. The Rear Crewman asked the embarked Platoon Commander as to the whereabouts of the Vehicle Commander. The embarked Platoon Commander stated that the Vehicle Commander was waving the November Flag on top of the AAV. [Encl (92), (130)]

106. The AAV 523519 Vehicle Commander never fired any pyrotechnics. Both Red Star Cluster and White Star Cluster pyrotechnics were found on AAV 523519 during the post-mishap inspection. [Encl (187)]

107. At 1753, the USS SOM reported Green Well and began recovering AAVs. AAV 10 was recovered at 1753, AAV 8 was recovered at 1756, AAV 7 was recovered at 1759, and AAV 6 was recovered at 1803. [Encl (28), (30)]

108. Green well is a term used when the ship is ready to receive or disembark AAVs. Red well is a term used when the ship is not ready to receive or disembark AAVs. [Encl (8)]

109. At approximately 1755, the Vehicle Commander for AAV 6 informed the Bravo Company Executive Officer that he observed someone waving a November flag. [Encl (90), (91)]

110. The AAV 523519 Vehicle Commander stated that, while he was waving the November flag, he observed the starboard forward bilge pump and it was still functioning and expelling water. [Encl (119)]

111. The AAV 13 (C7) Vehicle Commander first became aware AAV 523519 was in distress when he heard the AAV 523519 Vehicle Commander state over the radio that his vehicle was taking on water. [Encl (128), (129)]

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112. Upon hearing this, the AAV 13 (C7) Vehicle Commander turned and saw the November flag waving on top of AAV 523519. [Encl (128), (129)]

113. At this time, the AAV 13 (C7) Vehicle Commander stated he was approximately 400 meters away from AAV 523519 and the AAV 14 (NOTM) vehicle was somewhere in front of him. [Encl (129)]

114. Upon hearing that AAV 523519 was in distress and seeing the November flag waving on top of AAV 523519, the AAV 13 (C7) Vehicle Commander turned his AAV around and went to assist AAV 523519. [Encl (128), (129)]

115. Around this same time, the AAV 14 (NOTM) Vehicle Commander stated he heard the AAV 523519 Vehicle Commander repeatedly trying to key out over the radio but he could not hear what the AAV 523519 Vehicle Commander was saying. [Encl (126), (127)]

116. At this time, the AAV 14 (NOTM) Vehicle Commander could not see where AAV 523519 was, so he radioed over to the AAV 13 (C7) Vehicle Commander to request an update from him. [Encl (126), (127)]

117. The AAV 14 (NOTM) Vehicle Commander continued to move forward towards the USS SOM until he visually observed the November flag, at which point he ordered his Driver to turn their vehicle around so they could assist AAV 523519. [Encl (126), (127)]

118. At approximately 1800, AAV 13 (C7) and AAV 14 (NOTM) were approximately two hundred (200) meters from the USS SOM, and then turned around and maneuvered to assist AAV 523519. [Encl (126), (127), (128), (129)]

119. At approximately 1800, using the radio to contact the USS SOM LFOC, the BLT S-3A requested that the USS SOM deploy safety boats. [Encl (79), (154)]

120. When AAV 13 (C7) got close enough to AAV 523519, the AAV 523519 Vehicle Commander signaled via hand and arm motions to the AAV 13 (C7) Vehicle Commander that he should position his vehicle behind AAV 523519. [Encl (119), (129)]

121. At this time, AAV 13 (C7) was about four hundred (400) meters from AAV 523519 and moved within fifty to one hundred (50-100) meters and heard the Vehicle Commander of AAV 523519 declare "possible troop transfer." [Encl (119), (129)]

122. At this same time, the BLT 1/4, H&S Company Commander (who was located inside the LFOC on the USS SOM) requested safety boats from the USS SOM and discussed water levels inside of AAVs with the USS SOM Tactical Actions Officer. The H&S Company Commander did not

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understand what level of water would require evacuation of the vehicle. According to the USS SOM TAO, the H&S Company Commander stated that water would have to be chest high (the Common SOP states Boot ankle level) in the troop compartment before evacuation of the vehicle was required. [Encl (7), (75), (155), (156)]

123. At 1805, the USS SOM manned the boat deck in preparation to launch safety boats. [Encl (28)]

124. Around this time, the AAV 523519 Rear Crewman informed the Vehicle Commander that water was at calf level and stated that they needed to evacuate the embarked troops. [Encl (92), (130)]

125. The AAV 523519 Rear Crewman directed an embarked Marine to check the rear, port-side bilge pump for water flow. The Marine did so and reported it was still functioning. [Encl (130)]

126. At this time, the AAV 523519 Rear Crewman stated that he heard water impact the generator belt and there was a loud screeching noise. [Encl (130)]

127. The AAV 523519 Rear Crewman observed the voltage regulator on the side of the engine panel and saw the voltage regulator was not charging. [Encl (130)]

128. The AAV 523519 Rear Crewman observed water spraying from the sides of the engine panel. [Encl (130)]

129. Water spraying from the sides of the engine panel indicated that the engine compartment was full of water and the pressure caused water to spray out of the sides of the engine panel. [Encl (175)]

130. The AAV 523519 Vehicle Commander returned to the turret and the Rear Crewman informed the Vehicle Commander that the water was at bench seat level. [Encl (119), (130), (131), (147)]

131. The AAV 523519 Vehicle Commander then instructed the Rear Crewman to open the starboard side cargo hatch and for everyone to "drop their stuff". [Encl (119), (120), (130)]

132. The AAV 523519 Rear Crewman then opened the starboard side cargo hatch forward handle; embarked personnel attempted to open the starboard side cargo hatch rear handle but struggled to properly position the handle to open the hatch. [Encl (130), (138), (147)]

133. At this time, embarked personnel were using personal cell phones as a light source due to the Emergency Egress Lighting System (EELS) not functioning and the fact that no chemical lights had been used to mark the hatch handles. [Encl (130), (131), (145)]

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134. It is the responsibility of the AAV crew to attach two (2) chemical lights to the inside cargo hatch locking handles before splashing with embarked troops onboard. [Encl (7)]

135. As AAV 14 (NOTM) moved to position itself for troop transfer, it was pushed into AAV 523519 by a wave and struck AAV 523519 on the forward starboard side. [Encl (126), (135)]

136. The Driver of AAV 14 (NOTM) stated that at this time AAV 523519 was about six (6) inches out of the water. [Encl (134)]

137. Once the starboard side cargo hatch was open, the AAV 523519 Rear Crewman positioned himself behind the turret on top of the AAV straddling the cargo hatch opening and the cargo hatch cover. He then assisted one embarked Marine out of AAV 523519. [Encl (130)]

138. AAV 523519 was then facing in a westward direction and was broadside to the sea swell. [Encl (154)]

139. Due to the increased water inside the vehicle, AAV 523519 was now lower in the water and was more vulnerable to sea state. [Encl (43)]

140. A wave then swept over the top of AAV 523519 and the starboard side cargo hatch was directly exposed to water intrusion. [Encl (119), (130), (145), (171)]

141. This wave rapidly filled the troop compartment with water and caused AAV 523519 to assume a nose high pitch angle and rapidly sink. [Encl (126), (145), (171)]

142. AAV 523519 then sank with the following personnel onboard; Private First Class Bryan J. Baltierra, Lance Corporal Marco A. Barranco, Private First Class Evan A. Bath, Hospital Corpsman 3rd Class Christopher Gnem, Lance Corporal Joshua Luis, Private First Class Jack-Ryan Ostrovsky, Lance Corporal Guillermo S. Perez, Corporal Wesley A. Rodd, Lance Corporal Chase D. Sweetwood, Lance Corporal Dallas Truxal and Corporal Cesar A. Villanueva. [Encl (125), (126), (128)]

143. AAV 14 (NOTM) recovered the AAV 523519 Vehicle Commander, the Rear Crewman, and three (3) embarked personnel. The recovered embarked personnel included:  
(b)(3), (b)(6), (b)(7)(c) [Encl (92), (93), (126),  
(b)(3), (b)(6), (b)(7)(c) (147)]

144. (b)(3), (b)(6), (b)(7)(c) came to the surface and was recovered by AAV  
13 (C7). (b)(3), (b)(6), (b)(7)(c) conducted CPR on (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) [Encl (101), (128)]

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145. The AAV 523519 Driver came to the surface and the BLT Executive Officer dove into water to retrieve him and brought him onto AAV 13 (C7). The AAV 523519 Driver was given CPR. [Encl (72), (101), (128)]

146. (b)(3), (b)(6), (b)(7)(c) came to the surface and was recovered by AAV 14 (NOTM). At this time he still had his kevlar helmet, rifle, and was wearing his LPU-41. (b)(3), (b)(6), (b)(7)(c) was placed on the top of the AAV and the AAV 523519 Vehicle Commander and the AAV 14 Vehicle Commander conducted CPR on (b)(3), (b)(6), (b)(7)(c) [Encl (119), (126)]

147. At 1810, the USS SOM went to a Red Well status, raised the stern gate, and maneuvered to close the distance with the AAVs. [Encl (28)]

148. At 1812, the USS SOM's well deck had been initially ballasted down to four (4) feet at the sill IAW the ship's pre-op brief, but was ballasted down to six to eight (6-8) feet at the sill at the request of the BLT 1/4 S3A in his radio coordination, as they thought they could tow AAV 523519 onto the USS SOM. [Encl (28), (79)]

149. The USS SOM guiding document for wet well operations authorizes 3-6 feet of water at the sill for standard AAV recovery operations and does not require a face-to-face briefing with the AAV leadership so long as radio communication is established and there is limited coordination conducted prior to splash. [Encl (8)]

150. At 1815, the USS SOM restricted non-essential communication "River City 1." [Encl (28)]

151. At approximately 1825, the USS SOM launched one (1) eleven (11) meter Rigid Hull Inflatable Boat (RHIB). [Encl (160)]

152. At 1830, 15th MEU personnel moved to West Cove and an ANGLICO Marine used a radio on the LCAC to establish communications with the USS SOM. The ANGLICO Marine passed cell phone numbers and coordination for accountability. [Encl (80)]

153. At 1833, the USS SOM entered Green Well status to recover the remaining AAVs. [Encl (28)]

154. At approximately 1834, (b)(3), (b)(6), (b)(7)(c) and the AAV 523519 Driver were transferred from AAV 13 (C7) to U.S. Navy eleven (11) meter RHIB for transportation to the USS SOM. [Encl (167)]

155. At 1839, the PHIBRON 3 Battle Watch Captain requested U.S. Coast Guard assistance for search and rescue operations. The USS MKI, the USS JOHN FINN (DDG-113), and the USS SDG positioned to support search and rescue operations. [Encl (23)]

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156. At 1843, BULLET 55 (HSC-23.2) was airborne and began search and recovery operations. BULLET 55 is a U.S. Navy HH-60R Seahawk helicopter that came from the USS MAKIN ISLAND. [Encl (23)]

157. At approximately 1846 (b)(3), (b)(6), (b)(7)(c) and the AAV 523519 Driver were transferred from the U.S. Navy eleven (11) meter RHIB to the USS SOM and medical personnel provided medical treatment. [Encl (167)]

158. At 1852, two (2) Combat Rubber Raiding Craft (CRRC) were launched from the USS SOM. [Encl (28)]

159. At 1853, the USS HOWARD (DDG-83) was directed to assist in search and rescue operations by the Battle Watch Captain, 3rd Fleet. [Encl (23)]

160. At approximately 1853, the USS SOM launched a second RHIB. [Encl (160)]

161. At 1853, AAV 13 (C7) recovered aboard the USS SOM. [Encl (28)]

162. At 1856, AAV 14 (NOTM) recovered aboard the USS SOM. [Encl (28)]

163. (b)(3), (b)(6), (b)(7)(c) was on AAV 14 (NOTM) and the Vehicle Commander determined the quickest way to get (b)(3), (b)(6), (b)(7)(c) onto the USS SOM was via the AAV. (b)(3), (b)(6), (b)(7)(c) was immediately transferred to medical personnel once onboard the USS SOM. [Encl (126)]

164. After over one (1) hour of continuous CPR and other life saving techniques, (b)(3), (b)(6), (b)(7)(c) was pronounced deceased. [Encl (10), (200)]

165. At 1908, U.S. Coast Guard Helicopter RESCUE 47 checked-in for search and rescue operations. [Encl (23)]

166. At 1958, sunset occurred. [Encl (28)]

167. At 2019, two (2) additional RHIBs from the USS JOHN FINN (DDG 113) joined the search and rescue operations. [Encl (23)]

168. At 2024, the USS SOM launched MEDEVAC aircraft with (b)(3) (b)(3), (b)(6), (b)(7)(c) and AAV 523519 Driver onboard. [Encl (23), (73)]

169. At 2056, the USS SOM launched a second MEDEVAC aircraft with (b)(3), (b)(6), (b)(7)(c) onboard. (b)(3), (b)(6), (b)(7)(c) evacuation was delayed due to medical personnel providing medical treatment on him in order for him to be stable enough to fly. [Encl (23), (73), (200)]

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170. From sunset on 30 July 2020 until 2358 on 1 August 2020, search and rescue operations were conducted by U.S. Navy, USMC, and U.S. Coast Guard air assets and surface vessels. [Encl (10)]

171. At 1620, 31 July 2020, Hornbeck Offshore Services (HOS) DOMINATOR arrived on scene to assist with search and recovery operations. HOS DOMINATOR is a Military Sealift Command-chartered Offshore Supply Vessel and is used as a submarine rescue platform. [Encl (10)]

172. On 1 August 2020, at 2250, all Next Of Kin secondary notifications were completed. [Encl (10)]

173. At 2250, conditions were met to shift from search and rescue operations to recovery operations. Key leaders from 15th MEU, PHIBRON 3, I MEF, and 3rd Fleet agreed on 31 July that any transition from search and rescue operations to recovery operations would not commence until secondary notifications had been completed. [Encl (10)]

174. The Commanding Officer, 15th MEU, with concurrence of I MEF, made the decision to transition the rescue operation to recovery operations due to ocean water temperature and the time of exposure to those conditions. [Encl (173)]

175. At 2333, the HOS Dominator continued search operations to ascertain the mishap location, specifically the line between AAV 523519's initial insert/splash point and the location of the USS SOM during the time of the exercise. [Encl (10)]

176. At 2358, efforts transitioned from search and rescue operations to recovery operations. [Encl (10)]

177. On 2 August 2020, at 0015, I MEF COMMSTRAT issued a press release on Search and Rescue change to Recovery mission. [Encl (10), (173)]

178. At 0839, thirteen (13) personnel from Supervisor of Salvage and Diving (SUPSALV) with required equipment including the IVER4 Autonomous Underwater Vehicle (AUV) arrived on station at the HOS Dominator. The IVER AUV is an unmanned underwater vehicle with a variety of high resolution sonar options. [Encl (10)]

179. At 1430, IVER4 AUV began search operations. [Encl (10)]

180. At 2255, I MEF COMMSTRAT issued press release identifying the missing personnel. [Encl (10), (173)]

181. On 3 August 2020, at 0504, the HOS DOMINATOR employed the IVER AUVs and SIBITZKY remotely operated underwater vehicle (ROV) in a continuous and coordinated search operation. They covered four (4) of



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the seven (7) northern search boxes. The Naval Sea Systems Command (NAVSEA) Supervisor of Salvage and Diving (SUPSALV) team discovered a large diesel fuel sheen forming IVO the northern search boxes and considered expanding the search to the east and west before proceeding to the three (3) remaining southern boxes. Navy Information Warfare Center - Pacific (NIWC-P) mobilized the MK18 UUV to assist in expanding the search. Phoenix International Holdings produced the ROV. Upon delivery to the U.S. Navy, the ROV was designated SIBITZKY in honor of Boatswain Mate Second Class (BM2) Martin C. Sibitzky. [Encl (4), (10)]

182. At 1750, the SUPSALV IVER4 team located and positively confirmed the location of AAV 523519 with human remains in the vicinity. The team continued to survey the site to collect detailed information on the location of the human remains and the condition of AAV 523519 to inform further recovery plans. [Encl (10)]

183. At 1830, the I MEF Command Investigation team arrived aboard the USS MKI. [Encl (3)]

184. At 1929, SUPSALV discovered eight (8) human remains. SUPSALV recorded the location for follow on recovery operations. SUPSALV stated that AAV 523519 was located on the sea floor at a depth of three hundred and eighty five (385) feet. [Encl (10)]

185. The SUPSALV UUV made a video recording of AAV 523519 on the ocean floor and fully captured the disposition of AAV 523519, this video is Encl [33]. [Encl (33)]

186. At 2020, the SUPSALV Salvage Officer and IVER4 team departed the HOS Dominator to begin recovery equipment mobilization. HOS Dominator remained on station at AAV 523519's location until the SUPSALV barge crane returned. [Encl (10)]

187. On 4 August 2020, at 1258, HQMC Casualty Section reported that they had made notifications to all Next Of Kin for the Marines and Sailor from the updated Personnel Casualty Report (PCR) from 3 Aug 2020. [Encl (10)]

188. At 1459, personnel from I MEF, the 15th MEU, and C3F met with SUPSALV personnel on the barge to review the salvage layout and discussed plans for dignified transfer of remains once recovered. [Encl (10)]

189. At approximately 1700, the I MEF Command Investigation Team cross-decked from the USS MKI to the USS SOM. [Encl (3)]

190. On 5 August 2020, at 0830, the Dignified Transfer of (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) at MCAS Miramar was conducted. [Encl (10)]

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191. At 1330, the Armed Forces Medical Examiner (AFME) Office team arrived in San Diego. [Encl (10)]

192. At 1743, the Safety Investigation team arrived aboard the USS MKI and subsequently cross-decked to the USS SOM. [Encl (10)]

193. At 1920, the Dignified Air Transfer for (b)(3), (b)(6), (b)(7)(c) arrived at Dover AFB, DE. [Encl (10)]

194. At 2030, the Flyaway Deep Ocean Salvage System (FADOSS) ship was underway to the mishap site. The FADOSS had come from Port Hueneme, CA. It embarked required personnel and a twelve thousand (12,000) foot line and spooler that had been shipped from Williamsburg, VA. [Encl (10)]

195. On 6 August 2020, at 1023, the AFME team arrived at SCI and subsequently moved to the FADOSS ship. [Encl (10)]

196. At 1724, the FADOSS ship arrived at the mishap site. [Encl (10)]

197. At 1917, personnel recovery and equipment salvage commenced. [Encl (10)]

198. At 2221, four (4) of the deceased were recovered onto the FADOSS ship. [Encl (4), (10)]

199. On 7 August 2020, at 0049, four (4) additional deceased personnel were retrieved onto the FADOSS ship. [Encl (10)]

200. All deceased personnel were recovered wearing their SAPI plate carriers; seven (7) had their kevlar helmets on and two (2) still had their M-4 service carbines slung around them. [Encl (33), (34)]

201. (b)(3), (b)(6), (b)(7)(c) was present as all deceased personnel were recovered, he provided religious ministry and ensured that the movements were conducted with the utmost dignity and respect. [Encl (69)]

202. At 0110, HQMC Casualty Section was notified of the successful recovery of all missing personnel. [Encl (10)]

203. At 0152, Decedent Affairs at Naval Medical Center San Diego was notified of the successful recovery of all missing personnel. [Encl (10)]

204. Since the deceased personnel could not be positively identified, at 0226, a "Believed to Be" report identified seven (7) Marines and one (1) Sailor:

(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

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(b)(3), (b)(6), (b)(7)(c)

205. At 0248, AAV 523519 and equipment salvage began. [Encl (10)]
206. On 7 August 2020, at 0855, rigging for vehicle recovery began. [Encl (10)]
207. At 1347, AAV 523519 was fully prepared to be recovered. [Encl (10)]
208. At 1434, AAV 523519 was retrieved and secured to the FADOSS ship. (b)(3), (b)(6), (b)(7)(c) aboard the FADOSS ship photographed the entire AAV recovery event to ensure preservation of evidence. [Encl (10), (96)]
209. At 1615, recovery and salvage operations were complete. [Encl (10)]
210. At 1912, all families were notified of recovery of all deceased service members. [Encl (10)]
211. At 2031, I MEF COMMSTRAT released a statement declaring recovery of all deceased service members. [Encl (10)]
212. On 8 August 2020, at 0814, the FADOSS ship arrived at Kilo Pier, Naval Air Station North Island (NASNI). [Encl (10)]
213. At 0902, the Honorable Carry of Marines and Sailor was conducted at Kilo Pier. [Encl (10)]
214. At 0952, Decedent Affairs departed Kilo Pier with eight (8) deceased personnel for Naval Medical Center San Diego (NMCS D). [Encl (10)]
215. At 1030, the Safety Investigation Team took custody of AAV 523519 and equipment. [Encl (10)]
216. At 1130, AAV 523519 was loaded onto a tractor trailer and covered for ground movement to Camp Pendleton. [Encl (10)]
217. At 1205, eight (8) deceased personnel arrived at NMCS D. [Encl (10)]
218. At 1357, AAV 523519 arrived at a secure maintenance facility at the Amphibious Vehicle Test Branch (AVTB), Camp Pendleton, CA. [Encl (10)]

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219. Immediately after AAV 523519 arrived at AVTB, the Safety Investigation Team began technical inspections on AAV 523519. [Encl (45)]

220. On 11 August 2020, at 1430, eight (8) deceased personnel departed NMCS. [Encl (10)]

221. At 1500, eight (8) deceased personnel arrived at Legacy Funeral Home. [Encl (10)]

222. On 12 August 2020, at 0700, Marine escorts arrived at Legacy Funeral Home. [Encl (10)]

223. At 0745, Bravo Company, BLT 1/4 Pall Bearers arrived at Legacy Funeral Home. [Encl (10)]

224. At 0907, the San Diego Police escort motorcade departed Legacy Funeral Home. [Encl (10)]

225. At 0915, the San Diego Police escort motorcade arrived MCAS Miramar. Provost Marshall Office, MCAS Miramar, escorted the motorcade from MCAS Miramar gate to airfield. [Encl (10)]

226. At 1015, the Dignified Transfer/Ramp Ceremony completed. [Encl (10)]

227. At 1143, the Dignified Transfer from Miramar to Dover AFB departed. [Encl (10)]

228. The cause of death for Private First Class Bryan J. Baltierra, Lance Corporal Marco A. Barranco, Private First Class Evan A. Bath, Hospital Corpsman 3rd Class Christopher Gnem, Private First Class Jack-Ryan Ostrovsky, Lance Corporal Guillermo S. Perez, Corporal Wesley A. Rodd, Lance Corporal Chase D. Sweetwood, and Corporal Cesar A. Villanueva was drowning. [Encl (188-196)]

229. Many of the deceased personnel had small abrasions, contusions, and lacerations on their bodies. [Encl (188-196)]

(b)(3), (b)(6), (b)(7)(c)

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(b)(3), (b)(6), (b)(7)(c)

236. Post-mishap analysis of AAV 523519 determined that all vehicle controls and switches were in the correct position for water operations. [Encl (45)]

237. Post-mishap analysis of AAV 523519 determined that the Emergency Egress Lighting System (EELS) was in the disable position. [Encl (45)]

238. Post-mishap analysis of AAV 523519 determined that a port side headlight electrical thru-hull connector was not properly installed leaving an opening for water to get inside the hull. [Encl (45)]

239. Post-mishap analysis of AAV 523519 determined that the starboard bow pod had a twelve inch by twelve inch (12" by 12") metal piece missing. [Encl (45), (185)]

240. Post-mishap analysis of AAV 523519 determined that one (1) bolt on the plenum center plate was loose. [Encl (45)]

241. Post-mishap analysis of AAV 523519 determined that the DVE drivers hatch plug was missing. [Encl (45)]

242. Post-mishap analysis of AAV 523519 determined that the starboard rear hydraulic bilge pump was possibly not pumping due to the absence of oily residue on the cover. It was fully inspected and no discrepancies could be found. [Encl (45)]

243. Post-mishap analysis of AAV 523519 determined that the starboard cargo hatch seal needed to be replaced. [Encl (45)]

244. Post-mishap analysis of AAV 523519 determined that the transmission had no visible oil on the dipstick. This indicated that the transmission was almost empty of oil. [Encl (45)]

245. Post-mishap analysis of AAV 523519 determined that the engine and transmission drain lines were not correctly stored and were laying on the deck. [Encl (45)]

246. Post-mishap analysis of AAV 523519 determined that the transmission drain line was loose. [Encl (45)]

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247. Post-mishap analysis of AAV 523519 determined that the water pump belt was not at the correct belt tension. [Encl (45)]

248. Post-mishap analysis of AAV 523519 determined that the cooling tower was not correctly installed and was missing all mounting hardware to secure the cooling tower to the power plant. [Encl (45)]

249. Post-mishap analysis of AAV 523519 determined that the Power Take Off (PTO) marine drive clutch was seized and caused the propulsion shafts to be unable to turn. [Encl (45)]

250. A post-mishap water intrusion test was conducted on AAV 523519 and determined that a significant amount of water was leaking through the intake and exhaust plenum grills. Water leakage was minimal from the port and starboard cargo hatches. A significant amount of water leaked through the missing headlight connector on the front bow into the engine compartment. There was also a minor leak on the number two (2) port side road arm assembly to hull area, a minor leak in the number four (4) port torsion bar anchor area and minor leaks in the port and starboard midship seals. [Encl (45)]

251. (b)(6), (b)(7)(c) conducted the post-mishap analysis of AAV 523519. (b)(6), (b)(7)(c) is a retired USMC Chief Warrant Officer 5 (CWO5) and has over forty one (41) years of AAV experience. (b)(6), (b)(7)(c) is a retired USMC Master Sergeant and has over thirty (30) years of maintenance experience. (b)(6), (b)(7)(c) presented the following opinions regarding the cause of the sinking of AAV 523519: [Encl (45)]

a. There was not one single discrepancy that caused AAV 523519 to sink, but rather a sequence of mechanical failures.

b. The transmission failed due to leaking oil from a loose drain line plug.

c. The driver put the transmission into fourth gear to gain movement in the water.

d. After AAV 523519 completely lost momentum in the water because the engine went to an idle due to the transmission failure, the forward hydraulic bilge pump would not have pumped out water due to the low engine speed.

e. Water continued to come into AAV 523519 and, with reduced bilge capacity, the water level increased inside the vehicle.

f. The rising water level inside the engine compartment caused the generator belt to cast water out of the engine panel and on to the generator, ultimately causing the generator to fail.

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g. Because the generator failed, AAV 523519 was then only running on battery power and the electrical bilge pumps were running at a degraded level.

h. The water coming in was far greater than the bilge pumps could expel and, as a result, the vehicle sank.

(b)(3), (b)(6), (b)(7)(c)

FINDINGS OF FACTS REGARDING AAV PLATOON TRAINING, AND BRAVO COMPANY,  
BLT 1/4 TRAINING

253. In mid-January 2020, the AAV Platoon Commander and AAV Platoon Sergeant were formally assigned as the 15th MEU, AAV Platoon Commander and Platoon Sergeant. [Encl (87), [104]]

254. On 10 January 2020, the 15th MEU AAV Platoon formed with twenty four (24) Marines who had previously deployed with the 13th MEU AAV Platoon. Deployment dates were July 2018 to February 2019. The remaining Marines were sourced from within 3rd Assault Amphibian Battalion (3d AABn) from Marines who had the time remaining on their enlistment contract to deploy with the 15th MEU. [Encl (87)]

255. The AAV Platoon Commander was told by the 3rd AABn Headquarters and Services Company Commander that his Platoon would participate in EXERCISE NATIVE FURY 2020 in the United Arab Emirates (UAE) [Encl (87)]

256. On 16 and 17 January 2020, a Combat Marksmanship Program range for the AAV Platoon members was conducted in preparation for EXERCISE NATIVE FURY 2020. [Encl (62)]

257. On 18 January 2020, the AAV Platoon was fully manned to deployable strength in accordance with published 3rd AABn Table of Organization (T/O) requirements to support MEU Operations. An AAV Platoon assigned to a MEU includes a composition of fifty three (53) Marines and one (1) Sailor. [Encl (16), (87)]

258. On 3 February 2020, the AAV Platoon conducted a Change of Operational Posture (CHOP) to 1st Marine Regiment in preparation to support EXERCISE NATIVE FURY 2020. [Encl (87)]

259. From 15 to 17 February 2020, the AAV Platoon executed AAV gunnery training at Range 222. Only seven (7) of thirteen (13) crews qualified in crew level gunnery (Table VI). [Encl (61), (62)]

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260. On 20 February 2020, the AAV Platoon conducted CBRN training.  
[Encl (62), (89)]

261. On 9 March 2020, approximately half the AAV Platoon deployed for EXERCISE NATIVE FURY 2020, including the AAV Platoon Commander and 2nd Section Leader. The AAV Platoon Sergeant and the remainder of the AAV Platoon did not deploy because their flight was canceled due to COVID-19 complications. [Encl (87), (104)]

262. On or about 15 March 2020, while in the UAE, and in support of EXERCISE NATIVE FURY 2020, the AAV Platoon was augmented with other 3d AABn personnel. The personnel had been sent over to assist in the offload of equipment. With the addition of these personnel, the AAV Platoon conducted basic land training up to the Platoon level. [Encl (87)]

263. On 29 March 2020, the participants from EXERCISE NATIVE FURY 2020 returned to CONUS and were placed in COVID-19 Restriction of Movement (ROM). [Encl (87)]

264. On 12 April 2020, the participants from EXERCISE NATIVE FURY 2020 completed their COVID-19 related ROM requirement and the AAV Platoon formed up again to its T/O strength. Then, on 20 April 2020, the AAV Platoon personnel executed CHOP, without assigned AAVs and equipment, to Battalion Landing Team (BLT) 1/4. [Encl (70), (87), (88)]

265. From 3 to 8 May 2020, the AAV Platoon with Bravo Company, BLT 1/4 conducted the EOTG, Raid Package. This was the first training evolution wherein the AAV Platoon operated with all organic personnel and equipment. There were no waterborne operations conducted during this evolution. [Encl (25), (87)]

266. From 11 to 22 May 2020, the AAV Platoon and Bravo Company, BLT 1/4 leadership attended the Expeditionary Warfare Training Group - Pacific, Rapid Response Planning Process (R2P2) Course in Naval Amphibious Base, Coronado. [Encl (87)]

267. On 26 May 2020, the AAV Platoon conducted waterborne recovery operations in the Del Mar Boat Basin. Bravo Company, BLT 1/4 did not participate. [Encl (63), (87)]

268. On 27 May 2020, the AAV Platoon conducted Section level waterborne operations at White Beach. Bravo Company, BLT 1/4 did not participate. [Encl (63), (87)]

269. From 6 to 14 June 2020, the AAV Platoon supported the Realistic Urban Training (RUT) evolution. From 10 to 11 June 2020, the AAV Platoon conducted a live fire range at Range 227 in order to complete Crew level Gunnery qualifications and begin Section level Gunnery. On



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10 June 2020, Range 227 was accidentally set on fire and gunnery training was cancelled. No additional crews and/or sections qualified. [Encl (63), (87)]

270. On 10 June 2020, the AAV Platoon conducted a Combat Marksmanship Program shoot with M4s. [Encl (63), (87)]

271. On 11 June 2020, the AAV Platoon executed two (2) days of Platoon/Section level waterborne operation at Gold Beach. They conducted one (1) day and one (1) night of Section level operations. One (1) day and one (1) night of Platoon level Operations were also conducted. Bravo Company, BLT 1/4 did not participate. [Encl (63), (88)]

272. On 12 June 2020, during the night Platoon training, AAV 4 struck AAV 523519 in the surf zone. AAV 523519 sustained minor damage to the antenna mast and slope rack kit. The incident was reported to the BLT 1/4 and the 15th MEU Commanding Officers. No investigation was conducted and no remedial training was executed. [Encl 88, (104), (145)]

273. On 13 June 2020, the AAV Platoon returned to Bravo Company, BLT 1/4 to support training with 9 AAVs at R227. Four (4) AAVs were operationally inoperative and returned to the 3d AABn Ramp. [Encl (63), (87)]

274. From 14 to 16 June 2020, the AAV Platoon planned to execute waterborne operations at Gold Beach, however, this was cancelled due to maintenance issues. [Encl (63), (87)]

275. From 10 to 16 July 2020, the AAV Platoon conducted a live fire range evolution at Range 408a on Camp Pendleton to qualify Crew and section level gunnery training. The AAV Platoon submitted their training plans through BLT 1/4. The 3d AABn, Battalion Master Gunner was requested to support the training. When the Battalion Master Gunner arrived at the range, however, the AAV Platoon crews were changing and being re-assigned. Gunnery training is very deliberate in the AAV Community according to the AAV T&R Manual (Ref e). The five (5) crews remaining to be qualified were newly formed and did not qualify as they had not gone through the pre-requisite training. [Encl (61), (63)]

276. Prior to the execution of Amphibious Squadron (PHIBRON) Marine Expeditionary Unit (MEU) Integration Training (PMINT), including the AAV Platoon initial embarkation on the USS SOM, Bravo Company, BLT 1/4 had not conducted any waterborne operations in AAVs. [Encl (88), (90), (91)]

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277. The Platoon Sergeant and all three (3) Squad Leaders of 2nd Platoon, Bravo Company, BLT 1/4 were not present for PMINT. [Encl (92)]

278. The crew of AAV 523519 had not worked together prior to PMINT. Furthermore, the normal rear crewman had tested positive for COVID and could not participate in training. [Encl (120), (131)]

279. Prior to the execution of PMINT, all AAV Platoon personnel had completed training at the Underwater Egress Trainer (UET). [Encl (65)]

280. UET training includes completion of Shallow Water Egress Trainer (SWET) and either the Modular Amphibious Egress Trainer (MAET) or the Submerged Vehicle Egress Trainer (SVET). [Encl (12)]

281. The Shallow Water Egress Training (SWET) is an individual seat-type device used prior to and in conjunction with the Modular Amphibious Egress Trainer (MAET) and Submerged Vehicle Egress Trainer (SVET). The Modular Amphibious Egress Trainer (MAET) is an underwater escape trainer with a generic fuselage section representing specific aircraft, amphibious vehicles, cockpits and cabin emergency escape exits. The MAET functions closely to the general characteristics of an aircraft that has crashed into the water. The MAET is capable of being lowered into a pool and turned 180 degree rotation on its longitudinal axis. Its lifting systems (hoists, gantries) provide, at a minimum, a two-speed rate of descent and retraction. The students are able to practice underwater egress from the MAET when it is in an upright position, (zero degree rotation), an inverted position, (180 degree rotation), or in any position in between zero and 180 degrees. Current systems are able to simulate CH-46, CH-53, and MV-22 configurations and are adaptable to future platforms. The Submerged Vehicle Egress Trainer (SVET) is a UET that has the same modular core and rotational capabilities as the MAET, but dedicated for ground vehicle simulation. It is equipped with modules for the High Mobility Multi-purpose Wheeled Vehicle and a generic amphibious track platform. [Encl (120)]

282. Prior to the execution of PMINT, seven (7) personnel assigned to the AAV Platoon did not have current swim qualifications. [Encl (64)]

283. Prior to the execution of PMINT, two (2) of thirteen (13) embarked personnel on AAV 523519 had fully completed all UET training. These two individuals were (b)(3), (b)(6), (b)(7)(c)  
The remaining eleven (11) of thirteen (13) embarked personnel only completed the SWET portion of the UET. [Encl (67)]

284. The CG, I MEF Letter of Instruction (LOI) for 15 MEU deployment 21.1 states that the CG, I MEF expects all Marines of the mechanized raid forces to be UET complete by composite date. [Encl (13)]

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285. From January 2020 to July 2020, the Underwater Egress Trainer on Camp Pendleton was operating. It closed the MAET/SWET trainer devices due to maintenance from 6 April to 2 May, but still operated the SVET portion of training. It also closed 20-22 May 2020 due to a student testing positive for COVID, however, all instructors were tested and came back negative. The training began again on 24 May 2020. [Encl (68)]

286. Prior to the execution of PMINT, eleven (11) of thirteen (13) embarked personnel on AAV 523519 had current swim qualifications. Two (2) of thirteen (13) personnel did not have current swim qualifications. [Encl (66)]

287. Prior to the execution of PMINT, the AAV Platoon had executed four (4) days of waterborne operations in a seven (7) month duration; one (1) day recovery operations, two (2) day/night section operations, one (1) day/night Platoon operations. [Encl (62), (63), (87), (89)]

#### AAV PLATOON COMMANDER STATEMENT CONCERNING TRAINING

288. The AAV Platoon Commander stated that at no point during his time in command of the 15th MEU AAV Platoon did 3rd AABn leadership ask him for a training plan or a training exercise employment plan. [Encl (88)]

289. The AAV Platoon Commander stated that, due to the demands of NATIVE FURY and CENTCOM training requirements, he did not have the opportunity to create or add additional training, including waterborne operations training, for the AAV Platoon prior to the MEU CHOP date. [Encl (88)]

290. The AAV Platoon Commander stated that the 3rd AABn leadership never asked him to provide a brief regarding the capabilities and limitations of the Platoon, or what the Platoon had accomplished toward preparing for deployment with the 15th MEU. [Encl (88)]

291. The portion of the AAV Platoon that deployed to EXERCISE NATIVE FURY 2020 returned on 29 March 2020 and were in Restriction of Movement (ROM) status until 12 April 2020. From 13 to 17 April, the I MEF Joint Limited Technical Inspections were conducted. [Encl (88)]

292. The AAV Platoon Commander stated that, while he claimed confidence in his Platoon's ability to go ship to shore leading up to PMINT, he did not want BLT 1/4 Bravo Co's first time in the water to be a ship to shore exercise. [Encl (88)]

293. The AAV Platoon Commander stated that, prior to the MEU CHOP date, he was able to raise his concerns about the lack of training with the BLT 1/4 Bravo Company Commander. [Encl (88)]

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294. The AAV Platoon Commander stated that he and the BLT 1/4 Bravo Company Commander discussed conducting additional waterborne operations training post-CHOP, but due to COVID-19 restrictions, Marines being placed on ROM, or other reasons, those training opportunities never materialized. [Encl (88)]

295. The AAV Platoon Commander stated that, while he was familiar with the MCCRE process, he was not aware that a MCCRE was required prior to the MEU CHOP date. [Encl (88), (200)]

H&S COMPANY COMMANDER, 3RD AABN, KNOWLEDGE ABOUT TRAINING PRE-CHOP

296. The H&S Company Commander stated that he did not know why the AAV Platoon was not given a MCCRE prior to the MEU CHOP date. [Encl (82)]

297. The H&S Company Commander stated that he had no involvement in the decision to send the AAV Platoon to NATIVE FURY which occurred immediately prior to the MEU CHOP date. [Encl (82)]

COMMANDING OFFICER, 3RD AABN, STATEMENT CONCERNING TRAINING PRE-CHOP

298. The 3rd AABn Commanding Officer stated that the AAV Platoon had been training together since 2019. [Encl (70)]

299. The 3rd AABn Commanding Officer, when asked about his understanding of the training conducted by the AAV Platoon since January of 2020, mentioned only gunnery training and training and operations in support of NATIVE FURY during February and March of 2020. [Encl (70)]

300. When asked why the AAV Platoon was assigned to EXERCISE NATIVE FURY 2020, the 3rd AABn Commanding Officer stated that the decision was based on two points. "First, the platoon would be conducting the same training requirements throughout the exercise as they would here in CONUS for PTP (amphib/land operations/and gunnery). Second, the platoon would be conducting the required training with their future sponsored unit, [1st Bn, 4th Marines], in keeping with MCO 3502.3C." [Encl (70)]

301. 1st Bn, 4th Marines was not involved in EXERCISE NATIVE FURY 2020 and did not participate in any way. [Encl (205)]

302. When asked why the AAV Platoon was assigned to EXERCISE NATIVE FURY 2020, the 3rd AABn Commanding Officer further stated that, "Exercise Native Fury provided an opportunity for the two units to begin working and training together to build a more cohesive unit. This training also provided opportunity upon their return to continue their pre-deployment training requirements prior to CHOP." [Encl (70)]

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303. When asked why the AAV Platoon was not given a required MCCRE prior to the MEU CHOP date, the 3rd AABn Commanding Officer stated, "Training required by the MCCRE was conducted to AAV Training and Readiness (T&R) level standards. This metric was utilized because 1st Marine Division generally applies MCCRE standards to company through regimental-level units . . . Therefore, readiness at the platoon level was conducted to AAV T&R standards in accordance with MCO 3502.3C, Marine Expeditionary Unit Pre-Deployment Training Program, dated 13 September 2019 . . ." [FF (268), Encl (14), (15), (70)]

304. The 3rd AABn Commanding Officer stated that he was informed by the Bn Operations Chief that all AAV Platoon Section Leaders were qualified via the formal Assault Amphibian Unit Leader's Course. [Encl (70)]

305. The 3rd AABn Commanding Officer stated that he was informed by the 3rd AABn Operations Chief that roughly half of the AAV Platoon Vehicle Commanders had attended the formal Assault Amphibian Vehicle Commanders Course. [Encl (70)]

BRAVO COMPANY COMMANDER, BLT 1/4, STATEMENT CONCERNING TRAINING POST-  
CHOP

306. The Bravo Company Commander stated that, although his Company did not participate in the AAV Platoon's waterborne operations training at Gold Beach in early June 2020, he was present during a night portion of the training. [Encl (77)]

307. The Bravo Company Commander stated that during this training event he had the AAV Platoon Commander walk him through the SUROB and plan for training, and he also watched the AAV Platoon Sergeant conduct pre-operation inspections on the vehicles prior to conducting training. [Encl (77)]

308. The Bravo Company Commander stated that two days before the mechanized raid on SCI, he instructed personnel under his command to conduct pre-operational checks, and to review infantry-AAV procedures specific to waterborne operations. [Encl (77)]

309. The Bravo Company Commander stated that he issued this instruction because the mechanized raid on SCI would be the first time personnel under his command would be engaged in waterborne operations in the AAV's. [Encl (77)]

310. The Bravo Company Commander stated that despite the fact that his Company had not been embarked in the water in AAV's prior to the SCI raid, he maintained "[t]he training my Marines and Sailors received was consistent with established pre-deployment training and my previous experience." [Encl (77)]

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COMMANDING OFFICER, BLT 1/4, STATEMENT CONCERNING TRAINING POST-CHOP

311. The BLT 1/4 Commanding Officer stated that he believed all subordinate elements, to include the AAV Platoon, had completed required pre-composite training. [Encl (183)]

312. The BLT 1/4 Commanding Officer stated that, following the Mechanized Raid Course in early May, which did not include waterborne operations, he became aware that I MEF EOTG instructors or evaluators indicated the 15th MEU Mechanized Company performed much higher than average and were deployment-ready. [Encl (183)]

313. The BLT 1/4 Commanding Officer stated that he relied on a 1 May report from the Bravo Company Commander that all Bravo Company Marines had completed swim qualification training. [Encl (183)]

314. The BLT 1/4 Commanding Officer stated that he believed UET training for Bravo Company was limited due to COVID-19 restrictions; that training equipment was undergoing maintenance during their scheduled training time; and that according to ". . . I MEF policy concerning underwater egress training requirements (Policy 1-20), units are instructed to substitute SWET for MAET when the MAET is down for unscheduled maintenance." [Encl (183)]

COMMANDING OFFICER, 15th MEU, STATEMENT CONCERNING TRAINING POST-CHOP

315. The 15th MEU Commanding Officer stated that his understanding of the AAV Platoon's training proficiency was based upon the pre-deployment personnel training/readiness briefs to I MEF that occurred prior to the MEU composite date on 20 April 2020. [Encl (181), (183)]

316. The 15th MEU Commanding Officer further stated that his understanding of the AAV Platoon's training proficiency was based upon his observation of the AAV Platoon during the EOTG Mechanized Raid Course, the Performance Evaluation Checklist (PECL) distributed by EOTG following the Mechanized Raid Course; and his observation of their performance during the final Scenario Based Training Exercise (STX) of Realistic Urban Training (RUT) Exercise. The EOTG Raid Course and the RUT Exercise did not include waterborne operations. [Encl (25), (88), (104), (181), (206)]

317. The 15th MEU Commanding Officer stated that at the pre-deployment personnel training/readiness briefs, the AAV Platoon was assessed as trained but not evaluated in their Core Mission Essential Tasks (METs). [Encl (181)]

318. The 15th MEU Commanding Officer stated that he visited Bravo Company during the final training event of their EOTG Mechanized Raid Course in early May. He understood that training personnel from EOTG assessed Bravo Company's performance as above average overall, and "

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. . the best full mission profile raid (within the BLT) to that point in the Pre-deployment Training Program (PTP)." [Encl (181)]

319. The 15th MEU Commanding Officer stated that he also understood that Bravo Company's preparation for combat was noteworthy in the EOTG evaluation and that Bravo Company was ready to execute follow-on exercises. [Encl (181)]

320. The 15th MEU Commanding Officer stated that, "During the final STX of RUT, Bravo Company served as the Supporting Element to the Main Effort (All Domain Reconnaissance Detachment) and completed the mission without incident." [Encl (181)]

321. The 15th MEU Commanding Officer stated that, "The MEU's Rehearsal of Concept (ROC) Drill conducted prior to the final STX was noted by EOTG [training personnel] to have been very effective. Bravo Company played a large part in that ROC." [Encl (181)]

322. The 15th MEU Commanding Officer stated that his "overall impression of Bravo Company's ability to plan, brief and execute was favorable." [Encl (181)]

323. The 15th MEU Commanding Officer stated that he understood that Bravo Company had conducted their annual training requirements, to include swim qualification. [Encl (181)]

324. The 15th MEU Commanding Officer stated that he ". . . was told by BLT leadership that Bravo Company was 100% qualified on Underwater Egress Training." [Encl (181)]

#### FINDINGS OF FACT REGARDING AAV PLATOON MAINTENANCE

325. In mid-January 2020, the AAV Platoon Commander and AAV Platoon Sergeant were formally assigned as the 15th MEU, AAV Platoon Commander and Platoon Sergeant. [Encl (87), [104]]

326. The Maintenance Chief for the AAV Platoon arrived at the Platoon on 6 January 2020. [Encl (123), (124)]

327. On 9 April 2020, during the 3rd AABn Maintenance Readiness Brief, the 3rd AABn Headquarters and Services (H&S) Company Commander reported that the 15th MEU AAV Platoon had a readiness of 92% with only one vehicle being reported as operationally inoperative. [Encl (94)]

328. At some point during March of 2020, the 15th MEU AAV Platoon was initially told that they would be given a set of 13 or 14 AAVs that were operational since they had just come off of a separate MEU

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deployment and were well maintained. However, half of those vehicles were sent to Alpha Company, 3rd AABn. [Encl (97), (124)]

329. On 14 April 2020, the I MEF inspection team commenced Joint Limited Technical Inspections (JLTI) on the 15th MEU AAV Platoon vehicles and twelve (12) of the thirteen (13) vehicles then attached to the Platoon were found to be operationally inoperative and could not be transferred within Global Combat System-Marine Corps. [Encl (47-60), (70), (81), (88), (94), (124), and (183)]

330. The CG, I MEF LOI for 15 MEU deployment 21-1 states that units must identify any equipment that cannot be sourced in Condition Code Alpha, SL-3/modification/PMCS complete/calibrations complete, and corrosion prevention and control (CPAC) Condition Code 1 or 2 from attaching units and will need to be sourced from other resources within the respective MSC. [Encl (13)]

331. On 14 April 2020, the 14th AAV to complete the MEU AAV Platoon equipment had not been assigned. This would become AAV 14 (NOTM). This AAV did not have a corresponding Joint Limited Technical Inspection until 23 June 2020. [Encl (60)]

332. The week the JLTI's were conducted and the vehicles were determined to be operationally inoperative was also the first time the 15th MEU AAV Platoon had received those vehicles and been able to work on them. [Encl (87), (88)]

333. On 20 April 2020, the AAV Platoon personnel executed CHOP to Battalion Landing Team (BLT) 1/4, but due to the maintenance condition of the AAVs, the AAVs and related equipment could not be transferred. [Encl (70), (88)]

334. The 3rd AABn Maintenance Chief stated that the original set of 13 or 14 operational vehicles that were originally intended to go the 15th MEU AAV Platoon were redirected to Alpha Company due to a 3rd AABn Reorganization Plan. [Encl (97)]

335. The 3rd AABn Maintenance Chief stated that this Reorganization Plan was engaged in without input from the Battalion Maintenance Officer or himself. [Encl (97)]

336. The 3rd AABn Maintenance Officer indicated that the decision to initiate the Reorganization Plan was made by the 3rd AABn Commanding Officer. [Encl (94)]

337. The 3rd AABn Maintenance officer indicated that the decision to initiate the Reorganization Plan was discussed at length within the Battalion. [Encl (94)]



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338. The 3rd AABn Maintenance Chief stated that he disagreed with the Reorganization Plan because the Battalion did not have the manpower to support the Plan. [Encl (97)]

339. Upon learning the AAV Platoon would not receive the vehicles from the previous MEU deployment, the AAV Platoon Maintenance Chief discussed the matter with the Maintenance Chief for 3rd AABn. [Encl (97), (124)]

340. The 3rd AABn Maintenance Chief then instructed his personnel to identify replacement vehicles to send to the 15th MEU AAV Platoon. [Encl (124)]

341. Sometime after this discussion, the 15th MEU AAV Platoon received seven (7) additional vehicles. They received these vehicles sometime in late March. [Encl (124)]

342. The vehicles identified to go to the AAV Platoon were taken from the Administrative Deadline Lot (ADL) and had not been operating for nearly a year minus quarterly startups. [Encl (97)]

343. Out of those seven (7) vehicles, six (6) had to be towed to the AAV Platoon Maintenance Chief's position to begin repairs on those vehicles. [Encl (124)]

344. Upon receiving the additional vehicles the AAV Platoon Maintenance Chief conducted his own inspection and discovered that they were all operationally inoperative. This inspection occurred prior to the I MEF JLTI. [Encl (124)]

345. The AAV Platoon Maintenance Chief then informed the 3rd AABn Maintenance Chief that the additional vehicles were operationally inoperative and that the 15th MEU AAV Platoon did not have the personnel available to conduct repairs due to personnel being in a Restriction of Movement (ROM) status until 12 April 2020. [Encl (124)]

346. The AAV Platoon Maintenance Chief stated that the 3rd AABn Maintenance Chief informed him there were no other vehicles available, however, three additional mechanics were sent to the AAV Platoon to provide support. [Encl (97), (124)]

347. The AAV Platoon Maintenance Chief then informed the 3rd AABn H&S Company Commander of the situation regarding the operationally inoperative vehicles. [Encl (124)]

348. The AAV Platoon Maintenance Chief stated that on 20 April 2020, during the JLTI, they discovered that twelve (12) of thirteen (13) vehicles were operationally inoperative. This occurred approximately a week and a half before the 15th MEU AAV Platoon was scheduled to conduct the EOTG Mechanized Raid Course with BLT 1/4. [Encl (124)]

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349. The 3rd AABn Maintenance Officer stated that on 23 April 2020 the readiness of the AAV Platoon was discussed at the 3rd AABn bi-weekly Maintenance Readiness Brief. [Encl (94)]

350. The 3rd AABn Maintenance Officer stated that the 3rd AABn H&S Company Commander, the AAV Platoon Commander, and the AAV Platoon Sergeant were all present at this meeting. [Encl (94)]

351. The 3rd AABn Maintenance Officer stated that the H&S Company Commander briefed that AAV Platoon's readiness was then at 54% with only six (6) of the thirteen (13) AAVs being operationally inoperative. [Encl (94)]

352. On 23 Aril 2020, at the 3rd AABn Maintenance Readiness Brief, the 3rd AABn Maintenance Officer stated they extensively discussed whether the 15th MEU had the support they needed to execute their next operational event on 3 May 2020. [Encl (94)]

353. At that time, there was no issue raised as to the ability to meet the timeline and complete the event on 3 May 2020. [Encl (94)]

354. When the AAV Platoon Commander learned that a majority of the vehicles were operationally inoperative, he briefed the BLT 1/4 leadership on the situation, including the BLT 1/4 Maintenance Management Officer, the Bravo Company Commander, and the BLT 1/4 Commanding Officer. [Encl (88), (183)]

355. After informing the BLT 1/4 leadership of the operationally inoperative vehicles, the AAV Platoon Commander met with the 3rd AABn H&S Company Commander and the 3rd AABn Commanding Officer to discuss the status of the vehicles. [Encl (88)]

356. During this conversation, the 3rd AABn Commanding Officer asked the AAV Platoon Commander if he could fix the vehicles and the AAV Platoon Commander responded that he would try. [Encl (88)]

357. The BLT 1/4 Commanding Officer stated that after the AAV Platoon Commander told him that twelve (12) of thirteen (13) vehicles were operationally inoperative he decided to meet in person with the 3rd AABn Commanding Officer. [Encl (183)]

358. The BLT 1/4 Commanding Officer stated that during that meeting he asked the 3rd AABn Commanding Officer to help fix the AAV Platoon's vehicles prior to the upcoming EOTG Mechanized Raid Course. [Encl (183)]

359. The BLT 1/4 Commanding Officer stated that the 3rd AABn Commanding officer showed him the latest maintenance status for the

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vehicles and told him that the vehicles would be fixed in time for the Mechanized Raid Course. [Encl (183)]

360. The 15th MEU Commanding Officer stated that he was made aware of additional time required to complete the JLTIs when the MEU composited due to the condition of the AAVs and elements of the AAV Platoon having recently returned from EXERCISE NATIVE FURY 2020. [Encl (181)]

361. The 15th MEU Commanding Officer further stated that the 15th MEU S-4 Officer kept him apprised throughout the JLTI process on the progress of those inspections. [Encl (181)]

362. The 15th MEU Commanding Officer stated that the 15th MEU S-4 Officer told him that he was working closely with 1st Marine Division and I MEF on the situation and did not need his assistance or intervention. [Encl (181)]

363. The AAV Platoon Maintenance Chief stated that they received minimal maintenance support from 3rd AABn during the repair process. [Encl (124)]

364. Because the vehicles were not CHOP'd (transferred) to the BLT during the repair process, the 15th MEU AAV Platoon experienced difficulty obtaining logistical support for the repairs, including obtaining welding support from Combat Logistics Battalion (CLB) 15. [Encl (124)]

365. Because the vehicles were not CHOP'd to the BLT, their Force Activity Designator (FAD) Code did not upgrade. [Encl (88), (124)]

366. Because the FAD Code on the vehicles did not upgrade, the AAV Platoon did not receive an increased priority for ordering parts in Global Combat System Support Marine Corp (GCSS-MC). [Encl (88), (124)]

367. The fourteen AAVs were not CHOP'd to the BLT 1/4 until 11 August 2020. This was sixteen (16) weeks after the original CHOP date of 20 Apr 2020. [Encl (73), (201)]

368. From 20 April to 3 May 2020, the AAV Platoon maintenance personnel repaired all twelve (12) operationally inoperative AAVs for land-use only to ensure they could train in the Expeditionary Operations Training Group (EOTG) Mechanized Raid Package training. [Encl (88), (104), (123), (124)]

369. From 8 May to 26 May 2020, AAV Platoon maintenance personnel repaired all thirteen (13) AAVs for both land and waterborne use. [Encl (124)]

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370. The 3rd AABn Maintenance Officer stated that on 7 May 2020, the 3rd AABn H&S Company Commander reported the AAV Platoon was at 100% readiness with no vehicles operationally inoperative. [Encl (94)]

371. The 15th MEU Commanding Officer stated that 1st Marine Division acknowledged a potential extended timeline to complete Joint Limited Technical Inspections (JLTIs) due to much of the AAV Platoon's manpower recently returning from their participation in NATIVE FURY. [Encl (181)]

372. The 15th MEU Commanding Officer stated that the AAV Platoon was able to complete the JLTIs in early May prior to the EOTG Mechanized Raid course, which was their first major integrated training exercise. [Encl 181]

373. The AAV Platoon Maintenance Chief stated that AAV 523519 had the Power Take Off (PTO) unit replaced at some time prior to PMINT. [Encl (123), (124), (145)]

374. Replacing the Power Take Off (PTO) unit does not ordinarily involve any manipulation of the drain line plug [Encl (204)]

375. AAV 523519 conducted several maintenance runs and two ship to shore movements after the replacement of the Power Take Off (PTO) unit, during which there were no mechanical concerns. [Encl (124), (145)]

376. 1st Marine Division Order 3510.1E and 3rd Assault Amphibian Battalion Commanding Officer's Policy Letter 18-19 state that Platoons preparing to deploy must be evaluated by a Marine Corps Combat Readiness Evaluation (MCCRE). It is the responsibility of the Commanding Officer, 3rd AABn to ensure that a Platoon that will be attached to a MEU is given a MCCRE evaluation [Encl (13), (14), (15)]

377. The I MEF LOI for 15 MEU deployment 21-1 states that all units and attachments must conduct a MCCRE prior to CHOP. [Encl (13)]

378. The 15th MEU AAV Platoon was never given a MCCRE. [Encl (70), (104)]

#### OPINIONS

1. The cause of the mishap was a combination of maintenance failures due to disregard of maintenance procedures, AAV crewmen not evacuating personnel when the situation clearly demanded they be evacuated, and improper training of embarked personnel on AAV safety procedures. The key moment in the mishap was when water was at ankle level inside AAV 523519 and the Vehicle Commander failed to order the evacuation of embarked troops as required by the Common SOP for AAV Operations.

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Instead, the Vehicle Commander was more focused on getting back to the ship vice evacuating the embarked personnel. Although the Vehicle Commander did not realize the AAV was suffering a transmission failure, he waited too long to evacuate the embarked personnel. By the time he did, the vehicle was too low in the water, had turned sideways into the waves, and when they opened the starboard side cargo hatch it exposed AAV 523519 to the direct intrusion of water. [FF (95-97), (102-104), (124), (130), (136-141)]

2. When the wave swept into AAV 523519, the embarked personnel had been standing on the bench seats in order to evacuate the vehicle. The force of the water rushing in knocked all personnel off their feet and the overwhelming physical forces experienced by the embarked personnel resulted in shock, disorientation and inadvertent physical responses. [FF (136-142)]

3. The wave immediately filled the rear compartment and caused a sudden and almost immediate shift to a nose high pitch angle. As a result, AAV 523519 rapidly sank. It is unlikely that the embarked personnel had time to react, and the physical forces overwhelmed them. [FF (139-142)]

4. Embarked personnel were not trained appropriately and did not realize how dire the situation was on AAV 523519 when the water was at boot ankle level. Even when the water had risen to beyond waist high, they still had on their SAPI plate carriers, helmets, and weapons. As per Ref (d), keeping their equipment on delayed their egress efforts and inhibited the embarked personnel's ability to escape. [FF (200), (283), (292-294)]

5. Embarked personnel struggled to open the starboard side cargo hatch handles due to a lack of training, AAV 523519's troop compartment being extremely dark due to the Emergency Egress Lighting System (EELS) not working, and because chemical lights were not in place as required by the Common SOP for AAV Operations. [FF (133), (237)]

6. During the mishap, the AAV 523519 Vehicle Commander stated that he repeatedly told the embarked personnel to get their gear off. That none of the embarked troops removed their gear casts significant doubts on the validity of the statements of the Vehicle Commander. [FF (131), (200)]

7. Although the small abrasions, contusions and lacerations on the bodies of the deceased personnel could have resulted from the mishap, such injuries are also in keeping with those that infantry Marines receive when conducting training, such as the training that occurred on SCI. [FF (229)]

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(b)(3), (b)(6), (b)(7)(c)

9. In their attempt to assist AAV 523519, AAV 14 struck AAV 523519 and this caused AAV 523519 to turn from facing northward towards the USS SOM to facing westward. [FF (135), (138)]

10. The damage to the starboard front pontoon was caused at least partially by the impact of AAV 14 as it struck AAV 523519. Because the starboard front pontoon was underwater and no one was in a position to see the actual impact, there is no testimony to prove this point. However, there is no other reasonable explanation for this damage. This damage would not have caused the AAV to sink; the AAV sank in the nose up position, so the starboard front pontoon would have been the last part of AAV 523519 to go under the water. [FF (135), (138), (141) (239)]

11. I consider (b)(6), (b)(7)(c) experts in AAV maintenance. I agree with and endorse their opinions on why AAV 523519 sank. [FF (236-251)]

a. There was not one single discrepancy that caused AAV 523519 to sink, but rather a sequence of mechanical failures.

b. The transmission failed due to leaking oil from a loose drain line plug.

c. The driver put the transmission into fourth gear to gain movement in the water.

d. After AAV 523519 completely lost momentum in the water because the engine went to an idle due to the transmission failure, the forward hydraulic bilge pump would not have pumped out water due to the low engine speed.

e. Water continued to come into AAV 523519 and, with reduced bilge capacity, the water level increased inside the vehicle.

f. The rising water level inside the engine compartment caused the generator belt to cast water out of the engine panel and on to the generator, ultimately causing the generator to fail.

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g. Because the generator failed, AAV 523519 was then only running on battery power and the electrical bilge pumps were running at a degraded level.

h. The water coming in was far greater than the bilge pumps could expel and, as a result, the vehicle sank.

12. While on SCI and prior to splashing back to the USS SOM, the AAV 523519 Driver did check the oil on the transmission of AAV 523519. The AAV 523519 Rear Crewman, who is a trained AAV mechanic, did check some of the lines and tighten the bolts on the Power Take Off (PTO) marine drive clutch, but did not check or tighten the drain line plug. The AAV 523519 Driver and Rear Crewman stated that they informed the AAV 523519 Vehicle Commander, but the Vehicle Commander does not recall this conversation. However, when the AAV 523519 Driver added six (6) gallons of transmission oil to a twenty three (23) gallon transmission, it should have triggered a response that something was wrong with AAV 523519. [FF (62-68), (244-246)]

13. There is no evidence to suggest that replacing the PTO prior to PMINT contributed to the mishap. Replacing the PTO does not normally involve manipulation of the drain line plug. Additionally, several maintenance runs and two amphibious movements were conducted without incident after the replacement. [FF (64), (65), (249), (272-274)]

14. Actions or decisions made by the USS SOM were in keeping with established rules and did not contribute to the sinking. The USS SOM did have to increase speed for flight operations and was five thousand, seven hundred (5700) yards away vice the coordinated four thousand (4000) yards, but this is still within acceptable travel distance for AAVs. The USS SOM gave a green well for the AAVs and reacted as quickly as possible to the request for an increase to six (6) feet at the sill to support possibly towing in an AAV. The safety boats on the USS SOM were not requested for the AAV movement and the USS SOM personnel assumed the AAVs were providing their own safety boats. This assumption was reasonable due to the fact that the AAVs launched that morning without safety boats from the USS SOM. The USS SOM safety boats responded once they were requested. [FF (32), (34), (35), (43), (83), (123), (147-149), (151), (153)]

15. There were a lot of comments about sea state conditions. Several statements come from personnel who were inside the AAVs, but it is very difficult to ascertain sea state from inside the vehicle. There were six (6) AAVs that made it back to the USS SOM, and two (2) returned to SCI with one (1) being towed back. The sea state made the trip more difficult, but based on visual inspection of photographs, detailed weather reports, and statements from the crew of the USS SOM and AAV crews, it is my opinion that the sea state was three (3). AAVs can safely operate in sea state three (3). [FF (85) / Encl (31), (186)]

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16. Significant confusion was added to the event by the following:

a. The delay due to the maintenance issues of AAV 12 on SCI. [FF (52), (55), (58-60)]

b. The addition of personnel (ADR and opposition force) who embarked the AAVs on SCI. [FF (54), (57), (77), (80)]

c. The decision to leave four (4) AAVs on SCI and send nine (9) AAVs back to the USS SOM. [FF (60)]

d. The fact that all of the leadership (Bravo Company Commander, Bravo Company First Sergeant, AAV Platoon Commander, AAV Platoon Sergeant) stayed on SCI. [FF (81)]

e. The Bravo Company BLT 1/4 and AAV Platoon leadership's overall plan was ill conceived and did not cover all risk associated with the recovery of AAVs onboard an amphibious ship. They had not arranged for safety boats, and therefore they implicitly had not established an associated bump plan to render aid and pick up personnel from disabled or sinking AAVs; they had not set a succession of command; and they had not properly communicated their intentions to return to the USS SOM. [FF (60), (70), (72), (73), (76), (79), (82), (83) / Encl (7)]

f. AAV 3 broke down and had to be towed back to SCI by AAV 1. [FF (88), (89)]

17. The AAV Platoon's splash procedures were not conducted in accordance with the Common SOP for AAV Operations. Although the splash procedures they used on the day of the mishap seem to be in keeping with the standard business practices of the AAV Platoon, the practice of conducting the Common SOP checklist via memory removed the safety mechanism that these checklists are designed to install. [FF (72-77), (80) / Encl (7)]

18. The current Operations Chief of 3rd AABn, who I consider an expert in AAV operations, stated it takes on average one (1) hour and fifty eight (58) minutes to complete the pre-water checklist, in which forty (40) minutes are built in for a Troop Commander Brief, Manifest, Evacuation Drills and Embarked Troop Brief. Since none of the embarked troops recall getting a brief on SCI and some did not receive LPU-41s, it is my opinion that the AAV Platoon conducted these checks in an abbreviated and/or careless manner. [FF (72-77)]

19. While the AAVs were en route to the USS SOM from SCI and AAV 523519 reported taking on water, the BLT 1/4 H&S Company Commander made statements to the USS SOM TAO regarding when the water level inside the AAV would become a significant concern requiring the evacuation of the embarked personnel. Specifically, according to the



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USS SOM TAO, the H&S Company Commander stated that the water level would have to rise to chest level before evacuation was required, when in fact the Common SOP requires troop evacuation at boot ankle level. I find the USS SOM TAO to be a credible witness and credit his version of events. Although the H&S Company Commander's statements did not affect the recovery efforts, the information he provided was incorrect and irresponsible. [FF (122)]

20. Prior to CHOP, 3rd AABn did not properly train or equip this AAV Platoon for a very difficult MEU training cycle and deployment. They formed the Platoon late, the Platoon was not properly trained or evaluated to join the 15th MEU, and they were assigned AAVs in horrible conditions.

(b)(3), (b)(5), (b)(6), (b)(7)(a), (b)(7)(b), (b)(7)(c)

[FF (253-255)]

(259), (261-264), (329-331), (333) (377), (378)]

21. I found the AAV Platoon Commander to be a credible witness and very forthright. His statements were verified via training records, other witness statements, and other supporting documentation. In my opinion, however, he was not trained or prepared well enough by 3rd AABn to be a Platoon Commander for an AAV Platoon going on a MEU deployment. [FF (37), (72), (79), (82), (288-295)]

22. Prior to CHOP, the 3rd AABn Commanding Officer was responsible for evaluating and certifying the AAV Platoon for a MEU deployment via a Marine Corps Combat Readiness Evaluation (MCCRE). He was also responsible for ensuring that all AAVs and equipment were fully operational. He failed to meet both of these requirements. Additionally, he either knew or should have known that the AAV Platoon was struggling to meet their training and maintenance requirements. When the AAV Platoon's training was disrupted by COVID-19 and other factors, the 3rd AABn Commanding Officer failed to reassess their capabilities and CHOP'd them to the 15th MEU unprepared. Ultimately, the 3rd AA Bn Commanding Officer failed to uphold his responsibility to prepare the AAV Platoon for deployment. [FF (329), (330), (376-378)]

23. At the time of CHOP, the BLT 1/4 Commanding Officer either knew or should have known of the maintenance and training deficiencies within the AAV Platoon. The BLT 1/4 Commanding Officer knew that twelve (12) of thirteen (13) AAVs were inoperative and no MCCRE had been given to the AAV Platoon. Moreover, it should also have raised suspicions that in a week and a half all vehicles were repaired and ready for the EOTG Mechanized Course. A reasonable BLT commander would have investigated these repairs given the circumstances. Additionally, due to the lack of training as it pertained to waterborne operations and unqualified gun crews, the AAV Platoon

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should have been returned to 3rd AABn for reevaluation and retraining. Under such circumstances, the BLT 1/4 Commander should have immediately reported these training and maintenance deficiencies to First Marine Division. [FF (259), (267-269), (271), (274), (275), (329), (377), (378)]

24. At the time of CHOP, the 15th MEU Commanding Officer either knew or should have known of the maintenance deficiencies within the AAV Platoon. The 15th MEU Commanding Officer knew that twelve (12) of thirteen (13) AAVs were inoperative. In my experience, it is highly unusual for any equipment to be CHOP'd to a MEU in anything less than Condition Code Alpha (i.e., fully operational). Under such circumstances, ideally the 15th MEU Commanding Officer should have made these maintenance deficiencies a higher priority to I MEF. However, in my opinion his reliance on his staff to report and follow up with this issue was reasonable under the circumstances. [FF (329), (360-362)]

25. Post-CHOP, AAV safety training for embarked personnel was woefully inadequate. All AAV safety training was conducted via impromptu classes while on land and the first time the embarked personnel got into an AAV for waterborne operations was the day of the mishap. UET training was only partially completed for eleven (11) of the thirteen (13) embarked personnel and never rescheduled. BLT 1/4 is located on Camp Horno, Camp Pendleton. The UET training facility is also located on Camp Horno and BLT 1/4 should have been able to reschedule this training. [FF (280), (281), (283-287)]

26. Prior to the mishap, the Bravo Company Commander knew that his personnel had never participated in AAV waterborne operations and should have known that his personnel were not fully UET qualified. When asked about this he specifically stated that "[t]he training my Marines and Sailors received was consistent with established pre-deployment training and my previous experience." I find this to be unacceptable. [FF (280), (281), (283-287), (310)]

27. Prior to the mishap, the BLT 1/4 Commanding Officer knew or should have known that Bravo Company personnel had not participated in AAV waterborne operations and knew or should have known that Bravo Company personnel were not fully UET qualified. His claimed reliance on the Bravo Company Commander's assurances as to training completion was not reasonable, and further he should have demanded Bravo Company and the AAV Platoon conduct combined waterborne operations prior to PMINT. Additionally, he should have prioritized his personnel for a full UET training. Ensuring Bravo Company personnel were appropriately trained was ultimately the BLT 1/4 Commanding Officer's responsibility. [FF (280), (281), (283-287)]

28. According to the 15th MEU Commanding Officer, his knowledge of the AAV Platoon's and Bravo Company's training proficiency comes from

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the pre-deployment briefs and his incidental observations of Bravo Company during the EOTG Mechanized Raid Course. In my experience, these pre-deployment briefs are generic in nature and are focused on personnel management and major end items. These are not briefs I would rely on to assess training capabilities or proficiencies of a BLT. Moreover, the EOTG Mechanized Raid Course did not include waterborne operations training. In my opinion, the 15th MEU Commanding Officer should have known that Bravo Company's waterborne operations training had been disrupted prior to PMINT. [FF (283-287), (315-318)]

29. It is my opinion that the AAV is a reliable vehicle, but it requires ruthless adherence to maintenance procedures, use of checklists, and operating policies and procedures. AAV units must be well-led, well-trained, and disciplined in their approach to maintenance and operations.

30. The 15th MEU composite date was 20 April 2020, in the midst of COVID-19 mitigation processes, and a great deal of focus was on how to conduct training during COVID-19. In my opinion, this distracted personnel from the attention to detail required to form a MEU. However, to the extent any such distractions occurred they should not have prevented the units involved from accomplishing their respective missions.

#### RECOMMENDATIONS

1. That Private First Class Bryan J. Baltierra (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) Lance Corporal Marco A. Barranco (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) Private First Class Evan A. Bath  
(b)(3), (b)(6), (b)(7)(c) Navy Hospital Corpsman 3rd Class (Fleet Marine Force)  
Christopher Gnem (b)(3), (b)(6), (b)(7)(c) Private First Class Jack-Ryan  
Ostrovsky (b)(3), (b)(6), (b)(7)(c) Lance Corporal Guillermo S. Perez  
(b)(3), (b)(6), (b)(7)(c) Corporal Wesley A. Rodd (b)(3), (b)(6), (b)(7)(c)  
Lance Corporal Chase D. Sweetwood (b)(3), (b)(6), (b)(7)(c) Corporal  
Cesar A. Villanueva (b)(3), (b)(6), (b)(7)(c) be found to have perished  
in the line of duty, and not due to their own misconduct.

2. That the injuries sustained by (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c) in the line of duty, and not due to their own misconduct.

3. All AAVs be float tested for leakage and ensure that leakage rates are within design specifications. No AAV should be allowed to enter the water without certifying water integrity.

4. All AAV and mechanized company leaders familiarize themselves with Ref (d), (b)(3), (b)(6), (b)(7)(c) Naval Postgraduate School  
Thesis: United States Marine Corps Assault Amphibian Vehicle egress

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study. A similar study must be conducted for the Amphibious Combat Vehicle (ACV).

5. Ref (b) states "Ensure that positive communications has been established with controlling station, and that permission to splash has been granted." This statement is unclear and does not specify who grants permission. I recommend that when AAVs are embarking onboard amphibious ships, it should be the Ship's CO, XO or TAO who grants permission to splash. This will ensure the Ship is ready to receive the AAVs.

6. Future I MEF LOIs for MEU Deployments should use stronger, more direct language when tasking units to conduct safety training. CG, I MEF Letter of Instruction for 15 MEU Deployment 21-1 states on page 21, Paragraph 5.C.1.A: CG, "I MEF expects those forces listed...". It should state, "CG, I MEF tasks (the applicable unit) to complete all required training by composite date."

7. The CG, I MEF Letter of Instruction for 15 MEU Deployment 21-1 states on page 15, Paragraph 5.A.6.C.3.B.1, "GCE and ACE attachments are not required to conduct a stand-alone MCCRE." But on page 31, Paragraph 5.C.2.D in tasks to the CG, 1st MARDIV it states, "Conduct a MCCRE of all units and detachments prior to CHOP and report MCCRE results to CG, I MEF NLT E-204." These statements contradict each other and should be clarified to ensure all units that join the MEU have been certified by their parent unit as ready to join the MEU.

8. The I MEF Policy Letter concerning UET training [Enclosure (26)] has a full description of Underwater Egress Training and the requirements for all personnel. This I MEF Policy Letter is confusing and uses air crew, aircraft passengers, AAV crewmen, and AAV passengers interchangeably. Separate policy letters should be written for aircraft UET requirements and surface vehicles (AAVs, ACVs, RHIBS and CRRCS) UET requirements. It should clearly identify the Commanders who are responsible for ensuring all UET training is completed.

9. MCO 3502.3C (Ref j) page 10 Paragraph 11, Part a, states, "Category A training will be met by utilizing the one day Modular Amphibious Egress Trainer (MAET) for vertical lift air platforms or one day Submerged Vehicle Egress Training (SVET) for wheeled or tracked vehicles. MAET or SVET training, if successfully completed, is good for two years, if a passenger requires remediation training, Shallow Water Egress Trainer (SWET) will meet the training requirement." This should be changed to read, "All MEU personnel assigned to risk categories will successfully complete the full MAET or SVET prior to amphibious/waterborne operations regardless of prior UET training."

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10. Reference (b), Page 3-17, Paragraph 3015, Part 4 states, "Safety Boats. While safety boats may be provided, AA units do not require them for amphibious operations. AA units will designate a bump/recovery plan to render aid and pick up personnel from disabled or sinking AAVs. In the event a safety boat is not assigned for use, an AAV in each wave should be designated as a safety boat." This statement is confusing and must be clarified. It states AA units do not require safety boats in the first sentence and the last sentence states an AAV should be designated as a safety boat. It must be changed to state that, "if an AAV is used as a safety boat, it must have no embarked personnel."

11. All AAV personnel must fully understand and adhere to the Standard Operating Procedure for Assault Amphibian Operations (Common SOP for AAV Operations) BnO P3000.1J dtd 25 Oct 2019. The checklists enclosed in the Common SOP must be treated in the same fashion that pilots treat their checklists. Approved checklists must not be deviated from or disregarded for any reason.

12. All AAV personnel returning to the AAV community from B billets or other assignments should be tested on their knowledge of operational and safety procedures. This would be similar to the manner in which Range Safety officers are tested and re-certified prior to running live fire ranges.

13. I MEF G7, Expeditionary Operations Training Group, should oversee and ensure initial waterborne operations training for the MEU Mechanized Company and the AAV Platoon prior to any amphibious training.

14. I MEF, 1st Marine Division, all MEUs, and 3rd AABn must immediately require face-to-face briefing and attendance at the Ship's confirmation brief for all AAV leaders prior to amphibious operations. This will ensure proper coordination is done prior to launching or recovering AAVs from amphibious shipping; and it will also ensure all personnel understand emergency procedures and anticipated ballast response times.

15. 3rd AABn should adopt the use of a checklist when coordinating to embark onto U.S. Navy Amphibious Ships. A possible example is included as Encl (180).

16. 3rd AABn should ensure AAV crews are certified to train with embarked troops in waterborne operations. Once certified, the crew cannot be changed or they cannot embark troops.

17. The 15th MEU Commanding Officer is not recommended for administrative or disciplinary action. While in my opinion the MEU Commanding Officer knew about the inoperative vehicles during JLTI's and should have made this matter a higher priority, he reasonably

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relied on his staff who informed him that the matter was being addressed by I MEF and First Marine Division. Moreover, while the 15th MEU Commanding Officer should have known that Bravo Company's waterborne operations training had been disrupted, I believe the BLT 1/4 Commanding Officer was ultimately responsible for ensuring this training had been completed. In the absence of evidence that the BLT Commanding Officer or the MEU Commanding Officer's staff made him aware of the training and maintenance issues between CHOP and PMINT, I believe that the 15th MEU Commanding Officer acted reasonably.

18. I recommend appropriate administrative or disciplinary action for the Commanding Officer of BLT 1/4 for violation of Article 92 of the UCMJ (Dereliction in the Performance of Duties) for not ensuring all personnel were fully UET trained prior to CHOP/PMINT, and for not ensuring that Bravo Company and the AAV Platoon conducted combined waterborne operations prior to PMINT.

19. I recommend appropriate administrative or disciplinary action for the former Commander of 3rd AABn for violation Article 92 of the UCMJ (Dereliction in the Performance of Duties) for not ensuring all AAVs were sourced in Condition Code Alpha by the CHOP date, and because the AAV Platoon was sent to the 15th MEU not trained or certified via a MCCRE or other evaluation.

20. I recommend appropriate administrative or disciplinary action for the Commanding Officer of Bravo Company, BLT 1/4 for violation of Article 92 of the UCMJ (Dereliction in the Performance of Duties) for not ensuring all safety boats/vehicles were present prior to sending his Company back to the USS SOM, and for not ensuring all personnel were fully UET trained prior to CHOP/PMINT.

21. I recommend appropriate administrative or disciplinary action for the AAV Platoon Commander for violation of Article 92 of the UCMJ (Dereliction in the Performance of Duties) for the following:

a. Failing to ensure all safety boats/vehicles were present prior to sending his AAVs and personnel back to the USS SOM.

b. Failing to ensure all pre-water checks were complete.

c. Failing to ensure all AAVs had chemical lights affixed to release hatches.

d. Failing to ensure there were enough LPU-41 were present for all embarked personnel.

22. I recommend appropriate administrative or disciplinary action for the AAV Platoon Sergeant for violation of Article 92 of the UCMJ (Dereliction in the Performance of Duties) for the following:

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a. Failing to ensure all safety boats/vehicles were present prior to sending the AAVs and personnel back to the USS SOM.

b. Failing to ensure all pre-water checks were complete.

c. Failing to ensure all AAVs had chemical lights affixed to release hatches.

23. I recommend appropriate administrative or disciplinary action for the AAV 523519 Vehicle Commander for violation of Article 92 of the UCMJ (Dereliction in the Performance of Duties) for the following:

a. Failing to follow safety procedures for evacuating embarked personnel. When the water level was at the deck plates, he should have given the order for all embarked personnel to remove gear and equipment and prepare for evacuation. When the water level was at ankle level he should have begun evacuating embarked personnel.

b. Failing to ensure his or other AAVs in his section had chemical lights affixed to release hatches.

c. Failing to ensure the proper maintenance of his AAV.

(b)(3), (b)(5), (b)(6), (b)(7)(a), (b)(7)(b), (b)(7)(c)

28. I recommend that all personnel involved in the recovery efforts from Supervisor of Salvage and Diving (SUPSALV) be commended for their quick response and incredibly professional handling of all the deceased personnel and recovery of AAV 523519.

29. I recommend that all personnel involved in the recovery effort from Armed Forces Medical Examiner (AFME) Office be commended for their incredibly professional treatment of all the deceased personnel.

Subj: COMMAND INVESTIGATION INTO THE FACTS AND CIRCUMSTANCES  
SURROUNDING THE 15TH MARINE EXPEDITIONARY UNIT ASSAULT  
AMPHIBIOUS VEHICLE MISHAP THAT OCCURRED ON 30 JULY 2020

30. I recommend (b)(3), (b)(6), (b)(7)(c) be commended for their courage in positioning AAV 14 and risking their own safety to rescue personnel.

31. I recommend (b)(3), (b)(6), (b)(7)(c) be commended for taking the initiative and ensuring all of his personnel received a proper AAV safety brief before departing SCI.

32. I recommend that all personnel who rendered CPR and other medical assistance to the survivors be commended.

33. The medical response of the USS SOM personnel should be commended.

34. The pilots and crews of HSC 21-2 should be commended for their efforts in SAR operations.

35. The crews of the RHIBs of the USS SOMERSET, the USS JOHN FINN, and the USS SAN DIEGO should be commended for their SAR efforts.

36. The 15th MEU ADR personnel who manned their CRRCs should be commended for their SAR efforts.

(b)(3), (b)(6), (b)(7)(c)





UNITED STATES MARINE CORPS  
1 MARINE EXPEDITIONARY FORCE  
US MARINE CORPS FORCES PACIFIC  
BOX 535300  
CAMP PENDLETON CA 92055-5300

IN REPLY REFER TO:  
5830  
CG

FIRST ENDORSEMENT on (b)(3), (b)(6), (b)(7)(c) Lt 1000 (b)(3), (b)(6), (b)(7)(c) 130 Sept 20

From: Commanding General, I Marine Expeditionary Force  
To: (b)(3), (b)(6), (b)(7)(c)

Subj: COMMAND INVESTIGATION INTO THE FACTS AND CIRCUMSTANCES  
SURROUNDING THE 15TH MARINE EXPEDITIONARY UNIT ASSAULT  
AMPHIBIOUS VEHICLE MISHAP THAT OCCURRED ON OR ABOUT 30 JULY  
2020

Ref: (a) JAGINST 5800.7F (JAGMAN), Chapter II

1. In accordance with reference (a), your request for an extension to submit your report into the subject titled matter is hereby approved.
2. You will submit your report no later than 1 November 2020, unless an additional extension of time is granted.
3. The point of contact for this matter is the I Marine Expeditionary Force Staff Judge Advocate,  
(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

K. S. HECKL

Copy to:  
File



UNITED STATES MARINE CORPS  
I MARINE EXPEDITIONARY FORCE  
US MARINE FORCES PACIFIC  
BOX 555300  
CAMP PENDLETON, CA 92055-5300

IN REPLY REFER TO:  
1000  
(b)(3), (b)(6), (b)(7)(c)  
30 Sep 2020

From: (b)(3), (b)(6), (b)(7)(c)  
To: Commanding General, I Marine Expeditionary Force

Subj: REQUEST FOR EXTENSION ON COMMAND INVESTIGATION INTO THE CIRCUMSTANCES  
SURROUNDING THE ASSAULT AMPHIBIAN VEHICLE MISHAP THAT OCCURRED ON 30  
JULY 2020

1. I respectfully request an extension on the investigation to 20 Oct 2020 to  
allow me to fully compile all of the information in the investigation.

(b)(3), (b)(6), (b)(7)(c)



UNITED STATES MARINE CORPS  
I MARINE EXPEDITIONARY FORCE  
US MARINE CORPS FORCES PACIFIC  
BOX 555300  
CAMP PENDLETON CA 92055-5300

IN REPLY REFER TO:

5830

CG

3 AUG 2020

From: Commanding General, I Marine Expeditionary Force

To: (b)(3), (b)(6), (b)(7)(c)

Subj: COMMAND INVESTIGATION INTO THE FACTS AND CIRCUMSTANCES  
SURROUNDING THE 15TH MARINE EXPEDITIONARY UNIT ASSAULT  
AMPHIBIOUS VEHICLE MISHAP THAT OCCURRED ON OR ABOUT 30 JULY  
2020

Ref: (a) JAGINST 5800.7F (JAGMAN), Chapter II

1. This letter appoints you, per the reference, as the investigating officer to inquire into the 15th Marine Expeditionary Unit (MEU) Assault Amphibious Vehicle (AAV) mishap that occurred at or near San Clemente Island, CA on or about 30 July 2020.
2. You are directed to investigate the cause of the mishap, resulting injuries and damages, and where appropriate any fault, neglect, or responsibility therefore. Your investigation shall include inquiry into the AAV, its mechanical operation and applicable regulations; operator qualifications and competence; operations planning and execution; and any other factor that may have contributed to the incident. If the conduct or performance of duty of any servicemember in the command is found to be substandard, make recommendations regarding corrective, disciplinary and/or administrative action. Report your findings of facts, opinions, and recommendations in letter form no later than 30 September 2020, unless an extension of time is granted. Any request for extensions will be directed to the Commanding General, I Marine Expeditionary Force, with detailed justification.
3. You are also directed to provide a recommendation regarding a line of duty/misconduct determination for each injured or deceased servicemember involved in this incident. This recommendation may be provided separately from the Command Investigation Report in order to ensure service members and their families receive the appropriate benefits in a timely manner.
4. (b)(3), (b)(6), (b)(7)(c) is appointed to serve as the Assistant Investigating Officer. Other investigative team members may be added to provide necessary expertise or administrative support as required. You are directed to seek legal advice from the Staff Judge Advocate, I Marine Expeditionary Force, prior to signing the Command Investigation Report.

ENCLOSURE (1)

Subj: COMMAND INVESTIGATION INTO THE FACTS AND CIRCUMSTANCES  
SURROUNDING THE 15TH MARINE EXPEDITIONARY UNIT ASSAULT  
AMPHIBIOUS VEHICLE MISHAP THAT OCCURRED ON OR ABOUT 30 JULY  
2020

5: During the conduct of this investigation, you are to observe the requirements of the Privacy Act, Article 31(b) of the Uniform Code of Military Justice, and paragraphs 0209, Parts E and F of the reference.

6. Note that there is a concurrent safety investigation being conducted into this incident. A JAGMAN investigation in accordance with the reference is considered collateral to the safety investigation. You are directed to ensure your investigation does not violate the privileged nature of the safety investigation. Specifically, you are prohibited from using privileged statements provided in conjunction with the safety investigation. No witness will be questioned regarding information provided to the safety investigation team under promise of confidentiality. Finally, you may not use the opinions, analysis, or conclusions of the safety investigation or any subsequent endorsements thereof.

7. By copy of this order, all staff sections and subordinate commanders are directed to furnish all necessary assistance.

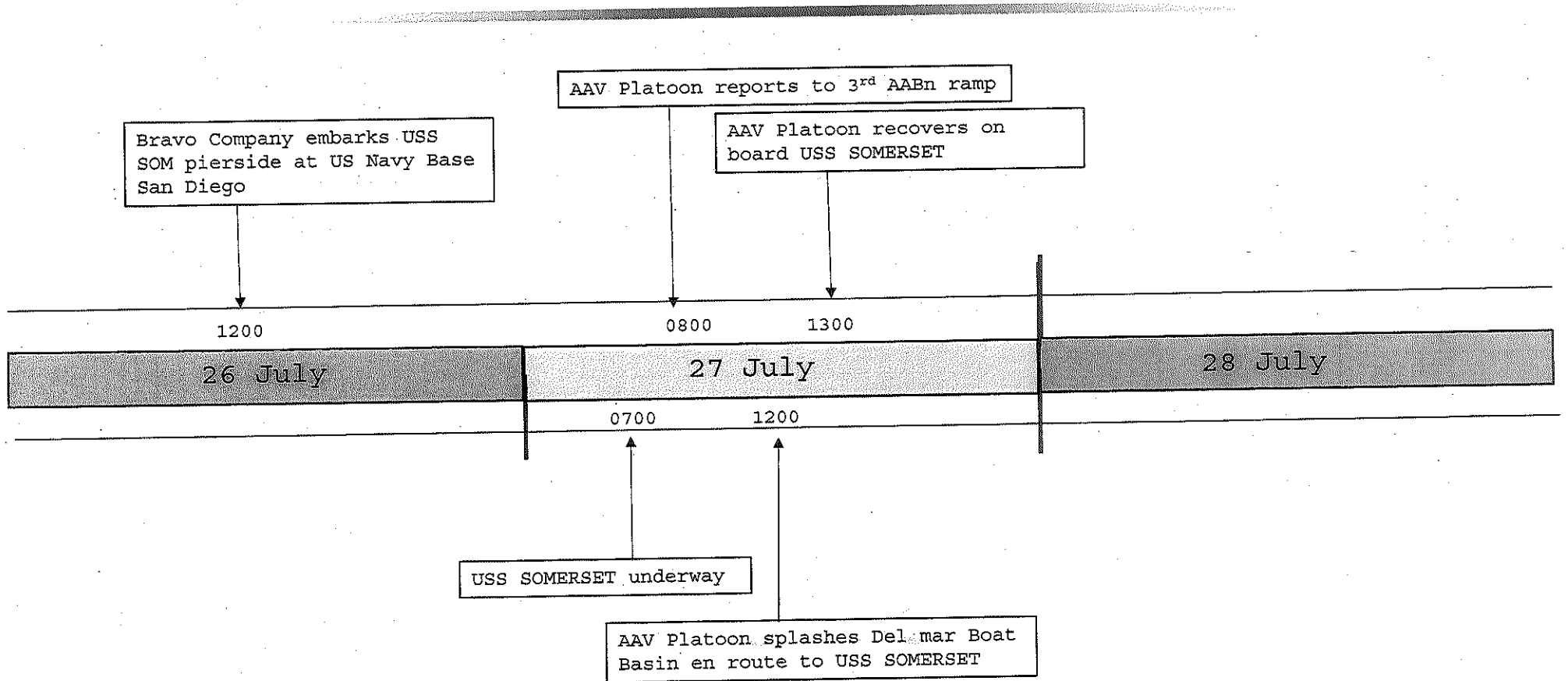
8. The point of contact at this command is the Staff Judge Advocate, (b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

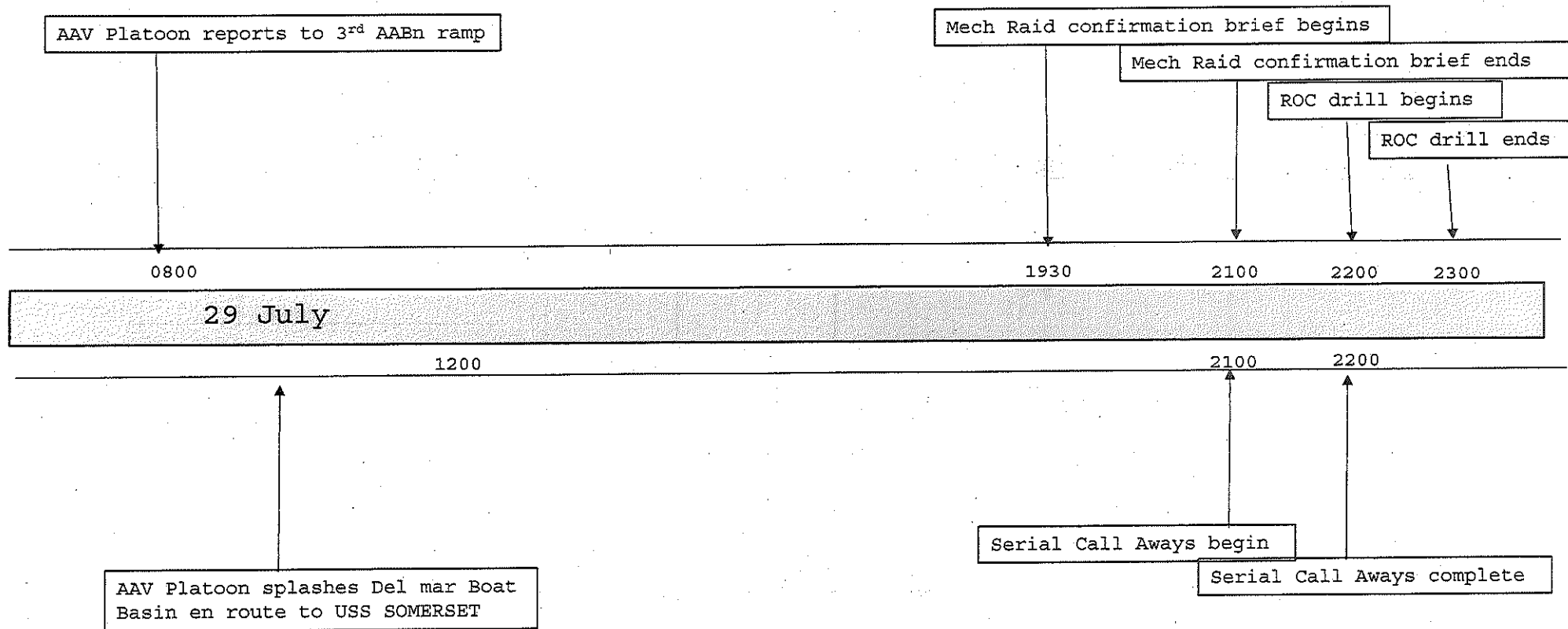
K. S. HECKL

Copy to:  
File

# TIMELINE

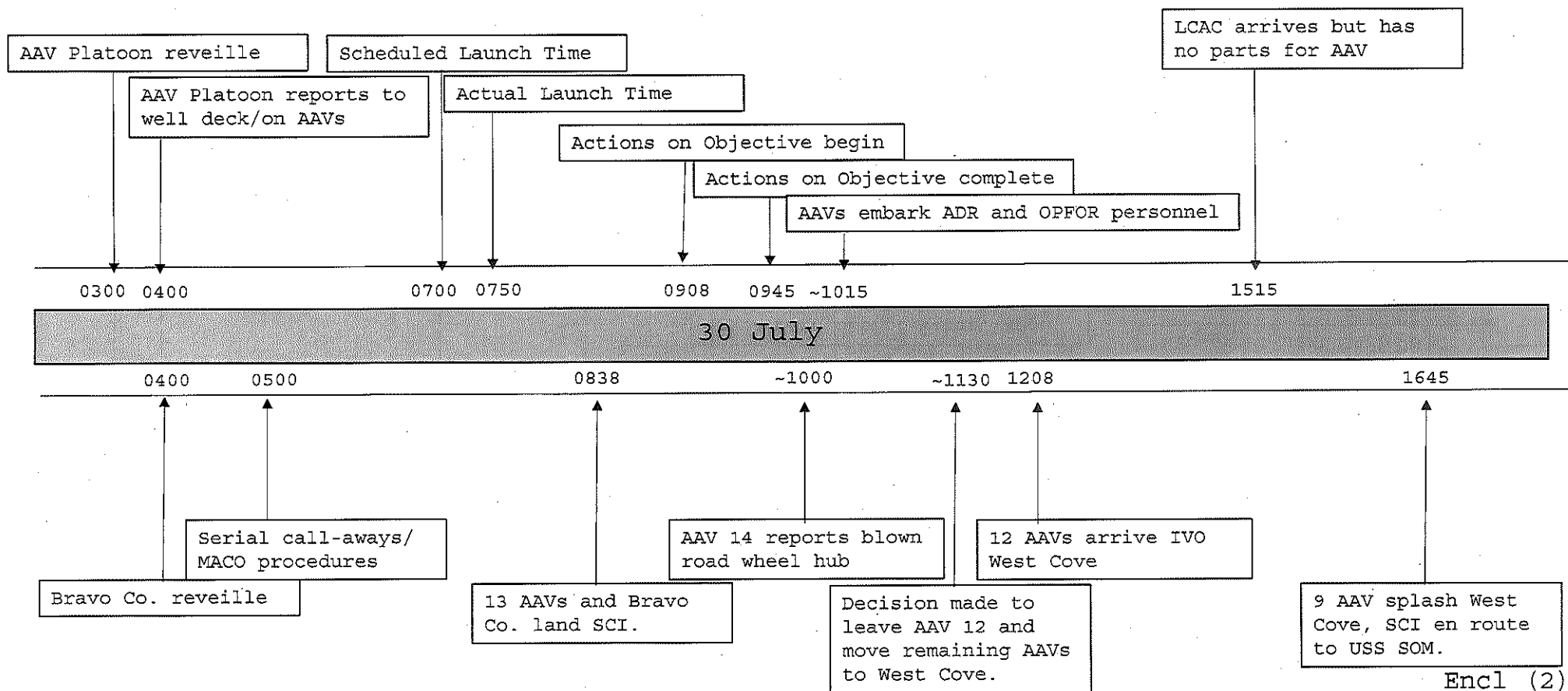


# TIMELINE



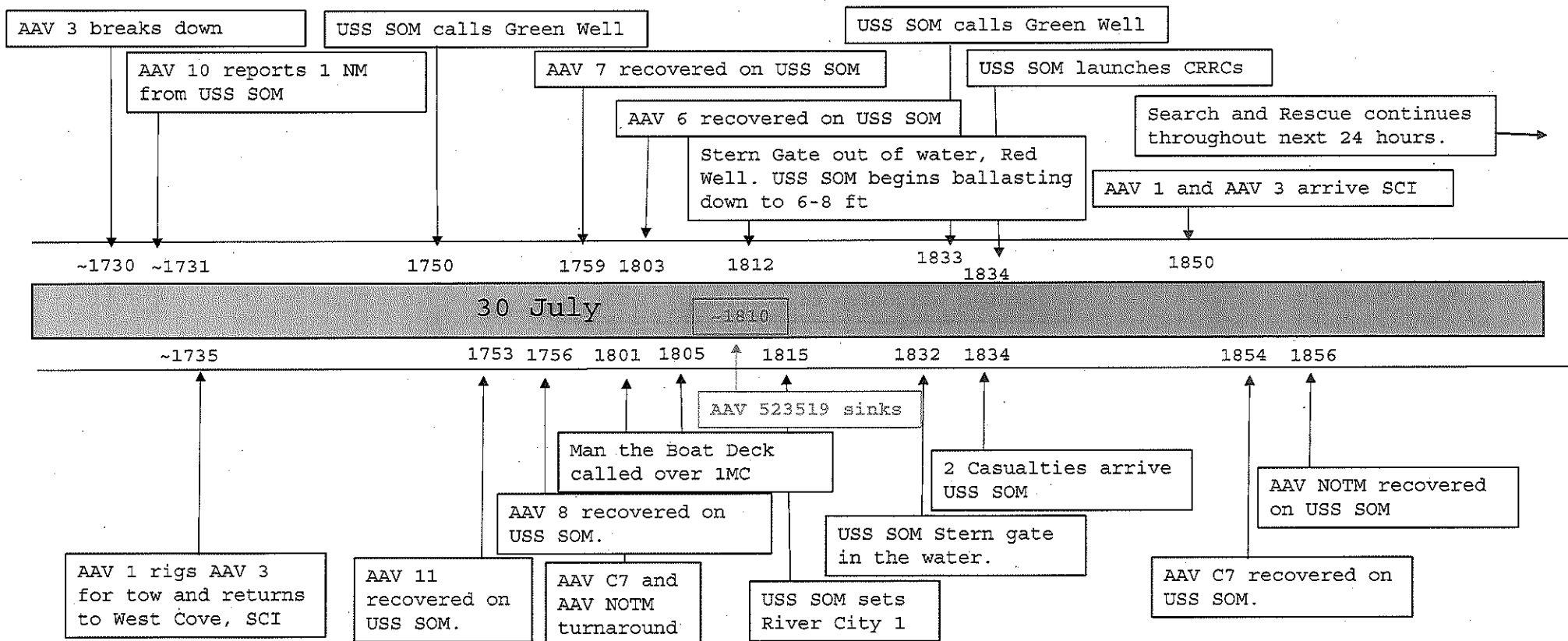
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# TIMELINE



Encl (2)

# TIMELINE





I, (b)(3), (b)(6), (b)(7)(c) make the following statement under oath:

I was verbally appointed the Investigating Officer on 30 July 2020 and officially tasked on 3 August 2020. I arrived on Camp Pendleton on 1 August 2020 and received an initial overview of the accident, future plans to recover our Marines and Corpsman and the plan for the remaining training for the 15th MEU. I requested an AAV expert and an SJA to be part of the investigation team.

I am an infantry officer, a former MEU Commander, a former BLT Commander and have considerable AAV experience.

The Investigation Team consisted of the following personnel:

- (b)(3), (b)(6), (b)(7)(c) the Deputy Investigating Officer.
- (b)(3), (b)(6), (b)(7)(c) the AAV Subject Matter Expert assigned to the Investigating team.
- (b)(3), (b)(6), (b)(7)(c) the Judge Advocate assigned to the Investigating team.
- (b)(3), (b)(6), (b)(7)(c) the Administration Chief for the Investigating team.

At 1700 on 3 August 2020 (b)(3), (b)(6), (b)(7)(c) and I flew to USS MAKIN ISLAND (LHD-8). (b)(3), (b)(6), (b)(7)(c) stayed ashore to set up spaces for the investigating team and to interview (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) the AAV 523519 driver who had been flown ashore after being injured during the mishap and was then recovering in the hospital. Upon our arrival we knew that the search and rescue efforts had concluded on 31 July 2020 and recovery efforts were on going. The vehicle and remains of our Marines and Corpsman were located on 3 August 2020.

Upon boarding USS MAKIN ISLAND we were given an orientation (last know position, search patterns, etc.) by the 15th MEU Intel Officer and began the investigation without reason to believe that negligence, dereliction of duty, or any violation of the UCMJ had been the cause of the sinking. As such, all initial statements were taken without Article 31(b) rights advisements or waivers.

Initial Interviews on USS MAKIN ISLAND: (b)(3), (b)(6), (b)(7)(c) began to talk with personnel who were on duty in the Landing Force Operations Center (LFOC) to assess if there was any information they could provide that would assist the investigation. I went to speak with (b)(3), (b)(6), (b)(7)(c) the 15th MEU CO, (b)(3), (b)(6), (b)(7)(c) the Executive Officer of the 15th MEU and (b)(3), (b)(6), (b)(7)(c) the Operations Officer of the 15th MEU. Each relayed similar timelines and sequence of events. I then spoke to (b)(3), (b)(6), (b)(7)(c) the Operations Officer for BLT 1/4, (b)(3), (b)(6), (b)(7)(c) relayed a few more details of the events

on San Clemente Island and provided us with names of personnel that were involved in the accident. I asked (b)(3), (b)(6), (b)(7)(c) for all training records for the AAV Platoon, Bravo Co 1/4, and individual training records for all personnel. We also spoke to (b)(3), (b)(6), (b)(7)(c) the 15th MEU Assistant Air Officer, (b)(3), (b)(6), (b)(7)(c) had been in the LFOC during the time of the accident. (b)(3), (b)(6), (b)(7)(c) provided us the locations of all ships and what the ships/ MEU forces were doing during the time of the accident. The USS MAKIN ISLAND, USS SAN DIEGO and USS JOHN FINN were conducting a fire support coordination exercise south west of SCI.

We then moved to USS SOMERSET on 4 August 2020 at 1600 and immediately began interviews.

Initial Interviews on USS SOMERSET: We interviewed (b)(3), (b)(6), (b)(7)(c) the Executive Officer for BLT 1/4, who had been on the C7 AAV during the movement from San Clemente Island to USS SOMERSET. We then spoke to (b)(3), (b)(6), (b)(7)(c) who was in the Troop Commander hatch on the C7 AAV, (b)(3), (b)(6), (b)(7)(c) relayed to us that he had taken videos on his cell phone on the movement back to the ship. We viewed and made copies of the videos. We then spoke to (b)(3), (b)(6), (b)(7)(c) had been in charge of the adversary force that had been positioned on San Clemente Island and upon completion of the training, he and his Marines went back to the USS SOMERSET via the AAVs (b)(3), (b)(6), (b)(7)(c) was in the P7 AAV that had the Network on the Move (NOTM) communications gear installed on it. We then spoke to (b)(3), (b)(6), (b)(7)(c) the Platoon Commander for the AAV Platoon, BLT 1/4. We then spoke to (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) the Bravo Company Commander, 1/4. Both (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) provided a lot of background information, but both had stayed on San Clemente Island and did not make the movement back to USS SOMERSET. We then stopped and I decided that (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) would continue the interviews in the ship's chapel. I would start gathering log books from the USS SOMERSET and other paperwork. We conducted interviews with the crew of AAV 523519, the crews of AAV 13 and AAV 14, USS SOMERSET personnel, (b)(3), (b)(6), (b)(7)(c) the BLT 1/4 Assistant Operations Officer, (b)(3), (b)(6), (b)(7)(c) the Bravo Co Executive Officer and several others and then returned to Camp Pendleton on 6 August 2020.

The investigation team then set up work spaces in the conference room at the Amphibious Vehicle Test Branch (AVTB) building on Camp Pendleton and continued to conduct interviews. We traveled to the USS SOMERSET while she was pierside at US Naval Base San Diego, BLT 1/4 headquarters, 15th MEU headquarters and various other locations.

I decided to conduct the investigation by interviewing all personnel vice just receiving signed statements. This technique was more time consuming, but it gave the investigating team and I a much clearer understanding of the incident. The Investigation

Team interviewed all personnel individually and made audio recordings of interviews. We then transcribed the interviews to written form.

Throughout the investigation, we worked very closely with Naval Criminal Investigative Service (NCIS)

(b)(6), (b)(7)(c)

(b)(6), (b)(7)(c)

On 3 August 2020, at 1450 PDT, the NAVSEA IVER4 team located and positively confirmed the location of AAV 523519 with human remains outside of the vehicle. This discovery was video recorded and confirmed the condition of AAV 523519 and the location of 8 personnel in vicinity of AAV 523519. Over the next few hours, the NAVSEA IVER4 team continued to survey the site to collect detailed information on the location of the human remains and the condition of the AAV to inform further recovery plans. The Flyaway Deep Ocean Salvage System (FADOSS) ship lift transported to Naval Air Station, North Island from Port Hueneme, CA. and the 12k foot line and spooler were shipped from Williamsburg, VA. All recovery assets were in place on 6 August and later that day, our Marines and Corpsman were recovered and cared for by personnel from the Office of the Armed Forces Medical Examiner. (b)(3), (b)(6), (b)(7)(c) the I MEF Chaplain was on scene to ensure this was done with the utmost respect and provided religious ministry. On 7 August, AAV-P7 523519 was recovered and then brought back to Camp Pendleton via Naval Air Station, North Island for inspection. This movement was supervised by the Safety Inspection Team. AAV 523519 remained submerged for 7 days in salt water that caused damage to electrical/electronic components however the damage did not hamper the forensic analysis of the AAV. The Safety Inspection Team observed and photographically captured the entire movement off of the barge onto the tractor-trailer, then followed AAV 523519 on the ride from US Naval Air Station North Island to the Amphibious Vehicle Test Branch (AVTB) secured maintenance bay. Every time the AAV was moved or lifted, it was photographically captured. My team and I were able to visually inspect the entire vehicle at this time while accompanied by the Safety Inspection team. The Safety Team along with independent inspectors; (b)(6), (b)(7)(c) who has 41 years of AAV maintenance experience and (b)(6), (b)(7)(c) who has 30 years of AAV maintenance experience, began technical inspections of the AAV.

After the first round of interviews, the Investigating Team discussed the accident with the crew of AAV 523519 in further detail. Although initial conversations were conducted without Article 31(b) rights advisements, all follow on interviews were conducted with rights advisements and cleansing warnings. The interviews were then summarized and each member of the AAV 523519 crew was asked to sign their statements. A majority of their testimony aligns with each other, however when questions were asked about if all checks were done and who completed them, if

all information about the transmission leak was passed, if the embarked personnel were told to remove gear; the crews' stories are different.

The Investigating team discussed the accident with the AAV leadership and their testimony was very forthright.

The Investigating Team discussed the accident with the Captain and crew of the USS SOMERSET. Initial conversations were kept to a minimum due to the fact that all legal coordination between I MEF and US Navy Third Fleet was not completed. The crew still provided us with printed versions of all electronic tactical chat logs, photographs of medical response and records of the Ship's GPS locations. On 8 August 2020, the investigating team went to the USS SOMERSET and interviewed the Commanding Officer, Executive Officer, Operations Officer (who was the Tactics and Operations Officer (TAO) during the time of the accident), personnel on the bridge, personnel in the Combat Information Center (CIC), well deck personnel and all lookouts. During her interview, (b)(3), (b)(6), (b)(7)(c) stated that she had been asked to shred documents after the incident, which she felt uncomfortable doing due to a desire to preserve any evidence that might be relevant to the investigation. She in fact did not shred those documents, but instead left them in the shred bin in the CIC. At the conclusion of the interview, the Investigating Officer went directly to the CIC, removed the contents of the shred bin, and reviewed the documents contained therein. The documents consisted of operations orders, LCAC backload information from SCI, and handwritten notes. None of these documents related to the accident.

Several times the Investigation Team and I would directly contact personnel via email that we had previously spoken with and ask for clarifying information. These emails were added as enclosures.

(b)(3), (b)(6), (b)(7)(c) and I discussed the fact that AAVs are not water tight and there is a standard amount of leakage that occurs inside an AAVs. I spoke to (b)(6), (b)(7)(c) Technical Director, Amphibious Vehicle Test Branch (AVTB) and he provided the data for the standard leakage rates for an AAV-P7 variant. Although all AAVs leak at standard rates with some variation due to wind and sea conditions, the bilge pumps always expel more water than is taken in. On each AAV there are two electrical bilge pumps, one located starboard forward and the other located port rear. Each electrical bilge pump can expel 100 gallons of water a minute. On each AAV there are also two mechanical/hydraulic bilge pumps, one located starboard rear and the other located port forward and each can expel 115 gallons of water a minute. Combined these four (4) bilge pumps can expel 430 gallons of water a minute. It takes 269 gallons of water to fill an AAV to

the deck plates, 322 gallons to fill an AAV to the ankle level and 539 gallons to fill an AAV to the bench seats.

Discussions with 3rd AA Bn and AVTB: I relied heavily on the 3rd AA Bn Operations Chief and Maintenance Chief to answer numerous technical questions regarding the capabilities and specifications of AAVs. Both of these Marines had recently assumed their billet and were not involved in any training or maintenance for the 15th MEU AAV Platoon. The Maintenance Officer at AVTB also provided insight on numerous questions.

Discussions with AAV community at large: (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) Commanding Officer of the Assault Amphibian Schools and (b)(3), (b)(6), (b)(7)(c) Executive Officer of the Assault Amphibian Schools were consulted with on technical questions regarding the common SOP for AAV operation. (b)(3), (b)(6), (b)(7)(c) Office of the Secretary of Defense, former Commanding Officer of the Assault Amphibian Schools was consulted with on technical questions regarding the common SOP for AAV operation. (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) Program Manager, Advanced Amphibious Assault, PEO Land Systems was consulted to assist in identifying specifications of the AAV-P7 and assist with researching information in Technical Manuals.

Discussions with I MEF G7: I had a conversation with I MEF G7, (b)(3), (b)(6), (b)(7)(c) and the Expeditionary Operations Training Group will now oversee and ensure initial waterborne training for the mechanized Company and the AAV Platoon prior to any amphibious training.

(b)(3), (b)(6), (b)(7)(c)

15 SEPT 2020  
Date

## MILITARY ABBREVIATION AND TERMINOLOGY GUIDE

**3rd AA Bn:** 3rd Amphibious Assault Battalion will be referred to as 3rd AA Bn.

**AAV(s):** Assault Amphibious Vehicle(s) will be referred to as AAV(s).

**AAV number:** AAVs will be referred to by their 3rd Assault Amphibian Battalion tactical number consisting of 3 for 3rd Amphibious Assault Battalion (AABn), 15 for 15th MEU and the last two digits 1 thru 14. Please see Enclosure (12) for full list of call signs and vehicle designations. In personal statements, vehicle names and identifiers have not been changed.

**AAV-P7 serial number 523519 tactical number 3-15-05:** is the AAV that sank. It will be referred to as AAV 523519, but in statements and other parts of the investigation it may be referred to as AAV 5 or track 5.

**AAV C7:** Assault Amphibian Vehicle Command Model 7A1 (AAVC7A1) is a command and control variant and will be referred to as AAV C7 or just C7. The C7 may also be referred to as AAV 13.

**AAV NOTM:** Assault Amphibian Vehicle AAVP-7A1 with the Network on the Move communications system (NOTM) will be referred to as a AAV NOTM, in many statements it is called the "Pop" or AAV 14.

**AAV P7:** Assault Amphibian Vehicle AAVP-7A1 is the standard model and will be referred to as AAV or AAV-P7

**AAV Plt:** Assault Amphibian Vehicle Platoon, 15th MEU will be referred to as AAV Platoon or AAV Plt.

**ADR:** All Domain Reconnaissance

**AFME:** The Office of the Armed Forces Medical Examiner is the center of medical-legal investigations for the organization, and is responsible for determining the cause and manner of death for all active duty members who die within federal jurisdiction, as well as for identifying the decedent.

**Angels:** Dignified term used by the Marine Corps to identify fallen service members.

**AVTB:** Amphibious Vehicle Testing Branch will be referred to as AVTB. AVTB provided a maintenance garage that was safeguarded and access controlled.

**Bravo Co. or B Co:** Company B, Battalion Landing Team 1/4 will be referred to a Bravo Company or B Co.

**Believe To Be Report:** The specific verbiage that the AFME team uses prior to scientific verification of the remains. Once the remains have been verified through fingerprints, DNA, or dental records AFME transitions to different, more definitive language that remains are confirmed to be a specific person.

**BLT 1/4:** Battalion Landing Team 1/4 will be referred to as BLT 1/4.

**C3F:** Naval personnel assigned to the U.S. Third Fleet may be referred to as personnel from C3F.

**CATF:** The Commander, Amphibious Task Force will be referred to as CATF.

**Chem lights:** Florescence Chemical Light Sticks will be referred to as chem lights.

**COMMSTRAT:** Communication Strategy and Operations (COMMSTRAT) is a communication activity that provides timely, accurate information which informs and educates about the missions, organization, capabilities, needs, activities, and performance of the Marine Corps as an instrument of national defense.

**CPEN:** Camp Pendleton, CA

**CLF:** The Commander, Landing Force will be referred to as CLF.

**CRRC (s):** Combat Rubber Raiding Craft will be referred to as CRRC, also known as the "Combat Rubber Reconnaissance Craft," is a specially fabricated rubber inflatable boat. Commonly called "cricks".

**Deadlined:** Deadlined is a term used for an inoperable or broken vehicle or equipment.

**Decedent Affairs:** A department of NMCSO, The Decedent Affairs Office provides support for the identification, care, and disposition of remains of deceased persons for whom the Department of the Navy is responsible.

**Deck plates:** Deck plates refer to the metal floor plates of the AAV that personnel stand on when inside the AAV.

**Dignified Transfer:** A dignified transfer is the process by which, the remains of fallen military members are transferred from the aircraft to an awaiting vehicle. The remains are then transferred to the mortuary facility located at Air Force Mortuary Affairs Operations, Dover AFB, Delaware. The dignified transfer is not a ceremony; rather, it is a solemn movement of the transfer case by a carry team composed of military personnel from the fallen member's respective service. A dignified transfer is conducted for every U.S. military member who dies in the theater of operation while in the

service of their country. A senior ranking officer of the fallen member's service presides over each dignified transfer.

**Dogged:** In the closed position, the term undogged means to open or unlatch.

**EAAK:** Enhanced Appliqué Armor Kit will be referred to as EAAK.

**FADOSS:** Flyaway Deep Ocean Salvage System.

**Feet Dry/ Feet Wet:** Feet dry refers that an AAV is out of the water. Feet wet refers that an AAV is in the water.

**15th MEU:** 15th Marine Expeditionary Unit will be referred to as 15th MEU.

**Grunts:** Term used by AAV crewmen to refer to Infantry Marines.

**Honorable Carry:** A term to convey that the remains are being handled in a respectful manner.

**HOS Dominator:** HOS DOMINATOR is a Military Sealift Command-chartered Offshore Supply Vessel and is used as a submarine rescue platform.

**HSC:** Helicopter Sea Combat Squadron will be referred to as HSC.

**Iron City:** Call sign of the USS SOMERSET

**IVO:** "In vicinity of" will be abbreviated to IVO.

**IVER4 UUV:** An unmanned underwater vehicle capable of detecting and identifying objects on the ocean floor.

**Kill switch:** A term used for a computer tablet that runs software, known as Kilswitch and APASS. The software was developed by Naval Air Warfare Center Weapons Division, Digital Precision Strike Suite for use in small tactical handheld Android tablets and can be used for GPS locations.

**LCAC:** Landing Craft Air Cushion will be referred to as LCAC.

**LCAVAT:** Landing Craft and Amphibian Vehicle Assignment Table will be referred to as a LCAVAT.

**MEF:** Marine Expeditionary Force

**MACO:** Marshalling Area Control Officer will be referred to as MACO.

**MCAS Miramar:** Marine Corps Air Station Miramar located in San Diego, CA



**MCCRE**: Marine Corps Combat Readiness Evaluation will be referred to a MCCRE.

**Mech**: Mech can have two meaning; first meaning is mechanized forces i.e. an AAV operation can be called a mech operation. Second meaning is a term for a mechanic.

**MK18 UUV**: Family of unmanned underwater vehicles capable of performing low-visible exploration and reconnaissance in support of amphibious landing; mine countermeasures operations such as search, classification, mapping, reacquire, and identification.

**MOS**: Military Occupational Skill will be referred to as MOS.

**Nautical terms**: There are several terms that are nautical or Naval in character. The bow refers to the front of a ship, boat or AAV. The stern refers to the rear of a ship, boat or AAV. When looking forward on a ship, boat or AAV towards the bow, port refers to the left side while starboard refers to the right side. In nautical terms, the bow or fore lies at the forward of the ship, while the stern or aft is the rear portion.

**NASNI**: Naval Air Station North Island

**NAVSEA**: Naval Sea Systems Command

**NMCS**: Naval Medical Center San Diego

**NIWC**: Naval Information Warfare Center

**November Flag**: A blue and white checkered flag that is the international maritime signal message: "No" or "Negative". Used by AAV crewmen to signal distress.

**One (1) MC**: 1 Main Circuit (1MC) is the term for the shipboard public address circuits on United States Navy and United States Coast Guard vessels.

**Plenum**: The "grill and access assembly", which is referred to in many statements by the informal term "plenums". The exhaust grill may be referred to as the "rear plenum", and the intake grill may be referred to as the "front plenum". The grill and access assembly may be referred to as the "plenum housing". Where specific language counts, the proper nomenclature is used by the IO IAW the TMs.

**PMCS**: Preventive Maintenance Checks and Service will be referred to as PMCS.

**PMO**: Provost Marshals Office

**PHIBRON**: Amphibious Squadron will be referred to as PHIBRON.

**Ramp Ceremony:** A memorial service for a fallen service member, held at the airport prior to the departure of the aircraft carrying the deceased person's body, or for the arrival of the same aircraft at the deceased's home base.

**RAM/RS:** Reliability, Availability, and Maintainability/Rebuild to Standard will be referred to as RAM/RS.

**RHIB(s):** The Rigid-Hulled Inflatable Boat will be referred to as a RHIB.

**River City:** A term used by U.S. Marines to refer to a situation when a unit's communication systems are temporarily shut down.

**ROC Drill:** Rehearsal of Concept drill.

**SAPI:** Small Arms Protective Inserts. Plates worn inside the Flak Jacket to enhance protection against small arms fire.

**SDI:** San Diego International Airport

**SCI:** San Clemente Island is a training island for the military and environmentally protected area administered by Naval Base Coronado. It is 41 miles off the coast of California and it is 21 miles (34 km) long and contains 147.13 km<sup>2</sup> (56.81 sq mi) of land. San Clemente Island will be referred to as SCI.

**SitRep:** Situation Report is a report sent to higher headquarters to bring them up to date on events.

**Serial Callaway:** An accountability measure to ensure all personnel are assigned to the correct AAV.

**Stern Gate:** The stern gate is a large metal gate that is lowered into the water to allow AAVs access to the Well Deck.

**SUPSALV:** Supervisor of Salvage and Diving

**SUPSALV URC:** Supervisor of Salvage and Diving Underwater Rescue Command

**SUROB:** Surf Observation report will be referred to as SUROB.

**SWET:** Swallow Water Egress Training (SWET) is an individual seat-type device used prior to and in conjunction with the Modular Amphibious Egress Trainer (MAET) and Submerged Vehicle Egress Trainer (SVET) to introduce water submersion and the proper use of current Supplemental Emergency Breathing Devices, such as the Intermediate Passenger Helicopter Aircrew Breathing Device (IPHABD) and Survival Egress Air (SEA) and learn to operate the LPU-32 and newer versions of flotation devices.

**Tac Chat:** Tac chat is an abbreviated term for Tactical Chat. It is a data application for text message and file sharing among fielded and networked data terminals.

**UET:** UET training includes completion of Shallow Water Egress Trainer (SWET) and either the Modular Amphibious Egress Trainer (MAET) or the Submerged Vehicle Egress Trainer (SVET).

**USS MKI:** USS MAKIN ISLAND (LHD-8) will be referred to USS MKI.

**USS SOM:** USS SOMERSET (LPD-25) will be referred to as USS SOM.

**USS SAN:** USS SAN DIEGO (LPD-22) will be referred to as USS SAN.

**Well:** Well is a reference to the Well Deck of a ship. The well deck is a hangar-like deck located at the waterline in the stern of an amphibious warfare ships. By taking on water the ship can lower its stern gate, flooding the well deck and allowing boats, AAVs and landing craft to dock within the ship. Green well is a term used when the ship is ready to receive or disembark AAVs. Red well is a term used when the ship is not ready to receive or disembark AAVs.

TABLE OF PERSONNEL

AAV PLATOON (this list does not include the entire Platoon, just those in investigation)

RANK	LAST NAME	FIRST NAME	EDIPI	PMOS	BILLET	NOTES
					AAV PLATOON COMMANDER	AAV 4/SCI
					AAV PLATOON SERGEANT	AAV 12/SCI
					3RD SECTION LEADER	AAV 10
					1ST SECTION LEADER	AAV 1
					AAV 523519 VEHICLE COMMANDER, 2ND SECTION LEADER	AAV 5
					CHIEF MECHANIC	AAV 12/SCI
					VEHICLE COMMANDER	AAV 14
					AAV DRIVER	AAV 13
					MECHANIC/REAR CREWMAN	AAV 5
					AAV COMMUNICATIONS NCO	AAV 13
					AAV DRIVER	AAV 14
					AAV REAR CREWMAN	AAV 14
					AAV CREWMAN	AAV 13
					AAV DRIVER	AAV 5
					AAV CREWMAN	AAV 13

(b)(3), (b)(6), (b)(7)(c)

BRAVO COMPANY BLT 1/4 (this list does not include the entire Company, just those in investigation)

RANK	LAST NAME	FIRST NAME	EDIPI	PMOS	BILLET	NOTES
					COMPANY COMMANDER	AAV 4/SCI
					COMPANY EXECUTIVE OFFICER	AAV 6
					COMPANY 1STSGT	AAV 12/SCI
					2ND PLATOON COMMANDER	AAV 5
					2ND PLATOON SERGEANT	TAD
					EMBARKED MARINE	AAV 5
					EMBARKED MARINE	AAV 5
					EMBARKED MARINE	AAV 5
					EMBARKED CORPSMAN	AAV 5
					EMBARKED MARINE	AAV 5

(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

EMBARKED MARINE	AAV 5
EMBARKED MARINE	AAV 5
EMBARKED MARINE	AAV 5
EMBARKED MARINE	AAV 5
EMBARKED MARINE	AAV 5
EMBARKED MARINE	AAV 5
EMBARKED MARINE	AAV 5

BLT 1/4 (this list does not include the entire BLT, just those in investigation)

RANK	LAST NAME	FIRST NAME	EDIPI	PMOS	BILLET	NOTES
					BLT COMMANDING OFFICER	USS MKI
					BLT EXECUTIVE OFFICER	AAV 13
					BLT OPERATIONS OFFICER	USS MKI
					H&S COMPANY COMMANDER	USS SOM
					BLT ASST OPERATIONS OFF	AAV 13
					BLT COMMUNICATIONS CHIEF	AAV 13
					BLT CAAT PLATOON SERGEANT	OPFOR
					BLT ADMIN CHIEF	USS SOM
					COMMUNICATIONS NCO	AAV 14

(b)(3), (b)(6), (b)(7)(c)

15TH MEU (this list does not include the entire MEU, just those in investigation)

RANK	LAST NAME	FIRST NAME	EDIPI	PMOS	BILLET	NOTES
					MEU COMMANDING OFFICER	USS MKI
					MEU EXECUTIVE OFFICER	USS MKI
					MEU OPERATIONS OFFICER	USS MKI
					EXERCISE CONTROL	USS MKI
					MEU ASST AIR OFFICER	USS MKI
					EXERCISE CONTROL	SCI
					ADR TEAM LEADER	
					ADR MEDICAL	
					ADR TEAM MEMBER	
					ADR TEAM MEMBER	
					ADR TEAM MEMBER	

(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

ADR TEAM MEMBER	
ADR TEAM MEMBER	

USS SOMERSET CREW (this list does not include the entire ship, just those in investigation)

RANK	LAST NAME	FIRST NAME	EDIPI	BILLET
				CAPTAIN
				EXECUTIVE OFFICER
				PLANS AND TACTICS OFFICER
				OPERATION OFFICER (TAO)
				SWIC
				USS SOM FIRST LIEUTENANT
				TAO 1500-1800
				USS SOM BOATSWAIN
				JOOD
				TAO 1800-2100
				COMBAT CARGO OFFICER
				WELL DECK CONTROL OFFICER
				BOAT ENGINEER/LAUNCHED IN RESCUE RHIB
				ON WATCH MONITORING BOAT ALPHA RADIO
				WELL DECK CONTROL
				WATCH OFFICER IN CIC
				ON WATCH, PORT LOOKOUT
				ON WATCH, PORT LOOKOUT
				ON WATCH, PORT LOOKOUT

(b)(3), (b)(6), (b)(7)(c)

OTHER PERSONNEL

RANK	LAST NAME	FIRST NAME	EDIPI	PMOS	BILLET
					FORMER CO OF 3RD AABN
					H&S COMPANY CO, 3RD AABN
					MAINTENANCE OFFICER, 3RD AABN
					FORMER MAINTAINENCE CHIEF, 3RD AABN
					MEDICAL OFFICER, 3RD AABN
					I MEF COMMSTRAT Officer

(b)(3), (b)(6), (b)(7)(c)

15th MEU AAV Platoon

Vehicle (Vic) #	Nomenclature	Serial #	Tactical Designation	Section	Section Color	Vehicle Callsign Internal	Vehicle Callsign External
Vic 1	AAVP7	523445	3-15-01	1st Section	Red	Red 1	Gator 1
Vic 2	AAVP7	523195	3-15-02	1st Section	Red	Red 2	
Vic 3	AAVP7	522499	3-15-03	1st Section	Red	Red 3	
Vic 4	AAVP7	522768	3-15-04	1st Section	Red	Red 4	Gator Actual
Vic 5	AAVP7	523519	3-15-05	2nd Section	White	White 1	Gator 2
Vic 6	AAVP7	523100	3-15-06	2nd Section	White	White 2	
Vic 7	AAVP7	523612	3-15-07	2nd Section	White	White 3	
Vic 8	AAVP7	522932	3-15-08	2nd Section	White	White 4	
Vic 9	AAVP7	523311	3-15-09	3rd Section	Blue	Blue 1	Gator 3
Vic 10	AAVP7	522677	3-15-10	3rd Section	Blue	Blue 2	
Vic 11	AAVP7	522655	3-15-11	3rd Section	Blue	Blue 3	
Vic 12	AAVP7	522999	3-15-12	3rd Section	Blue	Blue 4	
Vic 13	AAVC7	522288	3-15-C7	C2 Section	N/A	C7	China Bravo
Vic 14	AAVP7 w/NOTM	522656	3-15-14	C2 Section	N/A	POP	POP

The Release Authority for Enclosure 7 is the Assault  
Amphibian School.

Assault Amphibian School  
P. O. Box 555041  
Camp Pendleton, CA 92055-5061





DEPARTMENT OF THE NAVY  
COMMANDER, NAVAL SURFACE FORCE  
UNITED STATES PACIFIC FLEET  
2841 RENDOVA ROAD  
SAN DIEGO, CALIFORNIA 92155-5490

COMMANDER  
NAVAL SURFACE FORCE ATLANTIC  
1751 MORRIS ST BOX 168  
NORFOLK VA 23511-2808

IN REPLY REFER TO  
COMNAVSURFPACINST/  
COMNAVSURFLANT 3340.3E  
28 AUG 2017

COMNAVSURFPAC/COMNAVSURFLANT INSTRUCTION 3340.3E

From: Commander, Naval Surface Force, Pacific  
Commander, Naval Surface Force, Atlantic

Subj: WET WELL OPERATIONS MANUAL

Encl: (1) WET WELL OPERATIONS MANUAL

1. Purpose. To issue a consolidated Commander, Naval Surface Force, U.S. Pacific Fleet (COMNAVSURFPAC) and Commander, Naval Surface Force, Atlantic, (COMNAVSURFLANT) wet well operations manual.
2. Cancellation. COMNAVSURFPACTINST / COMNAVSURFPACTINST 3340.3D. This instruction has been completely revised and should be read in its entirety.
3. Discussion. The Wet Well Operations Manual is a single source document discussing in detail all facets of wet well operations. It provides the base information for the officers and crew assigned to amphibious ships and describes in detail those evolutions required to properly and safely execute wet well operations. The following procedures are representative and are not to be considered as covering all situations which might occur. As with any operation with a great number of variables, common sense, sound basic seamanship and on-scene decision making will be required, based on the circumstances as they occur.
4. Action
  - a. Commanding Officers will use the information contained in this manual as the basis for developing Wet Well, Ballasting and Deballasting Operations Bill.
  - b. Recommendations for improvements to this manual are solicited. Proposed changes should be submitted via the chain of command to COMNAVSURFPAC or COMNAVSURFLANT as appropriate.
5. Records Management. Records created as a result of this instruction, regardless of media and format, must be managed per Secretary of the Navy Manual 5210.1 of January 2012.
6. Review and Effective Date. Per OPNAVINST 5215.17A, COMNAVSURFPAC and COMNAVSURFLANT will review this instruction annually on the anniversary of its effective date to ensure applicability, currency, and consistency with Federal, DoD, SECNAV, and Navy

ENCLOSURE (8)

COMNAVSURFPACINST/  
COMNAVSURFLANTINST 3340.3E  
28 AUG 2017

policy and statutory authority using OPNAV 5215/40 Review of Instruction. This instruction will automatically expire 5 years after effective date unless reissued or canceled prior to the 5-year anniversary date, or an extension has been granted

(b)(3), (b)(6), (b)(7)(c)

**Releasability and Distribution:**

This instruction is cleared for public release and is available electronically only, via COMNAVSURFOR Directives Web Site,  
<https://www.surfor.navy.mil/directives0/pages/default.aspx>

**CHAPTER 9**

**AMPHIBIOUS ASSAULT VEHICLE OPERATIONS**

Ref: (a) MCWP 3-13  
(b) NWP 22-3  
(c) NSTM Chapter 584  
(d) COMNAVSURFPACINST 3120.6A/FMFPACO 3120.6D  
(e) FXP 5

**9.1. General Safety**

a. An important factor when operating with AAV is visibility. Due to the vehicle's height and length, the driver's visibility is severely reduced, particularly when objects are close to the vehicle. When the hatches are secured and the driver is looking through two inches of bullet proof glass, their visibility is reduced even further.

b. The AAV will not be loaded to a point reducing reserve buoyancy to under 5,000 pounds. The OIC of the AAV unit is responsible to ensure vehicle loading is safe and meets this requirement.

c. If an underway launch is planned, consideration must be given to not exceed maximum swim distance listed in reference (a).

d. Safety boats are mandatory during all waterborne evolutions. One safety boat is required for five or less vehicles; two safety boats when six or more vehicles are waterborne. If the ship cannot provide a sufficient number of safety boats, an unloaded AAV may be designated as a safety boat. Additional safety boats may be used at the discretion of the operational commander. Safety boat crews shall be manned by a standard boat crew (coxswain, boat engineer, bow hook) and a boat officer for each boat. If deemed necessary by the CO, a rescue swimmer should accompany the boat crew. Safety boats will be employed per reference (b). The senior boat officer is designated Boat Group Commander (BGC).

e. The AAV detachment OIC will designate one AAV as the primary safety and recovery vehicle.

f. The BGC is responsible for the safe navigation of the safety boats and AAV. The BGC must stay vigilant to other surface craft operating in the launch area or navigation hazards not briefed.

g. All safety boat personnel are to be alert for the AAV distress signals when AAV are waterborne. 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:

COMNAVSURFPACINST/  
COMNAVSURFLANTINST 3340.3E  
28 Aug 2017  
SIGNAL

MESSAGE	LIGHT CONDITION	
Vehicle is sinking, in danger of sinking, or serious injury	Day	Wave flag November rom a boat hook
Vehicle is sinking, in danger of sinking, or serious injury	Day or night	Red star shell or blinking headlights
Vehicle is disabled	Day	Flag November on a boat hook (not waving)
Vehicle is disabled	Night	Spotlight or battle lantern shown vertically (pointed up)

- h. All personnel onboard safety boats or embarked in AAV will wear authorized personal flotation devices.
- i. Safety observers should be assigned in sufficient numbers to ensure the safe handling of AAV within the well and vehicle decks.
- j. No AAV is to be spotted or left stationary on an energy absorbing ramp or vehicle ramp; there is no safe or approved way of securing an AAV on an incline.
- k. AAV detachment personnel should provide advice and be involved in staging craft for launch.
- l. Before launching AAV, all vehicle hatches and vents will be secured and telltales checked. Under no circumstances will an AAV splash unless complete watertight integrity has been confirmed by the AAV Platoon Commander/Platoon Sergeant.
- m. AAVs are not equipped with navigation lights for night or low visibility operations. To reduce the potential hazard to both AAV and shipping, the use of chemical lights (chem lites) attached to the AAV's antenna is recommended. **Any color but green may be used.** Green has been designated by the Navy, and U.S. Coast Guard, for man overboard.

## 9.2. Operations

- a. **Advance Planning and Preparation.** While the Ship's Loading Characteristics Pamphlet (SLCP) and the Regulations for Embarked Troops published by each amphibious ship will provide AAV units with essential information, there is no substitute for personal liaison before joint AAV/amphibious ship operations. Advance liaison will ensure that both ship and AAV unit are in agreement concerning the sequence of events and objectives. Specific operational, embarkation, or personnel requirements should also be discussed. Figure 9-2 lists the minimum equipment required to conduct AAV operations. Additional guidance for advance planning and

preparation is available in reference (e), Chapter 5.

b. **Communications.** Early liaison between the ship and the AAV unit will ensure that the required frequencies for a joint operation are included in the operation order (OPORD) or operational task (OPTASK) and ship's Communications (COMM) Plan. In some operating areas (OPAREAs), frequency requests must be made several weeks prior to using those circuits. Early liaison will ensure deadlines are met.

c. Prior to conducting any shipboard AAV training, a safety and operations brief will be held for all participating ship's company and embarked personnel. The brief will include the following information:

- (1) Evolution timeline
- (2) Navigation hazards and aids
- (3) Weather, sea, and calculated surf conditions if available
- (4) Visual and radio communication procedures
  - (a) Primary and secondary control frequencies
  - (b) Call signs
  - (c) Authentication procedure
  - (d) Required reports
  - (e) Grid positioning (GRID POSIT) system
  - (f) Lost communications procedures
- (5) Standard safety precautions and emergency procedure
- (6) Vehicle formations or tactics

d. Securing AAV in the Well Deck

(1) The AAV crew will lash down their AAV (with ship's force supervision) using the lashing gear furnished by the ship. Four clevises, 1 1/8 inch screw-pin anchor shackles provided by the AAV crew, are attached to each towing eye to receive lashing cable eyes. Figure 9-1 shows an example of the lashing arrangement.

(2) Per reference (c), AAVs will be secured in place with a minimum of four 70,000-pound lashing assemblies. Combat-loaded AAV weighing in excess of 43,000 pounds shall be secured with additional lashing assemblies and shoring to meet the criteria listed in reference (c).

(3) Lashing assemblies will not be attached to the vehicle tracks, sprockets, or idler assemblies. An AAV will never be secured by passing lashing gear around the tracks.

(4) Rubber track pads will normally alleviate the necessity for dunnage when embarking AAV, but these are sometimes lost or loosened in transit.

(5) Although the AAV unit commander will inspect all lashing gear prior to securing the handling evolution, this does not relieve the CO of his responsibility for the proper securing of all embarked cargo and vehicles.

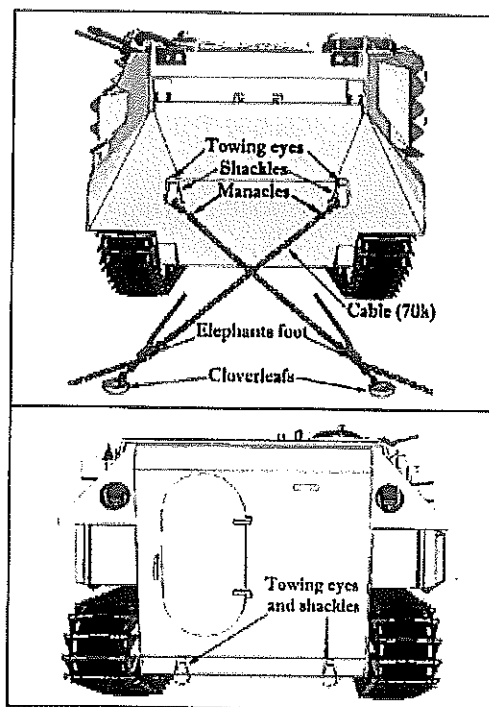


Figure 9-1.  
AAV Stowage

e. Security

(1) Procedure for vehicle security will be contained in the Regulations for Embarked Troops. Should the AAV unit's standard operating procedures (SOP) conflict with Troop Regulations, the ship's CO will determine security requirements.

(2) The AAV unit commander may provide additional personnel for vehicle security from organic personnel as desired. These additional personnel will not be employed in a manner which interferes with the function of the standing security watch, as established by the ship's CO.

f. Vehicle Operation Testing

(1) The AAV unit commander must gain permission from ship's appointed representative when desiring to test run or move an AAV. Normally the ship's representative will be the OOD while underway and the Command Duty Officer (CDO) while in port.

(2) The ship's representative will ensure that all necessary ship's personnel are notified of the intended AAV operations and that all safety precautions have been taken.

g. Fuel

(1) AAVs use diesel fuel but are capable of operating with JP-5 or DFM fuel. The utilization of particular diesel fuel grades is dependent on operating environment temperature. Reference (d) provides specific information on fuel type utilization. Although some of these fuels are not normally available on amphibious ships, they are normally included as bulk onload items in drums as Landing Force Operational Reserve Material (LFORM).

(2) AAV units drawing bulk petroleum, oils, and lubricants (POL) during exercises are required to provide the ship with the appropriate supply documentation (DD-1149) within 10 days.

(3) The AAV unit commander must request permission from the ship's appointed representative prior to commencing fueling. During the evolution, the AAV commander will keep the OOD or CDO informed of the status of fueling operation.

9.3. **Embarkation.** AAV may be embarked at anchor, while lying to or at bare steerageway, or by ramp from a quay wall while the ship is moored.

a. Considerations

(1) The embarkation of AAVs requires close coordination between debark control, well deck control, vehicle drivers, and vehicle handlers. The use of proper signals is essential in maintaining positive control over vehicle movement, ensuring complete understanding between handlers and drivers.

(2) To ensure maximum visibility and available power, AAV will always be driven aboard bow first, never backed onboard.

b. Standard Procedures

(1) Ships should ballast to four to six feet of water at the sill leaving minimal water forward. This creates a false beach which lets the AAV transition from waterborne to track drive inside the well.

(2) When all preparations in the well are complete, the ship will order the lead AAV to make its approach by signal flag or lights from the control station.

(a) A green light or waving a green flag indicates "Ready to receive AAV". A red

light or motionless red flag indicates "Not ready to receive AAV".

(b) For daylight operations, control lights and flags will be used. For night or low visibility operations, control lights and light wands will be used.

(3) The POIC will control craft from the aft end of wing wall catwalk on LHD 1, LPD 17, LSD 41 and LSD 49 class ships.

(4) The POIC will continue to direct the AAV in the well until the AAV has grounded out. On LSD 41 class ships, control will be passed to a traffic director stationed further forward on the wingwall catwalk for positioning in designated vehicle parking area. On all other ship classes, where the available stowage area is more confined and vehicle positioning is not as time consuming, the POIC will control the craft until spotted. When the AAV is in the proper position, the vehicle controller will signal the AAV driver to pivot 180 degrees and face the vehicle toward the stern. At no time will any personnel, including traffic directors, be allowed in the well deck while AAVs are being positioned.

(5) As soon as the AAV has been pivoted 180 degrees and is moving forward, another AAV may enter the well deck.

(6) As directed by the POIC, platoon commanders, platoon sergeants, and the Commanding Officer of Troops may be allowed to debark the AAV once it has been spotted; all other personnel must stay in the vehicle until the embarkation evolution is complete. Then, as directed by the POIC, troops and crew may debark. Troops will proceed to assigned berthing and vehicle crews will secure their vehicles. The ship will have a gripe detail available to assist in gripping AAVs if needed. AAVs will not be spotted for securing or left stationary on an incline including vehicle ramps and energy absorbing ramps.

(7) Disabled or damaged vehicles may require assistance to maneuver in the well. Reference (d) provides specific guidance on rigging lines and tackle to move disabled vehicles.

9.4. **Debarkation.** AAV may debark by either of two methods: administrative or tactical launch. Administrative launches may be conducted at anchor, pierside, or while lying to. Tactical or underway launches are conducted while the ship is making way, normally between 5 and 15 knots.

a. General

(1) Thirty minutes prior to starting AAVs, the well deck ventilation blowers must be energized and set to operate at high speed. Only after ventilation has been verified will AAV crews be allowed to start their vehicles.

(2) When conducting preoperational checks, AAVs should be operated in groups of four to ensure exhaust fumes are fully evacuated from the well by the exhaust blowers. Once the AAVs have been warmed up and shut down, the crews will stand by to embark troops.



(3) Troops should be embarked 60 minutes prior to launch time. Tight spacing between AAVs may prevent the opening of AAV ramp personnel hatches. The debarkation schedule should be designed to allow for such delays.

(4) Before the AAVs debark, all hatches, ramps, and vents must be closed. Under no circumstances will an AAV be splashed unless complete watertight integrity has been attained. Water tight integrity will be confirmed by the vehicle platoon leader and reported to the WDCO.

(5) If a casualty occurs during the launch phase, push or pull the disabled AAV to one side and drive the remaining AAV around it and off the stern gate.

b. Standard Procedure:

(1) In addition to the safety and operations brief, conduct a formal brief for well deck and AAV personnel of all visual signals to be used and where they will be displayed.

(2) Set Condition 1A for wet well operations.

(3) WDCO will direct the unlashing and movement of AAVs to the AAV launch line. An AAV launch line (12 inches in width) will be painted on the well deck bulkhead (both sides) one AAV length from sill.

(4) Ballast the ship to approximately 1 foot of water at the sill. Sill depths in excess of 1 foot will produce noticeably adverse effects on the vehicle's controls. These effects become more pronounced as water depths over the sill increase.

(5) Lower the stern gate to the horizontal position; the stern gate should not deviate from the horizontal more than three degrees during the launch.

(6) Ensure that all ventilation blowers are operating.

(7) Start, warm, and secure AAV engines before the arrival of troops in the well deck area. AAV crews will conduct all pre-launch operation checks at this time.

(8) When all personnel going ashore are embarked in the vehicles, the AAV unit commander will collect manifests from all AAV and submit them to the CCO for transfer to the DCO.

(9) At the direction of Well Deck Control, the first wave of AAVs will start engines, approximately 10 minutes prior to launch. All other crews (successive waves) will wait until ordered to start their vehicles.

c. Tactical Launch Specifics

(1) General

(a) Although AAV have the endurance and water tight integrity necessary for extended waterborne operations, they were not designed for maneuvers at sea. When correctly employed, there is a minimum amount of time devoted to wave assembly prior to crossing the Line of Departure (LOD).

NOTE: Prolonged waterborne employment increases the possibility of mechanical failure, vehicle casualties, and troop fatigue. Of primary concern is troop effectiveness, which degrades rapidly when AAVs are waterborne 2 hours or more; as sea state increases, fatigue increases.

(b) Underway launch tactics combine the elements of speed, surprise, and relative stealth. It represents the first major improvement in the surface ship-to-shore assault since World War II. The technique is considered doctrine and is used whenever minimum exposure time is desired, even to combat poor weather conditions. By utilizing underway launch tactics, it is possible to eliminate congested, vulnerable anchorages near the LOD and allow ships to freely maneuver close ashore.

(2) Considerations. The decision to conduct an underway launch rests with Commander, Amphibious Task Force (CATF). The following factors must be considered when conducting underway AAV launch:

(a) Launch Speed. The launch will be designated either "High Speed" (ship's speed in excess of 10 knots) or "Low Speed" (ship's speed 10 knots or less). The exact speed at which the launch will occur is the decision of the ship's CO. In the event of launches by more than one ship, launch speeds will be coordinated by CATF or the Officer in Tactical Command (OTC). Launch speed is a factor of:

1. Tactical situation (e.g., enemy concentration of shored-based artillery or tactical aircraft).
2. Sea conditions at the LOD.
3. LOD width and length (will affect vehicle spacing and individual launch time).
4. Navigation and hydrography of the area.
5. Distance from the launch point (ship's track) to the LOD.
6. Number of vehicles being launched.
7. Depth of water relative to squatting.

(b) Launch Track. Per reference (d), the launch track will normally parallel the beach; however, tracks may be U-turns or echelons. By design, the AAV LOD will normally be as close to the beach as is possible, and need not coincide with the LOD for landing craft. In any case, distance from the ship to the LOD and from the LOD to the beach should not exceed parameters listed in reference (a). The launch track should, if possible, avoid large variations in water depth,

especially at depths less than 100 feet.

(c) Launch Interval. Spacing between AAVs during underway launch is most important. After the ship's CO has determined the launch speed, the launch interval can be calculated to provide sufficient distance between craft to avoid collision once waterborne. When calculating the launch interval, the number of vehicles in each wave and the width of the LOD and beach should also be considered. The minimum interval, per reference (d), is five seconds. Longer intervals should be considered at speeds less than 10 knots to ensure a safe distance between vehicles (approximately 50 meters).

### (3) Underway Launch Procedures

(a) Debarkation during an underway launch is done in the same manner as debarkation when a ship is at anchor or lying to. Note, that during an underway launch, the precision in launching individual AAVs in terms of time and position is critical, since these factors will drastically affect the wave's formation and overall tactical effectiveness of the landing.

(b) The major limiting factor in terms of ship handling is the requirement for adequate water depth to avoid undesirable bottom effects while steaming at high speed, ballasted down, and the stern gate lowered. Before conducting the launch, a careful examination of reliable hydrographic charts is essential.

(c) The major limiting factor relative to AAVs is the driver's ability to maintain steering control and affect a breakaway from the ship's wake once launched. Proper ballasting and positioning of the stern gate will alleviate this problem.

(d) If the stern gate mechanism is capable of withstanding the stress, underway launch is feasible and safe at any speed up to a maximum of 21.5 knots under the following conditions:

1. The stern gate is lowered and locked in a position level with the well deck.
2. The ship is properly ballasted to a depth of 1 foot over the sill, which provides the best conditions for a fast exit and rapid gain of vehicle control once waterborne. Wave action in the well should be reduced to a minimum by ship maneuvers and speed.
3. Vehicles are not loaded beyond reserve buoyancy conditions.

(e) While the control and execution of the underway launch is a ship function, AAV unit commanders are inherently responsible for coordinating with the ship's personnel to ensure all the above factors which affect the launch are addressed.

9.5. **Emergency Procedures for Disabled or Sinking AAV.** Reference (d) provides standard emergency procedures for the salvage and rescue of waterborne AAV. The direction of rescue efforts for any stranded vehicle is the responsibility of the AAV unit leader. The CATE, normally delegated to the Primary or Secondary Control Ships, shall be responsible for recovery efforts associated with a submerged AAV.

a. Assistance Procedures

(1) The designated safety boats will provide the initial support to an AAV in distress. Unless specifically called to assist, all other AAVs will continue on their current mission. Again, it is important that AAVs not be operated for extensive periods at sea; the chances of a second vehicle becoming disabled increases with time.

(2) When providing assistance, it is imperative the boat crew shall not secure the boat in any way to the AAV. Any lines which are used to lash the two vehicles together will be hand tended and have no more than one turn on a cleat. If an AAV must be towed to safety, a second AAV will provide the tow. If a second AAV is not available, an LCM or LCU may be used.

(3) If an AAV is swamped by waves or begins sinking for any other reason, the safety boat will immediately cast off lines and stand off to the windward side to rescue evacuees.

(4) Vehicles disabled in the surf zone are the responsibility of the AAV unit commander or his representative directing operations at the beachhead. At no time will a safety boat attempt to enter the surf zone to effect a rescue.

b. Emergency distress signals for disabled vehicles are provided in paragraph 9.1(g).

c. Vehicle Evacuation Procedures. The vehicle commander is responsible for the safe evacuation of all crew and embarked personnel. It is imperative all embarked personnel are briefed on evacuation procedures prior to embarking onboard an AAV. This brief should include:

(1) Standard safety procedures

(2) Evacuation procedures

(3) Proper egress routes

(4) Wearing and employing personal flotation devices

(5) Importance of following the instructions of the Vehicle Commander and Third Crewman in an emergency. Specific procedures for vehicle evacuation are listed in reference (d).

d. Recovering Disabled Vehicles. The following procedure describes the actions required to recover a disabled AAV to a well deck. Specific instruction on the towing of AAV is given in reference (d).

(1) Ballast down to a minimum of 5 feet at the sill, allowing the towing vehicle to operate freely in the well.

(2) Tow the disabled AAV to a safe distance from the stern of the recovery ship using a second AAV.

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(3) When ordered by the WDCO, the towing vehicle will tow the disabled vehicle as far forward in the well deck as possible.

(4) Once the embarked personnel and equipment are removed from the disabled vehicle, it should be towed to a location safe from wave action.

(5) As a last resort, the disabled AAV may be secured in the well deck in such a position that it offers the least interference with well deck operations.

(6) Safety of personnel will be the primary consideration when retrieving a disabled AAV.

(7) To debark a disabled AAV, it should be transported ashore in the well deck of an LCM, LCU, or LCAC.

The Release Authority for Enclosure 9 is the  
Amphibious Vehicle Test Branch.

AVTB  
Bldg 210536, Kraus St.  
Camp Pendleton, CA 92055

Date	Time	12 Hour rollover brief	Event/Comments	Phone
30-Jul-20	1815	AAV moving shore to ship went underwater during 15th MEU FMINV event.		
30-Jul-20	1830	Voices report from 15 MEU CHR to I MEF G3.		
30-Jul-20	1900	Phone call to I MEF CDO from I MEF G3.		
30-Jul-20	1935	I MEF CDO voice report to RMCQ submitted by I MEF CDO, timestamp 310215ZJUL20.		
30-Jul-20	1935	I MEF SMO contacted I MEF G3, the following information provided: Confirmed voice report from 1830. MEF G3 spoke with 1st WARDIV G3. SMO spoke with 1st WARDIV CDO. At 1815 PST, an AAV enroute, from San Clemente Island to USS Sommeret took on water and sank. Marines on board. SAR aircraft overhead reported Marines surfaced. MEU getting accountability. Second SAR aircraft and RIBs enroute to incident area.		
30-Jul-20	1940	MEU CO phone call to I MEF G3. Confirms 14 Marines total on board AAV. 3x Marine recovered by RIB (1x needed CPR). 1x Marine recovered by SAR aircraft. 15th MEU confirms 3x Marines recovered and enroute to Scripps Memorial Hospital (exact location unknown ATT).		
30-Jul-20	2000	I MEF SMO phone call to MCI UFGC. MCI SMO confirms 3x Marines recovered and enroute to Scripps Memorial Hospital (exact location unknown ATT).		
30-Jul-20	2000	I MEF G33 phonecall to I MIG CO. Provided SITREP.		
30-Jul-20	2014	I MEF G33 left voice message with COMSTRAT CO.		
30-Jul-20	2033	COMSTRAT CO phone call I MEF CDO. I MEF G33 relays SITREP.		
30-Jul-20	2040	I MEF G3 arrives to I MEF COBS floor. Relays conversation with 15th MEU CO confirming all previous data point entries (3x Marines recovered via RIBs, 1x Marine recovered via SAR aircraft, 1x Marine needed CPR).		
30-Jul-20	2052	I MEF VTC stood up on COBS floor for information exchange.		
30-Jul-20	2100	I MEF CG, DCG, G3 and 15th MEU CO dial into I MEF COBS VTC. 15th MEU CO confirms 16 total PAX aboard AAV. 8x missing, 3x MEDVAC (1x critical), 2x unknown, 2x recovered safely.		
30-Jul-20	2125	COMSTRAT reps arrive at COBS floor.		
30-Jul-20	2130	I MEF SMO contacts 3rd Fleet Watch Officer. Relays instructions to dial into standing COBS VTC to coordinate messaging.		
30-Jul-20	2235	MARKORAC contacts I MEF G3 COBS OOD for status update. Current status is given.		
30-Jul-20	2300	MEF G3 relays status to I MEF CDO. I MEF CDO relays status to I MEF COBS floor.		
30-Jul-20	2330	SMO confirms status with HQMC OP Center ESQ 3 MO. Div CDO, and MFP MO.		
31-Jul-20	0006	MEU SMO spoke with 15th MEU XO regarding OPREP. OPREP to be released within the hour.		
31-Jul-20	0035	OPREP released by 15th MEU.		
31-Jul-20	0200	I MEF COMSTRAT releases press release.		
31-Jul-20	0200	Casualty/DUSTWUN report received for PFC HATH.		
31-Jul-20	0236	Report received from USS Makin Island to I MEF SMO as follows: 1. There is currently a MH-60S from the HSC-23 on station conducting search until 0400Z. They will be relieved by an MH-60R from HSM-49, who will remain on station from 0400-0600Z. An MH-60S from HSC-23 will resume search at 0600Z with a rescue swimmer embarked. 2. OPREP-3 was submitted to HQMC at 0351Z. 3. PAX for all crew and passengers involved in mishap are currently being screened and updated. Ships conducting parallel search to the station with all RHIBs safely recovered on board naval shipping. No changes to status of recovered personnel. The 8 unaccounted for. In addition to the AAV's and marines left ashore on SCI, 2 x LCAC and crews from SOM are on the beach overnight. Recovery of these craft and pax to SOM will need to be part of our concious planning.		
31-Jul-20	0239	Casualty/DUSTWUN report received for (b)(6), (b)(7)(C)		
31-Jul-20	0313	Casualty/DUSTWUN report received for (b)(6), (b)(7)(C)		
31-Jul-20	0329	Report received from USS Makin Island to I MEF SMO as follows: 1. No changes or updates from last report. 2. MH-60S from the HSC-23 conducting search until 1200Z; they will be relieved by HSM-49, who will remain on station from 0400-0600Z. An MH-60R from HSC-23 will resume search at 0600Z with a rescue swimmer embarked.		
31-Jul-20	0332	Remain on station from 0400-0600Z. An MH-60R from HSC-23 will resume search at 0600Z with a rescue swimmer embarked.		
31-Jul-20	0347	Casualty/DUSTWUN report received for (b)(6), (b)(7)(C)		
31-Jul-20	0348	Casualty/DUSTWUN report received for (b)(6), (b)(7)(C)		
31-Jul-20	0349	Casualty/DUSTWUN report received for (b)(6), (b)(7)(C)		
31-Jul-20	0352	Casualty/DUSTWUN report received for (b)(6), (b)(7)(C)		
31-Jul-20	0359	Casualty/DUSTWUN report received for (b)(6), (b)(7)(C)		
31-Jul-20	0402	All 8 x DUSTWUN reports have been sent to HQMC along with the PCR report for the deceased Marine. 2 x SIR reports pending for 2 injured Marines.		
31-Jul-20	0432	No changes from update at 0333Z.		
31-Jul-20	0443	Update from USS Makin Island, LCAC and 6 AAVs still on San Clemente Island.		
31-Jul-20	0509	SIR report received for (b)(6), (b)(7)(C)		
31-Jul-20	0510	G3 updates I MEF CG.		
31-Jul-20	0523	SIR report received for (b)(6), (b)(7)(C)		
31-Jul-20	0525	Last two (2) SIR reports sent to HQMC.		
31-Jul-20	0531	15th MEU Update: 1. All OPREP submitted to HQMC. 2. 8x DUSTWUN/1x Deceased/2x Serious injury. No other updates than what was provided at 0333Z and 0432Z.		
31-Jul-20	0535	3D AAV Bn OOD contacted. Briefed and provided COMSTRAT phone number.		
31-Jul-20	0537	AAV School OOD contacted. Briefed and provided COMSTRAT phone number.		
31-Jul-20	0538	Col Bartelt called in and provided the COMSTRAT phone number for inquiries from media, family etc. It is the same phone number already provided by (b)(6), (b)(7)(C). However, Col Bartelt did confirm the phone number has a call forwarding function to cell phones.		
31-Jul-20	0655	The MH-60R time on station is 0400Z-1200Z. Prior to that we had 15MH60S time on station is 0600Z-1200Z. Prior to that we had 15MH60S on station until 0600Z. The MH-60R and MH-60S are coming from the HSM-49 and HSC-23 detachments embarked aboard LHD-8. -PACRON detachment aboard LHD-8 is coordinating to receive external assistance. Unconfirmed at this time, however, expecting 15MH-60S from HSC-21 and 1x Coast Guard rescue helicopter at 1200Z. More to follow once these assets are confirmed.		

31-Jul-20 0729	(b) We currently have 2 aircraft on-station (12MH-60S and 12MH-60R). The MH-60R time on station is 0400T-1000T. The MH-60S time on station is 0600T-1200T. Prior to that we had 12MH60S on-station until 0600T. The MH-60R and MH-60S are coming from the HSM-49 and HSC-23 detachments aboard LHD-8. TACRON detachment aboard LHD-8 is coordinating to receive external assistance. Unconfirmed at this time, however, the HSC-23 detachment is coordinating with the 15th Marine Expeditionary Unit (MEU) for assistance. The daypack that washed ashore, the daypack belongs to a Corporal - [redacted] that is in Bravo Company, BLT 1/4. That daypack was in an AAV that splashed at West Cove. The pack was attached to the exterior of the AAV and came loose during water transit. The Corporal is accounted for and ashore at SCI with B Co. This pack did not belong to any personnel aboard the submerged AAV.	(b)(3), (b)(6), (b)(7)(c)	(b)(3), (b)(6), (b)(7)(c)	15th Marine Expeditionary Unit
31-Jul-20 0746	(b) UPDATE #1: STANDARD NOTIFICATION: TRAINING MESHAP - 15PH MEU (BLT 1/4) AAV TWO SAN CLEMENTE ISLAND. ON UPDATE #1, the casualty status of two Marines and a sailor was updated to DUSTWON and are pending NOK notification. Search and rescue operations remain on going.	(b)(3), (b)(6), (b)(7)(c)	(b)(3), (b)(6), (b)(7)(c)	15th Marine Expeditionary Unit
31-Jul-20 0807	(b) RFS 1 MEU has requested CDF assistance in coordinating the recovery of the missing Marines and Corporal. The NAVSEA unit (https://www.navsea.navy.mil/Home/SUPSALV/) SWMCC is a NAVSEA entity on board HNSD that can help coordinate support. If the mission exceeds the capability organic to SUPSALV, or if there is a local alternative that can respond faster, SUPSALV can work commercial contractors to support. // May ahead: MOC-D reach out to SWMCC for assistance in coordinating SUPSALV support. ESE-3 stands by to assist or lead as directed by JF.	(b)(3), (b)(6), (b)(7)(c)	(b)(3), (b)(6), (b)(7)(c)	15th Marine Expeditionary Unit
31-Jul-20 0831	(b) We currently have 2 aircraft on-station (12MH-60S and 12MH-60R). The MH-60R time on station is 0400T-1000T. The MH-60S time on station is 0600T-1200T. Prior to that we had 12MH60S on-station until 0600T. The MH-60R and MH-60S are coming from the HSM-49 and HSC-23 detachments aboard LHD-8. TACRON detachment aboard LHD-8 is coordinating to receive external assistance. Unconfirmed at this time, however, the HSC-23 detachment is coordinating with the 15th Marine Expeditionary Unit (MEU) for assistance. The daypack that washed ashore, the daypack belongs to a Corporal - [redacted] that is in Bravo Company, BLT 1/4. That daypack was in an AAV that splashed at West Cove. The pack was attached to the exterior of the AAV and came loose during water transit. The Corporal is accounted for and ashore at SCI with B Co. This pack did not belong to any personnel aboard the submerged AAV.	(b)(3), (b)(6), (b)(7)(c)	(b)(3), (b)(6), (b)(7)(c)	15th Marine Expeditionary Unit
31-Jul-20 0955	(b) From G3: MEU Commander is assessing the situation and possible causes of mishap prior to developing a plan to recover the remainder of the AAVs from San Clemente Island. MEU Commander will notify MEF Commander prior to taking any further actions.	(b)(3), (b)(6), (b)(7)(c)	(b)(3), (b)(6), (b)(7)(c)	15th Marine Expeditionary Unit
31-Jul-20 1051	(b) We currently have 2 aircraft on-station (12MH-60S and 12MH-60R). The MH-60R time on station is 0400T-1000T. The MH-60S time on station is 0600T-1200T. Prior to that we had 12MH60S on-station until 0600T. The MH-60R and MH-60S are coming from the HSM-49 and HSC-23 detachments aboard LHD-8. TACRON detachment aboard LHD-8 is coordinating to receive external assistance. Unconfirmed at this time, however, the HSC-23 detachment is coordinating with the 15th Marine Expeditionary Unit (MEU) for assistance. The daypack that washed ashore, the daypack belongs to a Corporal - [redacted] that is in Bravo Company, BLT 1/4. That daypack was in an AAV that splashed at West Cove. The pack was attached to the exterior of the AAV and came loose during water transit. The Corporal is accounted for and ashore at SCI with B Co. This pack did not belong to any personnel aboard the submerged AAV.	(b)(3), (b)(6), (b)(7)(c)	(b)(3), (b)(6), (b)(7)(c)	15th Marine Expeditionary Unit
31-Jul-20 1136	(b) We currently have 2 aircraft on-station (12MH-60S and 12MH-60R). The MH-60R time on station is 0400T-1000T. The MH-60S time on station is 0600T-1200T. Prior to that we had 12MH60S on-station until 0600T. The MH-60R and MH-60S are coming from the HSM-49 and HSC-23 detachments aboard LHD-8. TACRON detachment aboard LHD-8 is coordinating to receive external assistance. Unconfirmed at this time, however, the HSC-23 detachment is coordinating with the 15th Marine Expeditionary Unit (MEU) for assistance. The daypack that washed ashore, the daypack belongs to a Corporal - [redacted] that is in Bravo Company, BLT 1/4. That daypack was in an AAV that splashed at West Cove. The pack was attached to the exterior of the AAV and came loose during water transit. The Corporal is accounted for and ashore at SCI with B Co. This pack did not belong to any personnel aboard the submerged AAV.	(b)(3), (b)(6), (b)(7)(c)	(b)(3), (b)(6), (b)(7)(c)	15th Marine Expeditionary Unit
31-Jul-20 1336	(b) 33-00:54.00N LATITUDE / 118:38:41.00W LONGITUDE- COORDINATES OF AAV MESHAP	(b)(3)	(b)(3)	15th Marine Expeditionary Unit
31-Jul-20 1341	(b) We currently have 2 aircraft on-station (12MH-60S and 12MH-60R). The MH-60R time on station is 0400T-1000T. The MH-60S time on station is 0600T-1200T. Prior to that we had 12MH60S on-station until 0600T. The MH-60R and MH-60S are coming from the HSM-49 and HSC-23 detachments aboard LHD-8. TACRON detachment aboard LHD-8 is coordinating to receive external assistance. Unconfirmed at this time, however, the HSC-23 detachment is coordinating with the 15th Marine Expeditionary Unit (MEU) for assistance. The daypack that washed ashore, the daypack belongs to a Corporal - [redacted] that is in Bravo Company, BLT 1/4. That daypack was in an AAV that splashed at West Cove. The pack was attached to the exterior of the AAV and came loose during water transit. The Corporal is accounted for and ashore at SCI with B Co. This pack did not belong to any personnel aboard the submerged AAV.	(b)(3), (b)(6), (b)(7)(c)	(b)(3), (b)(6), (b)(7)(c)	15th Marine Expeditionary Unit
31-Jul-20 1857	(b) U.S. Coast Guard District II Search and Recovery.	(b)(3), (b)(6), (b)(7)(c)	(b)(3), (b)(6), (b)(7)(c)	15th Marine Expeditionary Unit
31-Jul-20 1933	(b) - We currently have 2 aircraft on-station (12MH-60S and 12MH-60R). The MH-60R time on station is 0400T-1000T. The MH-60S time on station is 0600T-1200T. Prior to that we had 12MH60S on-station until 0600T. The MH-60R and MH-60S are coming from the HSM-49 and HSC-23 detachments aboard LHD-8. TACRON detachment aboard LHD-8 is coordinating to receive external assistance. Unconfirmed at this time, however, the HSC-23 detachment is coordinating with the 15th Marine Expeditionary Unit (MEU) for assistance. The daypack that washed ashore, the daypack belongs to a Corporal - [redacted] that is in Bravo Company, BLT 1/4. That daypack was in an AAV that splashed at West Cove. The pack was attached to the exterior of the AAV and came loose during water transit. The Corporal is accounted for and ashore at SCI with B Co. This pack did not belong to any personnel aboard the submerged AAV.	(b)(3), (b)(6), (b)(7)(c)	(b)(3), (b)(6), (b)(7)(c)	15th Marine Expeditionary Unit
31-Jul-20 2043	(b) from Birt W checked in here to inform us that the mother, stepmother and sister of the missing Marine are currently located in the Philippines and are being transported to the Philippines. They may or may not be coming to the Philippines. We will be standing by.	(b)(3), (b)(6), (b)(7)(c)	(b)(3), (b)(6), (b)(7)(c)	15th Marine Expeditionary Unit
31-Jul-20 2050	(b) RMC advised that decedent affairs NCSB (National Commission on Spill Response) is currently conducting an investigation into the daypack that washed ashore. NCSB would provide initial support to follow on with Dover.	(b)(3), (b)(6), (b)(7)(c)	(b)(3), (b)(6), (b)(7)(c)	15th Marine Expeditionary Unit
31-Jul-20 2107	(b) from Birt W checked in here to inform us that the family of the missing Marine is currently in the Philippines and will be transported to the Philippines.	(b)(3), (b)(6), (b)(7)(c)	(b)(3), (b)(6), (b)(7)(c)	15th Marine Expeditionary Unit
1-Aug-20 0006	(b) [redacted] has been informed that the Green's family is at the resource center speaking with the chaplain.	(b)(3), (b)(6), (b)(7)(c)	(b)(3), (b)(6), (b)(7)(c)	15th Marine Expeditionary Unit





ENCLOSURE 10

1-Aug-20	1247	<p>HQMC made initial notification/condolences to (1200PRT) respectively. The talking points and family reception documents were delivered as well to the NOK.</p> <p>(b)(3), (b)(6), (b)(7)(c)</p>	<p>NOK (Father and Mother) on 2020 Aug 01 at 1500EST</p>	<p>Headquarters Marine &amp; Family Programs Division (MFP) Casualty Section 2008 Elm St Road Quantico, VA 22134</p>	<p>(b)(3), (b)(6), (b)(7)(c)</p>
1-Aug-20	1301	<p>HQMC made initial notification/condolences to the SNOK (Mother) on 20200801 at 1525EST (1225PRT) and were delivered as well to the NOK.</p> <p>(b)(3), (b)(6), (b)(7)(c)</p>	<p>SNOK (Mother) on 20200801 at 1525EST (1225PRT) and were delivered as well to the NOK.</p>	<p>Casualty Affairs Marine &amp; Family Programs Division (MFP), Headquarters 2008 Elm St Road Quantico, VA 22134</p>	<p>(b)(3), (b)(6), (b)(7)(c)</p>
1-Aug-20	1324	<p>HQMC made initial notification/condolences to (1310PRT) respectively. The talking points and family reception documents were delivered as well to the NOK.</p> <p>(b)(3), (b)(6), (b)(7)(c)</p>	<p>NOK (Mother and Father) on 20200801 at 1610EST</p>	<p>Headquarters Marine &amp; Family Programs Division (MFP) Casualty Section 2008 Elm St Road Quantico, VA 22134</p>	<p>(b)(3), (b)(6), (b)(7)(c)</p>
1-Aug-20	1327	<p>HQMC made initial notification/condolences to (1310PRT). The talking points and family reception documents were delivered as well to the NOK.</p> <p>(b)(3), (b)(6), (b)(7)(c)</p>	<p>NOK (Mother-Father) on 20200801 at 1610EST</p>	<p>Casualty Affairs Marine &amp; Family Programs Division (MFP), Headquarters 2008 Elm St Road Quantico, VA 22134</p>	<p>(b)(3), (b)(6), (b)(7)(c)</p>
1-Aug-20	1452	<p>At 0700, 1 Aug 2020 15th MEU released a PCR status change from DUGIWIN to deceased for the seven Marines and one sailor who remain missing. Upon receipt of the PCR, HQMC Casualty Branch tasked the assigned CACOs to make notifications. As of 1130PRT only one servicemember's NOK had been notified. As of 1300PRT, the remaining seven NOKs had been notified. HQMC will continue to search and rescue operations until all NOKs are notified. HQMC will transition to recovery operations. Estimated time for completion of notifications is late afternoon.</p> <p>(b)(3), (b)(6), (b)(7)(c)</p>	<p>(b)(3), (b)(6), (b)(7)(c)</p>	<p>(Incoming) Assistant Chief Staff G-3 I Marine Expeditionary Force Marine Forces Pacific</p>	<p>(b)(3), (b)(6), (b)(7)(c)</p>
1-Aug-20	1513	<p>HQMC made initial notification/condolences to the SNOK (Mother) on 20200801 at 1535EST (1225PRT) respectively. The talking points and family reception documents were delivered as well to the NOK.</p> <p>(b)(3), (b)(6), (b)(7)(c)</p>	<p>SNOK (Wife) on 20200801 at 1535EST (1225PRT) and were delivered as well to the NOK.</p>	<p>Casualty Affairs Marine &amp; Family Programs Division (MFP), Headquarters 2008 Elm St Road Quantico, VA 22134</p>	<p>(b)(3), (b)(6), (b)(7)(c)</p>



(b)(3), (b)(6), (b)(7)(c), (b)(3), (b)(6), (b)(7)(c), (b)(3), (b)(6), (b)(7)(c), (b)(3), (b)(6), (b)(7)(c), (b)(3), (b)(6), (b)(7)(c), (b)(3), (b)(6), (b)(7)(c)

2-AUG-20	0130	To be included in 12 hour rollover.	HOS Dominator continues search and rescue operations, specifically the line between AMV initial insert/splash point and location of USS SOM during time of exercise. Coordination from her will be relayed through CPR3. Current 15th MEU Lines of Effort: 1. Recovery Operations. 2. Sustainment and Life Support Plan aboard SCI. 3. SCI Backload 4. Scope of PMINT post Search and Rescue Operations.	Unit Readiness Officer/Watch Officer 15th Marine Expeditionary Unit
2-AUG-20	0233	To be included in 12 hour rollover.	HOS Dominator continues search and rescue operations, specifically the line between AMV initial insert/splash point and location of USS SOM during time of exercise. Coordination from her will be relayed through CPR3. Current 15th MEU Lines of Effort: 1. Recovery Operations. 2. Sustainment and Life Support Plan aboard SCI. 3. SCI Backload 4. Scope of PMINT post Search and Rescue Operations.	Unit Readiness Officer Senior Watch Officer 15th Marine Expeditionary Unit
2-AUG-20	0329	To be included in 12 hour rollover.	HOS Dominator continues search and rescue operations, specifically the line between AMV initial insert/splash point and location of USS SOM during time of exercise. Coordination from her will be relayed through CPR3. Current 15th MEU Lines of Effort: 1. Recovery Operations. 2. Sustainment and Life Support Plan aboard SCI. 3. SCI Backload 4. Scope of PMINT post Search and Rescue Operations.	Unit Readiness Officer/Watch Officer 15th Marine Expeditionary Unit
2-AUG-20	0427	To be included in 12 hour rollover.	HOS Dominator continues search and rescue operations, specifically the line between AMV initial insert/splash point and location of USS SOM during time of exercise. Coordination from her will be relayed through CPR3. Current 15th MEU Lines of Effort: 1. Recovery Operations. 2. Sustainment and Life Support Plan aboard SCI. 3. SCI Backload 4. Scope of PMINT post Search and Rescue Operations.	Unit Readiness Officer Senior Watch Officer 15th Marine Expeditionary Unit
2-AUG-20	0529	To be included in 12 hour rollover.	HOS Dominator continues search and rescue operations, specifically the line between AMV initial insert/splash point and location of USS SOM during time of exercise. Coordination from her will be relayed through CPR3. Current 15th MEU Lines of Effort: 1. Recovery Operations. 2. Sustainment and Life Support Plan aboard SCI. 3. SCI Backload 4. Scope of PMINT post Search and Rescue Operations.	Unit Readiness Officer/Watch Officer 15th Marine Expeditionary Unit
2-AUG-20	0839	To be included in 12 hour rollover.	At 0554, 13 PAX with required equipment including the IVERA4, started transit to the HOS Dominator. Expected transit time is 4 hrs, for an ETA of 0855. 4 PAX with all equipment will transfer to the HOS Dominator. 9 PAX will conduct transit back to the boat basin. ETA 1230.	
2-AUG-20	1012	To be included in 12 hour rollover.	I MEF SWO has positive comms with HOS Dominator OPSC contact list. Three numbers for HOS Dominator added to contact list.	
2-AUG-20	1125	To be included in 12 hour rollover.	9 PAX en route to AVEN after successful transfer of 4 PAX and equipment to the HOS Dominator.	
2-AUG-20	1330	To be included in 12 hour rollover.	IVERA4 AVU expected to begin search operations at 1430PST. Will conduct search operations over 7 50x500m grid squares, leapfrogging 2 AVU's.	
2-AUG-20	1528	To be included in 12 hour rollover.	9 PAX from AVNB returned safely at 1513. NFI	
2-AUG-20	1858	To be included in 12 hour rollover.	Updates to COMNS: 1. Sunken AVU located. NSTR 2. Remains or other items related to mishap discovered on or below surface. NSTR. 3. Any ship casualty or other status change (loss of salvage capability) negatively impacting recovery operations. NSTR.	
2-AUG-20	2255	To be included in 12 hour rollover.	COMNSTRAV issued press release identifying the deceased.	Commsrat 760-846-0356
3-AUG-20	0504	To be included in 12 hour rollover.	SUBSALV completed search of the northern 4 of the planned 7 search boxes. The team discovered a large diesel fuel sheen forming IVO northern boxes, and are considering expanding the search East/West before proceeding to the 3 remaining southern boxes. NIWC will mobilize the MK18 UAV today to assist in expanding the search.	Supervisor of Salvage & Younger Director of Ocean Engineering

3-AUG-20	0641	To be included in 12 hour rollover.	<p>No changes to the OCCR's authorized by the I MEF CG on 2 Aug 20.</p> <p>1. Remaining items related to mishap discovered on or below surface. NSTR.</p> <p>2. Any change in status change (loss of salvage capability) negatively impacting recovery operations. NSTR.</p> <p>3. Any change in status change (loss of salvage capability) negatively impacting recovery operations. NSTR.</p> <p>4. Any status change of the 2 hospitalized Marines. NSTR.</p>	(b)(3), (b)(6), (b)(7)(c)
3-AUG-20	0935	To be included in 12 hour rollover.	<p>Naval Sea Systems Command (NSC) reported via email that loading of salvage and recovery equipment on board crane barge - IN PROGRESS</p> <p>04-06 AUG: Mobilizing salvage equipment aboard crane barge - IN PROGRESS</p> <p>06 AUG: Transit to recovery site</p> <p>07-10 AUG: Conduct recovery operations</p> <p>11 AUG: Transit to demobilization site</p> <p>12-13 AUG: AAV Offload, SUPSALV demobilization</p>	(b)(3), (b)(6), (b)(7)(c)
3-AUG-20	1437	To be included in 12 hour rollover.	<p>Morning update 03 Aug for AAV mishap patients.</p> <p>BLUF: [redacted] is in stable condition, was transferred to NMCSD inpatient ward yesterday, and will likely be discharged by his command today or tomorrow. [redacted] ICU remains in critical/guarded condition in the ICU at Scripps La Jolla. [redacted] is conscious, alert, ambulatory and able to perform all activities of daily living. EMR evaluated [redacted] and [redacted] and attained specialized audiograms. The size of the ruptures are relatively small, and are expected to heal without surgery. ENT follow up appointments planned in 4-6 weeks. Mental Health has evaluated him and a [redacted] is in place for continued outpatient visits with Division OSCAR Psychiatrist. Tentative plan to discharge [redacted] from the hospital to the care of his command/family tonight or tomorrow morning. Family is staying at the [redacted] home.</p> <p>[redacted] remains on ECMO, and oxygen levels decrease if he becomes stimulated or agitated. The lung damage [redacted] has worsened slightly on chest x-ray, and his ventilator settings were adjusted to allow lung healing. Plan for today is to keep him paralyzed and sedated in order to address the agitation and keep oxygen levels adequate. Family has expressed some frustration with limited visitation opportunities. Medical, Chaplain and Command leadership are unified in messaging that our priority is to decrease his stimulus/agitation so oxygen requirements remain adequate. I-Pad has been placed in the patient's room so family can observe his condition at any time.</p>	(b)(3), (b)(6), (b)(7)(c)
3-AUG-20	1750	To be included in 12 hour rollover.	<p>1. Sunken AAV located</p> <p>At 1750 EDT, the NAVSEA IVER4 team located and positively confirmed the mishap AAV location with human remains outside of the vehicle. Over the next few hours, the team will continue to survey the site to collect detailed information on the location of the human remains and the condition of the AAV to inform further recovery plans.</p>	(b)(3), (b)(6), (b)(7)(c)
3-AUG-20	1929	To be included in 12 hour rollover.	<p>2. Remains or other items related to mishap discovered on or below surface. SUPSALV was notified by 15th MEU that SUPSALV URC eight human remains. SUPSALV has recorded the location of the human remains for follow on recovery operations. SUPSALV stated that the AAV is located on the sea floor at a depth of 385 feet.</p>	(b)(3), (b)(6), (b)(7)(c)
3-AUG-20	2020	To be included in 12 hour rollover.	<p>From NAVSEA reported via Strep that the SUPSALV Salvage Officer and IVER4 team departed DOM to begin remaining equipment mobilization. DOM will remain on station at AAV location until the SUPSALV barge crane returns. Remaining salvage team members arrived in San Diego and surveyed the barge crane to finalize equipment deck layout. The barge crane, hoist, and Deshpande [redacted] will be loaded and secured on the barge crane. The M88 location changed to a commercial port in San Diego with no impact to the mobilization schedule.</p>	(b)(3), (b)(6), (b)(7)(c)
3-AUG-20	2242	To be included in 12 hour rollover.	<p>I MEF SMO received (e) Supplemental Casualty reports via email (Monday, August 3, 2020 10:42 PM) regarding the AAV Incident. These Supplemental Casualty reports were for informational purposes only and do meet OCCR criteria.</p> <p>NOV: the marines and sailor from the updated PCR from 3 Aug 2020.</p>	(b)(3), (b)(6), (b)(7)(c)
4-AUG-20	1258	To be included in 12 hour rollover.	<p>At 1258 EDT I MEF was notified by 1st Marine Division Surgeon that [redacted] was discharged from Naval Medical Center, San Diego with one week of con leave recommended. He was discharged to the care of his family and 3D AMM and has [redacted] up medical referrals to include estrum ruptures. Division Surgeon does not anticipate complications and has [redacted] until [redacted] the Naval Sea Systems Command. OOC reported via email update that loading of salvage and recovery equipment [redacted] toward the crane began the morning of 4 Aug. Personnel from I MEF/15 MEU/CSF met with SUPSALV personnel on the barge to review the salvage layout and discuss plans for dignified transfer of HR once recovered. The estimated departure date for the crane barge remains 08 Aug, every effort is being made to expedite the load out to get the crane on station as soon as possible.</p>	(b)(3), (b)(6), (b)(7)(c)
4-AUG-20	1251	To be included in 12 hour rollover.	<p>At 1251 EDT I MEF was notified by 1st Marine Division Surgeon that [redacted] was discharged from Naval Medical Center, San Diego with one week of con leave recommended. He was discharged to the care of his family and 3D AMM and has [redacted] up medical referrals to include estrum ruptures. Division Surgeon does not anticipate complications and has [redacted] until [redacted] the Naval Sea Systems Command. OOC reported via email update that loading of salvage and recovery equipment [redacted] toward the crane began the morning of 4 Aug. Personnel from I MEF/15 MEU/CSF met with SUPSALV personnel on the barge to review the salvage layout and discuss plans for dignified transfer of HR once recovered. The estimated departure date for the crane barge remains 08 Aug, every effort is being made to expedite the load out to get the crane on station as soon as possible.</p>	(b)(3), (b)(6), (b)(7)(c)
4-AUG-20	1459	To be included in 12 hour rollover.	<p>At 1459 EDT I MEF was notified by 1st Marine Division Surgeon that [redacted] was discharged from Naval Medical Center, San Diego with one week of con leave recommended. He was discharged to the care of his family and 3D AMM and has [redacted] up medical referrals to include estrum ruptures. Division Surgeon does not anticipate complications and has [redacted] until [redacted] the Naval Sea Systems Command. OOC reported via email update that loading of salvage and recovery equipment [redacted] toward the crane began the morning of 4 Aug. Personnel from I MEF/15 MEU/CSF met with SUPSALV personnel on the barge to review the salvage layout and discuss plans for dignified transfer of HR once recovered. The estimated departure date for the crane barge remains 08 Aug, every effort is being made to expedite the load out to get the crane on station as soon as possible.</p>	(b)(3), (b)(6), (b)(7)(c)
5-AUG-20	0458	To be included in 12 hour rollover.	<p>At 0458 EDT Naval Sea Systems Command, OOC reported via email update that the salvage team is making great progress reworking equipment aboard the crane barge. The contracted barge has a submersible block with enough wire to reach the AAV at 385 feet. This capability allows for a more rapid mobilization and eliminates the need to install the FADSS system. We are pressing to complete barge mobilization earlier than scheduled and depart operations two days earlier than originally scheduled. The early departure timeline has been updated.</p> <p>04-06 AUG: Mobilizing salvage equipment aboard crane barge - IN PROGRESS</p> <p>06 AUG: Transit to recovery site</p> <p>07-10 AUG: Conduct recovery operations</p> <p>11 AUG: Transit to demobilization site</p> <p>12-13 AUG: AAV Offload, SUPSALV demobilization</p>	(b)(3), (b)(6), (b)(7)(c)

5-Aug-20 0813	Morning underway for AAV mishap. BLUF has recovered and is in the care of his command. I will update by exception if there are any concerns showed slight improvement over the last 24 hours but remains in guarded/critical condition in the ship at this time. Convoy (Active Respiratory Distress Syndrome) improved with significantly less fluid in his chest. The heart/lung bypass machine with increased oxygenation coming from his ventilated lungs. The cardiologist performed an ultrasound of his heart with no abnormalities found. He nutrition is being provided through a tube, and he is making urine appropriately. Cultures found some bacteria expected from seawater. The infectious disease specialists have recommended the appropriate antibiotics. Overall improvement and good prognosis. Continuing reliance on the heart/lung bypass machine over the next 2 days. The primary team (William and Navy) remains engaged in his care, and I will provide another update 6 Aug afternoon rounds.	(b)(3), (b)(6), (b)(7)(c)	Division Surgeon Line Division Camp Pendleton.
5-Aug-20 0830	To be included in 12 hour rollover.	(b)(3), (b)(6), (b)(7)(c)	033,
5-Aug-20 0841	Dignified transfer of MCNS Williams to Dover AFB. Scheduled time of arrival, 1830 EDT 5 Aug 2020	(b)(3), (b)(6), (b)(7)(c)	033,
5-Aug-20 1743	At 0841 Dignified Air Transfer for prospect to Dover AFB was confirmed to be wheels up.	(b)(3), (b)(6), (b)(7)(c)	033,
5-Aug-20 1833	Safety investigation team aboard WKI anticipates that the prospect will be discharged from Naval Medical Center, San Diego to the care of his family. The patient is conscious/semi-conscious, ambulatory and able to perform all activities of daily living. Ear, nose, and uncrossed eyes were evaluated. His ear drum ruptured and attained specialized audigrams. ENT follow up appointment planned in 4-6 weeks. Mental Health has evaluated him and a care plan is in place for continued outpatient visits with Division Oscar Psychiatrist.	(b)(3), (b)(6), (b)(7)(c)	I Marine Expeditionary Force
5-Aug-20 1900	Recovery transition brief complete	(b)(3), (b)(6), (b)(7)(c)	Assistant for Salvage NAVSEA 00C20A
5-Aug-20 2116	Barge underway @ 2030 EDT, 20' reserfer unit departing on cargo boat with crew ETD 0800 on 06 Aug, for an afternoon rendezvous and transfer of reserfer to the barge crane. No impact to overall schedule.	(b)(3), (b)(6), (b)(7)(c)	Salvage and Diving, Naval Sea SysCom
6-Aug-20 0431	verifies above schedule remains the same.	(b)(3), (b)(6), (b)(7)(c)	(C)
6-Aug-20 0708	No change from I MEF SITREP of 1900 05 Aug 2020.	(b)(3), (b)(6), (b)(7)(c)	Match Officer 15th Marine Expeditionary Unit 1st Marine Corps
6-Aug-20 0851	At 1920, 5 Aug 20, the Dignified Air Transfer for ANFE landed SCI confirmed by Chap. Brown.	(b)(3), (b)(6), (b)(7)(c)	
6-Aug-20 1023	Updated Barge arrival time pushed from 1200 to 1300-1430 time frame. First stick to leave SCI to scene 6 personnel	(b)(3), (b)(6), (b)(7)(c)	
6-Aug-20 1149	Chaplain, 4 AFME Repr), Second Stick, COMSTRAT Rep will arrive to the scene for photos of recovering the MV.	(b)(3), (b)(6), (b)(7)(c)	
6-Aug-20 1511	I MEF AGC confirms requirement for tents on stand by at the pier. Need confirmation from G3F N4 on type and quantity available.	(b)(3), (b)(6), (b)(7)(c)	
6-Aug-20 1724	Cranes/Barge arrived at recovery site	(b)(3), (b)(6), (b)(7)(c)	
6-Aug-20 1917	Personnel recovery and equipment salvage commences	(b)(3), (b)(6), (b)(7)(c)	
6-Aug-20 1530	G-35 G-33 Transition brief	(b)(3), (b)(6), (b)(7)(c)	
6-Aug-20 1808	Coordination was made between N-4 and G-4 for tents regarding an Honorable Transfer.	(b)(3), (b)(6), (b)(7)(c)	
6-Aug-20 2120	Received notification that the first recovery operation has begun, and a few Angels will be retrieved in the next 30-60 minutes. Awaiting further info.	(b)(3), (b)(6), (b)(7)(c)	
6-Aug-20 2207	AFIS from G-33.1 confirm Police escort of Angel convoy from pier to NKMSD. 2) Is there a requirement for Honorable carry bastinas to carry Angels into NKMSD.	(b)(3), (b)(6), (b)(7)(c)	
6-Aug-20 2155	Four Angels were loaded into salvage basket. ROV is rigging for recovery.	(b)(3), (b)(6), (b)(7)(c)	Assistant for Salvage NAVSEA 00C20A
6-Aug-20 2221	Angels 1-4 were retrieved onto barge.	(b)(3), (b)(6), (b)(7)(c)	
6-Aug-20 2337	HQS Dominator is heading back to North Island	(b)(3), (b)(6), (b)(7)(c)	
6-Aug-20 2337	Primary POC for the barge has changed to CWO3 Thibodeau	(b)(3), (b)(6), (b)(7)(c)	
7-Aug-20 0049	Angels 5-8 were retrieved onto barge.	(b)(3), (b)(6), (b)(7)(c)	Assistant for Salvage NAVSEA 00C20A
7-Aug-20 0104	Biometric POS ID will be conducted at Dover. It will not be able to be conducted aboard the barge. The "Believed to be" Report is pending EFA 1 hour. The EFB Report is based upon physical evidence such as name caps and pictures. It is not based upon Biometrics.	(b)(3), (b)(6), (b)(7)(c)	
7-Aug-20 0135	Notifications made to MAFORPAC G3F and ESB-3	(b)(3), (b)(6), (b)(7)(c)	
7-Aug-20 0110	RQ Marine Corps casualty section was notified via phone of the successful recovery of our fallen	(b)(3), (b)(6), (b)(7)(c)	
7-Aug-20 0132	Decedent Affairs at Naval Medical Center San Diego notified of recovery	(b)(3), (b)(6), (b)(7)(c)	
7-Aug-20 0202	Awaiting 15th MDSU release of supplemental PCBs	(b)(3), (b)(6), (b)(7)(c)	



8-Aug-20	1100	(b)(3), (b)(6), (b)(7)(c)	EXEMPT line 12 completed.	(b)(3), (b)(6), (b)(7)(c)	
8-Aug-20	1130	(b)(3), (b)(6), (b)(7)(c)	EXEMPT line 13 and 14 completed.	(b)(3), (b)(6), (b)(7)(c)	
8-Aug-20	1205	(b)(3), (b)(6), (b)(7)(c)	EXEMPT line 15 completed. Confirmed by at NMCSD	(b)(3), (b)(6), (b)(7)(c)	
8-Aug-20	1357	(b)(3), (b)(6), (b)(7)(c)	EXEMPT line 16-17 completed. Phase II complete.	(b)(3), (b)(6), (b)(7)(c)	
9-Aug-20	0100	(b)(3), (b)(6), (b)(7)(c)	EXEMPT line 18-19 completed. Phase III complete.	(b)(3), (b)(6), (b)(7)(c)	
9-Aug-20	1600	(b)(3), (b)(6), (b)(7)(c)	A call at 1600 from Red Cross in regards to a funeral home addressed Cross POC info was passed to G-1 for action. Will continue to track with	(b)(3), (b)(6), (b)(7)(c)	
10-Aug-20	0829	(b)(3), (b)(6), (b)(7)(c)	There are a number of factors contributing to movement on 12 August, the foremost starting with the date and time of recovery of the deceased. Before any movement can be planned or take place, death certificates and burial transit permits must be completed and signed by the medical examiner and mortuary professionals involved in these cases, the medical examiner being the representative from the Office of the Armed Forces Medical Examiner who recovered the remains from the accident site and pronounced the Service members as deceased, and the mortuary professionals being the medical examiner and mortuary professionals at 1600 Cross POC. This paperwork requires a minimum of 24 hours to complete, the first opportunity to complete requirements with civic offices will be when they reopen Monday morning. Once that documentation is completed, it will be provided to USFAMCON who can then source the aircraft for transportation, which takes 24 hours. The aircraft will be transported to Dover, and base operations such as refueling necessary to prepare the aircraft for its follow-on flight to Dover on the morning of 12 August. Due to these and multiple other minor contributing factors and necessary coordination, to include regulations and orders, the aircraft will be transported to Dover on Friday, 14 August. The aircraft will arrive at Dover on Friday, 14 August. The aircraft will be transported to Dover on Friday, 14 August for transportation to Dover as a matter of adequate time and capacity to support planning for eight separate families located in the vicinity of Dover. The aircraft will be transported to Dover on Friday, 14 August. Subsequent coordination and planning to transport all family members who desire to travel to Dover, as a matter of adequate time and capacity to support planning for eight separate families located in the vicinity of Dover. The aircraft will be transported to Dover on Friday, 14 August. Subsequent coordination and planning to transport all family members who desire to travel to Dover, as a matter of adequate time and capacity to support planning for eight separate families located in the vicinity of Dover. The aircraft will be transported to Dover on Friday, 14 August. Subsequent coordination and planning to transport all family members who desire to travel to Dover, as a matter of adequate time and capacity to support planning for eight separate families located in the vicinity of Dover.	(b)(3), (b)(6), (b)(7)(c)	U-1 I Main Expeditious Force
10-Aug-20	0829	(b)(3), (b)(6), (b)(7)(c)	The deceased are being kept in the mortuary facility at NMCSD. On Tuesday afternoon they will be discreetly transported to Legacy Funeral Home in La Mesa (nearby to NMCSD), a funeral home contracted by NMCSD to provide external support, for final coordination prior to early morning transportation to MCAS Miramar on Wednesday. Legacy Funeral Home serves as a staging area for the various local funeral homes who are providing free use of their hearses and professional services to transport the deceased in the dignified and respectful manner they so deserve. In addition to staging for the San Diego Police Department vehicles that will escort them the entire way.	(b)(3), (b)(6), (b)(7)(c)	Operations Officer, G-1 Expeditious Force
11-Aug-20	9:43	(b)(3), (b)(6), (b)(7)(c)	(2) families / MCAS Miramar event families. (7) families / Dover event: funded 23 family members; names are dependent on the situation.	(b)(3), (b)(6), (b)(7)(c)	
11-Aug-20	1530	(b)(3), (b)(6), (b)(7)(c)	8 Angels depart Balboa Naval Medical Center at 1500. This journal is officially closed. Officially closed by 20040812.	(b)(3), (b)(6), (b)(7)(c)	



Good morning,

I MEF update below.

**(U//FOUO) I MEF CG AAV Mishap CCIRs:**

1. Sunken AAV located.
2. Remains or other items related to mishap discovered on or below surface.
3. Any ship casualty or other status change (loss of salvage capability) negatively impacting recovery operations.
4. Any status change of our two hospitalized Marines.

**(U//FOUO) Previous 12 Hours:**

Casualty Branch reported NOK notification for all deceased Marines and Sailor. At 2358 PDT, 1 Aug 20 we unfortunately transitioned from search and rescue operations to recovery operations.

At approximately 1100 PDT today, the Supervisor of Salvage and Diving (SUPSALV) Salvage Officer and 3 other PAX arrived aboard the HOS Dominator with the two IVER4 AUVs. Many thanks to Amphibious Vehicle Test Branch for transporting the IVER4 personnel and equipment. The IVER4 AUV team developed a search plan covering seven search areas surrounding the AAV track and last known position. Each search area is 500 meters x 500 meters and will take approximately one hour to search with an IVER4 AUV. The team is preparing to launch the first IVER4 AUV now and will be ready to splash at approximately 1430 PDT to search Area #1. When Area #1 search is complete, the IVER4 AUV will be recovered, search data downloaded, and the batteries will be recharged. While that is occurring, the second IVER4 AUV will begin to search Area #2. The team will leapfrog the two AUVs in this manner until all seven search areas are complete. If the AAV is not found in one of the seven search areas, the search will be expanded to the east and west.

**(U//FOUO) Next 24 Hours:**

IVER4 and SIBITZKY ROV continue search operations. Deep Drone ROV system expected to arrive at NAS North Island on 03 Aug 20 to reinforce search operations. If the AAV is not found by the IVER4 AUV on 02 Aug 20, Naval Information Warfare Center will mobilize a MK18 UUV from San Diego on 03 Aug 20 ISO search operations.

**(U//FOUO) Other / Additional Comments:**

NAVSEA and SUPSALV are coordinating efforts for the Barge Crane, expected to be available by 06 Aug 20. We expect mobilization on 04 Aug 20, but SUPSALV is working with Crane provider to adjust the availability date. No expected impact to recovery mission timeline at this time.

I MEF is coordinating with SUPSALV to provide five personnel to assist with recovery of human remains, body bags, PPE for handling HR, and a reefer unit aboard the salvage barge to ensure dignified transfer.

ENCLOSURE (11)

Good morning,

I MEF update below.

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4. Any status change of our two hospitalized Marines.

**(U//FOUO) Previous 12 Hours:**

On 02 Aug 20 at 2255 PDT I MEF COMMSTRAT issued a press release identifying the deceased. The HOS Dominator employed the IVER4 AUVs and SIBITZKY ROV continuing coordinated search operations, covering four of the seven northern search boxes. The NAVSEA Supervisor of Salvage and Diving (SUPSALV) team discovered a large diesel fuel sheen forming in the vicinity of the northern search boxes and are considering expanding the search to the east and west before proceeding to the three remaining southern boxes. The Flyaway Deep Ocean Salvage System (FADOSS) ship lift was prepared for transport to North Island from Port Hueneme, while the 12k foot line and spooler are being shipped by ground from Williamsburg, VA with an ETA of 05 Aug 20.

**(U//FOUO) Next 24 Hours:**

Deep Drone ROV system expected to arrive at NAS North Island on 03 Aug 20 to reinforce search operations. NAVSEA requested Naval Information Warfare Center (NIWC) mobilize a MK18 UUV from San Diego to increase search capacity. 15th MEU will commence San Clemente Island backload 03 Aug 20. 2x LCAC from SOM and 1x LCAC from MKI will backload 6x AAVs to SOM with the remainder of the SACEX equipment.

The Investigating Officer and supporting team for the command investigation will fly to MKI this evening to begin the investigation.

I MEF is coordinating with HQMC Safety Division to assign an investigating officer and commence the safety investigation.

**(U//FOUO) Other / Additional Comments:**

Barge Crane is expected to arrive at North Island and to be available for load out on 04 Aug 20.

I MEF is coordinating with SUPSALV to provide personnel to conduct recovery of human remains. The supported command remains 15<sup>th</sup> MEU. SUPSALV has lead for salvage operations. I MEF has responsibility for recovery of remains. I MEF TASKORD will be published NLT 5 Aug.

ENDSTATE: I MEF's Marines and Sailor are recovered, handled, and transported with dignity in accordance with our naval traditions, orders, and directives. The AAV is recovered, secured, and transported to designated investigative location. Recovery resources are postured to support NLT 5 August, fully coordinated and synchronized with salvage operations, and deconflicted with investigative requirements.

ENCLOSURE (( ))

Good evening,

I MEF update below.

**(U//FOUO) I MEF CG AAV Mishap CCIRs:**

1. Sunken AAV located.  
At 1750 EDT, the NAVSEA IVER4 team located and positively confirmed the mishap AAV location with human remains outside of the vehicle. Over the next few hours, the team will continue to survey the site to collect detailed information on the location of the human remains and the condition of the AAV to inform further recovery plans.
2. Remains or other items related to mishap discovered on or below surface.  
At 1929 EDT I MEF was notified by 15th MEU that SUPSALV URC eight human remains. SUPSALV has recorded the location of the human remains for follow on recovery operations. SUPSALV stated that the AAV is located on the sea floor at a depth of 385 feet.
3. Any ship casualty or other status change (loss of salvage capability) negatively impacting recovery operations.
4. Any status change of our two hospitalized Marines.

**(U//FOUO) Previous 12 Hours:**

Both CCIR #1 and CCIR #2 occurred during this reporting period, see above. NAVSEA coordination with I MEF for follow on recovery operations are ongoing. NAVSEA expects the Crane Barge to on site and prepared to begin recovery operations 6 – 8 Aug 20. Coordination between I MEF and the Office of the Armed Forces Medical Examiner to provide support for handling of human remains is ongoing with an expectation that the appropriate personnel will arrive at NLT 05 Aug 20. I MEF is coordinating with Decedent Affairs at Naval Medical Center San Diego for transport of the remains from San Diego to Dover AFB.

**(U//FOUO) Next 24 Hours:**

I MEF support to recovery operations and planning for the transfer of remains will continue. Final coordination with the Office of the Armed Forces Medical Examiner to ensure appropriate and dignified transfer of remains is expected to be complete NLT 04 Aug 20.

**(U//FOUO) Other / Additional Comments:**

04-07 AUG: Mobilize salvage equipment aboard crane barge  
08 AUG: Transit to recovery site  
09-12 AUG: Complete recovery operations  
13 AUG: Transit to demobilization site  
14-15 AUG: AAV offload, SUPSALV demobilization

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ENCLOSURE (11)

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4. Any status change of our two hospitalized Marines.

**(U//FOUO) Previous 12 Hours:**

NAVSEA coordination with I MEF for follow on recovery operations are ongoing. SUPSALV Salvage Officer and IVER4 team departed the HOS Dominator to begin recovery equipment mobilization. The Office of the Armed Forces Medical Examiner confirmed they will provide support for handling of human remains. They expect to be arrive at I MEF on 05 Aug 20, final coordination should be complete today. I MEF is coordinating with Decedent Affairs at Naval Medical Center San Diego for transport of the remains from San Diego to Dover AFB.

**(U//FOUO) Next 24 Hours:**

I MEF support to recovery operations and planning for the transfer of remains will continue. Final coordination with the Office of the Armed Forces Medical Examiner to ensure appropriate and dignified transfer of remains is expected to be complete NLT 04 Aug 20.

**(U//FOUO) Other / Additional Comments:**

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ENCLOSURE (( ))

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At 1929 EDT I MEF was notified by 15th MEU that SUPSALV URC identified eight human remains. SUPSALV has recorded the location of the human remains for follow on recovery operations. SUPSALV stated that the AAV is located on the sea floor at a depth of 385 feet.
3. Any ship casualty or other status change (loss of salvage capability) negatively impacting recovery operations.
4. Any status change of our two hospitalized Marines.  
1 Marine was discharged from Naval Medical Center San Diego with one week of convalescent leave recommended. He was discharged to the care of his family and 3D AABn and has follow up medical referrals. Division Surgeon does not anticipate complications and he should heal over the next 4-6 weeks.

**(U//FOUO) Previous 12 Hours:**

Representatives from I MEF and ESG-3 met with SUPSALV aboard the Crane Barge to coordinate and synchronize recovery operations. SUPSALV expects the Crane Barge to depart for the recovery ahead of schedule, date and time are dependent on mobilization efforts. I MEF planning and coordination efforts for post-recovery of personnel and equipment continued. Coordination for the dignified transfer of 1x Marine is complete and will take place within the next 24 hours. I MEF continued coordination with Decedent Affairs at Naval Medical Center San Diego for transport of the remains from San Diego to Dover AFB.

**(U//FOUO) Next 24 Hours:**

Four personnel from The Office of the Armed Forces Medical Examiner (AMFE) will arrive on 05 Aug 20 to provide support for handling of human remains. Planning and coordination for the movement of AFME and other I MEF personnel to San Clemente Island and the Crane Barge to support recovery operations will continue. I MEF expects to move the personnel to San Clemente Island on 06 Aug. Life support and follow on movement to the Crane Barge have already been coordinated.

**(U//FOUO) Other / Additional Comments:**

04-07 AUG: Mobilize salvage equipment aboard crane barge  
08 AUG: Transit to recovery site  
09-12 AUG: Complete recovery operations  
13 AUG: Transit to demobilization site  
14-15 AUG: AAV offload, SUPSALV demobilization

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Good morning,

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**(U//FOUO) I MEF CG AAV Mishap CCIRs:**

1. Sunken AAV located.  
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**(U//FOUO) Previous 12 Hours:**

The SUPSALV team has reported that the crane barge may depart earlier than scheduled, potentially late evening 05 Aug or morning of 06 Aug. Final coordination to receive The Office of the Armed Forces Medical Examiner (AMFE) team is complete.

**(U//FOUO) Next 24 Hours:**

Four personnel from The Office of the Armed Forces Medical Examiner (AMFE) will arrive at 1330 today, 05 Aug 20, to conduct final coordination and planning for follow on movement and handling of human remains. I MEF personnel and AFME team will conduct movement to San Clemente Island on 06 Aug. Life support and follow on movement to the Crane Barge have already been coordinated.

**(U//FOUO) Other / Additional Comments:**

04-06 AUG: Mobilize salvage equipment aboard crane barge  
06 AUG: Transit to recovery site  
07-10 AUG: Complete recovery operations  
11 AUG: Transit to demobilization site  
12-13 AUG: AAV offload, SUPSALV demobilization

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**(U//FOUO) Previous 12 Hours:**

At 1915 EDT, one Marine from I MEF completed the Dignified Transfer to Dover AFB. Four The Office of the Armed Forces Medical Examiner (AMFE) personnel arrived at Camp Pendleton today to finalize coordination for recovery operations. The AFME team integrated with the MEF OPT and provided valuable information on the recovery and transfer of the remains. Members from the Command Investigation and Safety Investigative continued their respective investigations aboard the MEU/ARG. SUPSALV reported that they expect the crane barge to go underway by late evening on 05 Aug 20 with an expected arrival at the recovery site around 1200 06 Aug 20.

**(U//FOUO) Next 24 Hours:**

On 06 Aug 20 the I MEF / AFME team will depart for San Clemente Island and follow on movement to the SUPSALV crane barge in support of recovery operations. The SUPSALV recovery team is expected to begin recovery operations. I MEF OPT continues planning efforts in support of recovery operations once the SUPSALV crane barge piers.

**(U//FOUO) Other / Additional Comments:**

04-06 AUG: Mobilize salvage equipment aboard crane barge  
06 AUG: Transit to recovery site  
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NSTR
4. Any status change of our two hospitalized Marines.  
On 3 Aug (b)(3), (b)(6), (b)(7)(c) was discharged from Naval Medical Center San Diego and is in the care of his command. Division Surgeon does not anticipate complications and (b)(6), (b)(7)(c) should heal over the next 4-6 weeks.  
On 5 Aug it was reported by the Division Surgeon the remaining Marine in the hospital (b)(3), (b)(6), (b)(7)(c) showed slight improvement over the last 24 hours but remains in guarded/critical condition in the ICU at Scripps La Jolla.

**(U//FOUO) Previous 12 Hours:**

SUPSALV reported that the crane barge departed at 2030 PDT for the recover site. Expected arrival at the recovery site remains 1200 PDT 06 Aug 20. The Four Armed Forces Medical Examiner (AFME) personnel arrived at Camp Pendleton and staged for onward movement to San Clemente Island (SCI) and the crane barge ISO of recovery and salvage operations.

**(U//FOUO) Next 24 Hours:**

The four AFME and I MEF recovery team personnel are enroute to NASNI for a flight scheduled to depart for SCI at 0915 06 Aug. Once at SCI they will conduct surface movement to the crane barge as needed. The SUPSALV recovery team is expected to begin recovery operations once the crane barge and crew boat arrive at the site with an expectation that they could be complete by early morning of 7 Aug 20. SUPSALV estimated arrival off San Clemente Island remains 6 Aug 1200 PDT.

**(U//FOUO) Other / Additional Comments:**

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ENCLOSURE (11 )

Once recovery operations are complete, the crane barge will return to the pier at NAS North Island. NMCS D Decedent Affairs will coordinate and manage the transfer of the remains to NMCS D, and I MEF will coordinate the transfer of equipment.

**(U//FOUO) Crisis Action Team:**

I MEF SWO and elements of a Crisis Action Team will remain on watch throughout the entire operation to monitor the recovery and dignified handling of our Marines & Sailor and salvage of the AAV.

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On 8 Aug it was reported by the Division Surgeon the remaining Marine in the hospital (b)(3), (b)(6), (b)(7)(C) has improved considerably over the last 24 hours, but remains in guarded/critical condition in the ICU at Scripps La Jolla.

**(U//FOUO) Previous 12 Hours:**

The I MEF / Armed Forces Medical Examiners (AFME) team arrived by air at San Clemente Island at 1023 PDT 06 Aug and subsequently boarded the SUPSALV crane barge. The crane barge arrived at the recovery site at 1724 PDT. Personnel recovery and equipment salvage commenced at 1917 PDT 6 Aug.

**(U//FOUO) Next 24 Hours:**

Based on the operational planning timeline, recovery and salvage operations are expected to be completed by the late morning of 7 Aug, with an estimated late evening or early morning (8 Aug) arrival at Naval Air Station North Island. Upon arrival at NASNI, all recovered personnel will be transported to NMCS.

**(U//FOUO) Other / Additional Comments:**

Naval Medical Center San Diego (NMCS) Decedent Affairs w/I MEF support will coordinate and manage the transfer of the service members to NMCS. The Safety Investigative Board take custody and conduct the transport of the AAV and recovered equipment to Camp Pendleton.

**(U//FOUO) Crisis Action Team:**

ENCLOSURE (11 )

I MEF SWO and elements of a Crisis Action Team will remain on watch throughout the entire operation to monitor the recovery and dignified handling of our Marines & Sailor and salvage and transportation of the salvaged AAV and equipment.

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On 8 Aug it was reported by the Division Surgeon the remaining Marine in the hospital (b)(3), (b)(6), (b)(7)(c) has improved considerably over the last 24 hours, but remains in guarded/critical condition in the ICU at Scripps La Jolla.

**(U//FOUO) Previous 12 Hours:**

I MEF continues to provide support to planning for the Dignified Transfer, scheduled for 12 Aug 20. The Safety Investigative Board continued their investigation.

**(U//FOUO) Next 24 Hours:**

I MEF will continue to provide support, as needed, to planning for the Dignified Transfer.

**(U//FOUO) Other / Additional Comments:**

Based on the current operational planning timeline, all eight service members will remain at NMCS D until Tuesday 11 Aug 20 when they will be transported by Decedent Affairs to Legend Funeral Home before undergoing Dignified Transfer at and from MCAS Miramar to Dover AFB.

**(U//FOUO) Crisis Action Team:**

I MEF SWO and elements of a Crisis Action Team will remain on watch throughout the entire operation to monitor the recovery and dignified handling of our Marines & Sailor and salvage and transportation of the salvaged AAV and equipment.

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On 6 Aug it was reported by the Division Surgeon the remaining Marine in the hospital (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) has improved considerably over the last 24 hours, but remains in guarded/critical condition in the ICU at Scripps La Jolla.

On 8 Aug, the Division Surgeon reported that (b)(3), (b)(6), (b)(7)(c) is conscious and breathing without a ventilator, but remains under observation in the ICU at Scripps La Jolla.

As of 9 Aug (b)(3), (b)(6), (b)(7)(c) made small but incremental progress over the last 24 hours, and remains in the ICU at Scripps La Jolla (b)(3), (b)(6), (b)(7)(c) is conscious but intermittently confused with brief periods of agitation. Division Surgeon is hopeful that SNM will transfer to the medical ward on Monday or Tuesday; Division surgeon recommends continued VSI status until he is able to transfer from the ICU.

**(U//FOUO) Previous 12 Hours:**

Per CMC's request to SECNAV, additional time was required to coordinate, request, and approve funding for family transportation to Dover for the Dignified Transfer. Death certificates and transportation permits were also required before transfer of the eight service members' remains can be made.

**(U//FOUO) Next 24 Hours:**

Based on the current operational planning timeline, all eight service members will remain at NMCSD until Tuesday 11 Aug 20 when they will be transported by Decedent Affairs to Legend Funeral Home before undergoing Dignified Transfer from MCAS Miramar to Dover AFB on Wednesday 12 Aug 20.

ENCLOSURE (11)

**(U//FOUO) Other / Additional Comments:**

Phase 3 (Phase 3 Line 1) will begin when the Dignified Transfer from MCAS Miramar to Dover AFB on Wednesday 12 Aug 20 takes place. No changes or concerns with the timeline have been reported at this time.

**(U//FOUO) Crisis Action Team:**

I MEF SWO and elements of a Crisis Action Team will remain on watch throughout the entire operation to monitor the dignified transfer and custody of our Marines and Sailor.

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UNITED STATES MARINE CORPS  
I MARINE EXPEDITIONARY FORCE  
U.S. MARINE CORPS FORCES, PACIFIC  
BOX 555300  
CAMP PENDLETON CA 92055-5300

3502  
G-37

MAR 23 2020

POLICY LETTER 1-20

From: Commanding General, I Marine Expeditionary Force  
To: Distribution List

Subj: I MARINE EXPEDITIONARY FORCE POLICY CONCERNING UNDERWATER EGRESS  
TRAINING REQUIREMENTS

Ref: (a) MARADMIN 293/18  
(b) MCO 3502.3C  
(c) MARFORPACO 3710.4B  
(d) CNAF M-3710.7  
(e) MCO 3500.2B Ch 2

1. Purpose. To establish the I Marine Expeditionary Force (I MEF) policy concerning Underwater Egress Trainer (UET) requirements for the conduct of over-water flights in tilt-rotor/rotary wing aircraft and waterborne operations in amphibious vehicles.

2. Background. The UET variants explained below prepare Service members to safely egress from submerged vehicles and aircraft. One underwater egress facility is available to train all I MEF (non-aircrew) personnel including those at Twenty-nine Palms, California and the students going through Amphibious Assault Vehicle (AAV) School. This facility has one Mobile Amphibious Egress Trainer (MAET), one Submerged Vehicle Egress Trainer (SVET), and the Shallow Water Egress Trainer (SWET). Reference (a), MARADMIN 293/18, requires UET training for all Marines at least once every four years. Reference (b), Marine Core Order 3502.3C Marine Expeditionary Unit (MEU) Predeployment Training Program Order mandates UET training once every two years for personnel designated in the high risk category (Ground forces and non-aircrew personnel whose normal mission profile entails flying over or operating in close proximity to water). Reference (c) Marine Corps Forces Pacific (MarForPac) order 3710.4B (MarForPac Policy on Supplemental Emergency Breathing Devices (SEBD) and Helo Egress Systems for Passengers (HESP)) mandates UET training for personnel who "anticipate overwater flight", which further clarifies this requirement to a single MEU cycle, before refresher training is required.

3. UET Trainer Description and Definitions

a. MEU Cycle. For UET training a MEU cycle begins with training conducted prior to composite through deployment until de-composite.

b. MAET. The MAET is an underwater egress trainer with a generic fuselage section representing aircraft amphibious vessels cockpit and respective cabin emergency escape exits. The MAET device functions closely to the general characteristics of a ditched aircraft. Students are able to practice escaping the trainer with the fuselage submerged in an upright position, an inverted position, or any position between upright and inverted. Successful completion of the MAET is required for over-water flight qualification.

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c. SVET. The SVET is a full-featured device for training egress from submerged vehicles. Successful completion of the SVET is required prior to waterborne operations for amphibious vehicle crew and passengers. Reference (e) directs the requirements for AAV crew members to conduct UET training. For passengers, the SVET may be substituted by MAET for UET qualification.

d. SWET. The SWET has a specially-designed frame fitted with buoyancy pods that allows it to be easily handled and inverted by instructors for students to practice egress procedures while turned upside down in a shallow and controlled training environment. The SWET is a prerequisite for MAET or SVET. In the event that the MAET is down for unscheduled maintenance, the SWET can be used as substitute for MAET UET qualification.

e. Over-water flight. For rotary wing aircraft, those flights which take place beyond auto-rotational distance to land. For tilt-rotor aircraft, those flights where the aircraft enters Vertical Take Off and Landing (VTOL), defined as 85 Nacelle or greater per the Naval Air Training and Operating Procedures Standardization manual, over water or any ship board operations.

f. Passenger. An individual who is not part of the aircrew traveling in an aircraft designed or normally configured for passenger (non-aircrew) carrying capability on a point-to-point flight.

g. SEBD/HESP. Supplemental Emergency Breathing Device/Helicopter Egress System for Passengers or similar underwater breathing devices/floatation devices which provide supplemental oxygen and a floatation device to passengers or aircrew in the event of a forced water landing.

h. Unit Commander. Commanding officers of battalion/squadron level commands or higher.

#### 4. Training Requirements

a. Unit commanders are responsible for ensuring assigned personnel who fly as passengers overwater aboard rotary wing or tilt-rotor aircraft receive applicable UET in the MAET and SEBD/HESP training prior to being issued SEBD/HESP. This training is valid for a four-year period before refresher training is required. Seats for the MAET/SVET will be allocated in accordance with the MEF priority list (see paragraph 5).

(1) Ensure MEU personnel who anticipate overwater flight aboard rotary wing or tilt-rotor aircraft receive applicable UET in the MAET and SEBD/HESP training during the PTP cycle.

(2) Ensure personnel assigned to the Unit Deployment Program (UDP) who anticipate overwater flight aboard rotary wing or tilt-rotor aircraft receive applicable UET in the MAET and SEBD/HESP training prior to deployment.

b. Additionally, reference (c) directs all units deploying in support of Western Pacific MEUs, 31st MEU, and UDP to report (to MARFORPAC G-3, and info copy III MEF G-3) UET status 90 days and 30 days prior to deployment.

c. In accordance with reference (c), in the rare event a passenger (aircraft and AAV) is unable to attend appropriate training before overwater flight (e.g., late notice overwater flight not anticipated by the unit), this Order does not prevent the passenger from flying overwater aboard rotary wing

or tilt-rotor aircraft or waterborne operations. In this instance, the first O-5 level commander in the chain of command may issue a waiver to participate in the flight or waterborne operations. Aircrew are authorized to provide a SEBD/HESP to the untrained passenger provided this passenger is briefed prior to flight on the proper use and associated dangers of SEBD/HESP and rotary wing or tilt-rotor underwater egress. In the event the passenger attended but failed to complete UET, the waiver authority shall be the first O-6 commander in the chain of command. A separate waiver for each overwater flight or waterborne operation is required. This exception shall not eliminate the PTP requirement for MEU and UDP personnel, nor shall it be used to circumvent the intent of this order.

d. Ensure Plane Team Commanders or Stick Leaders identify untrained passengers to the aircrew.

e. Rotary Wing/Tilt-Rotor Squadron Commanders

(1) Ensure the appropriate number of Ready for Issue SEBD/HESP are provided to passengers for overwater flights.

(2) Ensure Squadron aircrew are performing pre-flight and post-flight inspections of SEBD/HESP and provide abbreviated SEBD/HESP instructions as part of the passenger safety brief. Exceptions to passenger briefing requirements are provided in reference (d). If aircraft passengers have not received SEBD/HESP training, aircrew shall, prior to flight, brief the untrained passengers on the proper use and associated dangers of SEBD/HESP, underwater egress, and provide priority seating. The brief should be approved locally by an Aero Medical Safety Officer.

f. Ensure the scheduling and tracking of initial and refresher UET and SEBD/HESP training. Training shall be tracked locally and documented in the individual's training jacket by their respective unit training managers using Marine Corps Training Information Management System (MCTIMS), Unit Training Management (UTM) and Marine Corps Total Force System. Table 1-1 below outlines the UET codes to be used.

Training Code	UET Training	Definition
EA	Marine Corps Amphibious Egress Training (UNQUAL)	Marine has not undergone UET but requires it for upcoming operation, exercise, or training.
EB	Marine Corps Amphibious Egress Training (QUAL)	Marine participated and successfully completed the required training, SWET then MAET.
EF	Marine Corps Amphibious Egress Training (FAIL)	Marine attended and either failed to complete or dropped on request (DOR) and/or refuses to be recycled.
EC	Shallow Water Egress Training (UNQUAL)	Marine participated and unsuccessfully completed the required training in the SWET and cannot move on to the MAET.
ED	Shallow Water Egress Training (QUAL)	Marine participated and successfully completed the required training in the SWET

		and can move on to the MAET.
EF	Shallow Water Egress Training (FAIL)	Marine attended and either failed to complete or DOR and/or refuses to be recycled.
EE	Helo Egress Training (UNQUAL)	Marine participated in either SWET or MAET but has not achieved mastery and will be recycled.
EH	Helo Egress Training (QUAL)	Marine participated and successfully completed either SWET or MAET and commander.
EF	HELO EGRESS TRAINING (FAIL)	Marine attended and either failed to complete or DOR and/or refuses to be recycled.

Table 1-1.--UET Codes and Definitions.

g. Units that fail to show for training as scheduled will be reported to the I MEF G-3 and MSC G-3s for non-compliance.

h. Deployment late joins; service members that fail UET training; and non-aircrew personnel whose normal mission profile does not entail flying over or operating in close proximity to water, may conduct UET training at III MEF's UET facility in Okinawa, Japan.

5. Training Priorities. MSCs will attend the I MEF G-37 Quarterly Training Service Requirements Working Group to schedule and coordinate training based on the below priorities. The Camp Pendleton UET can support 240 students per training week, with a maximum capacity of 10,272 seats annually.

a. Unit priority for MAET

1. MEUs (Including 31 MEU MSEs)

- a. Maritime Raid Force
- b. Air Assault Company
- c. Trap Force (Air)
- d. Command Element Enablers
- e. Explosive Ordinance Disposal Platoon
- f. Evacuation Control Center personnel
- g. Remaining MEU personnel

2. UDP Units

3. Special Purpose Marine Air-Ground Task Force and other deployments

4. Exercises



Note: Marine Corps Air Station Miramar is the primary location for aircrew UET training as governed by reference (d), and is not suitable or available for passenger training.

b. Unit priority for SVET:

1. AAV/ACV crew,
2. MEU Mech Company

6. Certification. Successful training completion will be recorded in MCTIMS and maintained by each Major Subordinate Commanders/Elements per paragraph

4b. UET completion numbers will be reported to I MEF G-37 Training, at the conclusion of training.

7. Coordination. Points of contact at I MEF G-37 Training regarding UET scheduling are the Training Officer at (760) 763-2608, or the Training Chief at (760) 725-5947.

(b)(3), (b)(6), (b)(7)(c)

J. L. OSTERMAN

Distribution: I/II

Excerpts from CG I MEF Letter of Instruction for  
15 MEU Deployment 21-1, dtd December 30, 2019  
(this is a classified document and only pertinent  
unclassified portions are relevant to  
investigation.)

ENCLOSURE (13)

5.A.6.C.3. (U) 15 MEU MSEs shall attach to 15 MEU on the designated dates.

5.A.6.C.3.B. (U) MSC commanders shall conduct a Marine Corps Combat Readiness Evaluation (MCCRE) of battalions and squadrons before they task organize (composite) with the MEU CE. Assessment criteria are established for battalion and squadron core and assigned mission essential tasks (METs). The assessment may be conducted during a pre-existing institutional training event or may be MSC generated.

5.A.6.C.3.B.1. (U) GCE and ACE attachments are not required to conduct a stand-alone MCCRE. It is strongly encouraged that GCE and ACE attachments conduct their assessments with their associated battalion or squadron or in concert with a parent unit MCCRE, ITX or other assessment event.

5.A.6.C.3.C. (U) MEU CE attachments, specifically from I MIG and the MEU CE augments, shall report ADCON to 15 MEU on the designated attachment date. MEU CE attachments, specifically from I MIG and the MEU CE augments, must report with MCEN-N garrison laptop. MEU CE will provide garrison MCEN-S, tactical SIPR, and tactical NIPR laptops during PTP and deployment. However, some functions such as billeting, messing, storage of personal effects and table of equipment (T/E) items shall remain with the parent command. This relationship is in effect NET R+10 and NLT than R+60.

5.A.6.C.3.D. (U) This conditional arrangement applies to MSE attachments as well. Commanders/officers-in-charge (OICs) of receiving and sourcing attachments are responsible for coordinating the conditions upon attachment.

5.A.6.C.4. (U) MSEs (GCE, ACE, and LCE) shall transfer ADCON to the MEU CE no earlier than E-30 and no later than E-day and remain ADCON NET R+10 and NLT than R+30 or the first Monday following R+30 as noted in paragraphs 5.B. and 7.A.4. MEU and MSE commanders shall determine and agree to the exact pre-deployment ADCON transfer date per para 5.B.1.C.

5.A.6.C.4.A. (U) ADCON also includes certain aspects of administration that require specific guidance.

5.A.6.C.4.A.1. (U) The MEU CE shall submit serious incident reports (SIRs) and OPREP-3 for qualifying events upon attachment of the MSE or MIG element. Para 5.C.3. and its subparagraphs list specific exceptions having to do with aviation mishaps and those specific reporting requirements. CG, I MEF intent is that the CO 15 MEU shall have primary responsibility for all administrative situations, especially incident/mishap reporting, once MSEs and MIG elements attach. Other routine administrative functions that require or more easily are accomplished by a MSE or MIG elements parent command shall be done by the parent command while keeping the MEU CE informed.

5.A.6.C.4.B. (U) As stated in para 5.A.5.C.1., ADCON includes support, which most commonly means logistics. Logistics support for MEUs is a naval solution, pooling the resources of the MEU, the MEUs

maintenance SNCOs/NCOs, communication officers, motor transport officers, DLC leadership, DLC NCOs, and CLB S-3 are required to attend. This audience is derived from a composited MEU to include all CE and MSE attachments (i.e., AAVs, LAVs, Tanks, Artillery, and EOD).

5.C. (U) Action

5.C.1. (U) CG, I MEF. CG, I MEF is the evaluative and certifying authority for 15 MEU.

5.C.1.A. (U) CG, I MEF directs MEU commanders to prioritize training participants for all MEU training events to include underwater egress training (UET). CG, I MEF considers the following as non-aircrew frequent flyers, with CO, 15 MEU having the authority to revise this listing and to set the specific priority. CG, I MEF expects those forces listed in paras 5.C.1.A.1, 5.C.1.A.2., 5.C.1.A.3., 5.C.1.A.4. and 5.C.1.A.5. to be UET complete by composite date. All others shall be UET complete by the first at-sea period, which is PHIBRON-MEU Integrated Training (PMINT).

5.C.1.A.1. (U) Commanders, key leaders, and key planners.

5.C.1.A.2. (U) Maritime Raid Force (MRF) assault element, security element and enablers.

5.C.1.A.3. (U) All Marines of the Heli/tiltrotor/long range raid force.

5.C.1.A.4. (U) All Marines of the mechanized raid force.

5.C.1.A.5. (U) ANGLICO detachment, Marines assigned to the MEU forward command element (FCE), and select Marines/Sailors (identified by the MEU CO) from across the CE, GCE, ACE and LCE involved in specific missions or with specific responsibilities.

5.C.1.B. (U) I MEF G-1

5.C.1.B.1 (U) Act as the principal facilitator for personnel and administrative actions that require MEF level oversight and reconciliation.

5.C.1.B.1.A. (U) Provide close oversight of the use of the deployment staffing report (DSR) process by the MSCs for the 15 MEU MSEs.

5.C.1.B.2 (U) Ensure MEU CE augments are identified NLT 30 days prior to their report date. Source and fill 15 MEU CE augments per the standardized CG, I MEF MEU CE augmentation list. Notify CO, 15 MEU NLT E-217 of current status of CE augmentation and actions required to mitigate discrepancies. Info all I MEF staff sections and MSCs.

5.C.1.B.3. (U) ICW with I MEF G-35 expeditionary operations task I MEF MSCs to source personnel requested by CO, 15 MEU and approved by CG, I MEF for personnel requirements not outlined in this LOI. Additional personnel beyond what has been agreed to by this LOI and I MEF policy should not be expected.

5.C.1.B.4. (U) Per ref (at) coordinate with I MEF G-2, I MEF G-6, I MEF G-3, MSCS and I MIG for sourcing of SOFLE communications Marine augments. Specifically, one (1) 2651 Marine and one (1) 06xx Marine.

5.C.1.B.5. (U) Task MSCs to provide required role players ISO 15 MEU ARG/MEUEX and COMPTUEX. Coordinate all requirements with I MEF AC/S G-7.

identifies troop and equipment lists for the BLT.

5.C.2.A.1. (U) Attach all detachments to BLT 1/4 and then attach BLT 1/4 to CO, 15 MEU on E-204 with the exception of Btry I (rein), 3rd Bn, 12th Marines, which shall attach to BLT 1/4 on 11 May 20.

5.C.2.B. (U) Per ref (aj) submit man, train and equip messages for the GCE, to include detachments, at E-270 and E-240. Identify any equipment that cannot be sourced in Condition Code A, SL-3/ modification/PMCS complete, calibrations complete, and Corrosion Prevention and Control (CPAC) Condition Code 1 or 2 from attaching units and will need to be sourced from other resources within the respective MSC. Forward list to I MEF G-4 for coordination.

5.C.2.B.1. (U) Provide close oversight of the use of the Deployment Staffing Roster (DSR) process for the 15 MEU GCE. The goal is to be 90 percent stabilized across the GCE by composite date.

5.C.2.C. (U) Per ref (a), submit force/troop and equipment density lists to I MEF G-33 current operations (COPS), I MEF G-4 and 15 MEU NLT E-204. Lists must include verified SSDM level IV data.

5.C.2.C.1 (U) Per ref (aj) submit commence PTP message for the GCE, to include detachments, at E-204.

5.C.2.D. (U) Conduct a MCCRE of units and detachments prior to chop and report MCCRE results to CG, I MEF NLT E-204. This fulfills refs (a) and (ai) assessment requirements. See para 5.A.6.C.3.B.1.

5.C.2.E. (U) Ensure all required equipment identified per chapter 6 of ref (a) is available and prepared for the MEF JLTIs conducted per the I MEF generated JLTIs schedule to be published via SEPCOR. Ensure all remedial actions are complete by E-204.

5.C.2.E.1. (U) Provide personnel (identified by via SEPCOR) in support of I MEF supervised JLTIs in support of 15 MEU.

5.C.2.F. (U) Ensure BLT 1/4 reports for planning to the 15 MEU upon NLT E-302, to include GCE detachment OICs.

5.C.2.G. (U) Attach one (1) Reconnaissance Detachment (-)(rein) from 1st Reconnaissance Battalion (1st Recon Bn) to CO, 15 MEU NLT E-204. Two (2) Marines MOS 0451 must be qualified to pack (static line/freefall) all configurations of the Multi-Mission Parachute System (MMPS) and serve as a PIPI. The reconnaissance element shall include a minimum of three freefall jumpmasters and six JTACS (one per team). The reconnaissance detachment shall have Marines who are qualified and certified Camp Pendleton and Marine Air-Ground Combat Center (MCAGCC), 29 palms range safety Officers (RSOs). CG 1st MARDIV will coordinate with I MEF G-3 Air to provide the reconnaissance element priority 1A support to their pre-composite HALO/HAHO advanced tactical infiltration training.

5.C.2.G.2.A. (U) DIRLAUTH between 1st Recon Bn and I MEF G-7/EOTG is granted to facilitate G-7/EOTG PTP courses being conducted prior to MEU composite.

5.C.2.G.3. (U) Attach one (1) tank platoon from 1st Tank Battalion (1st Tank Bn) to CO, BLT 1/4 NLT E-204. The tank platoon vehicles and personnel do not initially physically relocate and remain ADCON to their parent battalion.

5.C.2.G.4. (U) Attach one (1) artillery electronics tech, Cpl, MOS 2887, to CO, CLB-15 NLT E-204 with a toolkit, an A7597 VIPER/T and all required material (see para 5.C.4.X).

- 5.C.2.G.5. (U) Ensure the artillery battery has one (1) Naval Gunfire Liaison Officer (NGLO) attached.
- 5.C.2.G.6. (U) BPT to attach one (1) HIMARS firing unit (exact personnel and equipment composition TBD) to CO, BLT 1/4 NLT E-184.
- 5.C.2.H. (U) Designate 1st MARDIV, 1st Bn/4th Mar, and unit points of contact, via message within five (5) days of receipt of this LOI.
- 5.C.2.I. (U) Ensure MEU special skills equipment suite is complete and serviceable. Coordinate a JLTI of the special equipment suite with CO, 15 MEU and report deficiencies to I MEF G-35, G-7 and 15 MEU S-3/S-4 via message NLT E-241. Transfer this equipment suite to 1st Bn, 4th Mar upon completion of the JLTI.
- 5.C.2.J. (U) As required, coordinate with CO, 15 MEU and CG MCI-W/MCB Camp Pendleton for billeting of 1st MARDIV personnel attached to 15 MEU IOT deconflict periods when multiple MEUs are CONUS-based.
- 5.C.2.K. (U) Coordinate MEU GCE medical readiness activities per refs (v), (w), (aw), and (ba). Ensure GCE personnel complete individual medical readiness requirements prior to E-204.
- 5.C.2.K.1. (U) Identify medications that are prohibited for use in INDOPACOM and CENTCOM AORS NLT E-210. ICW the I MEF Surgeon and 15 MEU Surgeon determine if medication use waivers are required. Replace GCE personnel that are non-waiverable for medication use NLT composite date.
- 5.C.2.L. (U) Ensure BLT 1/4 and 1st MARDIV attachments report to 15 MEU with a capability set (CAPSET) IV and all supporting equipment (computers, telephones, radios) to support the establishment of the GCE Combat Operations Center (COC) ashore.
- 5.C.2.M. (U) Ensure BLT 1/4 Assault Amphibian (AA) Bn attachment is provided with sufficient LPU-41 ensembles to outfit the AAV crew members and the task organized mechanized infantry company associated with the AAV platoon. Organizational maintenance of LPU-41 assemblies is a GCE responsibility as coordinated by MEU CE and with other elements of the MEU.
- 5.C.2.N. (U) If available, provide four (4) M45A1 .45 cal pistols, four (4) M4A1 5.56 carbines w/silencer, four (4) EOTech optics, and four (4) ACOG optics to CO CLB-15 for EOD use during EOTG course.
- 5.C.2.O. (U) Ensure BLT 1/4 has at a minimum of one (1) O4xx who possesses the certifications to certify hazardous material and air load plans for the duration of deployment.
- 5.C.2.P. (U) Ensure GCE attachments report at the commencement of JTLI with validated and stocked Demand Supported Items (DSI) to be used throughout PTP and deployment. GCE and attachments submit DSI list by NATO Item Identification Number (NIIN) to 15 MEU CE S4 and CLB-15 NLT E-270.
- 5.C.2.P.1. (U) Ensure appropriate quantities of DSI in support of mission essential equipment is transferred during the Enterprise Automated Task Organization (EATO) process IAW UM-4000-125, GCSS-MC users manual.
- 5.C.2.Q. (U) Coordinate with 1st MLG to provide tactical vehicle licensing quotas for equipment not organic to 1st MLG (MATV, mineroller, etc.) to ensure CLB-15 is licensed prior to E-204.
- 5.C.2.R. (U) In coordination with 15 MEU CE, ensure compliance with

the provisions of refs (bv), (bw) and (bx).

5.C.2.S. (U) Ensure UET is complete for CG, I MEF and CO, 15 MEU prioritized GCE frequent flyers NLT composite date. Ensure all other GCE Marines who may conduct overwater flight or surface-borne ship to shore movement are afforded the opportunity to conduct UET NLT than the beginning of the first at-sea training period, which is PMINT. See para 5.C.1.A.

5.C.2.T. (U) Provide personnel per attachment 1 TAD to I MEF G-7/EOTG to support RUT, ARGMEUEX, and COMPTUEX exercises. I MEF G-1 will provide detailed coordinating instructions via SEPCOR NLT 60 days prior to start of exercise.

5.C.2.T.1. (U) Provide one rifle company (-), one LAR platoon, and one CAAT platoon with associated T/O equipment as OPFOR TACON to I MEF G-7 to support execution of COMPTUEX. I MEF G-7 will provide detailed coordinating instructions via SEPCOR NLT 30 days prior to start of exercise.

5.C.2.U. (U) NLT E-280 Coordinate with I MEF G-6 to identify key dates for BLT 1/4 to receive MCH-ECR training.

5.C.2.U.1. (U) NLT E-230 identify material shortfalls precluding the BLT 1/4 from integrating advanced comms/Digital Interoperability ISO assigned MEU METs.

5.C.2.V. (U) Provide S-4s, S-4As, logistics chief, supply officer, supply chief, supply admin clerks (E4-E5), maintenance management officer, maintenance management chief, maintenance management clerks (E4-E5), maintenance officers, maintenance chiefs, maintenance SNCOs/NCOs, communication officer, and motor transport officer for the execution of the Deployed Logistics Chain Management Leadership and Operator/Manager Course. This audience is derived from a composited MEU to include all CE and MSE attachments (i.e., AAVs, LAVs, Tanks, Artillery, and EOD).

5.C.3. (U) CG, 3d MAW

5.C.3.A. (U) Task organize VMM-164 (rein) per this LOI. Ref a identifies the troop and equipment lists for the ACE.

5.C.3.B. (U) Per ref (aj) submit MTE messages for the ACE, to include detachments, at E-270 and E-240. Identify any equipment that cannot be sourced in Condition Code A, SL-3/modification/PMCS complete, calibrations complete, and CPAC Condition Code 1 or 2 from attaching units and will need to be sourced from other resources, including the returning squadron. Forward a list to I MEF G-3 and G-4 for coordination with the returning MEU (if applicable).

5.C.3.B.1. (U) Provide close oversight of the use of the DSR process for the 15 MEU ACE. The goal is to be 90 percent stabilized across the ACE by composite date.

5.C.3.C. (U) Per ref (a), appendix F, milestone 25, submit force/troop lists and EDLs to I MEF G-33, I MEF G-4 and 15 MEU NLT E-184. Lists must include verified SSDM Level IV data.

5.C.3.C.1. (U) Per ref (aj) submit commence PTP message for the ACE, to include detachments, at E-184.

5.C.3.C.2. (U) Coordinate MEU ACE medical readiness activities per refs (v), (w), (aw), and (ba). Ensure ACE personnel complete individual medical readiness activities prior to E-184.

funds are very limited and the majority of TSC funding is provided by CG, I MEF.

6.B.1.B. (U) CDRUSINDOPACOM also maintains Title 10 funding for Traditional Commander Activities (TCA). CDRUSINDOPACOM funding of pre-deployment site visits for MEU staffs can be arranged through COMMARFORPAC G-5.

6.B.1.C. (U) MSCs will ensure all equipment provided to CO, 15 MEU is Condition Code A and SL-3 complete or, if approved by MEF G3/G4, equipment is transferred with either the parts or the funding to get it to Condition Code A or is replaced.

6.B.1.C.1. (U) CG, I MEF G-4 will coordinate with CO, 15 MEU to identify any equipment that cannot be sourced from attaching units and will need to be sourced from the returning MEU to ensure all corrective maintenance actions are complete.

6.B.1.C.2. (U) The EATO process is authorized for CE, GCE and LCE attachments. Guidance will be provided via SEPCOR.

6.B.1.C.3. (U) CO, 15 MEU conducts equipment readiness assessment at E-45 on all MARES reportable equipment and specially designated end items that are reported as combat deadline to determine if corrective maintenance actions can be completed prior to embark or if equipment will be requested for exchanged with equipment from the sourced command. Exchanged equipment JLTI will be completed NLT E-35.

6.B.1.C.4. (U) Provide a list of PEIs (if any) that would be determined to be LBE NLT E-60 and equipment requiring JTLIs for redistribution back to the respective MSC NLT E-30.

6.B.1.C.5. (U) PEIs determined to be LBE that is the MEU proper equipment, coordinate with I MEF G-4/MMO for induction of LBE equipment into the I MEF G-4 Administrative storage Program (ASP).

6.B.1.C.6. (U) CO, 15 MEU shall provide a list of equipment at R-30 that would not be recommended for use by the next deploying MEU due to equipment condition. Submit this list to I MEF G-4 for a determination of replacement equipment sourcing.

6.B.1.C.7. (U) Upon completion of deployment, and prior to transfer of MSEs/detachments back to parent commands, CO, 15 MEU shall ensure all ground equipment is operable or has valid requisitions for required repair and SL-3 parts (per the original JLTI) and is available and prepared for the MEF JLTI conducted at R+5 through R+25.

6.B.1.C.8. (U) Per ref (bk), M1114 HMMWVs do not have a deep water fording capability. All vehicles assigned to a MEU must have a deep water fording capability for operations in the surf zone (disembarking surface connectors (LCU)) and for fording other waterways. M1114 HMMWVs shall not be assigned to forces deploying with 15 MEU. Non-MRC variant communications vehicles not capable of being equipped with the deep water fording kit are exempt from this requirement.

6.B.1.D. (U) I MEF G-4 shall coordinate with CO, 15 MEU and appropriate naval agencies to update current LFORM classes of supply, to include munitions mix and functionality, per ref (u).

6.B.1.E. (U) Per ref (a), CO, 15 MEU shall submit cargo manifests and ICODES deck diagrams to COMMARFORPAC NLT E+4, info copies to I MEF G-35 Expo Ops, I MEF G-4 MDDOC, and I MEF G-5 plans.





UNITED STATES MARINE CORPS  
1ST MARINE DIVISION (REIN)  
BOX 555380  
CAMP PENDLETON, CA 92055

IN REPLY REFER TO:  
3501.1E  
G3  
18 Sep 18

DIVISION ORDER 3501.1E

From: Commanding General  
To: Distribution List

Subj: MARINE CORPS COMBAT READINESS EVALUATION (MCCRE)

Ref: (a) MCO 3501.1E, Marine Corps MCCRE Order  
(b) I MEFO 3501.2, I MEF MCCRE Order  
(c) Division Tactical SOP  
(d) MCO 3000.13A Marine Corps Readiness Reporting  
(e) MCO 1553.3B Unit Training Management Program  
(f) ATP 3-21.18 (FM 21-18) Foot Marches  
(g) DIVBUL 1553.3 FY 19 Blue Diamond Training Guidance

Encl: (1) Conduct of a MCCRE  
(2) MCCRE Unit Support Matrix Template  
(3) After Action Report Template  
(4) M-30 MCCRE Brief Template

1. Situation.

a. General. In compliance with references and enclosures this document provides 1st Marine Division Commanders with guidance for conducting and evaluating Marine Corps Combat Readiness Evaluations (MCCREs).

b. Special. The MCCRE will be a physically demanding immersive scenario, incorporating a minimum of 96 hours of a force-on-force, during day and night operations. Regiments and separate battalions will serve as the higher headquarters and evaluate units. Regiments and separate battalions executing MCCREs should attempt to be assessed during a Service Level Training Exercise (SLTE), large scale training exercise or another training activity as approved by the Assistant Chief of Staff (A/CS) G3.

2. Cancellation. DivO 3501.1D.

3. Mission. On order, 1st Marine Division requires the formal evaluation of all units based on approved Marine Corps Training and Readiness (T&R) standards derived from core and/or assigned Mission Essential Tasks (METs) to ensure standardization and combat readiness in preparation for operational deployments in order to certify that unit's preparedness to deploy in support of Global Force Management (GFM) requirements.

ENCLOSURE (14)

#### 4. Execution

##### a. Commander's Intent and Concept of Operations

###### 1. Commander's Intent.

a. Purpose. The purpose of the MCCRE is to evaluate and certify, via a MET-based assessment, the combat readiness, and proficiency of a deploying unit and their anticipated attachments prior to Change of Operational Control (CHOP) or deployment in support of GFM requirements. Successful completion of a MCCRE will ensure that unit(s) deploying will be capable of executing their mission in the theatre to which resourced.

b. End State. After completing the MCCRE, CHOP'd or deploying units will be:

i. Evaluated in their capability to conduct core and/or assigned METs.

ii. Certified as combat-ready units in support of GFM requirements.

iii. Prepared to conduct combat operations across the Range of Military Operations (ROMO).

###### 2. Concept of Operations.

a. All regiments, battalions, batteries, companies, and other independently deploying organizations will conduct a MCCRE of a unit's core and if possible assigned METs at least once every two years, based on a biennial fiscal year requirement, or once per deployment cycle - whichever is more frequent. For example, a unit deploying for a six month deployment every 18 months will conduct a MCCRE at least once during the 18 month cycle.

b. A MCCRE will be conducted as part of the Pre-deployment Training Program (PTP) as the minimum requirement for a unit to deploy in order to ensure combat readiness of the unit's core and/or assigned METs.

c. Unit commanders are responsible for analyzing their Training Exercise and Employment Plan (TEEP) and determining the appropriate venue for MCCRE execution.

d. Challenge the Exercise Force (EXFOR) mentally and physically for the duration of the exercise. Include structured improvisation between the Opposing Force (OPFOR) and EXFOR.

e. Present the EXFOR with an immersive, near-peer/peer threat scenario that challenges it to seek and utilize innovative solutions in defeating current threat Tactics, Techniques, and Procedures (TTPs).

f. Unit commanders will implement force on force into the MCCRE exercise. The size of OPFOR resourced for the MCCRE will be based off of the realistic current threat in which the unit is likely to encounter based on mission analysis.

g. When a MCCRE is conducted in conjunction with a SLTE (Integrated Training Exercise (ITX), Mountain Training Exercise (MTX), or

Talon Exercise (TLX)), the MCCRE may be conducted after the SLTE or during the SLTE. If the MCCRE is conducted following a SLTE, those T&R events evaluated as trained by the Service, and still within their respective sustainment period, may be waived by the Exercise Commander (EC) during the subsequent evaluation of the MCCRE. A MCCRE may be conducted during the SLTE with approval and prior coordination with MAGTF Training Command (MAGTFTC), provided the unit's higher headquarters provides the MCCRE evaluator staff and the MCCRE does not interfere with the conduct of the SLTE.

h. The MCCRE will be conducted prior to the deployment or CHOP of a subordinate unit to a task-organized unit, including units preparing to conduct a CHOP to a Marine Expeditionary Unit (MEU). Units deploying separately for UDP or similar deployments will conduct the MCCRE after the conclusion of the core training period and no later than 60 days prior to deployment.

i. The results of a MCCRE will assist the unit commander in identifying unit strengths and weaknesses in relation to the unit METL and focus training and remediation in preparation for the Marine Expeditionary Force (MEF) Commander's unit deployment readiness certification.

j. The results of the units most recent MCCRE will serve as the foundation of its training assessment in DRRS-MC, including the assessment of whether tasks were observed.

k. Although each MCCRE will be unique in its execution, all 1st Marine Division MCCREs will be planned and conducted in four basic phases:

i. Phase I: Exercise Design and Structure. This phase begins once the date for the MCCRE has been placed on the Division TEEP (via the Quarterly Division Operations Summit) and ends when the EXFOR receives its Operation Order. Key events within this phase include the Initial, Main, and Final Planning Conferences, initiating the MCCRE in Marine Corps Training Information Management System (MCTIMS), the release of the Feasibility of Support (FOS) message, and response/tasking related to the FOS.

ii. Phase II: Execution. This phase begins with the EXFOR receiving its Operation Order and ends upon the completion of the tactical portion of the exercise (to include retrograde, accountability, and any necessary remediation). Key events within this phase include EXFOR planning, EXFOR order issue, tactical execution, and evaluation of the EXFOR.

iii. Phase III: After Action Review. This phase begins upon full accountability and recovery of all personnel and equipment from the field and ends once all after-action requirements are fulfilled. Key events within this phase include consolidation of evaluation data, the completion of all required after-action briefs (AABs), and after-action reports (AARs) (to include best practices) submitted to MCTIMS. This will be submitted prior to out brief with 1st Marine Division Commanding General.

iv. Phase IV: Certification. This phase begins once all after action requirements have been completed and ends once the MCCRE has been certified and closed out in MCTIMS. The MCCRE will not be certified until all remediation has been completed, post initial 96 hour MCCRE window. Key events in this phase include uploading evaluator comments in MCTIMS, approval of the Performance Evaluation Checklist (PECL) by the Exercise

Director (ED) and EC, and the final certification by the I MEF Commanding General.

b. Tasks

1. Commanding Officer(s) of Evaluating Unit(s)

a. Schedule and execute MCCREs in accordance with references and this order. MCCREs will be scheduled no less than two years in advance in order to align with the Division's two-year TEEP. Scheduling will be conducted and validated via the Division Quarterly Operations Summit.

b. Send MCCRE Feasibility of Support (FOS) messages to Division G3 Training Officer and Current Operations Officer NLT 120 days prior to the exercise start date.

c. Formally assign in MCTIMS a Tactical Exercise Control Officer-In-Charge (TEC OIC) and create a subordinate Tactical Exercise Control Group (TECG) to coordinate and liaise with Division staff and supporting agencies. Ensure the TEC OIC coordinates with the G-3 Training Officer and Current Operations Officer no later than 120 days before the MCCRE.

d. Provide, organize, and train evaluators and OPFOR from the TECG to assist in the evaluation and conduct of the MCCRE.

e. Develop and disseminate a detailed "Road to War", exercise scenario, operation order, and evaluation program utilizing applicable S-2/G-2 resources. Provide finished product to unit conducting MCCRE NLT 96 hours prior to start of MCCRE in order to assist in MCCRE'd unit's planning.

f. Conduct an AAR of each MCCRE, enter the assessment results via MCTIMS.

g. Incorporate branch and/or sequel Fragmentary Orders (FRAGOs) into the MCCRE to enable continuous staff planning for follow-on operations.

h. Ensure all required actions in MCTIMS are completed NLT 10 days following the end date of a MCCRE.

i. Commanders will ensure that all units conducting a MCCRE schedule and TEEP a dedicated remediation period separate from the initial 96-hour MCCRE.

j. Serve as the ED for the evaluated unit MCCRE.

k. Utilize only approved T&R manual standards, as posted in MCTIMS, T&R Module for the conduct of a MCCRE.

l. Use Operations and Tactics Instructors (OTIs), Intelligence and Tactics Instructors (ITIs), Weapons and Tactics Instructors (WTIs), and Expeditionary Logistics Instructors (ELIs) in the development and evaluation of a MCCRE where/when applicable.

m. Remediate, as required, to correct any deficiencies identified during the MCCRE, followed by selective and separate follow on evaluation by the same evaluators which conducted the initial MCCRE.

n. Provide T&R improvement recommendations via point paper, to ensure the T&R standards evaluated during the MCCRE are accurate and up to date via 1st Marine Division G-3 Training Office.

o. Use MCTIMS Unit Training Management (UTM), MCCRE modules and MCCLL to develop training and evaluation plans in support of Ground Combat Element (GCE) unit's METL per reference (e), MCO 1553.3B Unit Training Management Program.

## 2. G-3 Training Officer

a. Serve as the EC, responsible for the conduct of a formal MCCRE.

b. Include the schedule of MCCREs in the Division TEEP and Division Campaign Plan. Ensure Division units are evaluated at least once every two years or prior to every deployment.

c. Ensure all Division units meet the requirements prescribed by this order and the references.

d. Ensure the scheduling of MCCREs does not conflict with other critical TEEP'd events.

e. By direction, approve all PECLs and forward to I MEF for final approval and certification within 45 days.

### c. Coordinating Instructions

1. A unit METL will be developed in MCTIMS UTM. If a core and/or assigned METL exists in MCTIMS Task Master Database for a given unit type, such METL will be initially populated as the default METL. Based on the unit commander's mission analysis of the deployment, the unit METL may be modified as required. The unit's METL must be submitted to their higher headquarters for approval.

2. Based on the unit's METL, commanders must develop a corresponding training plan. E-coded, prerequisite, and supporting T&R events will be linked to each MET within MCTIMS UTM. Based on the commander's mission analysis, T&R events may be added to this initial list. E-coded, prerequisite, and supporting T&R events may be waived only if the individual or unit has satisfactorily completed and evaluated those events during the current training cycle.

a. Infantry Regiments/Battalions, Reconnaissance Battalions and Force Recon Companies, or units assigned a Provisional Infantry Battalion mission / METL, will incorporate execution of T&R event INF-COND-7001/8001 "Conduct a forced march," into the MCCRE within the following parameters:

i. Forced march will be conducted as an integral part of the MCCRE, not as a stand-alone event. Design of the integration shall be directed by the Division Commander.

ii. Units are encouraged to use reference (f) ATP 3-21.18, as the guiding document in which to aide in planning of hike in austere conditions. Waivers will be required 45 days pre-MCCRE, if units believe environmental conditions require a deviation from the standard. Waivers will be briefed to 1st Marine Division Commanding General, before an exemption or deviation from the standard is permitted.

iii. Forced march will culminate and transition directly into an evaluated tactical event such as an offensive or defensive exercise, Chemical, Biological, Radioactive, Nuclear, and Explosive (CBRNE) exercise, patrolling exercise, or related events that supports the unit's METL, and tests the unit's ability to execute an extended foot movement under load and remain combat effective.

iv. Elements of non-load bearing units who are attached to Infantry units (specifically Combat Engineer Line Companies/Platoons, Artillery Fire Support Teams and Forward Observers) will execute the respective Infantry T&R event with the Infantry unit (Regiment or Battalion) to which they are attached.

v. Reconnaissance Battalions and Force Reconnaissance Companies will conduct a forced march as a load bearing unit as part of their MCCRE. Due to the unique nature of these units, the Battalion and Force Reconnaissance Companies forced marches may be conducted as a stand-alone event if those units are not scheduled for a deployment. However, deploying Reconnaissance Battalion Companies or Platoons, and Force Company Platoons will conduct their forced march as an integral part of their pre-deployment MCCRE, not as a stand-alone event, culminating and transitioning directly into an evaluated tactical event.

b. Division Headquarters Battalion, Artillery Battalions, Assault Amphibian Battalions, Light Armored Reconnaissance Battalions, and Tank Battalions will incorporate execution of MCCS-COND-1003 "Conduct a forced march", into the MCCRE within the following parameters:

i. Forced march will be conducted as an integral part of the MCCRE, but may be executed as a stand-alone event. Design of the integration shall be directed by the Division Commander.

ii. Units are encouraged to use reference (f) ATP 3-21.18, as the guiding document in which to aide in planning of hike in austere conditions. Waivers will be required 45 days pre-MCCRE if, units believe environmental conditions require a deviation from the standard. Waivers will be briefed to 1st Marine Division Commanding General, before an exemption or deviation from the standard is permitted.

3. Based on the unit's METL and training plan identified in the previous step, commanders of evaluating unit must develop a corresponding evaluation plan. The evaluation plan will contain all E-Coded T&R events and all supporting 6000 level and above, as outlined by the unit's METL. The evaluation plan will also contain the corresponding level E-coded and supporting T&R events for any attachments, which fall under the attachments' respective unit's METL. By exception, those T&R events that are unsupported during the evaluation, due to geographical constraints or lack of resources, may be waived by the 1st Marine Division Commanding General.

4. The M-30 Brief with selected METL must be provided to 1st Marine Division G3 Training Office NLT 30 days prior to the start of the MCCRE.

5. The MCTIMS UTM and MCCRE Modules will be utilized to generate the training tasks in support of the training plan and the PECL in support of the evaluation plan.

6. Record the training completion in MCTIMS UTM Module.

7. Record the evaluation results on the PECLs for each T&R event evaluated; and utilizing the results of the evaluated T&R events, determine if the unit is "Trained," "Partially Trained," or "Untrained" to execute each MET contained in the unit's core and/or assigned METL. Results will then be published via the MCCRE EC in the MCTIMS MCCRE Module NLT 45 days after completion of the MCCRE. Enclosure (1) provides further detail on the evaluator reporting responsibilities within MCTIMS.

8. Conduct remediation in order to correct any deficiencies identified during the MCCRE.

9. Reporting of unit readiness via Defense Readiness Reporting System - Marine Corps (DRRS-MC) will continue to be in accordance with reference (d).

10. Units must attempt to utilize attachments or enablers during their MCCRE. These attachments will be formally evaluated by their higher headquarters providing subject matter experts to evaluate their attachments.

11. Regiments will conduct a MCCRE of subordinate battalions and may delegate the responsibility for conducting a MCCRE of a Company/Battery to subordinate battalions. Separate battalions will conduct a MCCRE of subordinate units.

12. Units should seek to incorporate aviation, amphibious shipping/connectors, Radio Bn, Law Enforcement Bn, MIG/MCIOC, NRO, UAS, etc., into their MCCRE design to support the METs required for deployment.

13. The MCCRE will evaluate all of a unit's functional areas in a tactical setting, to include their ability to conduct logistics/supply in the field and operate in a CBRNE environment.

14. The tactical order for the first MCCRE event will be delivered to the evaluated unit no earlier than 96 hours before execution in order to facilitate rapid planning.

15. Units that remain "untrained" will receive remedial training and be re-evaluated before they CHOP/deploy. A synopsis of the training standards not met and remediation plan will be provided in the MCCRE AAB to the Commanding General (Encl 4).

16. By warfighting function, each unit will identify the following in their AAR:

a. Its "best practices" from the MCCRE.

b. Areas where the T&R Manual standards are lacking in accordance with their assigned or core METs; specifically focusing on counter-UAS, information warfare and operations.

c. Recommended updates to the Division Tactical SOP.

17. The headquarters responsible for planning and evaluating a MCCRE should utilize the TECOM Training Support Center (TSC) at Camp Pendleton, (760) 763-8244, TSC 29 Palms (760) 830-8468, and the MCB Camp Pendleton Training Support Division at (760) 763-7057.

#### 4. Administration and Logistics

a. MCCRE results will be submitted, via MCTIMS, to G3 Training no later than 10 days after the conclusion of the evaluation.

b. MCCRE AAB of battalion and higher units will be conducted with the Commanding General, 1st Marine Division no later than 30 days after the conclusion of the exercise.

c. Provide recommended AAB dates to the Division Training Officer, Current Operations Officer, and the Aide-de-Camp as soon as possible to facilitate the Commanding General's schedule.

d. Battalion and higher unit AAB attendees will include:

1. Evaluated unit Commander, SgtMaj, Company/Battery Commanders, Operation Officer, Ops Chief, Gunner, and principal staff.

2. Evaluated unit Higher Headquarters Commanding Officer, Operation Officer, Ops Chief, Gunner, and principal staff.

3. Division primary staff / deputy and Gunner.

4. TEC OIC, EXCON OIC, Division Training staff and principle evaluator staff.

e. MCCRE evaluators will present the AAB to the Commanding General with the evaluated unit in attendance.

f. Waivers for evaluation of T&R events require 1st Marine Division Commanding General approval and are due to the 1st Marine Division G3 Training Office NLT 45 days prior to unit MCCRE execution.

g. Waivers for evaluation of T&R events that were planned but unexecuted due to extraneous situations are due to the 1st Marine Division G3 Training Office NLT 10 days prior to unit's AAB.

h. All enclosures for this document can be found on the MCTIMS G-3 Training Tab, under Unit Documents.



6. Command and Signal

- a. Command. This order is applicable to all 1st Marine Division units.
- b. Signal. This order is effective the date signed.

(b)(3), (b)(6), (b)(7)(c)

R.F. CASTELLVI

DISTRUBUTION: A

## CONDUCT OF A MCCRE

1. General. The MCCRE personnel structure outlined below is general guidelines (examples) and can be modified based on the type and size of the unit for a formal MCCRE. The initiation of the MCCRE and assignment of the Exercise Commander will be the responsibility of the MCCRE Manager as determined by the MEF CG or COMMARFORRES.

2. The Evaluation Structure. The following are the key staffs charged with implementing a MCCRE.

- a. Exercise Commander (EC).
- b. Exercise Director (ED).
- c. Tactical Exercise Commander (TEC).
- d. Tactical Exercise Control Group (TECG).
- e. Senior Evaluator.
- f. Evaluators.

3. Exercise Commander (EC). The EC is responsible for the conduct of a formal MCCRE. Responsibilities and functions of the EC include:

- a. Establishing schedules and providing resources.
- b. Designating the ED.
- c. Reviewing and publishing the MCCRE results in the MCTIMS MCCRE Module. This reporting requirement is exempt from reports control according to reference (i), part IV, paragraph 7k.
- d. Instilling quality control over the MCCRE, to ensure the exercises of subordinate units are reported per this Order.

4. Exercise Director (ED). The ED is designated by the EC to prepare for, ensure the conduct of, and report all evaluations. Responsibilities and functions of the ED include:

- a. Publishing a letter of instruction (LOI) delineating

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the T&R events per the unit's METL to be evaluated, timeframe of the exercise, and responsibilities of various elements participating in the exercise, remediation, follow-on evaluations, and coordinating instructions. A copy of the exercise LOI will be provided to the EC 15 days prior to the MCCRE date.

b. Designating the TEC to operate as the central control agency for the exercise.

c. Assigning evaluators, to include the senior evaluator, and ensuring evaluator training is planned for and conducted.

d. Prescribing the general exercise scenario, taking into account any objectives/scenario events prescribed by the EC.

e. Ensuring the evaluated scenario reflects the evaluated unit commander's training program goals and objectives.

f. Arranging for training areas, airspace, aggressor forces, and other required support.

g. Supervising the evaluation as required, compiling and analyzing the data, and submitting the MCCRE report to the EC.

h. Keeping the EC apprised of the evaluation.

i. Prescribing exercise objectives and desired scenarios, tasks, or events.

j. Coordinating with external commands or agencies to support the evaluation, when required.

k. Evaluate the execution of exercises based on the appropriate T&R Manual.

l. Affect corrective action for deficiencies identified during the exercise, which are beyond the subordinate commander's capability to resolve.

5. Tactical Exercise Commander (TEC). The TEC is responsible to the ED for ensuring the MCCRE is conducted following the instructions contained in this order, the T&R

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events, and in support of the unit's METL and any other directions prescribed by the ED. Based on a review/analysis of information/data provided by the senior evaluator, the TEC identifies trends, strengths, and weaknesses of the unit's performance; and provides the MCCRE report to the ED and unit commander per instructions.

6. Tactical Exercise Control Group (TECG). The ED will establish a nucleus TECG to provide continuity for evaluations across the command. The responsibilities and functions of the TECG include:

- a. Developing a detailed exercise scenario to include objectives and events prescribed by the EC/ED and LOI.
- b. Conducting evaluator training.
- c. Coordinating and controlling actor/agent input and aggressor response to unit action or inaction in support of the exercise scenario.
- d. Compiling and analyzing data submitted by individual evaluators, and submitting required evaluation information to the ED.
- e. Preparing and conducting a detailed exercise debrief for the unit being evaluated and the ED.

7. Senior Evaluator. The senior evaluator coordinates and supervises all evaluators' activity during the exercise and debrief, and must be aware of the overall effectiveness of the evaluation, to include scenario effectiveness and the unit's performance in the exercise. The senior evaluator compiles the data sheets from all evaluators at the end of the exercise and conducts the post exercise debrief. Due to the fact that tactical scenarios are used at different levels of a unit's organization at different phases of an exercise, some T&R events may be scored more than once. In these instances where a single T&R event is evaluated multiple times and when calculating the rating for a given MET, the senior evaluator will follow the steps outlined in Figure 1.

8. Evaluators. During the formal MCCRE, evaluators must be prepared to perform the following functions:

- a. Ensure the evaluation proceeds as planned. The evaluators will use a combination of prescribed, pre-planned,

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and inserted events to control and maintain the flow of the exercise evaluation while ensuring the unit is evaluated in a meaningful manner against all designated T&R events. They increase or decrease the tempo of operations and maneuver rates through the use of aggressor maneuver/actions, by inserting actors/agents and by passing intelligence input to cause changes in the plan. They provide necessary information from the scene of action by voice, radio or other means when applicable.

b. Resolve any disagreement between the evaluated force and aggressor forces. They make a determination of, and assess, casualties by analyzing the relative combat power of the forces involved through their own judgment and experience or by utilizing external assets.

c. Apply the prescribed standards to the unit's performance and evaluate the level of performance as outlined in Figure 2. Evaluators must possess a complete and thorough understanding of the T&R events that are undertaken in the exercise. Evaluators must review in detail the tasks and standards of the T&R for which they are responsible and must be aware of when and where in the scenario these standards and tasks are to be evaluated. They must then determine whether the activity or performance observed fulfills the performance criteria as stated in the standard. When this determination is made, evaluators simply indicate on the Performance Evaluation Checklist (PECL) "YES", a performance step was met, "NO", a performance step was not met, or "N/A", a performance step was not applicable. "N/A" marks will require explanation when it was originally anticipated that those areas would be accomplished. At the same time the evaluators are observing what is happening, they must also be alert to scheduled events that do not occur, tasks and standards not attempted, and the reasons why. In assigning "YES" or "NO" or "N/A" marks, evaluators must be closely attuned to the tactical play of the exercise and scheduled scenario events. The evaluators will evaluate overall performance against the task, condition, and event components by indicating "Trained", "Partially Trained", "Untrained", or "N/A". All "Untrained" marks will require an explanation in the MCCRE report to highlight later corrective action. All "N/A" marks will require an explanation in the comments section annotating why the event was not evaluated. All events annotated a "N/A" will not be calculated into the units overall rating for a given MET. Evaluator remarks must be geared toward assisting the unit in building training

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programs in the future. Evaluators record their notes on the PECLs, as necessary, to support the exercise. Evaluators continue this process throughout the exercise. At the conclusion of the exercise, evaluators review their data and supporting notes to ensure they are a true reflection of the performance they have observed. A PECL example is provided in Figure 3.

9. Evaluator Training. Training must be provided to ensure a complete understanding of evaluator functions after identification and selection of the most qualified Marines available. Participants will include all evaluators, the ED's representative, the TEC or appropriate representative, key TEGC staff members, officer in charge of the aggressor force, and representatives from all units participating in the evaluation. Listed below are those key items which should be covered:

- a. It is recommended that the Evaluators are Operations and Tactics Instructors, Intelligence and Tactics Instructors, Weapons and Tactics Instructors, and Expeditionary Logistics Instructors to ensure the evaluator is qualified to conduct the evaluation.
- b. Brief/verification of exercise support requirements.
- c. Specific assignment of evaluators to units.
- d. Detailed brief of exercise scenario to include all major TEGC driven events and planned aggressor force actions.
- e. Detailed brief of planned aggressor force actions.
- f. Detailed brief of T&R events to be evaluated and how they relate to the exercise scenario, TEGC (higher headquarters input), and aggressor actions.
- g. Specific evaluator responsibilities.
- h. EC, TEC, and senior evaluator instructions/guidance.
- i. Brief on the roles all evaluators must fill.
- j. Administrative instructions pertaining to the conclusion of the evaluation and the constructive requirements of the debrief/critique.

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10. Exercise Debrief. One of the most important elements of the MCCRE is the debrief and the training feedback that is provided to the unit commander. How the ED organizes and conducts the required debrief may vary by type command. The debrief may be conducted in conjunction with the senior evaluator's debrief or the ED may choose to conduct it as a subsequent event. Notwithstanding the organization and the timing of the debrief, the following should be included in all debriefs:

a. Participation/attendance of the following personnel:

(1) ED or appropriate representative.

(2) TEC and key TECG staff members.

(3) All evaluators.

(4) The evaluated unit commander, key staff members and subordinate commanders, and attached unit commanders/noncommissioned officers in charge.

(5) Aggressor force commander.

b. Detailed debrief by the senior evaluator, and other evaluators, as required, of each T&R event as it occurred in the exercise scenario.

c. Detailed comments on positive and negative trends.

d. Detailed comments on tasks and standards that were scheduled, but were not evaluated, to include reasons why.

e. Detailed debrief by the TEC, or representative, concerning TECG support, support/interaction with the evaluated unit, and aggressor forces control/support.

f. The unit commander's general comments concerning the validity and effectiveness of the evaluation.

g. TEC's comments concerning the validity and effectiveness of the evaluation.

11. Evaluator Staffing

a. The ED is responsible for the selection and training of evaluators. The number of evaluators is not prescribed and

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varies with the size and type of unit and the T&R events to be tested. It is desirable that evaluators be obtained from commands not directly related to the organization(s) being evaluated. Recommend that when possible, evaluators be a post-command/post-billet holder as appropriate to the element being evaluated.

b. Evaluator staffing will be determined by the ED based on the unit type being evaluated. For general guidance and not a set requirement, examples of possible evaluator staffing assignments for selected ground, aviation, and logistics components are listed below:

(1) Evaluator Staffing for a Ground Combat Element:

Evaluator Type	Officer	Enlisted
Senior Evaluator	1 LtCol	5 SNCOs
Command & Control Evaluator	1 Maj	
Fire Support Coordination Evaluator	1 Maj	1 SNCO
Rifle Company Evaluator	4 Cpts	4 SNCOs
H&S Company Evaluator	1 Capt	
Artillery Evaluator	1 Capt	2 SNCOs*
Acquisition, MET, Survey Evaluator	1 CW03/4	
Reconnaissance Evaluator	1 Capt	1 SNCO (0326)
Communications Evaluator		1 SNCO
Cannoneer Evaluator		1 SNCO
Fire Direction Evaluator	2 Cpts	2 SNCOs
Engineer Evaluator	1 Capt	
Tank Evaluator	1 Capt	1 SNCO or NCO (AMOS: 1867)**
Electronic Warfare Evaluator	1 Lt	
Assault Amphibian Evaluator	1 Capt	1 MGySgt
Nuclear Biological Chemical Evaluator	1 CWO	
Rifle Platoon Evaluators		9 SNCOs
81 Mortar Platoon Evaluator	1 Lt	

\* MGySgt (Battalion FAC) to evaluate a Rocket Battery and a MSgt (Bn FAC) to evaluate a Cannon Battery.

\*\* Recommended if conducting tank live fire during evaluation.

(2) Evaluator Staffing for ACE Units:

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Evaluator Type	Officer	Enlisted
Senior Evaluator	1 LtCol*	
Flight Evaluator (per T/M/S)	1 WTI/FLSE*	
ACE Ground Evaluator	1 WTI	
Aviation C2 Evaluators	1 Maj**	1 MSgt
Maintenance Evaluators	1 MMCO***	1 MSgt
NBC Evaluator	1 CWO	

\*Pilot/naval flight officer:

- Weapons and Tactics Instructor.
- Flight evaluator shall be current and qualified in the aircraft type for unit being evaluated.

\*\* 7277 Military Occupational Specialty preferred.

\*\*\* Maintenance Training Instructor.

(3) Evaluator Staffing for a Logistics Combat Element:

Evaluator Type	Officer	Enlisted
Senior Evaluator	1 LtCol	
Supply Evaluator	1 Capt	1 SNCO
Maintenance Evaluator	1 Capt	1 SNCO
Logistics Evaluator	1 Capt	1 SNCO
Engineer Evaluator	1 Capt	1 SNCO
Services Evaluator	1 Capt	1 SNCO
Transportation Evaluator	1 Capt	1 SNCO
Medical Evaluator	1 LT USN	1 HM

12. Duration of Formal Evaluation. The EC will ensure the MCCRE is completed in a timely manner. Evaluations will be of sufficient length to allow for a realistic scenario with sufficient time for the evaluated unit to act and react to higher headquarters orders, to follow the troop leading steps, to develop orders and to execute orders and plans, and to adequately be evaluated on all T&R events designated by the ED. Logistics support for the tactical exercise should be an integral part of the exercise and should not exercise disproportionate influence in determining the length of the MCCRE. It is recognized, however, that constraints beyond the unit's control (weather, range non-availability, lack of ordnance, lack of transportation, safety, etc.) may require flexibility.

13. MCTIMS

- a. The EC will via MCTIMS MCCRE Module:

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(1) Initiate the MCCRE and assign a start date for the evaluated unit.

(2) Import and approve the appropriate METs and T&R Events to be evaluated. Aviation units will utilize M-SHARP for generating appropriate T&R Events and then upload supporting documentation in the documents section of MCTIMS MCCRE Module to identify standards evaluated.

(3) Provide comments for and publish the MCCRE Mission Statement.

(4) Assign the Exercise Director.

(5) Publish the MCCRE NLT 45 days after exercise completions.

b. The ED will via MCTIMS MCCRE Module:

(1) Assign the TEC, Senior Evaluator, and Evaluators.

(2) Upload the LOI and all pertinent documentation.

(3) Provide comments for the overall conduct of the MCCRE.

(4) Forward the MCCRE report/results with all comments to the EC.

c. The TEC will via MCTIMS MCCRE Module:

(1) Assign T&R Events to appropriate Evaluators. Aviation units will utilize M-SHARP for generating appropriate T&R Events and then upload supporting documentation in the documents section of MCTIMS MCCRE Module to identify standards evaluated.

(2) Provide comments for the overall conduct of the MCCRE.

(3) Forward the MCCRE report/results with all comments to the ED.

d. The Senior Evaluator will via MCTIMS MCCRE:

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(1) Review and validate all PECLs submitted by Evaluators. Aviation units will utilize M-SHARP for generating appropriate T&R Events and then upload supporting documentation in the documents section of MCTIMS MCCRE Module to identify standards evaluated.

(2) Conduct Evaluator duties as required.

(3) Upon review and validation of all PECLs, forward MCCRE results to the TEC.

e. The Evaluators will via MCTIMS MCCRE:

(1) Complete all PECLs.

(2) Forward PECLs to the Senior Evaluator for approval.

In order to determine the "Trained", "Partially Trained", or "Untrained" rating for the same T&R Event evaluated multiple times, or when calculating the rating for a given MET, a "Summative" scale will be utilized as outlined below:

1. Assign the following numerical value for each T&R event evaluated:
  - o "Trained" = 100
  - o "Partially Trained" = 50
  - o "Untrained" = 0
2. Divide the sum of all assigned values by the total number of T&R events evaluated.
3. Use the following scale to determine the rating:
  - o "Trained" = 67 - 100 percentile
  - o "Partially Trained" = 35 - 66 percentile
  - o "Untrained" = 0 - 34 percentile

Example 1:

T&R event 1 has been evaluated on (10) separate occasions resulting in (4) "Untrained"; (2) "Partially Trained"; and (4) "Trained" therefore utilizing the above numerical scale:

- "Untrained" would be calculated as  $4 \times 0 = 0$
- "Partially Trained" would be calculated as  $2 \times 50 = 100$
- "Trained" would be calculated as  $4 \times 100 = 400$ 
  - o The sum of the above would be  $0 + 100 + 400 = 500$
- Since the total number of events evaluated is (10), the corresponding percentile would be  $500 / 10 = 50$  percentile
- Utilizing the above rating scale the T&R event would be rated as "Partially Trained"

Example 2:

MET 1 has (2) T&R events evaluated as "Untrained"; (2) T&R events evaluated as "Partially Trained"; and (6) T&R events evaluated as "Trained" therefore utilizing the above numerical scale:

- "Untrained" would be calculated as  $2 \times 0 = 0$
- "Partially Trained" would be calculated as  $2 \times 50 = 100$
- "Trained" would be calculated as  $6 \times 100 = 600$ 
  - o The sum of the above would be  $0 + 100 + 600 = 700$

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- Since the total number of events evaluated is (10), the corresponding percentile would be  $700 / 10 = 70$  percentile
- Utilizing the above rating scale MET 1 would be rated as "Trained"

Figure 1. Calculating Ratings

= Untrained     = Partially Trained     = Trained

**Mission Essential Task List**

Type	Title	Readiness
C	Conduct Amphibious Ops	<input type="checkbox"/>
C	Conduct Defensive Ops	<input type="checkbox"/>
A	Conduct Humanitarian Assistance	<input type="checkbox"/>

---

**Conduct Amphibious Ops**

**E-Coded T&R Events**

INF-INT-7001	Conduct Intelligence Support Planning	<input type="checkbox"/>
INF-FSPT-7001	Conduct Fire Support Coordination	<input type="checkbox"/>
INF-CSS-7002	Conduct Combat Service Support	<input type="checkbox"/>
INF-C2-7005	Conduct Planning	<input type="checkbox"/>
INF-C2-7010	Execute Command and Control (C2) of an Operation	<input type="checkbox"/>

---

**INF-C2-7005 Conduct Planning**

Event Components	Yes	No	N/A
1. Conduct problem framing.	X		
2. Determine the planning process.		X	
3. Establish a timeline for planning and preparation.			X
4. Issue warning order.		X	
5. Create Orders.	X		
6. Issue Orders.	X		
7. Implement feedback mechanisms.		X	
8. Coordinate planning with higher, adjacent, and supporting units.		X	
9. Supervise.	X		

Evaluator Comments (Required): Evaluator Assesses T&R Event based on Performance

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Check Box:     Trained     Partially Training     Untrained     N/A

Figure 2. Evaluation Process

Performance Evaluation Checklist

MCT 1.1.2 Provide Task Organized Forces

T&R Event: AAV-CMDC-7XXX

TASK: Provide Assault Amphibian Unit(s) In Support of Expeditionary Operations.

CONDITION: Given a higher headquarters' operation order and commander's guidance,

STANDARD: to provide the commander with mechanized, amphibious capability.

PERFORMANCE CHECKLIST (EVENT COMPONENTS)

1. Conduct mission analysis YES / NO / NA
  
2. Task organize YES / NO / NA
  
3. CHOP control / command AA Unit to supported command YES / NO / NA

Evaluator Comments (Required):

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Evaluated as:      Check Box  
 Trained  
 Partially Trained  
 Untrained  
 N/A

Evaluator Name/Rank:

Figure 3. PECL Example

1st Marine Division MCCRE Support Tracker							
Planned							
Unit			V34	V14	V35	2/23	
Deployment / Dates			SPMAGTF / Oct 18	31st MEU / Dec 18	11th MEU / Apr 19	UDP	
Location of MCCRE			29 Palms	CPEN	Bridge Port	29 Palms	
Billet	Rank	Source	4-8 Jun 18	20-29 Jun 18	1-11 Aug 18	06-10 Sep 2018	
Battalions	EVALUATOR OIC	Col	Regt	7th Mar	1st Mar	1st Mar / 5th Mar	7th Mar
	7000 MANUEVER/ C2	Maj+	Regt	7th Mar	1st Mar	1st Mar / 5th Mar	7th Mar
	Enlisted Evaluator	Gysgt+		7th Mar	1st Mar	1st Mar / 5th Mar	7th Mar
	7000 FIRES	Capt+	Support Bn	7th Mar	1st Mar	1st Mar / 5th Mar	7th Mar
	7000 INTELLIGENCE	Capt+	Regt	7th Mar	1st Mar	1st Mar / 5th Mar	7th Mar
	Enlisted Evaluator	Gysgt+		7th Mar	1st Mar	1st Mar / 5th Mar	7th Mar
	7000 COMMUNICATIONS	Capt+	Regt	7th Mar	1st Mar	1st Mar / 5th Mar	7th Mar
	Enlisted Evaluator	Gysgt+		7th Mar	1st Mar	1st Mar / 5th Mar	7th Mar
	7000 FORCE PROTECTION	LT+	Regt	7th Mar	1st Mar	1st Mar / 5th Mar	7th Mar
	7000/6000 CBRN	CWO	Regt	7th Mar	1st Mar	1st Mar / 5th Mar	7th Mar
	7000 LOGISTICS (CSS)	Capt+	Regt	7th Mar	1st Mar	1st Mar / 5th Mar	7th Mar
	Enlisted Evaluator	Gysgt+		7th Mar	1st Mar	1st Mar / 5th Mar	7th Mar
	7000/6000 MEDICAL	LT+	Regt	7th Mar	1st Mar	1st Mar / 5th Mar	7th Mar
	7000/6000 Engineer	LT+	CEB	CEB	CEB	CEB	CEB
Chaplain Evaluator			7th Mar	1st MAR	1st Mar / 5th Mar	7th Mar	
Support Battalion Tasks	6000 COMPANY OPERATIONS	Capt+	Support Bn	V27	V11	V15	V17
	Enlisted Evaluator	SSgt+		V27	V11	V15	V17
	6000 COMPANY OPERATIONS	Capt+	Support Bn	V27	V11	V15	V17
	Enlisted Evaluator	SSgt+		V27	V11	V15	V17
	6000 COMPANY OPERATIONS	Capt+	Support Bn	V27	V11	V15	V17
	Enlisted Evaluator	SSgt+		V27	V11	V15	V17
	CAAT Eval	Lt+		V27	V11	V15	V17
	CAAT Enlisted Eval	Sgt+		V27	V11	V15	V17
	81s Eval	Lt+		V27	V11	V15	V17
	81s Enlisted Eval	Sgt+		V27	V11	V15	V17
	TACTICAL EXERCISE CONTROL (14)		Support Bn	V27	V11	V15	V17
	EXCON (22)		Support Bn	V27	V11	V15	V17
	CO (x3 Plts+Wpns Plt+ CLIC/ CLOC)		Support Bn	V27	V11	V15	V17
	Div EXCON Cadre						
OPFOR LAVs (x3 25s/ x1L)			None	N/A	None	None	
Separate Bns	Tanks- Plt			Plt 3, Co B	Plt 1, Co C	None	1st Plt, C Co
	AAVs- Plt			2, D Co	2 C Co	None	None
	Engineers- Plt			4th Plt, C Co	4th Plt, A Co	3rd Plt, B Co	4th CEB
	Arty- Btry/Response Cell			I 3/11	E 2/11	None	TBD
	Recon- Tm			None	None	Force Det Co (-)	
	LAR- OPFOR or Plt			n/a	Plt 3, C Co	Plt, C Co, 1st LAR	TBD C Co?
Trucks- Plt			2d Plt	3d Plt	2d Plt	TBD	
MAW	VMU x4 Sorties + Ground Control Station						
	ASSLT SPT (1) Co lift (insert only)						
	RW CAS x2 Sorties						
	FW CAS x2 Sorties						
MLG	CLB DET (Truck Support, MHE, Generators)						
	EOD Tm						
	LE Det						
MHG	SST x1						
	Electronic Attack Capability GROUND SENSOR PLT (Det)						

1st Marine Division MCCRE Support Tracker							
Planned							
Unit				V17	V21	V11	V24
Deployment / Dates				UDP / Oct 18	31st MEU	MRF-D	31st MEU/ Apr 19
Location of MCCRE				Bridge Port	Bridge Port	CPEN	CPEN
Billet	Rank	Source		15 - 20 Oct 18	15 - 21 Feb 19	27 Feb - 8 Mar 19	2019 Aug?
Inf Evaluators	EVALUATOR OIC	Col	Regt	7th Mar	1st Mar	1st Mar	5th Mar
	7000 MANUEVER/ C2	Maj+	Regt	7th Mar	1st Mar	1st Mar	5th Mar
	Enlisted Evaluator	Gysgt +		7th Mar	1st Mar	1st Mar	5th Mar
	7000 FIRES	Capt+	Support Bn	7th Mar	1st Mar	1st Mar	5th Mar
	7000 INTELLIGENCE	Capt+	Regt	7th Mar	1st Mar	1st Mar	5th Mar
	Enlisted Evaluator	Gysgt +		7th Mar	1st Mar	1st Mar	5th Mar
	7000 COMMUNICATIONS	Capt+	Regt	7th Mar	1st Mar	1st Mar	5th Mar
	Enlisted Evaluator	Gysgt +		7th Mar	1st Mar	1st Mar	5th Mar
	7000 FORCE PROTECTION	LT+	Regt	7th Mar	1st Mar	1st Mar	5th Mar
	7000/6000 CBRN	CWO	Regt	7th Mar	1st Mar	1st Mar	5th Mar
	7000 LOGISTICS (CSS)	Capt+	Regt	7th Mar	1st Mar	1st Mar	5th Mar
	Enlisted Evaluator	Gysgt +		7th Mar	1st Mar	1st Mar	5th Mar
	7000/6000 MEDICAL	LT+	Regt	7th Mar	1st Mar	1st Mar	5th Mar
	7000/6000 Engineer	LT+	CEB	CEB	CEB	CEB	CEB
Chaplain Evaluator			7th Mar	1st Mar	1st Mar	5th Mar	
Support Battalion Tasks	6000 COMPANY OPERATIONS	Capt+	Support Bn	V27	1st Mar	V31	V24
	Enlisted Evaluator	SSgt+		V27	1st Mar	V31	V24
	6000 COMPANY OPERATIONS	Capt+	Support Bn	V27	1st Mar	V31	V24
	Enlisted Evaluator	SSgt+		V27	1st Mar	V31	V24
	6000 COMPANY OPERATIONS	Capt+	Support Bn	V27	1st Mar	V31	V24
	Enlisted Evaluator	SSgt+		V27	1st Mar	V31	V24
	CAAT Eval	Lt+		V27	1st Mar	V31	V24
	CAAT Enlisted Eval	Sgt+		V27	1st Mar	V31	V24
	81s Eval	Lt+		V27	1st Mar	V31	V24
	81s Enlisted Eval	Sgt+		V27	1st Mar	V31	V24
	TACTICAL EXERCISE CONTROL (14)		Support Bn	V27	1st Mar	V31	V24
	EXCON (22)		Support Bn	V27	1st Mar	V31	V24
	CO (x3 Plts+Wpns Plt+ CLIC/ CLOC)		Support Bn	V27	1st Mar	V31	V24
	Div EXCON Cadre						
OPFOR LAVs (x3 25s/ x1 L)			None	None	V31	None	
Separate Bns	Tanks- Plt			Tow Plt	D Co	TBD	Plt 3, A Co
	AAVs- Plt			None	B2 3D AABn	Plt 2, A Co	15th MEU Plt
	Engineers- Plt			1st Plt, C Co	2nd Plt, A Co	1st Plt, A Co	1st Plt, B Co
	Arty- Btry/Response Cell			None	G 2/11	I 3/11	C 1/11
	Recon- Tm			None	None	TBD	A Co (-)
	LAR- OPFOR or Plt			None	B 3rd LAR	Plt TBD, A Co	Plt, B Co, 1st LAR
	Trucks- Plt			None	TBD	TBD Plt	TBD Plt
MAW	VMU x4 Sorties + Ground Control Station						
	ASSLT SPT (1) Co lift (insert only)						
	RW CAS x2 Sorties						
	FW CAS x2 Sorties						
MLG	CLB DET (Truck Support, MHE, Generators)						
	EOD Tm						
	LE Det						
MHG	SST x1						
	Electronic Attack Capability						
	GROUND SENSOR PLT (Det)						



UNITED STATES MARINE CORPS  
UNIT  
1ST MARINE DIVISION (REIN)  
BOX 5555555  
CAMP CALDONIA, CA 92555-5555

IN REPLY REFER TO:  
3504.1  
Date

From: Commanding Officer (or Operations Officer), Unit  
To: Commanding General (or if from OpsO AC/S G-3 Operations)

Subj: "EVENT TITLE" AFTER ACTION REPORT (AAR)

Ref: (a) MCO 3504.1  
(b) DivO 3504.1

1. General. Enter an introductory statement outlining the background, mission statement, Commander's Intent, and task organization for the event reported on.

2. Functional Area. (Ops, Log, Admin etc.)

a. Topic. Provide a short descriptive title of the topic, issue or lesson to be addressed.

1) Discussion. Discuss the Issue. Who, What, Where, When, Why & METT-TS-L) Provide a thorough and detailed explanation of the Topic/Issue.

2) Recommendation. What is your recommendation for improvement? Provide any recommendation to rectify or mitigate the issue if applicable.

3. Functional Area.

a. Topic.

1) Discussion.

2) Recommendation.

b. Topic.

Discussion.

Recommendation.

c. Topic.

Discussion.

Recommendation.

ENCLOSURE (3)



4. Functional Area.

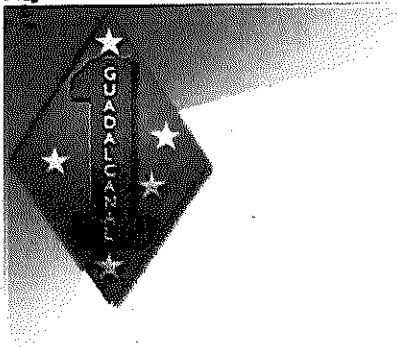
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11. Conclusion/Summary of Event. Summarize the event from the broader unit perspective. Include the Commander's comments and his overall assessment of events. Highlight topics/issues of worthy of additional command emphasis.

12. Point of Contact. Include unit representative contact information for questions and inquiries pertaining to the AAR.

Signature

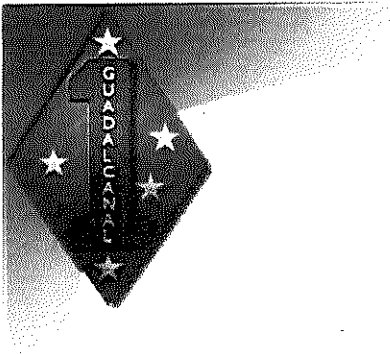
Copy to:  
CG MCWL, MCCLL



# X Marine Regiment X/X MCCRE AAR

Date

ENCLOSURE (4)

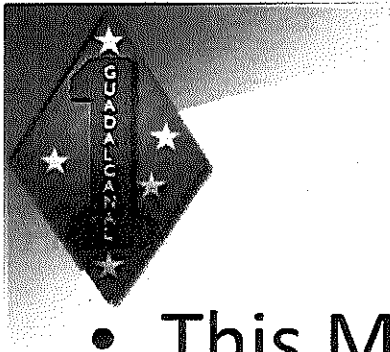


# Agenda

- MCCRE Summary
- EXCON Org Chart
- Event Roll-up
  - Road to War
  - Tactical situation
- Phase I
- Phase II
- Phase III
- Phase IV
- Battalion Evaluations
  - Intel
  - Maneuver (COC operations)
  - Fires
  - Logistics
  - Force Protection
  - C2 (Comm specific)
- External Support

UNCLASSIFIED

ENCLOSURE (4)



# MCCRE Summary

- This MCCRE is a 5-day (24/7) force-on-force exercise that evaluates X/X in all its Core METs.

Key events are:

1stMARDIV Requirements  
Per DivO 3501.1C CRE Encl 1

X/X MCCRE

Conduct a day attack (Bn)

Conduct a night attack

Conduct a deliberate defense at night (Bn)

Conduct a helicopter-borne/tiltroter-borne assault

Conduct a mechanized assault

Conduct a dismounted MTC

-Physically demanding tactical mvmt

-Echeloning C2 & Fire support

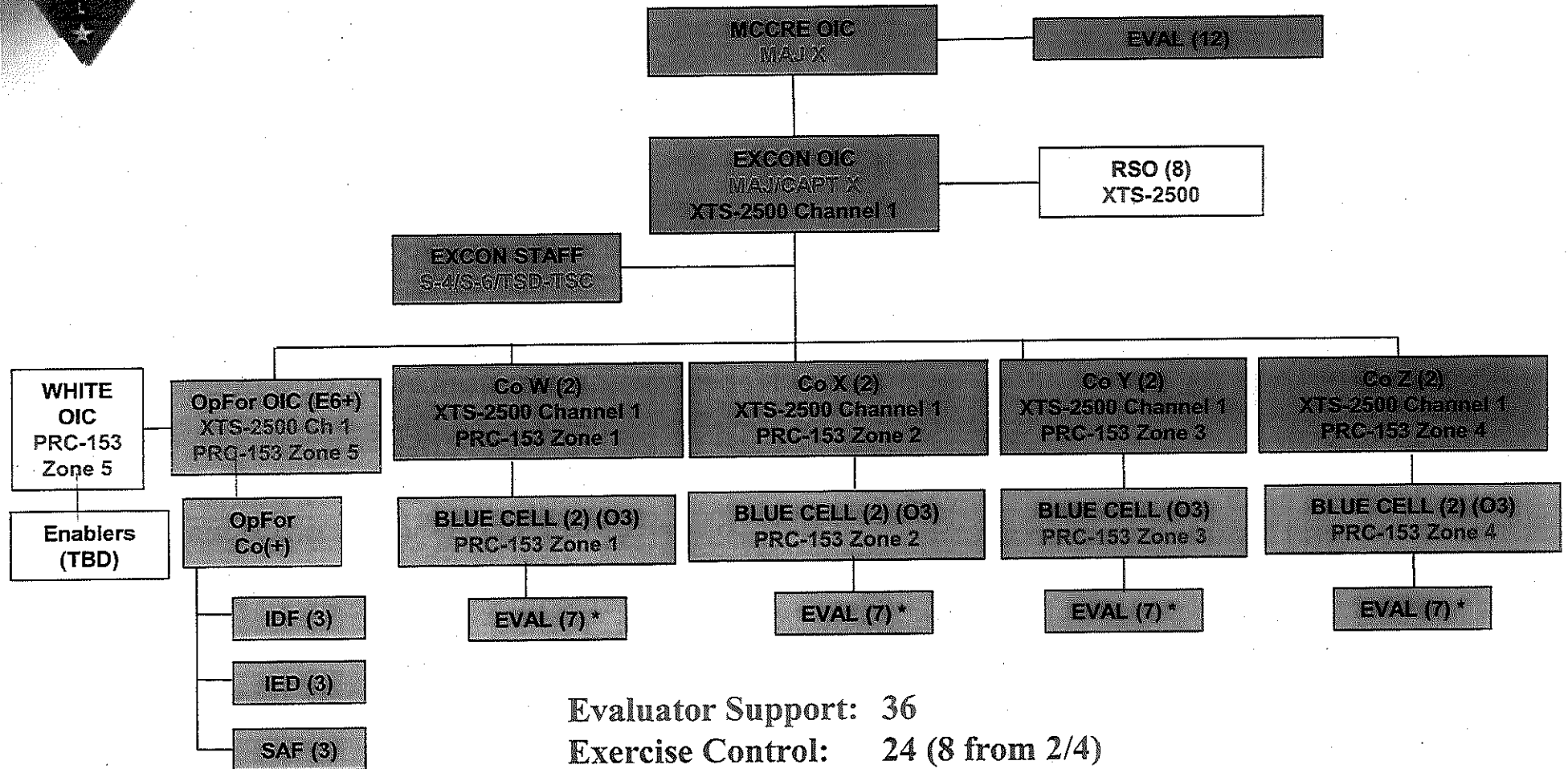
Conduct operations in a CBRN environment

MOUT attacks

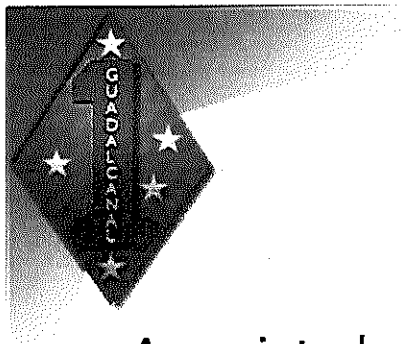
**For Non-infantry Bn units, replace with respective  
Key Events from DivO 3501.1**

ENCLOSURE (4)

# EXCON Organization Chart/Requirements



Evaluator Support: 36  
 Exercise Control: 24 (8 from 2/4)  
 OpFor: Co (+) (9 for SIMS)  
 RSOs: 8 from 2/4  
 TSC: White OIC and Enablers



# Evaluation

- Associated with Infantry T&R tasks
  - 7000 to 5000 (Bn – Co – Plt)
  - Evaluated event components with each T&R task
  - Goal: Provide an objective evaluation grounded in doctrine and shared experiences
- Example: 60% - Partially Trained

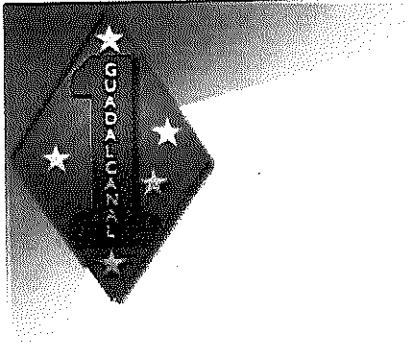
- Evaluators from X/X
  - Class room instruction (2-day course)
  - Reviewed Infantry T&R
  - Terrain study / Recon with EXCON
  - Evaluators / EXCON team assigned to a corridor (MET)
    - Breeds consistency with evaluations and builds SMEs
    - Stability Operations
    - Defense/MTC
    - Offensive Operations (Supported Atk – Rng 800)

INF-C2-7001: Employ C2 System	Observed	S	I
Plan C2 systems architecture	Y	X	
Design C2 systems architecture	N		
Engineer C2 systems architecture	Y	X	
Prepare C2 systems access requests	Y	X	
Implement C2 systems architecture	Y		X
Rehearse C2 Systems interactions	Y	X	
Maintain C2 systems architecture	Y		X

Untrained 0%-49%	Partially Trained 50% - 79%	Trained 80%-100%
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UNCLASSIFIED

ENCLOSURE (4)



# Road to War

- Situation for the exercise (One Slide)



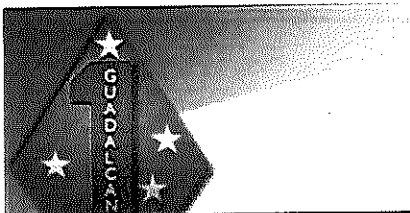
# Event Roll-up

- #Hours of continuous operations covering down on Core METs
- # participants (ExFor/OpFor/ExCon)
- # FragOs
- Amphibious landing utilizing LCAC/LCU/AAVs
  - Comments
- Offensive Operations
  - Bn Ground Attack
  - Movement to Contact
  - # x Heli/Tilt-rotor assaults
  - # x Mech assaults
- Defense
  - # hours in the Defense
  - CBRN
  - Planning
- Stability
  - # MSELs injects with civilian role players
  - KLE with civilian SMEs



UNCLASSIFIED//FOUO

# PHASE I: Shaping (D-1, XX XXX)



CONOPS:

Begins:

Ends:

Key Tasks

-X

-X

-X

Insert COA Graphics Here

ENCLOSURE (4)

# Phase I

Co X

Sustains:

1. XX
2. XX
3. XX

Improves:

1. XX
2. XX
3. XX

Co Y

Sustains:

1. XX
2. XX
3. XX

Improves:

1. XX
2. XX
3. XX

Co Z

Sustains:

1. XX
2. XX
3. XX

Improves:

1. XX
2. XX
3. XX

ENCLOSURE (4)

UNCLASSIFIED/FOUO

## PHASE II: Secure a Foothold (D-Day, XX XXX)



CONOPS :

Begins:

Ends:

Key Tasks

-X

-X

-X

Insert COA Graphics Here

ENCLOSURE (4)



# Phase II

*Co X*

Sustains:

1. XX
2. XX
3. XX

Improves:

1. XX
2. XX
3. XX

*Co Y*

Sustains:

1. XX
2. XX
3. XX

Improves:

1. XX
2. XX
3. XX

*Co Z*

Sustains:

1. XX
2. XX
3. XX

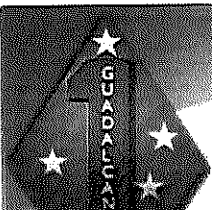
Improves:

1. XX
2. XX
3. XX

ENCLOSURE (4)

UNCLASSIFIED/FOUO

# PHASE III: Secure Regt OBJ 2 (D+1, XX XXX)



CONOPS :

Begins:

Ends:

Key Tasks

-X

-X

-X

Insert COA Graphics Here

ENCLOSURE (4)



# Phase III

Co X

Sustains:

1. XX
2. XX
3. XX

Improves:

1. XX
2. XX
3. XX

Co Y

Sustains:

1. XX
2. XX
3. XX

Improves:

1. XX
2. XX
3. XX

Co Z

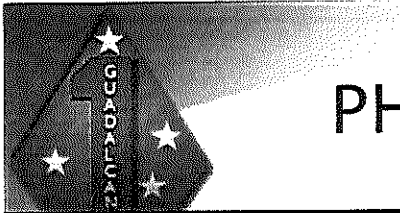
Sustains:

1. XX
2. XX
3. XX

Improves:

1. XX
2. XX
3. XX

ENCLOSURE (4)



UNCLASSIFIED/FOUO

# PHASE IV: Secure Regt OBJ 3 (D+2, XX XXX)

*DECISIVE PHASE*

CONOPS :

Begins:

Ends:

Key Tasks

-X

-X

-X

Insert COA Graphics Here

ENCLOSURE (4)

# Phase IV

Co X

Sustains:

1. XX
2. XX
3. XX

Improves:

1. XX
2. XX
3. XX

Co Y

Sustains:

1. XX
2. XX
3. XX

Improves:

1. XX
2. XX
3. XX

Co Z

Sustains:

1. XX
2. XX
3. XX

Improves:

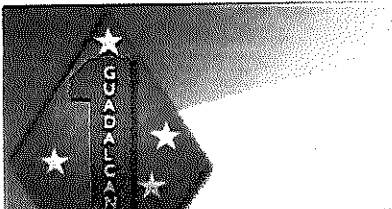
1. XX
2. XX
3. XX

ENCLOSURE (4)



UNCLASSIFIED/FOUO

# PHASE V: Stability Operations (D+3, XX XXX)



CONOPS :

Begins:

Ends:

Key Tasks

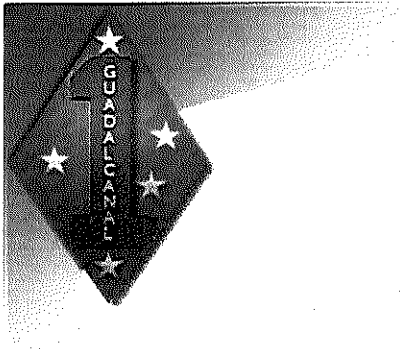
- X
- X
- X

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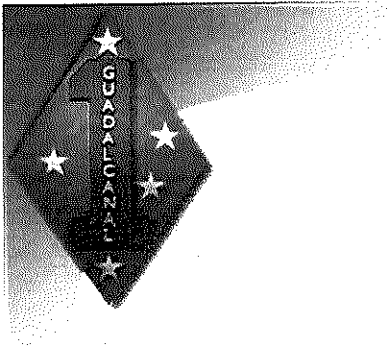
ENCLOSURE (4)

# Maneuver Trends

*COC / Battle Tracking*



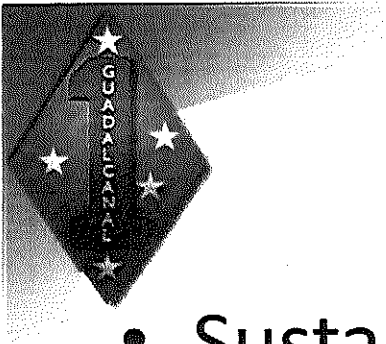
- Sustain:
  - XX
  - XX
  
- Improve:
  - XX
  - XX
  - XX



# Intelligence Trends

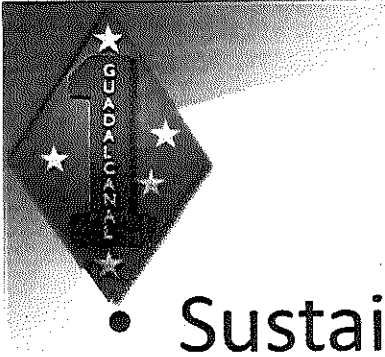
- Sustain:
  - XX
  - XX
  - XX
- Improve:
  - XX
  - XX
  - XX

# Fires Trends



- Sustained:
  - XX
  - XX
  - XX
  
- Improved:
  - XX
  - XX
  - XX

# Logistics Trends

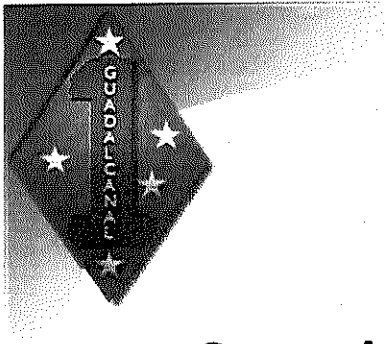


- Sustained:

- XX
- XX
- XX.

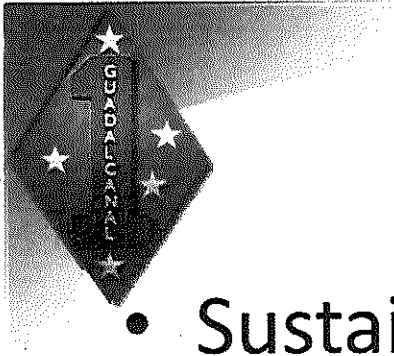
- Improved:

- XX
- XX
- XX



# Communications Trends

- Sustain:
  - XX
  - XX
  - XX
  
- Improve:
  - XX
  - XX
  - XX



# Force Protection Trends

- Sustained:
  - XX
  - XX
- Improved:
  - XX
  - XX
  - XX



Untrained 0%-49%

Partially Trained 50% - 79%

Trained 80%-100%

# Bn Evaluation Criteria 1 of 2

*7000 level tasks from Infantry T&R Manual*

Infantry Bn Task	Observed Y/N	Eval
INF-C2-7003: Conduct Command Post (CP) Operations	Y	
INF-C2-7004: Conduct Combat Operations Center (COC) Operations	Y	
INF-C2-7005: Conduct Planning	Y	
INF-C2-7006: Conduct Assessment	Y	
INF-C2-7010: Execute Command and Control of an Operations	Y	
INF-CSS-7002: Conduct Combat Service Support	Y	
INF-FP-7001: Conduct Force Protection	Y	
INF-CSS-7004: Process Detainees	N	
INF-CSS-7005: Process Casualties	Y	
INF-FSPT-7001: Conduct Fire Support Planning	Y	
INF-FSPT-7002: Conduct Fire Coordination	Y	
INF-INT-7001: Conduct functional intelligence	Y	

ENCLOSURE (4)





Untrained 0%-49%

Partially Trained 50% - 79%

Trained 80%-100%

# Bn Evaluation Criteria 2 of 2

*7000 level tasks from Infantry T&R Manual*

Infantry Bn Task	Observed Y/N	Eval
INF-MAN-7001: Conduct a Ground Attack	Y	
INF-MAN-7002: Conduct a Movement to Contact	Y	
INF-MAN-7101: Conduct a Position Defense	Y	
INF-MAN-7209: Consolidate and Reorganize	Y	
INF-MAN-7213: Operate in a CBRN Environment	Y	
INF-MAN-7214: Employ Scout Snipers	Y	
INF-MAN-7215: Control an Area	Y	
INF-MAN-7401: Conduct Civil Military Operations	Y	



# Co Evaluation Criteria 1 of 2

*6000 level tasks from Infantry T&R Manual*

Infantry Co Task	Co X	Co Y	Co Z
INF-C2-6001: Employ Command and Control (C2) Systems			
INF-C2-6002: Conduct Company Combat Operation Center (CCOC) Operations			
INF-C2-6003: Conduct Planning			
INF-C2-6004: Conduct Assessment	N/A	N/A	
INF-C2-6009: Prepare for Combat Operations			
INF-CSS-6001: Conduct Tactical Logistics			
INF-CSS-6002: Process Casualties			
INF-CSS-6003: Process Detainees			N/A
INF-FP-6001: Conduct Force Protection	N/A		
INF-FP-6004: Conduct CBRN			
INF-FSPT-6001: Conduct Fire Support Planning		N/A	N/A
INF-FSPT-6002: Conduct Fire Support Coordination		N/A	
INF-FSPT-6006: Conduct Fire Support Team (FiST) Operations		N/A	
INF-INT-6001: Conduct Intelligence Operations	N/A		N/A

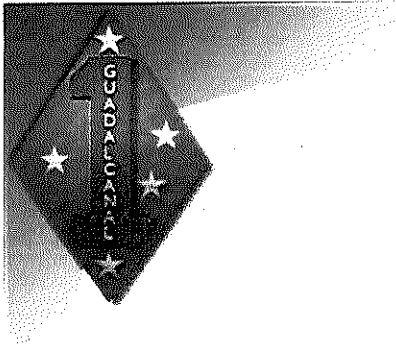


# Co Evaluation Criteria 2 of 2

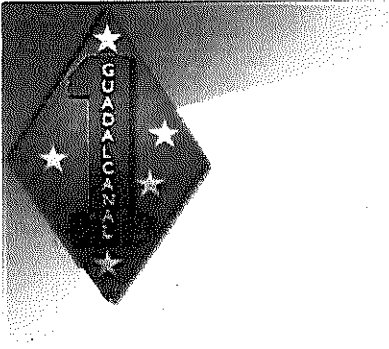
*6000 level tasks from Infantry T&R Manual*

Infantry Co Task	Co X	Co Y	Co Z
INF-MAN-6001: Conduct a Ground Attack			
INF-MAN-6002: Conduct a Movement to Contact	N/A	N/A	
INF-MAN-6003: Conduct Helicopter/Tiltrotor-borne Operations		N/A	N/A
INF-MAN-6004: Conduct a Raid	N/A		N/A
INF-MAN-6101: Conduct a Position Defense			
INF-MAN-6202: Conduct a Tactical March	N/A	N/A	
INF-MAN-6209: Consolidate and Reorganize			
INF-MAN-6212: Conduct Patrolling Operations			
INF-MAN-6217: Employ Scout Snipers	N/A	N/A	
INF-MAN-6301: Participate in an Amphibious Assault			
INF-MAN-6406: Conduct Civil Military Operations		N/A	

# External Support/Issues



- X/X (Co+ w/ staff evaluation)
  - 194 Company for OpFor
  - CE is prepared to evaluate Bn Staff
- ACU-1 X XXX(0700-1600)
  - 2 LCUs
- ACU-5 X XXX(0700-1600)
  - 4 LCACs
- BMU-1
  - Beach Party Team
  - Craft Landing Zone Team
- INTEL Bn
  - ExFor – 9 Pax
  - OpFor – 4 Pax
- RAD Bn
  - 2 X 4 man SSTs for ExFor
  - 1 X 4 man SST for OpFor
- Civilian Roll Players
  - San Clemente Mayor
  - Orange County Fire, ATEP, Law Enforcement
  - Dana Point Water Works
- 1st LAR (2 Plts)
  - 4 VICs, 28 PAX to both ExFor and OpFor
- 3D AA Bn
  - 1 PLT with C-7
- 1st CEB
  - Plt (+) ExFor
  - Squad OpFor
- MED Bn ~25 Pax
  - STP located with Reg FWD
- PAO (1) and ComCam (2)
- CLB-X - 35 PAX
  - (3) HMMWV
  - (9) MTRV
  - (4) M105 TRLRs (attached to MTRVs)
  - (3) M149 (waterbull, towed to AFA 16 by MTRV)
  - (2) LVS w/ 3 SIXCON each (one bulk water/one bulk fuel)
  - (1) MK36 Wrecker for D-Day beach ops
- TSC



# QUESTIONS & GUIDANCE

ENCLOSURE (4)



UNITED STATES MARINE CORPS  
 3D ASSAULT AMPHIBIAN BATTALION  
 1ST MARINE DIVISION (1MARDIV)  
 BOX 555574  
 CAMP PENDLETON, CALIFORNIA 92055-5574

IN REPLY REFER TO  
 3000  
 S-4  
 1 APR 19

COMMANDING OFFICER'S POLICY LETTER 18-19

From: Commanding Officer  
 To: Distribution list

Subj: CONDUCT OF THE MARINE CORPS COMBAT READINESS EVALUATION (MCCRE) FOR ASSAULT AMPHIBIAN PLATOONS AND COMPANIES

Ref: (a) DIVO 3501.1C MARINE CORPS COMBAT READINESS EVALUATION  
 (b) NAVMC 2500.2B ASSAULT AMPHIBIOUS VEHICLE TRAINING AND READINESS MANUAL (SHORT TITLE: AA T&R MANUAL)  
 (c) 3D AABN COMMANDER'S TRAINING GUIDANCE DTD 19 JUNE 14

Encl: (1) AAV T&R Performance Evaluation Checklist

1. Purpose. Per the references, the purpose of this policy letter is to establish an internal policy for 3d Assault Amphibian Battalion (3d AABn) for the procedural conduct of assault amphibian unit MCCREs.

2. Background. Per reference (a), in order to certify that its major subordinate elements (MSE) are prepared to deploy and execute their Mission Essential Tasks (MET), the 1<sup>st</sup> Marine Division (1MARDIV) has directed that its subordinate commands conduct a MCCRE prior to any deployment and no less than every two years. Accordingly per reference (a), 3d AABn will be evaluated on six mission essential tasks from the AA platoon to the battalion level. Although DIVO 3501.1C provides a comprehensive means to assess an AA unit's combat readiness, it is not synchronized with AA T&R Manual which also mandates the conduct of annual formal evaluations in the form of "E" coded events. Therefore, this policy letter will outline how AA unit MCCREs will be conducted in a manner that ensures the fulfillment of both AA MCCRE and AA T&R evaluation requirements.

3. Applicability. This policy is applicable to all AA platoons and companies in the battalion.

4. DIVO 3501.1C Requirements Overview and Evaluation.

a. Per DIVO 3501.1C the following METs must be evaluated prior to that unit's deployment or no less than every two years:

Evaluated Event	Size of AA Unit Evaluated	Embarked Infantry Required
Conduct amphibious planning	CO or BN	No
Support amphibious assault	Platoon	Yes
Support amphibious raid	Platoon	Yes
Support a mechanized attack	Platoon	Yes
Support an infantry defense	Platoon	Yes
Conduct operations in a CBRN environment	CO or BN	No

Subj: CONDUCT OF THE MARINE CORPS COMBAT READINESS EVALUATION (MCCRE) FOR ASSAULT AMPHIBIAN PLATOONS AND COMPANIES

b. DIVO 3501.1C states that infantry units may incorporate separate battalion attachments into their battalion MCCREs so long as those separate battalions provide evaluators to assess those MCCRE events. Further, those separate battalions may add additional evaluation events as deemed necessary, based on the assigned unit's mission. Therefore, provided that 3d AABn sources the evaluators, there are opportunities to evaluate division AA MCCRE events and T&R "E" coded events during a larger infantry battalion MCCRE. Furthermore, four of the six MCCRE events cannot be evaluated without embarked infantry and every effort must be made to ensure these events are incorporated to the infantry battalion MCCRE.

5. NAVMC 3500.2B AA T&R Manual Overview and Requirements.

a. Per the AA T&R Manual, the AA Company's sole "E" coded event is:

T&R Event	Description	Embarked Infantry Required
AAV-CSS-6002	Conduct Recovery and Evacuation Operations	No

Figure 2

b. Given the appropriate coordination it is possible to incorporate the AA T&R "E" coded event AAV-CSS-6002 into an infantry battalion MCCRE. However, AAV-CSS-6002 along with two MCCRE METs that do not require embarked infantry (Conduct Amphibious Planning and Conduct Operations in a CBRN Environment) may be evaluated outside of an infantry battalion MCCRE during an AA Company MCCRE.

6. Methodology for AA Unit MCCRE and AA Company T&R "E" Coded Event Evaluation.

a. Given the amount of evaluation events required in references (a) and (b), the following process will ensure the timely accomplishment of all required evaluations:

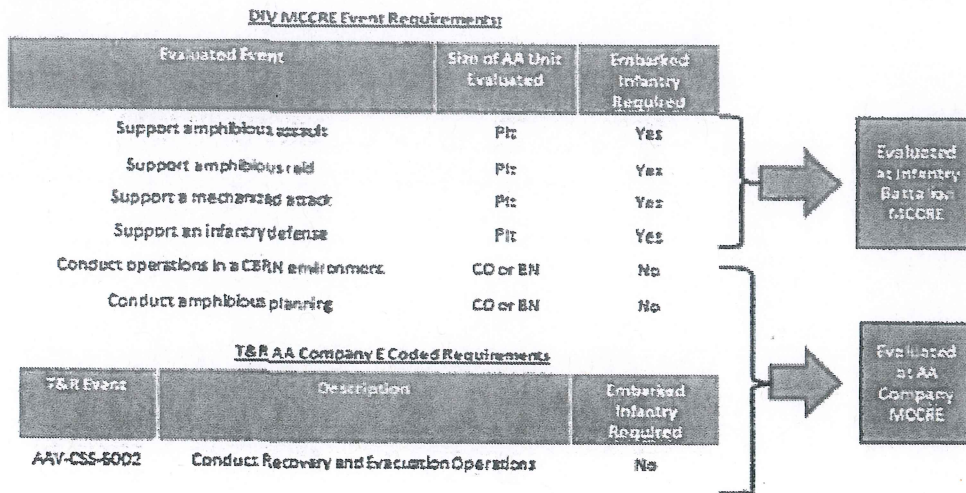


Figure 3

Subj: CONDUCT OF THE MARINE CORPS COMBAT READINESS EVALUATION (MCCRE) FOR ASSAULT AMPHIBIAN PLATOONS AND COMPANIES

- b. Despite the fact AAV-CSS-6002 will be evaluated at an AA Company MCCRE, it will continue to be the responsibility of the evaluated AA company to ensure all of its 1000-9000 "E" coded T&R events are evaluated according to the sustainment intervals outlined in NAVMC 3500.2B.

7. Evaluation Cells.

- a. In order to appropriately evaluate those MCCRE and T&R events outlined in Figure 3, 3d AABn will source the following MCCRE Evaluation Cells:

Type of MCCRE	Scope of Evaluation	Evaluation Cell
Infantry Battalion MCCRE	Evaluation of Platoon Level MCCRE Events	<u>Company Evaluation Cell:</u> The evaluated AA Platoon's parent AA Company HQ (embedded into the infantry battalion's MCCRE evaluation cell)
AA Company MCCRE	Evaluation of Company Level MCCRE and T&R E-Coded Events	<u>Battalion Evaluation Cell:</u> 3d AABn HQ (conducting an independent evaluation)

Figure 4

8. Composition of Evaluation Cells.

- a. Company and Battalion Evaluation Cells will at a minimum be composed of the following personnel:

Company Evaluation Cell	Battalion Evaluation Cell
<u>(3) Marine Cell containing:</u> -Company Commander -Company Ops Chief or Log Chief -Driver/Radio Operator	<u>(4) Marine Cell containing:</u> -OpsO or Ops Chief -BN Maintenance Rep (2149 or 2110 with prior AAV background) -(2) NBC Reps

Figure 5

9. Performance Evaluation Checklist (PECL).

- a. See enclosed PECLs.

10. Action. All companies will coordinate with the Battalion S-3 to facilitate incorporation of AA Company Evaluation Cells into Infantry



Subj: CONDUCT OF THE MARINE CORPS COMBAT READINESS EVALUATION (MCCRE) FOR  
ASSAULT AMPHIBIAN PLATOONS AND COMPANIES

Battalion MCCREs as well as requests for battalion evaluations of AA Company  
MCCREs.

11. Promulgation. The point of contact for this matter is the Battalion  
Operations Officer at 725-2581. This order is effective the date signed.

(b)(3), (b)(6), (b)(7)(c)

MARINE EXPEDITIONARY UNIT  
STANDARD OPERATING PROCEDURES

CHAPTER 1

ORGANIZATION

1001. TABLE OF ORGANIZATION (TO).

Billet	Rank	MOS	Quantity
<b>HEADQUARTERS</b>			
Platoon Commander	1stLt	1803	1
Platoon Sergeant	GySgt	1833	1
Corpsman	HM3	8404	1
Cook	LCpl	3381	1
<b>FIRST SECTION</b>			
Section Leader	GySgt	1833	1
Assistant Section Leader	Sgt	1833	1
Vehicle Commander	Cpl	1833	3
Vehicle Crewman	LCpl	1833	4
Vehicle Crewman	PFC	1833	3
<b>SECOND SECTION</b>			
Section Leader	SSgt	1833	1
Assistant Section Leader	Sgt	1833	1
Vehicle Commander	Cpl	1833	3
Vehicle Crewman	LCpl	1833	4
Vehicle Crewman	PFC	1833	3
<b>THIRD SECTION</b>			
Section Leader	SSgt	1833	1
Assistant Section Leader	Sgt	1833	1
Vehicle Commander	Cpl	1833	3
Vehicle Crewman	LCpl	1833	4
Vehicle Crewman	PFC	1833	3
<b>COMMUNICATIONS SECTION</b>			
Section Leader	Sgt	1833	1
Vehicle Commander	Cpl	1833	1
Vehicle Crewman	LCpl	1833	2
Vehicle Crewman	PFC	1833	2
<b>MAINTENANCE SECTION</b>			
Maintenance Chief	SSgt	2141	1
Assistant Maintenance Chief	Sgt/Cpl	2141	1
Vehicle Repairman	LCpl	2141	2
Vehicle Repairman	PFC	2141	1
Radio Technician	LCpl	2841	1
Radio Operator	Cpl	0621	1
Total:			53 (1/51/0/1)

43 1833'S

MARINE EXPEDITIONARY UNIT  
STANDARD OPERATING PROCEDURES

1002. TABLE OF EQUIPMENT (TE).

Equipment	Quantity
<i>Vehicles</i>	
AAVP7A1	13
AAVC7A1	1
<i>Weapons</i>	
M4 Carbine w/ optics suite (PEQ-15, RCO, NVGs) and bayonet	53 ea
M9 Pistol, 9mm	7 (1 per Officer, SNCO, Corpsman)
Grenade Launcher, 40mm (M203)	4 (1 per 1833 Sgt)
M240G	2
Mk 19	13
M2 HB	13 (26 barrels)
HMG Tripod	13
MMG Tripod	2
Eagle Mount (C7)	2
PAS-28 Thermal Sights	4
PVS-17 Thermal Sights (M240)	2
Boresight Kit	2
<i>Communications Equipment</i>	
PRC-153	6
PRC-152	5
DAGR	6
Test Set, Radio	1
SKL	2
OE-254	2
Communications Tool Kit	1
<i>Miscellaneous</i>	
Compass	6
Tough Book (Maintenance)	5
Multimeter	5
General Mechanic Tool Kit	5
General Computer	6
Quadcon Container	4
CVC Helmet	70
Binoculars	6
Power Inverter	2
Med Bag	13 (1 per AAV)
Water Egress Capability (WEC)	330
Assemblies	
Mobile Refilling Stations (MRS) II	3
Camouflage Nets	14 sets (1 set per AAV)

Note: Individual gear list for deployment will be determined by the BLT. The Training Allowance Pool (TAP) Equipment will be determined by the MEU and AOR specific SOPs and directives and can be issued from 3d AA Bn or once with the BLT.

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**15th MEU**  
**CPR-3**  
**PMINT**  
**Confirmation Brief**

15 July 2020

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ENCLOSURE (17)

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# *Agenda*

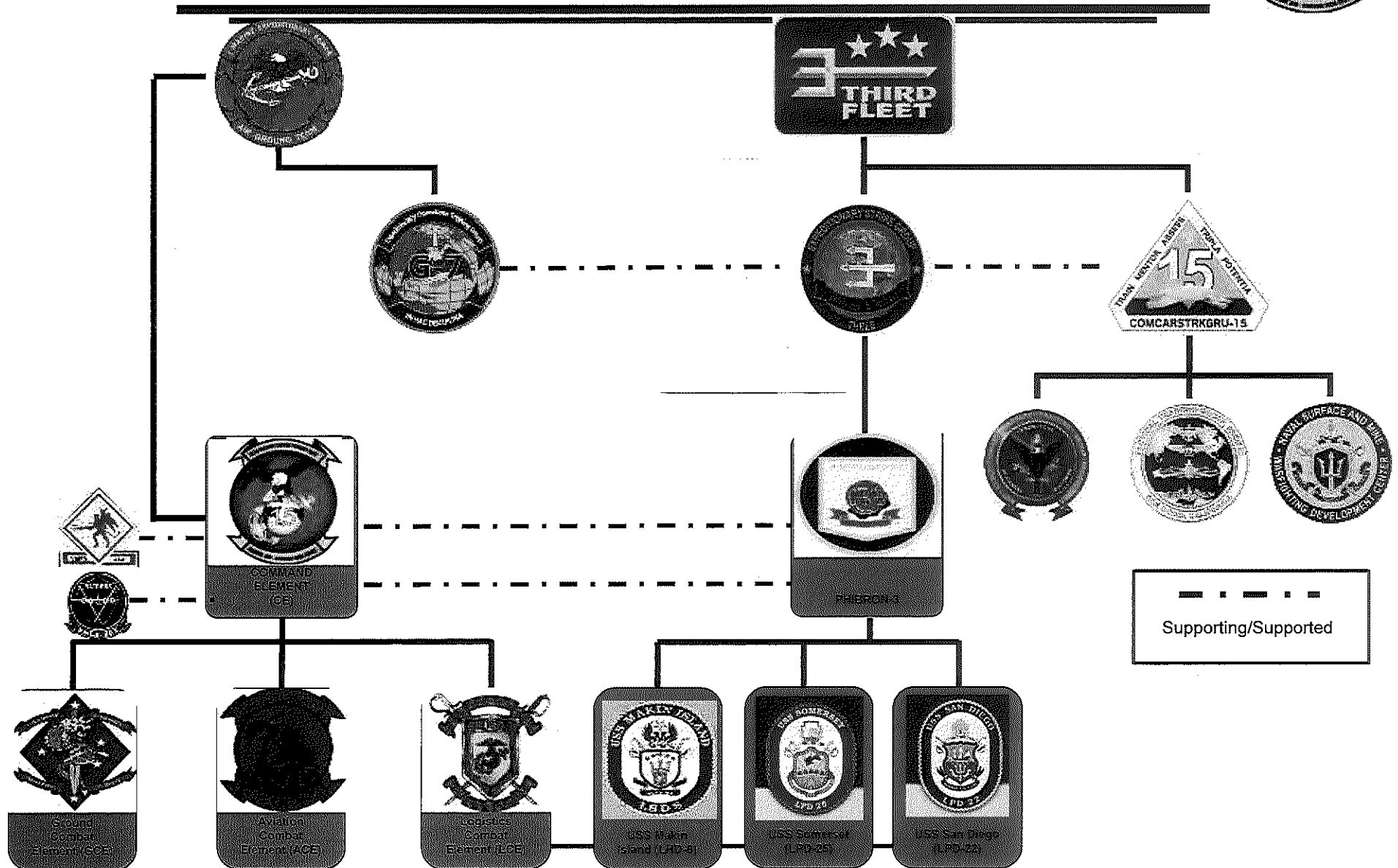
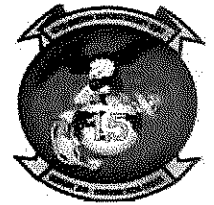
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- Task Organization
  - Organization for Embarkation & Assignment to Shipping
  - Orientation
  - Situation
  - Scenario SOE Overview
  - Mission
  - Sequence of Events Overview
  - Training Roll-Up
  - 15th MEU DRRS “Reps & Sets”
  - PMINT Concept of Operations
  - SACCEX Concept of Operations
  - Risk to Mission
  - Risk to Force
  - Questions / Comments
  - Back-Up Slides
-

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# Task Organization



ENCLOSURE (17)

# UNCLASSIFIED OE&AS EAB Employ



<u>USS MAKIN ISLAND (LHD-8)</u>		<u>USS SOMERSET (LPD-25)</u>		<u>USS SAN DIEGO (LPD-22)</u>	
<b>Capability</b> Strike, ISR, Medium Lift, TRAP, FHA, NEO, Ground Based Fires, MIO		<b>Capability</b> (EAB Fires) -Ground Based Fires, MIO, FARP, NEO		<b>Capability</b> (EAB Sustainment) -FARP EAB, NEO, Heavy Lift, Ground Based Fires	
<b>Units</b> -VMFA Det -VMM -MWSS Det -LAAD Sect -CLD -Infantry Co (C-Vert Asit) -Arty Btry (-) -LAR Co (-)		<b>Units</b> -HMLA -HIMARS DET -ADR -MWSS DET -CLD -Infantry Co (B-Mech)		<b>Units</b> -MWSS -CLD -Arty Btry (-) -LAAD Sect -HMH -Infantry Co (Motorized / Boat-enabled -VMU Det -LAR Plt)	
<b>USMC Equipment</b> <b>ACE</b> (7) F-35 (10) MV-22 (2) MRZR (L-MADIS) (2) MISSILE BATTERY <b>BLT</b> (2) JLTV (CCWC) (3) JLTV (HGC) (1) JLTV (GP) (3) JLTV (UTL) (8) LAV 25 (2) LAV LOG (1) LAV R (1) LAV C2 (1) Ambulance (2) MRZR (2) AMK 23/25 (ARTY) (3) AMK 27/28 (ARTY) (3) L/W Howitzer (1) Q54 Radar (1) HMMWV (NOTM) <b>CE</b> (1) LAV-EW (2) JLTV (GP)(S-6) (2) JLTV (HGC) (2) JLTV (UTL)(S-6) (3) JLTV (NOTM)	<b>CE (CONT)</b> (6) CRRC (6) MRZR (1) VSAT-L <b>CLB</b> (1) JLTV (GP) (1) JLTV (HGC) (2) JLTV (UTL) (1) AMK 27/28 (2) AMK 23/25 (1) AMK36 wrecker (1) M997 Ambulance (1) TRAM (1) 5k Forklift (2) MTL (1) Contact Truck (1) Arty Maint Shelter (2) Fuel SIXCON (1) SGERs (1) FAWPSS (2) LWPS (10) Generators <b>USN Equipment</b> (3) LCAC (3) MH-60S (2) MH-60R	<b>USMC Equipment</b> <b>ACE</b> (4) AH-1 (4) UH-1 (3) HMMWV (1x FSS) (2) TACE (1) HERS (2) MRZR (TACE) <b>BLT</b> (2) JLTV (GP) (3) JLTV (CCWC) (5) JLTV (HGC) (14) JLTV (UTL) (2) JLTV MRC-148 (1) JTLV MRC-145 (1) MTS HMMWV (1) HMMWV (HIGHBACK) (1) HIMAR SUPPORT KIT (14) AAV (1) Ambulance (2) MRZR (2) HIMARS Launchers (2) MTRV (RSV) (3) LCAC (1) Backhoe (CEB) (9) M1102 TRLR (2) M142 (1) MTRV	<b>CE</b> (2) SST HMMWV (6) CRRC (2) M1102 TRLR <b>CLB</b> (1) JLTV (GP) (1) JLTV (HGC) (2) JLTV (UTL) (2) AMK27/28 (4) AMK23/25 (1) AMK36 (1) Ord Contact Truck (1) AAV R7 (1) TRAM (1) 5K Forklift (2) M593 Trailer (1) M149 (3) Fuel SIXCON (3) MGERS (2) SGER (2) Water SIXCON (2) LWPS (2) Generators (1) Waterbull <b>USN Equipment</b> (2) LCAC (PTM) (2) 11M RIBs	<b>USMC Equipment</b> <b>ACE</b> (4) CH-53 (1) HERS (1) TAGRS (1) EMFAC (2) 20K Bladder (8) HMMWV (1x FSS) (1) RQ-21 Det (5x UAV) (2) MRZR (L-MADIS) (2) MISSILE BATTERY <b>BLT</b> (1) Highback (3) JLTV (CCWC) (4) JLTV (HGC) (3) JLTV (UTL) (1) JLTV MRC-148 (1) JLTV MRC-145 (4) LAV 25 (2) LAV AT (1) LAV-LA2 (1) M1152 SURVEY VIC (1) MTS HMMWV (1) MK593 (3) AMK 23/25 (ARTY) (2) AMK 27/28 (ARTY) (5) M1102 TRLR (3) L/W Howitzer (1) Waterbull	<b>BLT (CONT)</b> (1) Q54 Radar (2) MRZR <b>CLB</b> (6) JLTV (3) AMK27/28 (7) AMK23/25 (1) AMK36 (1) Ambulance (1) MMV (1) TRAM (1) D6K (1) Backhoe (1) MCTWS (1) Contact Truck (4) M593 Trailer (1) M149 (2) MGERS (2) SGERs (6) Fuel SIXCON (2) Water SIXCON (2) LWPS (2) Shower (10) Generators (1) Waterbull <b>USN Equipment</b> (2) LCAC (2) 11M RIBs
<b>C2</b> - MEU CE, ACE, BLT (A) Cmd <b>Fires</b> - F-35, 81mm, L/W Howitzer <b>Force Protection</b> - LAAD, LE Det, STS, CBRN <b>Information</b> - CommStrat, IO/Cyber <b>Intelligence</b> - CHD, RRT, F-35, MH-60R, ADR <b>Logistics</b> - CLD (LS/HST, mx contact team, vehicle recovery, general engineering, MHE, ER doc) <b>Maneuver</b> - MV22, JLTV, LAR, MRZR, RIB		<b>C2</b> - BLT (B) Cmd <b>Fires</b> - HIMARS, HMLA, 81mm <b>Force Protection</b> - CBRN <b>Information</b> - CommStrat, <b>Intelligence</b> - BSII (UH-1), SST, CHD, ADR, GSP <b>Logistics</b> - CLD (HST, vehicle recovery, general engineering, MHE, ER doc) <b>Maneuver</b> - UH-1, JLTV, MRZR, RIB		<b>C2</b> - CLB HQ <b>Fires</b> - L/W Howitzer <b>Force Protection</b> - CBRN, LAAD, STS <b>Information</b> - CommStrat, <b>Intelligence</b> - CHD, RQ-21 <b>Logistics</b> - AD Sec, CLD (LFSP, HST, heavy ordnance mx, maintenance contact team, general engineering, MHE, IDC) <b>Maneuver</b> - Motorized/Boat Co, CH-53, LAR, RIB	

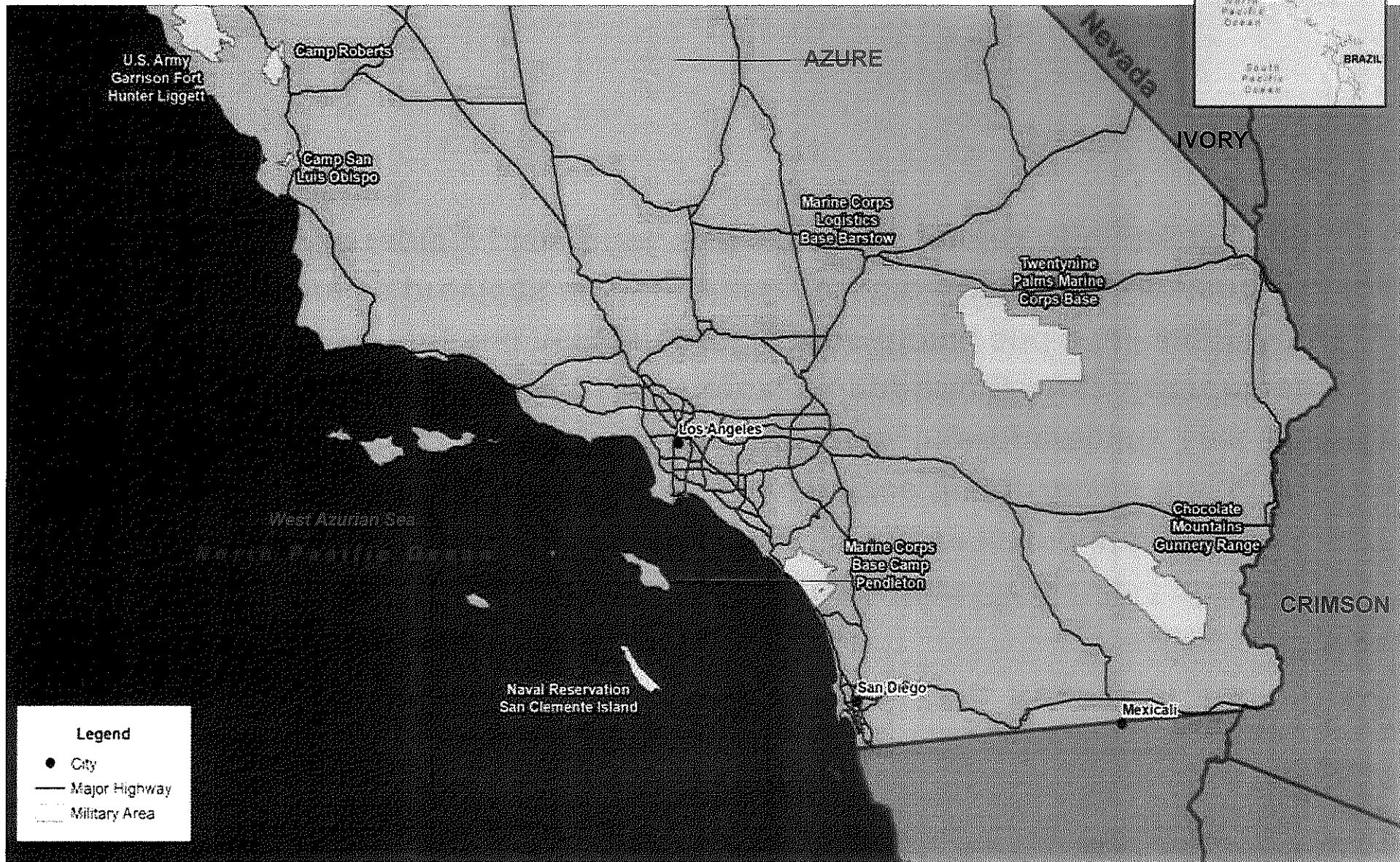
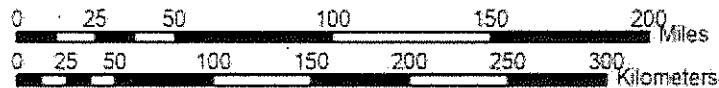


# Camp Overview

Scale 1:3,500,000

Date: 5/29/2020

# Orientation





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# *Situation*

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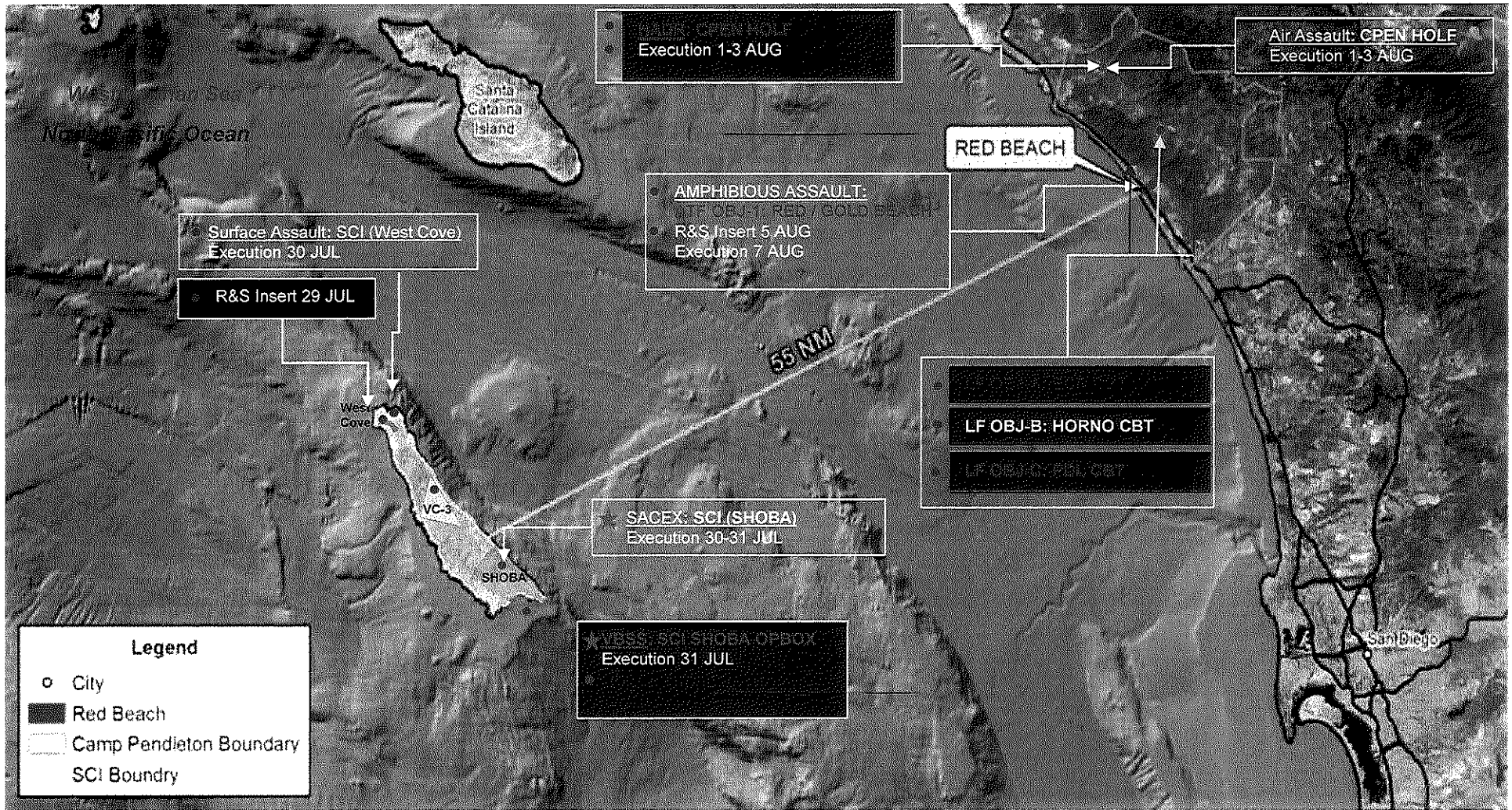
**From 27 July – 9 August 2020, the 15th MEU will conduct PMINT 20-1 aboard Amphibious Ready Group (ARG) shipping, San Clemente Island and Camp Pendleton, California. PMINT is a ship-based exercise that involves the full embarkation of the MEU, Deployable Group Systems, Interoperability Test (DGSIT) afloat, defense of the Amphibious Task Force, a Supporting Arms Coordination Exercise (SACEX), various full mission profile repetitions, and a full amphibious landing. This exercise provides an opportunity for the Command Element (CE) to develop its ability to rapidly plan, brief, and execute complex operations in an unfamiliar environment.**

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# Scenario SOE Overview

## PMINT 2020 SCHEDULE OF EVENTS (SOE) VS SCENARIO / MISSION OVERVIEW



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# *Mission*

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- From 27 July through 9 August 2020, 15th Marine Expeditionary Unit (15th MEU) & Amphibious Squadron 3 (CPR-3) conduct PHIBRON/MEU Integration Training (PMINT) IOT enhance the integration & collective capability of the ARG/MEU team as informed by Mission Essential Tasks.

## Purpose:

- Ensure each element & member of the ARG/MEU team is familiar with their individual & collective responsibilities as it pertains to shipboard operations. Expectations for subsequent at-sea training periods must be established based upon PMINT lessons learned.

## Method:

- Execute an at sea period designed to demonstrate proficiency in MEU Mission Essential Tasks and experiment with emerging concepts outlined within strategic guidance.

## End State:

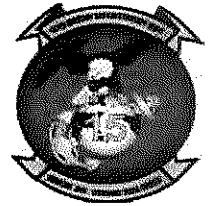
- A more proficient & prepared ARG/MEU team postured for subsequent at-sea training periods. Necessary training required to enable success include the following:
    - Exercise of C2 afloat, ashore & during ship to shore movement.
    - Exercise of R2P2 & the refinement/validation of the 15th MEU SOP.
    - Exercise control of fires afloat, during ship to shore movement & passage of control of fires ashore (SACEX).
    - Conduct DGSIT afloat.
    - Validate the OE&AS.
    - Maximize repetitions on Mission Essential Tasks.
    - *Strengthen ARG/MEU relationships & build shared understanding.*
-



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# Training Roll Up

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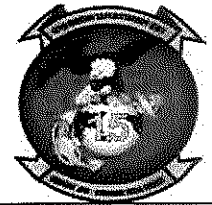


## USMC Exercise Events

- DGSIT Afloat (27 July – 1 August 2020)
    - 26 July DGSIT Embark
    - 1 August Contractor Fly Off
  - Front Side CQ/DLQs
    - 3 days allotted for initial quals
    - Minimal interruptions or support requirements during initial phase
  - SACEX
    - 2 days of live fire (NSFS/Aviation/Surface Fires)
    - Transition of Control of Fires Afloat to Ashore and Back
    - OTH movement planned for initial footprint to give redundancy in preparation for Wx/Mx delays
  - Mechanized Raid
  - VBSS
  - Small Boat Raid
  - Air Assault, FARP, HA/ST
  - F-35 Strike
  - Amphibious Landing
    - Air/Surface Aslt
    - C2 Afloat transition to C2 Ashore
    - Transition to MSE MET Training (Live Fire), support to landing/follow on training, and post exercise maintenance (ACE Fly Off-8 or 9 August)
- 

## Additional Events

- Call Away Drills for standing missions
- General Quarters, Man Overboard, Abandon Ship Drills
- Blue Side Mine Warfare Exercise
- Blue Side Freedom of Navigation Operations
- Blue Side Ship Small Caliber Live Fire
- Straits Transit (DATF Event) (Supported by CRRC Raid)
- -Anti-Submarine Warfare Event (Supported by FARP)
- Underway Replenishments
- CASEVAC TTX during Surface Raid
- EMCON Reps
- Ground R&S Reps (Surface Raid & Amphib Assault)



# 15th MEU PMINT Mission Matrix

MCT/MET	PLANNED - P EXECUTED - X	MISSION	EOTG	R2P2	RUT	PRE- PMINTEX	PMINT	ARGMEUEX	COMPTUEX	CERTEX	TOTAL
1. MCT 6.2.1 CONDUCT TACTICAL RECOVERY OF AIRCRAFT PERSONNEL		TRAP (A)		P	X	X	P				2P, 2X
		TRAP (B)		P							1P
2. MCT 5.5.1 INTEGRATE AND OPERATE WITH JOINT INTERAGENCY, INTERGOVERNMENTAL, AND MULTINATIONAL (JIIM) ORGANIZATIONS				P	X		P				2P, 1X
3. MCT 1.12.1.8 CONDUCT MARITIME INTERCEPTION OPS (MIO)		VBSS		P		X	P				2P, 1X
		GOPLAT		P							1P
4. MCT 1.12.1.2 CONDUCT AMPHIBIOUS RAID		VERTICAL ASSAULT RAID		P	X		P				2P, 1X
		MECHANIZED RAID		P	X	X	P				2P, 2X
		LAR/CAAT RAID		P							1P
		MOTORIZED RAID		P		X	P				2P, 1X
		ADR PRECISION RAID		P	X						1P, 1X
5. MCT 1.12.1.3 CONDUCT AMPHIBIOUS ASSAULT				P			P				2P
6. MCT 6.1.7 CONDUCT EMBASSY REINFORCEMENT		AIR		P							1P
		SURFACE		P							1P
7. MCT 1.13.2 CONDUCT NONCOMBATANT EVACUATION OPERATIONS (NEO)		FCE		P							1P
		NEO		P							1P
8. MCT 1.15.1.2 FACILITATE FOREIGN HUMANITARIAN ASSISTANCE				P			P				2P
9. MCT 3.2.8 MCT CONDUCT EXPEDITIONARY STRIKE				P	X		P				2P, 1X
10. MCT 5.5.5.1 CONDUCT/SUPPORT THEATRE SECURITY COOPERATION (TSC)				P	X						1P, 1X
11. MCT 1.12.8 ESTABLISH AND OPERATE EXPEDITIONARY ADVANCED BASES					X	X	P				2X, 1P

**Legend:**

P- Planned  
X- Executed

ENCLOSURE ( 17 )

# Concept of Operations

## Task Organization

USS MAKIN ISLAND	USS SOMERSET	USS SAN DIEGO
<ul style="list-style-type: none"> <li>• CE</li> <li>• ADR</li> <li>• ACE HQ                             <ul style="list-style-type: none"> <li>• VMFA</li> <li>• VMM</li> <li>• MWSS Det</li> <li>• LAAD</li> </ul> </li> <li>• BLT Det                             <ul style="list-style-type: none"> <li>• C Co (Vertical Assault)</li> <li>• LAR Co (-)</li> <li>• Artillery Battery (-) (M777A2)</li> </ul> </li> <li>• CLB Det</li> </ul>	<ul style="list-style-type: none"> <li>• ACE Det                             <ul style="list-style-type: none"> <li>• HMLA</li> <li>• MWSS Det</li> </ul> </li> <li>• BLT HQ                             <ul style="list-style-type: none"> <li>• B Co (Mechanized Assault)</li> <li>• Artillery Battery (-) (HIMARS)</li> </ul> </li> <li>• CLB Det</li> </ul>	<ul style="list-style-type: none"> <li>• ACE Det                             <ul style="list-style-type: none"> <li>• MWSS</li> <li>• HMH</li> <li>• VMU</li> <li>• LAAD</li> </ul> </li> <li>• BLT Det                             <ul style="list-style-type: none"> <li>• A Co (Boat Company)</li> <li>• Artillery Battery (-) (M777A2)</li> <li>• LAR Pit</li> </ul> </li> <li>• CLB HQ</li> </ul>

**MISSION:** From, 27 July – 9 August 2020, Amphibious Squadron Three (CPR-3) and 15th Marine Expeditionary Unit (MEU) conducts PHIBRON/MEU Integration Training (PMINT) IOT enhance the integration and collective capability of the ARG/MEU team.



### Phase I – Planning and Preparation

**Begins with:** Conduct of PMINT IPC  
**Ends with:** Port Operations Group (POG) is established at 32nd Street Naval Station  
**Critical Events:** IPC, MPC, and FPC, Assignment to Shipping Working Groups, Monthly Syncs, Pre-embarkation ROM period, Inspection of Gear and Equipment prior to completion of RUT, etc.

### Phase II – Movement and Occupation

**Begins with:** POG is established  
**Ends with:** All gear and equipment embarked upon ARG shipping  
 Stage A: Movement to and Staging at NBSD  
 Stage B: Pierside Embarkation  
 Stage C: SACEX movement and In-Stream On-Load  
**Critical Events:** Est. POG, pier-side embarkation onto MKIARG, Est. the Landing Force Operations Center (LFOC), SCI OTH Movements, In-stream on-load.

### Phase III – PMINT Conduct

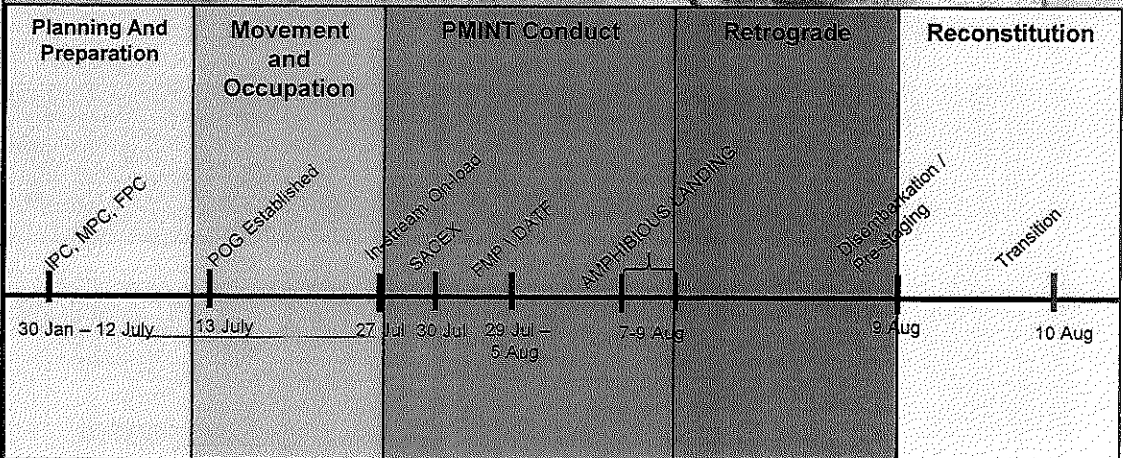
**Begins with:** Completion of In-stream on-load  
**Ends with:** Amphibious Landing complete  
 Stage A: SACEX  
 Stage B: FMP & DATF evolutions  
 Stage C: Amphibious Landing  
**Critical Events:** SACEX, FMP, DATF evolutions, and Amphibious Landing.

### Phase IV - Retrograde

**Begins with:** Amphibious Landing complete  
**Ends with:** Pier-side offload is complete  
**Critical Events:** Return of all personnel, gear, and equipment to home station or pre-staged aboard ships.

### Phase V – Reconstitution and Transition to ARG/MEU Exercise

**Begins with:** All personnel, gear, and equipment accounted for at home station or pre-staged aboard ships at Naval Base San Diego.  
**Ends with:** All maintenance requests submitted via GCSS and AARs submitted  
**Critical Events:** Post exercise maintenance, Exercise AAR, and planning.



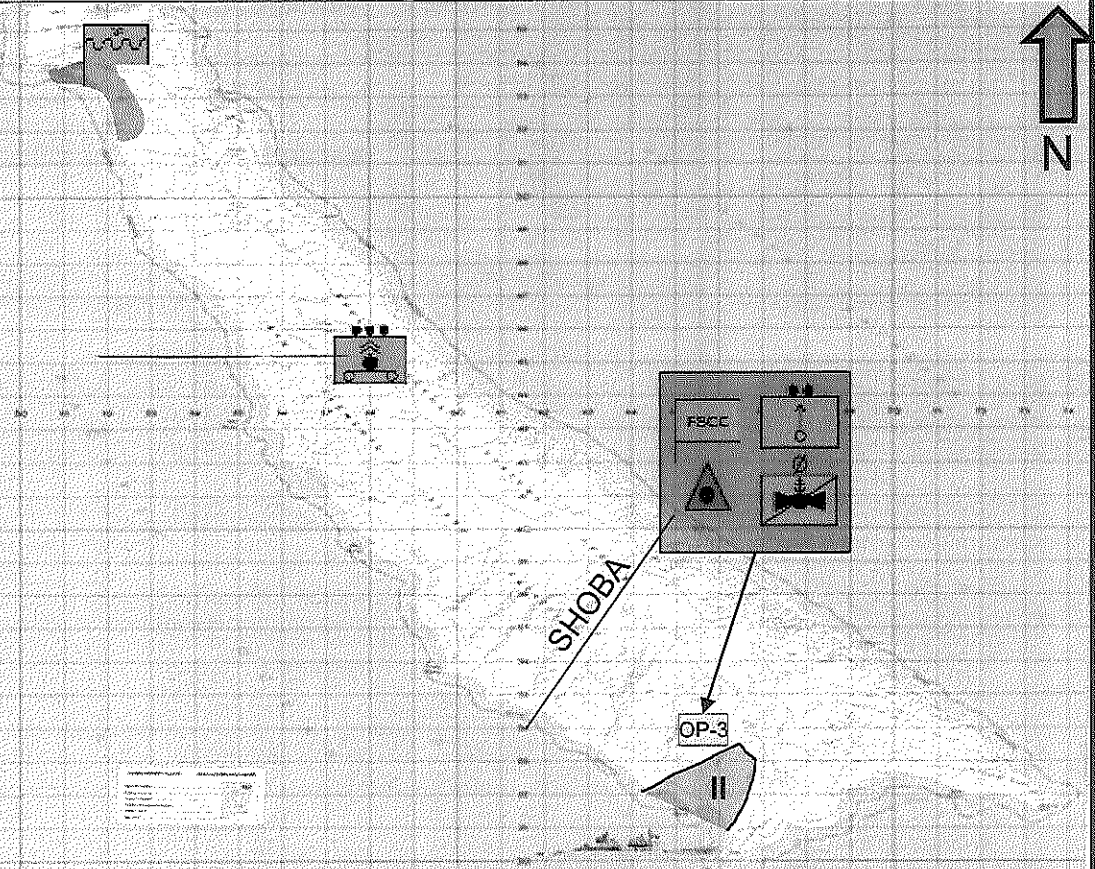
(b)(3), (b)(6), (b)(7)(c)

# SACEX CONOPS

## Task Organization

CE FECC (Afloat) COMMSTRAT ANGLICO	ACE F-35 AH / UH-1 ASE	GCE HIMARS Det 81s (1xSect) A&B FSCC (Ashore)	LCE LFSP	EXTERNAL VMGR-352 VMFA-232 DDG / CG
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**MISSION:** From 30 Jul – 01 Aug 2020 the 15th MEU and CPR-3 will conduct SACEX, a combined arms integration exercise held aboard San Clemente Island (SCI) IOT exercise the fire support coordination and air coordination agencies afloat and ashore.



### Phase I: Planning and Preparation

**Begins with:** Conduct of PMINT IPC (30 Jan)  
**Ends with:** Port Operations Group (POG) is established at Naval Base San Diego  
**Critical Events:** PMINT MPC, monthly SACEX OPTs

### Phase II: Movement and Occupation

**Begins with:** POG is established  
**Ends with:** SACEX Equipment Ashore SCI and Pre-Boats embarked  
**Critical Events:**  
 Jul 21 – Rolling stock loaded onto barge at NBSD  
 Jul 26 – OTH, LCAC RSV/ammo movement Red Beach to SCI

### Phase III, Stage A, Part 1: Occupation (29-30 Jul / TD 3-4)

**Begins with:** All SACEX gear established aboard San Clemente Island  
**Ends with:** Check round complete  
**Critical Events:** Communications rehearsal, occupation of OP 3, MFP-3, HIMARS MIR

### Phase III, Stage A, Part 2: Live Fire (30-31 Jul / TD 4-5)

**Begins with:** Check round complete  
**Ends with:** Range Cold (31 Jul / TD 5)  
**Critical Events:** EWTGPAC MSEL complete, internal training complete

### Phase III, Stage A, Part 3: SACEX Retrograde (31 Jul / TD 5)

**Begins with:** Range Cold (31 Jul / TD 5)  
**Ends with:** All SACEX personnel and equipment staged for backload  
**Critical Events:** Personnel staged at LZ OP-3, personnel and equipment staged at West Cove

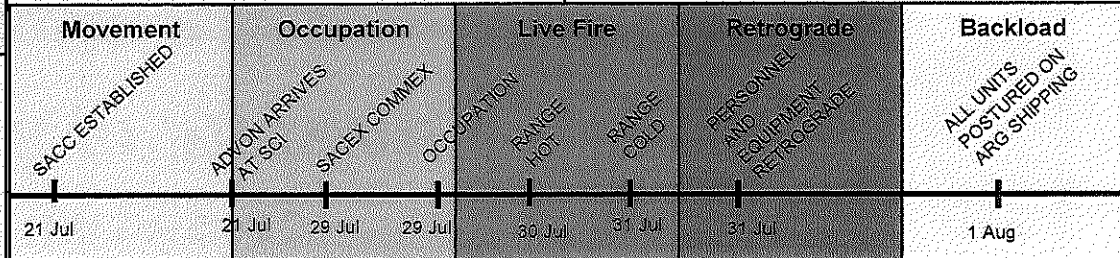
### Phase III, Stage A, Part 4: SACEX Backload (31 Jul-01 Aug / TD 5-6)

**Begins with:** All SACEX personnel and equipment staged for backload  
**Ends with:** All SACEX personnel postured back on ARG shipping  
**Critical Events:** Personnel and equipment backloaded on respective ARG shipping

Ammo Allocation	Range Control
81mm: 200 HE, 24 ILLUM HIMARS: 12 RRPR NSFS: 150 HE/CVT, 20 ILLUM	Camp Pendleton (LONG RIFLE)  (b)(2)

## SACEX OIC / RSOs

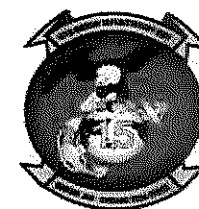
**EXCON OIC**  
**OP 3 RSO:** (b)(3), (b)(6), (b)(7)(c)  
**MFP 3 RSC**  
**HIMARS R:**





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# Risk to Mission



**Overall Assessment: Moderate**

Hazard	Assessed RAC	Mitigation Method	Residual RAC
Weather disrupting surface movement/damaging equipment	Probability: C	<ul style="list-style-type: none"> <li>Pre-stage critical gear for required missions</li> <li>Alternate movement plans</li> <li>Proper stowage/tie-down of equipment</li> </ul>	Probability: D
	Severity: II		Severity: II
	RAC: Moderate		RAC: Minor
Casualty to the assault force during embarkation/debarkation operations	Probability: C	<ul style="list-style-type: none"> <li>Proper ground guide procedures</li> <li>Safety brief conducted prior to movement</li> <li>Driver training with surface connectors</li> </ul>	Probability: D
	Severity: I		Severity: I
	RAC: High		RAC: Moderate
Command and control systems degraded/non-functional	Probability: C	<ul style="list-style-type: none"> <li>Communication redundancies</li> <li>DGSIT SME's on-hand to troubleshoot issues</li> <li>MISTC courses</li> </ul>	Probability: D
	Severity: II		Severity: II
	RAC: Moderate		RAC: Minor
Vehicle Mishap	Probability: C	<ul style="list-style-type: none"> <li>Adherence to driver rest</li> <li>Day time operations</li> <li>Route planning/convoy brief</li> </ul>	Probability: D
	Severity: II		Severity: II
	RAC: Moderate		RAC: Moderate

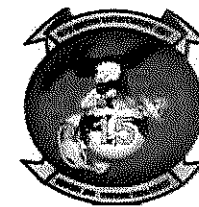
<b>Probability</b>	A: Likely to occur immediately or within a short period of time B: Probably will occur C: May occur in time D: Unlikely to occur
<b>Severity</b>	I: May cause death, loss of facility/asset, mission failure II: May cause severe injury, illness, property damage, mission degradation III: May cause minor injury, illness, property damage, mission degradation IV: Minimal threat, no impact to mission success

		PROBABILITY			
S E V E R I T Y		A	B	C	D
	I	1	1	2	3
	II	1	2	3	4
	III	2	3	4	5
	IV	3	4	5	5

RAC	
1	EXTREMELY HIGH
2	HIGH
3	MODERATE
4	MINOR
5	NEGLIGIBLE

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# Risk to Force



**Overall Assessment: Moderate**

Hazard	Assessed RAC	Mitigation Method	Residual RAC
Equipment not properly secured in assault support aircraft/tactical vehicles during movement resulting in Marine/Sailor struck	Probability: C	<ul style="list-style-type: none"> <li>IAW I MEF Policy letter 12-17 (Policy concerning securing equipment in aircraft dtd 11 Oct 2017)</li> <li>Personnel segregated from unsecured/loose gear during transportation</li> </ul>	
	Severity: III		
	RAC: Minor		
Reduced visibility landing conditions in zone resulting in hard landing/Controlled Flight Into Terrain (CFIT)	Probability: C	<ul style="list-style-type: none"> <li>Standardized ANTPP approach/landing procedures</li> <li>Elevation, composition, slope study on JMPS (prior to departure) and KILLSWITCH (en route)</li> <li>Reduced Visibility Landing (RVL) proficiency for crews assigned to alert</li> </ul>	Probability: D
	Severity: I		Severity: I
	RAC: High		RAC: Moderate
COVID-19	Probability: C	<ul style="list-style-type: none"> <li>Wearing of masks at all times</li> <li>Social distancing when possible</li> </ul>	Probability: D
	Severity: I		Severity: I
	RAC: High		RAC: Moderate
IDF or Aviation delivered Ordinance impacting Fire Support Teams	Probability: C	<ul style="list-style-type: none"> <li>Adhering to Range regulations</li> <li>JTAC-I safety backstop</li> <li>Personnel wear proper PPE</li> <li>SPINS adherence</li> <li>Redundant clearance procedures (SACC/FSCC)</li> </ul>	Probability: D
	Severity: I		Severity: I
	RAC: High		RAC: Moderate
Ammunition Malfunction or Mishap	Probability: C	<ul style="list-style-type: none"> <li>Ammunition brief</li> <li>Cease fire/unsafe condition procedures</li> <li>Handling procedures for weapons and munition</li> </ul>	Probability: D
	Severity: I		Severity: I
	RAC: High		RAC: Moderate

<b>Probability</b>	A: Likely to occur immediately or within a short period of time B: Probably will occur C: May occur in time D: Unlikely to occur
<b>Severity</b>	I: May cause death, loss of facility/asset, mission failure II: May cause severe injury, illness, property damage, mission degradation III: May cause minor injury, illness, property damage, mission degradation IV: Minimal threat, no impact to mission success

		PROBABILITY			
		A	B	C	D
S E V E R I T Y	I	1	1	2	3
	II	1	2	3	4
	III	2	3	4	5
	IV	3	4	5	5

RAC	
1	EXTREMELY HIGH
2	HIGH
3	MODERATE
4	MINOR
5	NEGLECTIBLE

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**Questions?**

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UNCLASSIFIED



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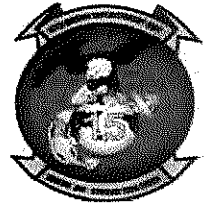
# Backup Slides

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ENCLOSURE (17)

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# Execution

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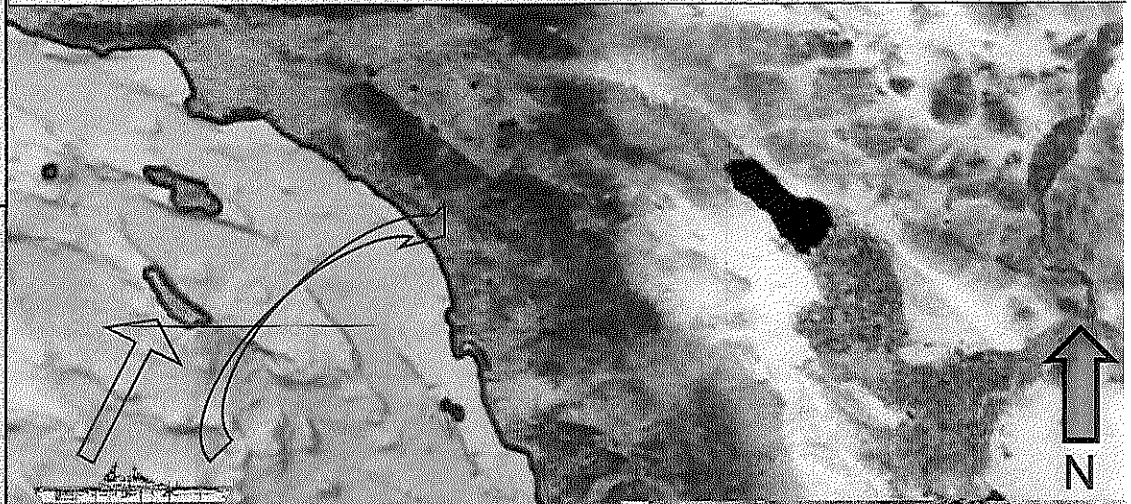
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**Phase III: PMINT Conduct**

**Task Organization**

<b>USS MAKIN ISLAND</b> • CE • ADR • ACE HQ • VMFA • VMM • MWSS Det • LAAD • BLT Det • C Co (Vertical Assault) • LAR Co (-) • Artillery Battery (-) (M777A2) • CLB Det	<b>USS SOMERSET</b> • ACE Det • HMLA • MWSS Det • BLT HQ • B Co (Mechanized Assault) • Artillery Battery (-) (HIMARS) • CLB Det	<b>USS SAN DIEGO</b> • ACE Det • MWSS • HMH • VMU • LAAD • BLT Det • A Co (Boat Company) • Artillery Battery (-) (M777A2) • LAR Pit • CLB HQ
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**MISSION:** From, 27 July – 9 August 2020, Amphibious Squadron Three (CPR-3) and 15th Marine Expeditionary Unit (MEU) conducts PHIBRON/MEU Integration Training (PMINT) IOT enhance the integration and collective capability of the ARG/MEU team.



**Phase III: PMINT Conduct**

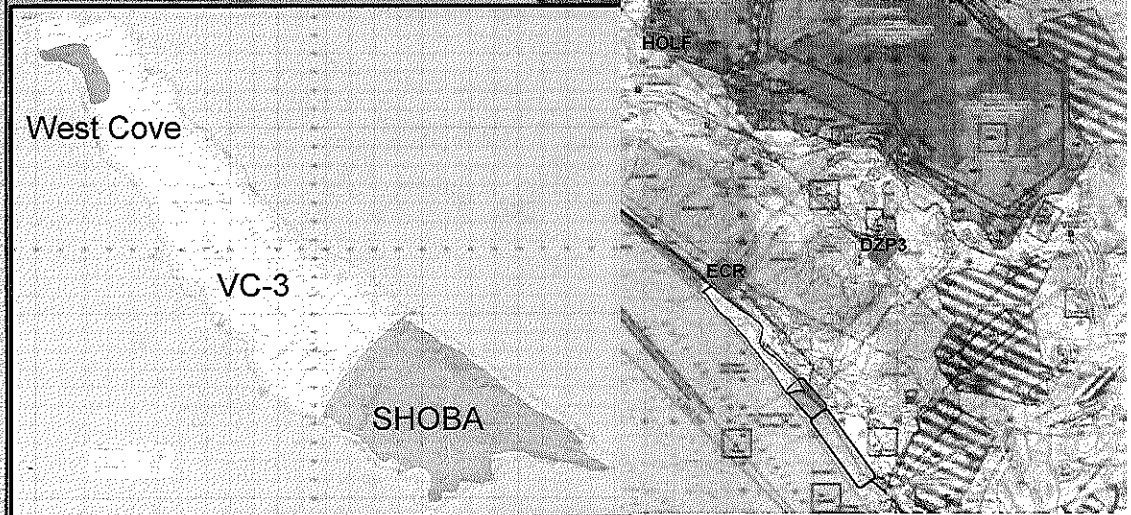
**Begins with:** Completion of In-stream on-load  
**Ends with:** Completion of various training evolutions leading up to the Amphibious Landing.

- Stage A: SACEX**
- Stage B: FMP/DATF Training Events**
- Stage C: Amphibious Landing**

**Critical Events:**

- DGSIT Afloat
- SACEX
- Mech Raid IVO West Cove & IVO VC-3
- VBSS x 1
- Air Assault CPEN HOLF
- HA/DR Operation CPEN HOLF
- R&S Opsx2 (Surface Raid, Amphib Assault)
- Small Boat Raid
- F-35 Strike
- Defense of Amphibious Task Force (DATF)
- Amphibious Assault
- Standing Mission planning and execution (TRAP, QRF, CASEVAC, and Expeditionary Strike)

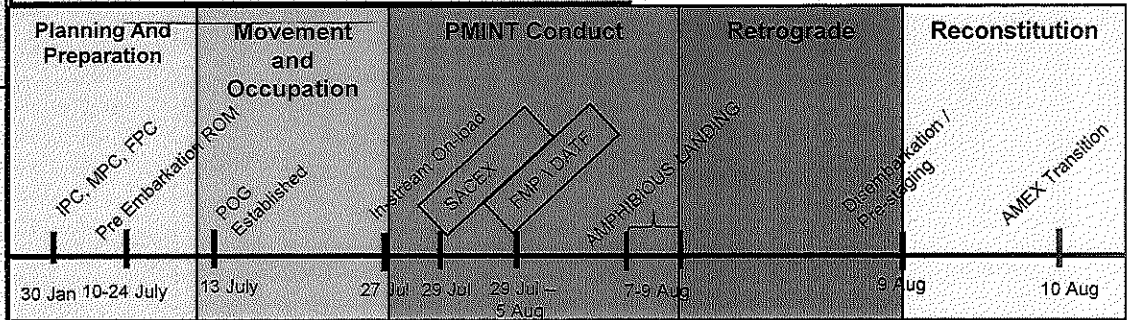
**MAIN EFFORT will shift according to mission requirement**



**Key POCs**

ESG3 EXCON  
 EXCON AFLO  
 EXCON SCI:  
 EXCON CAMF

(b)(3), (b)(6), (b)(7)(c)

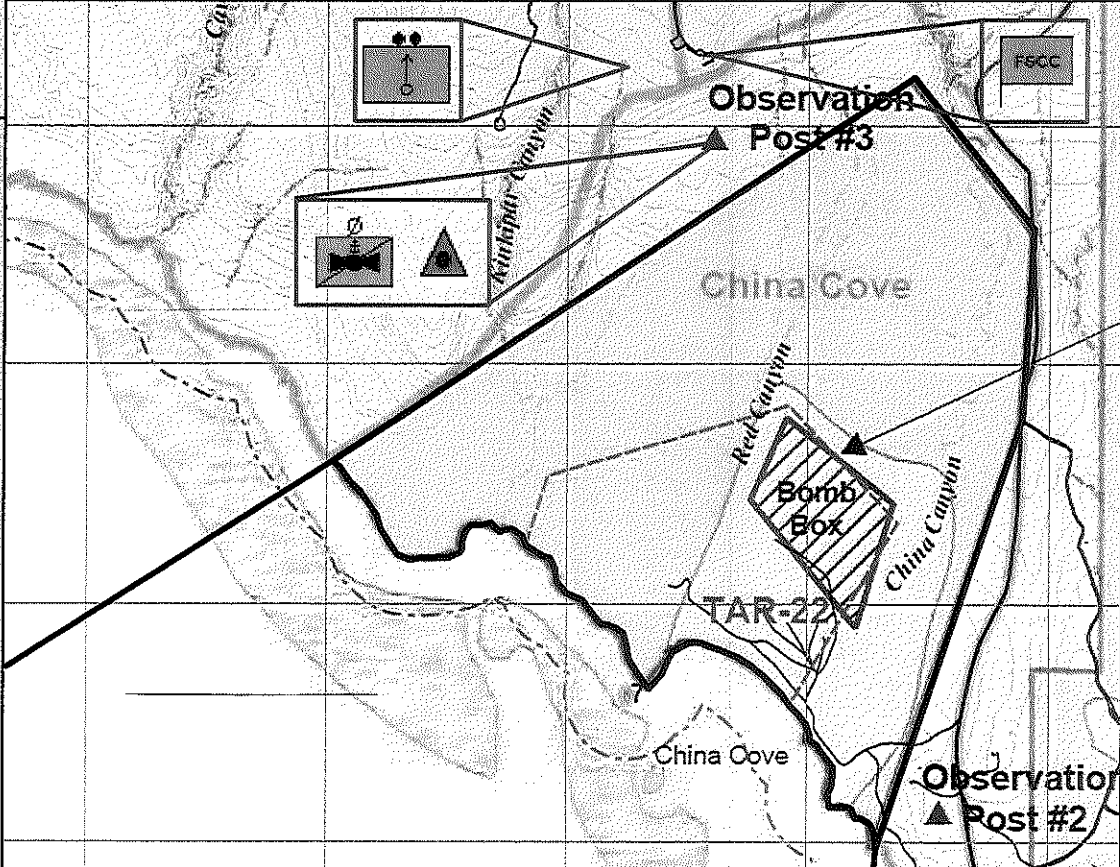


# Phase III, Stage A, Part 1: Occupation

## Task Organization

<b>CE</b> FECC (Afloat) COMMSTRAT ANGLICO	<b>ACE</b> F-35 AH / UH-1 ASE	<b>GCE</b> HIMARS Det 81s (1xSect) A&B FSCC (Ashore)	<b>LCE</b> LFSP	<b>EXTERNAL</b> VMGR-352 VMFA-232 DDG / CG
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**MISSION:** From 30 Jul – 01 Aug 2020 the 15th MEU and CPR-3 will conduct SACEX, a combined arms integration exercise held aboard San Clemente Island (SCI) IOT exercise the fire support coordination and air coordination agencies afloat and ashore.



### Phase III, Stage A, Part 1: Occupation (29-30 Jul / TD 3-4)

**Begins with:** All SACEX gear established aboard San Clemente Island

**Ends with:** Check round complete

**Critical Events:**

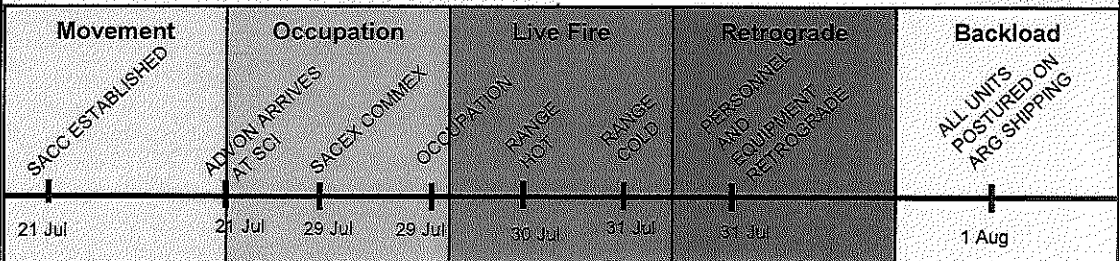
#### NLT 29 Jul / TD 3

- FECC postured aboard USS Makin Island ready to command and control
- All forces stay North of TAR-16 until Island Fury units clear SHOBA
- HIMARS occupies Missile Impact Range (MIR)
- 81mm Mortars section occupies MFP-3
- ANGLICO and A Co FIST occupy OP-3
- A/B FSCC and ASE occupy position N of OP-3 and establish command and control ashore
- Communications rehearsal between FECC and all firing agencies
- Pre-Live Fire Range inspection with STARBURST
- Conduct link up with EWTGPAC white cell aboard MKI and SCI

#### 30 Jul / TD 4

- Communications check with NSF shooter

<b>Ammo Allocation</b>	<b>Range Control</b>
81mm: 200 HE, 24 ILLUM HIMARS: 12 RRPR NSFS: 150 HE/CVT, 20 ILLUM	Camp Pendleton (LONG RIFLE)  (b)(2)



### SACEX OIC / RSOs

EXCON OIC  
OP 3 RSO:  
MFP 3 RSC  
HIMARS R:

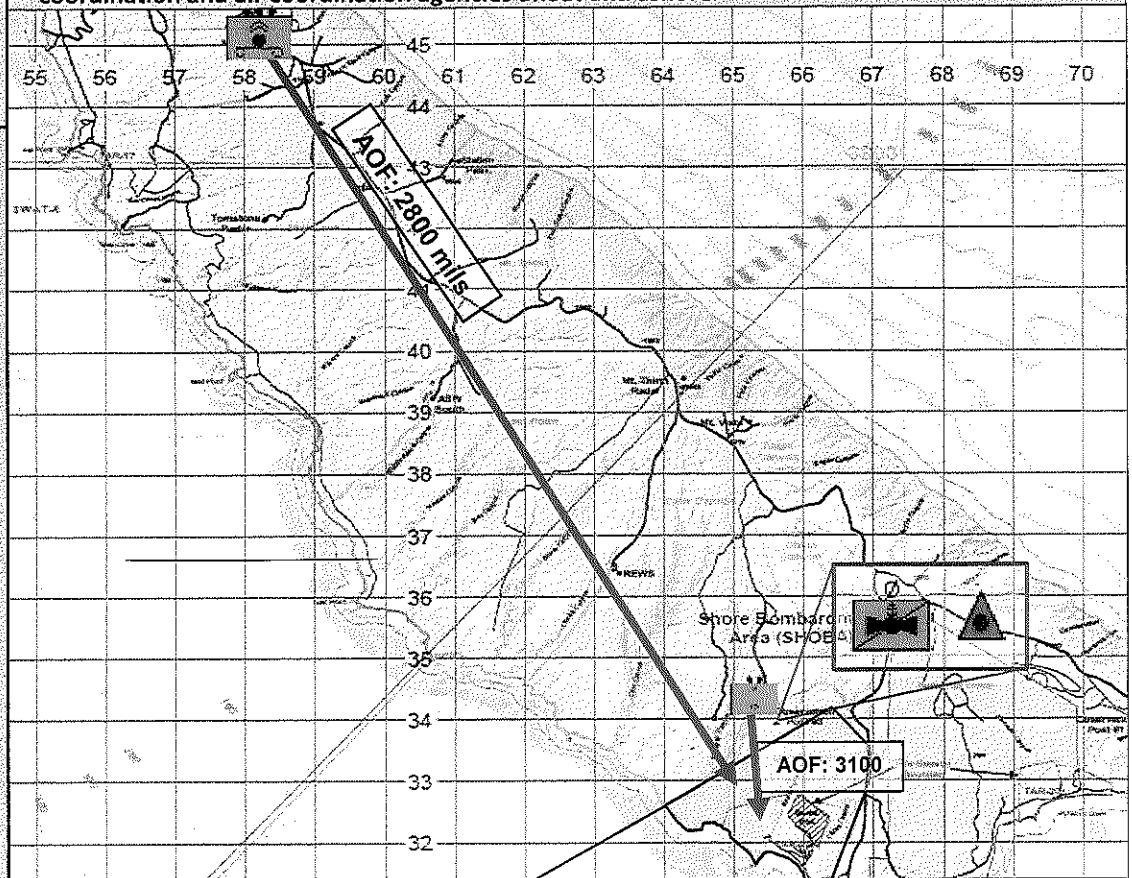
(b)(3), (b)(6), (b)(7)(c)

# Phase III, Stage A, Part 2: Live Fire

## Task Organization

CE FECC (Afloat) COMMSTRAT ANGLICO	ACE F-35 AH / UH-1 ASE	GCE HIMARS Det 81s (1xSect) A&B FSCC (Ashore)	LCE LFSP	EXTERNAL VMGR-352 VMFA-232 DDG / CG
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**MISSION:** From 30 Jul – 01 Aug 2020 the 15th MEU and CPR-3 will conduct SACEX, a combined arms integration exercise held aboard San Clemente Island (SCI) IOT exercise the fire support coordination and air coordination agencies afloat and ashore.



### Phase III, Stage A, Part 2: Live Fire (30-31 Jul / TD 4-5)

**Begins with:** Check round complete

**Ends with:** Range Cold (31 Jul / TD 5)

**Critical Events:** EWTGPAC MSEL complete, internal training complete

#### 30 Jul / TD 4

- FECC in control of fires
- Call Range Hot
- Execute SACEX training objectives as prescribed by EWTGPAC
- Execute MCTSSA training objectives utilizing F-35 passing targeting data to the SACC
- Execute MCTSSA training objectives utilizing JADOCs
- FECC conducts passage of control with FSCC
- FSCC conducts passage of control with FECC

#### 31 Jul / TD 5

- Call Range Hot
- Execute MCTSSA training objectives utilizing F-35 passing targeting data to HIMARS utilizing LMADIS / SFF
- Execute JTAC qualification training
- Range Cold NLT 1600
- Conduct ammunition expenditure report
- Conduct post live fire range clean up and inspection with STARBURST

### Ammo Allocation

81mm: 200 HE, 24 ILLUM  
HIMARS: 12 RRPR  
NSFS: 150 HE/CVT, 20 ILLUM

### Range Control

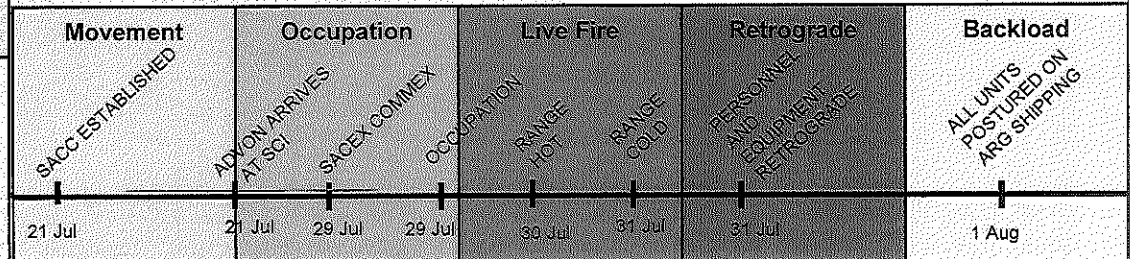
Camp Pendleton (LONG RIFLE)

(b)(2)

### SACEX OIC / RSOs

EXCON OIC  
OP 3 RSO:  
MFP 3 RSC  
HIMARS R:

(b)(3), (b)(6), (b)(7)(c)



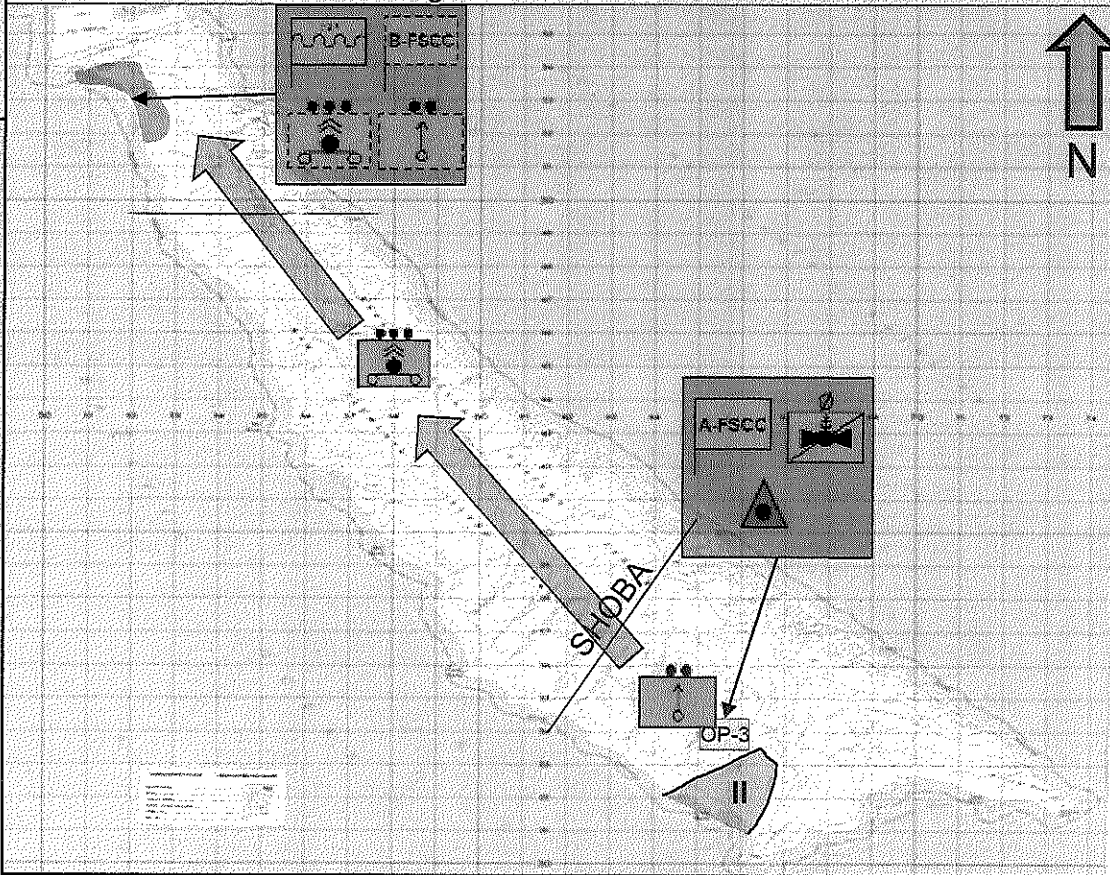


# Phase III, Stage A, Part 3: SACEX Retrograde

## Task Organization

CE FECC (Afloat) COMMSTRAT ANGLICO	ACE F-35 AH / UH-1 ASE	GCE HIMARS Det 81s (1xSect) A&B FSCC (Ashore)	LCE LFSP	EXTERNAL VMGR-352 VMFA-232 DDG / CG
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**MISSION:** From 30 Jul – 01 Aug 2020 the 15th MEU and CPR-3 will conduct SACEX, a combined arms integration exercise held aboard San Clemente Island (SCI) IOT exercise the fire support coordination and air coordination agencies afloat and ashore.



**Phase III, Stage A, Part 3: SACEX Retrograde (31 Jul / TD 5)**  
**Begins with:** Range Cold (31 Jul / TD 5)  
**Ends with:** All SACEX personnel and equipment staged for backload  
**Critical Events:** Personnel staged at LZ OP-3, personnel and equipment staged at West Cove

### 31 Jul / TD 5

- Conduct handoff of all trash and dunnage with Ops/Log Team
- Units staged at west cove
  - HIMARS Det
  - Mortars Sect
  - B FSCC
  - LFSP
- Units staged at LZ OP-3 NLT 1730
  - A FSCC
  - ANGLICO
  - COMMSTRAT
  - MCTSSA
  - ASE
  - A FIST

<b>Ammo Allocation</b>	<b>Range Control</b>
81mm: 200 HE, 24 ILLUM HIMARS: 12 RRPR NSFS: 150 HE/CVT, 20 ILLUM	Camp Pendleton (LONG RIFLE)  (b)(2)

**SACEX OIC / RSOs**

EXCON OIC  
 OP 3 RSO: (b)(3), (b)(6), (b)(7)(c)  
 MFP 3 RSO  
 HIMARS RS

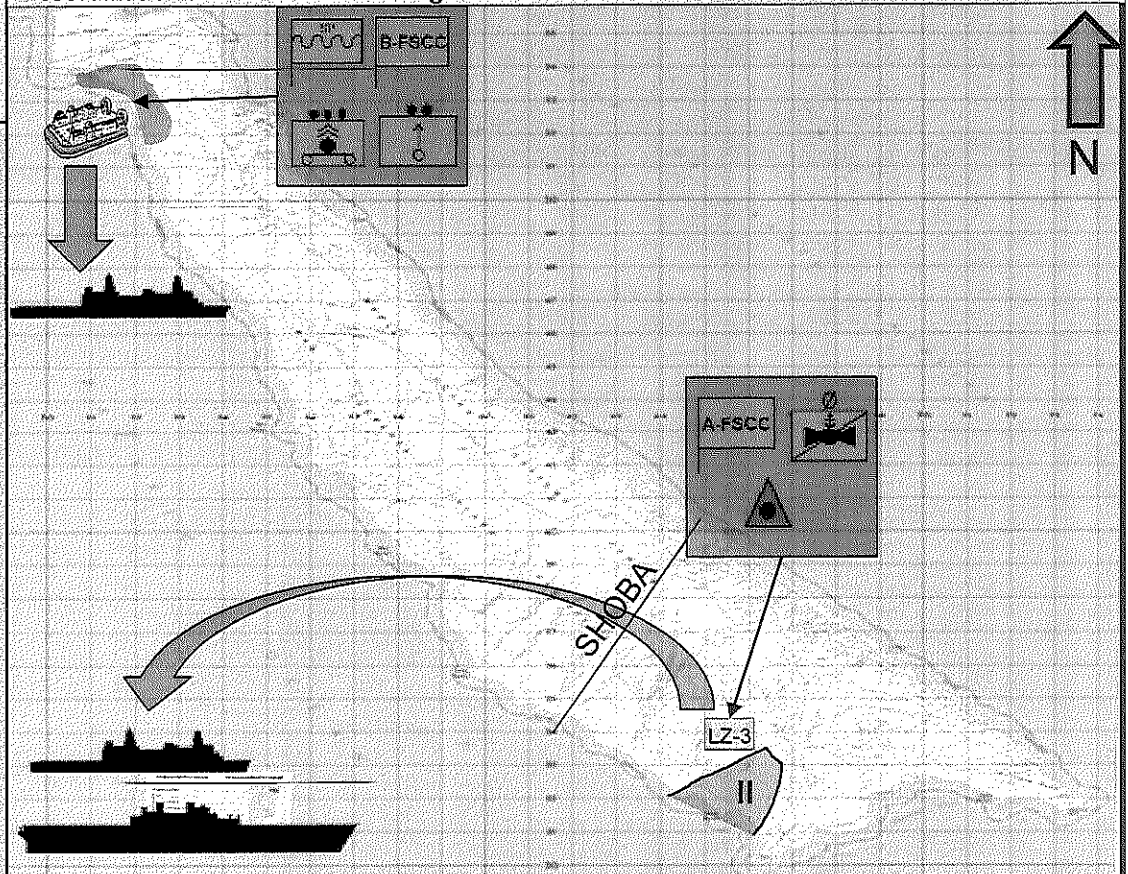
Movement	Occupation	Live Fire	Retrograde	Backload
SACC ESTABLISHED	ARMON ARRIVES AT SCI SACEX COMNEX	OCCUPATION RANGE HOT RANGE COLD	PERSONNEL AND EQUIPMENT RETROGRADE	ALL UNITS POSTURED ON ARG SHIPPING
21 Jul	21 Jul 29 Jul	30 Jul 31 Jul	31 Jul	1 Aug

# Phase III, Stage A, Part 4: SACEX Backload

## Task Organization

CE FECC (Afloat) COMMSTRAT ANGLICO	ACE F-35 AH / UH-1 ASE	GCE HIMARS Det 81s (1xSect) A&B FSCC (Ashore)	LCE LFSP	EXTERNAL VMGR-352 VMFA-232 DDG / CG
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**MISSION:** From 30 Jul – 01 Aug 2020 the 15th MEU and CPR-3 will conduct SACEX, a combined arms integration exercise held aboard San Clemente Island (SCI) IOT exercise the fire support coordination and air coordination agencies afloat and ashore.



### Phase III, Stage A, Part 4: SACEX Backload (31 Jul-01 Aug/TD 5-6)

**Begins with:** All SACEX personnel and equipment staged for backload

**Ends with:** All SACEX personnel postured back on ARG shipping

**Critical Events:** Personnel and equipment backloaded on respective ARG shipping

#### USS Makin Island – Backloaded via assault support on 31 Jul

- A FSCC
- ANGLICO
- COMMSTRAT
- MCTSSA
- ASE Equipment
- Ops-Log Team (01 Aug air movement)

#### USS San Diego – Backloaded via assault support on 31 Jul

- A FiST

#### USS Somerset – Backloaded via surface on 01 Aug

- HIMARS Det
- Mortars Sect
- B FSCC
- LFSP
- ASE Personnel

### Ammo Allocation

81mm: 200 HE, 24 ILLUM  
HIMARS: 12 RRPR  
NSFS: 150 HE/CVT, 20 ILLUM

### Range Control

Camp Pendleton (LONG RIFLE)

(b)(2)

### SACEX OIC / RSOs

EXCON OIC  
OP 3 RSO:  
MFP 3 RSO  
HIMARS RS

(b)(3), (b)(6), (b)(7)(c)

Movement	Occupation	Live Fire	Retrograde	Backload
SACC ESTABLISHED	ADV ON ARRIVES AT SCI SACEX COMMEX	OCCUPATION RANGE HOT RANGE COLD	PERSONNEL AND EQUIPMENT RETROGRADE	ALL UNITS POSTURED ON ARG SHIPPING
21 Jul	21 Jul 29 Jul	30 Jul 31 Jul	31 Jul	1 Aug

## Phase III Stage A: SACEX Concept of Logistic Support

**MISSION:** From 30 Jul – 01 Aug 2020 the 15th MEU and CPR-3 will conduct SACEX, a combined arms integration exercise held aboard San Clemente Island (SCI) IOT exercise the fire support coordination and air coordination agencies afloat and ashore.

### OPS/LOG Team Task Organization

CE (1) MO (3) ME	GCE (1) ME	LCE (LFSP) (1) MO (5) ME
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**Endstate:** Equipment and personnel participating on SACEX are recovered aboard MKIARG with 100% accountability.

**Transportation:** Non-tactical ground transportation requirements for SCI include (3) 12 Pax Vans and (3) 6 Pax Trucks. Tactical vehicles will provide personnel lift to firing points. Tactical vehicles cannot drive on paved roads, they need to use existing dirt road network.

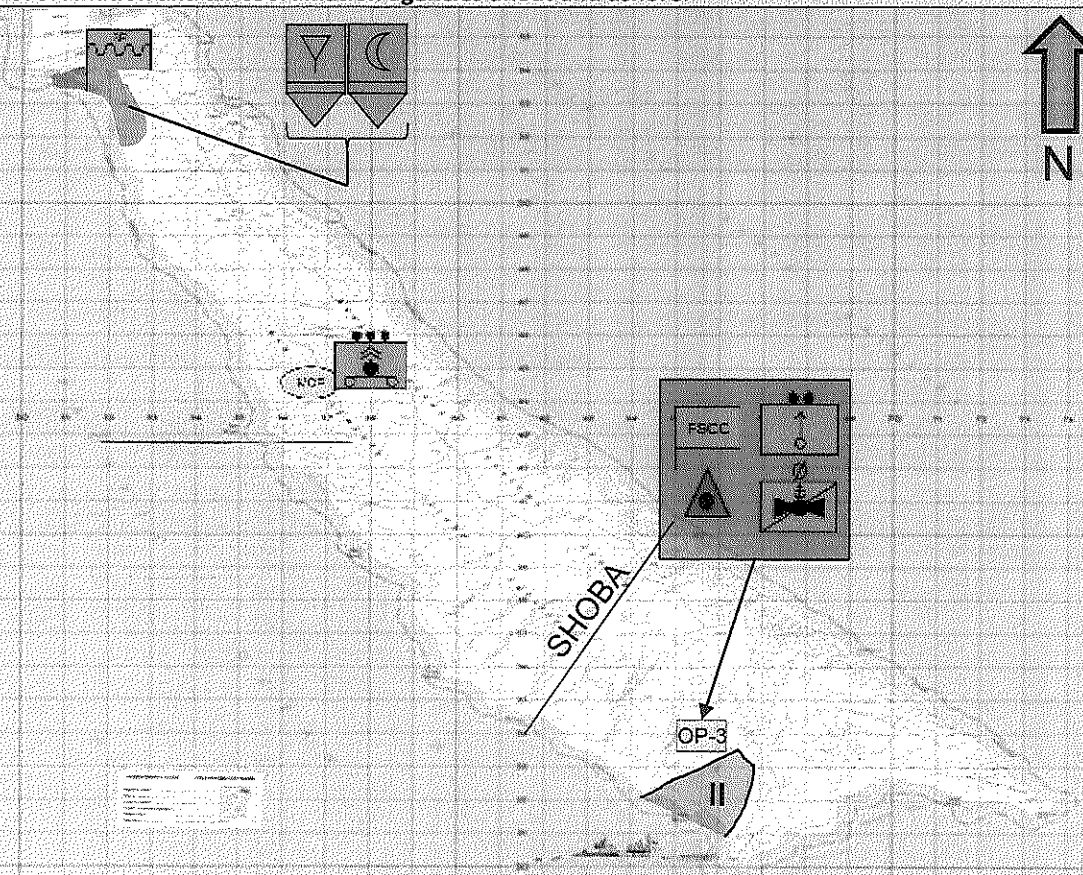
**Supply:** CL I: Potable water will be sourced from the water treatment plant aboard SCI via 5 Gal water jugs provided by the exercise force. Marines will receive (2) hot meals from the Chow hall and (1) MRE per day. MRE brought ashore by EXFOR. Water point: OPS/LOG team will facilitate hot chow, and water deliveries.

CL III: Access to the Fuel Farm has been granted via NAVFAC. Fuel farm will be used to resupply rental vehicles as contingency for tactical vehicles prior to recovery from SCI. Fuel key will remain with OPS/LOG team.

CL V: In accordance with the SOE ammunition will be staged at firing points.

**Maintenance:** Dead-lined equipment will be flat towed to West Cove on completion of SACEX for recovery aboard SOM.

**Services:** Chemical Toilets and dumpsters have been reserved for HIMARS firing point and OP-3/MFP-3 with required servicing. Dunnage will be retained and brought to the ship upon completion of all activities.



#### Ammo Allocation

81mm: 200 HE, 24 ILLUM  
HIMARS: 12 RRPR  
NSFS: 150 HE/CVT, 20 ILLUM

#### Range Control

Camp Pendleton (LONG RIFLE)

(b)(2)

#### Kev POCs

**Embark Officer:**  
**MEU S-4:**  
**MEU OPS/LOG** (b)(3), (b)(6), (b)(7)(c)

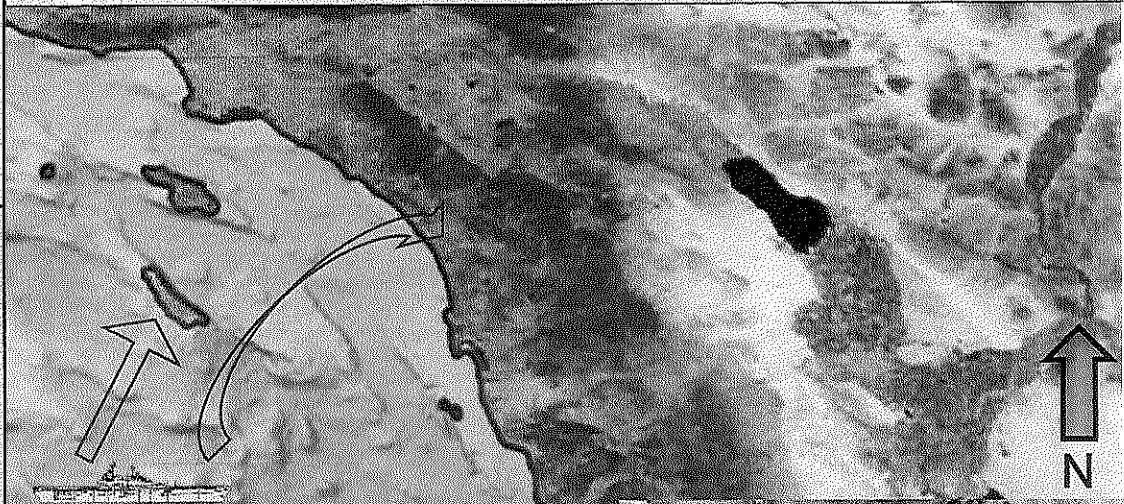
Movement	Occupation	Live Fire	Retrograde	Backload
SACC ESTABLISHED	AD VON ARRIVES AT SCI SACEX COMPLEX OCCUPATION	RANGE HOT RANGE COLD	PERSONNEL AND EQUIPMENT RETROGRADE	ALL UNITS POSTURED ON ARG SHIPPING
21 Jul	21 Jul 29 Jul	30 Jul 31 Jul	31 Jul	1 Aug

**Phase III Stage B: Full Mission Profile & DATF**

**MISSION:** From, 26 July – 9 August 2020, Amphibious Squadron Three (CPR-3) and 15th Marine Expeditionary Unit (MEU) conducts PHIBRON/MEU Integration Training (PMINT) IOT enhance the integration and collective capability of the ARG/MEU team.

**Task Organization**

<b>USS MAKIN ISLAND</b> • CE • ADR • ACE HQ • VMFA • VMM • MWSS Det • LAAD • BLT Det • C Co (Vertical Assault) • LAR Co (-) • Artillery Battery (-) (M77A2) • CLB Det	<b>USS SOMERSET</b> • ACE Det • HMLA • MWSS Det • BLT HQ • B Co (Mechanized Assault) • Artillery Battery (-) (HIMARS) • CLB Det	<b>USS SAN DIEGO</b> • ACE Det • MWSS • HMM • VMU • LAAD • BLT Det • A Co (Boat Company) • Artillery Battery (-) (M77A2) • LAR Pit • CLB HQ
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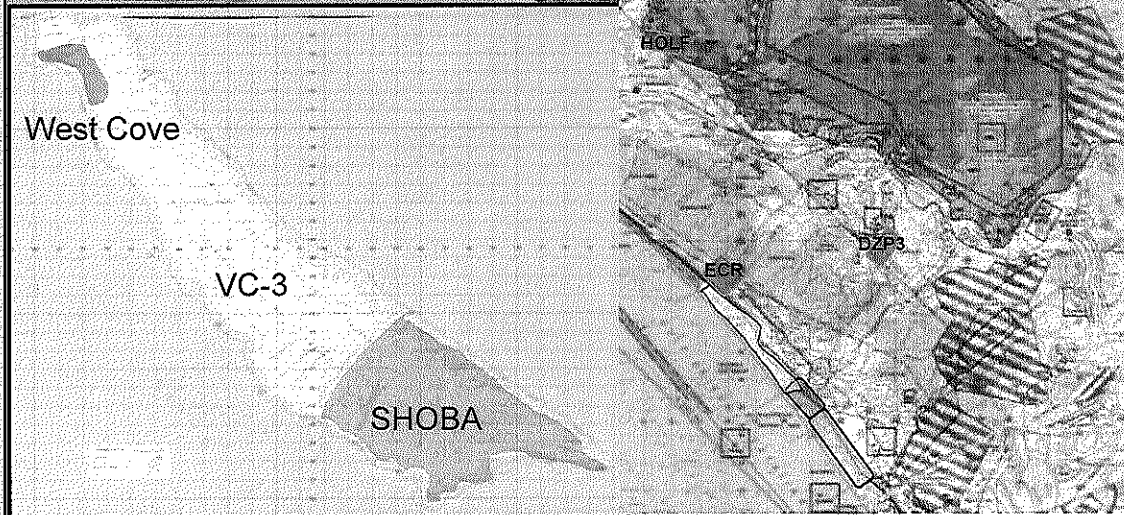
**Phase III: PMINT Conduct**

**Begins with:** Completion of In-stream on-load  
**Ends with:** Completion of various training evolutions leading up to the Amphibious Landing.

**Critical Events:**

- Mechanized Raid IVO West Cove & IVO VC-3
- VBSS x 1
- Small Boat Raid
- Air Assault CPEN HOLF
- Forward Arming & Refueling Point CPEN HOLF
- HA/DR Operation CPEN HOLF
- R&S Opsx2 (Surface Raid, Amphib Assault)
- F-35 Strike – CHOCOLATE MOUNTAINS
- Defense of Amphibious Task Force (DATF)
- Amphibious Assault
- Standing Mission planning and execution (TRAP, QRF, CASEVAC, and Expeditionary Strike)

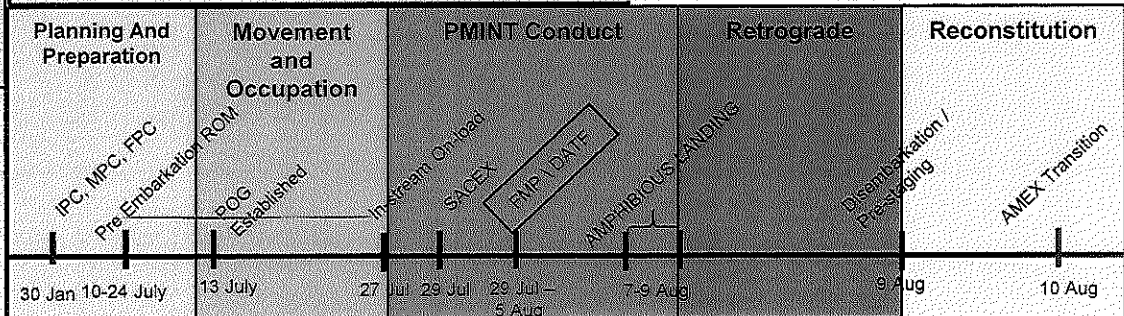
**MAIN EFFORT will shift according to mission requirement**



**ESG3 EXCON**  
**EXCON AFLC**  
**EXCON SCI:**  
**EXCON CAMI**

(b)(3), (b)(6), (b)(7)(c)

**Key POCs**



**Concept of Operations**  
**Surface Raid**

**Mech Raid T/O:** ~176 PAX  
**Mech Raid TE:** (10) AAVP7A1  
**BLT 1/4 and enablers:** ~164 PAX  
**ADR:** ~6-12 PAX

**Phase I – Shaping**

**Begins with:** Insert of R&S.  
**End with:** Raid force postured for surface assault.  
**Critical Events:** R&S insert (CRRC/Swim/Para), well deck operations

**Phase II – Insertion**

**Begins with:** Raid force departure from SOM.  
**End with:** All Raid force elements feet dry and consolidated at the BLS.  
**Critical Events:** AAVs splash from OP BOX (2.5-3 NM) and proceed to West Cove

**Phase III – Actions On**

**Begins with:** Movement from BLS to OBJ 1.  
**End with:** Destruction of ASCM and/or ADA assets on OBJ 2.  
**Critical Events:** Contact IVO ANVMA-Old Rifle Range (Destroy EWR), Breach, Destroy ASCM and/or ADA asset IVO ANVMA-VC-3

**Phase IV – Withdrawal**

**Begins with:** Raid force movement from the OBJ to BLS.  
**End with:** Raid force recovered aboard SOM.  
**Critical Events:** Consolidate, water checks, recover R&S (TBD), recover to shipping

**Phase V – Reconstitution**

**Begins with:** Reception aboard SOM.  
**End with:** Raid force repositioned for follow on action.  
**Critical Events:** Debrief/AAR, Post Action MX

**SOM:** BLT conducts surface assault. MEU recon teams (SE1) provides enemy C/D/S IVO objective areas and landing sites. ME (B/1/4) destroys assessed physical hardware (EWR/C2) IVO OBJ 1 and destroys ENY IVO OBJ 2 (assessed ASCM). RW/CAS neutralizes enemy CSW and motorized assets IOT enable insert. Upon completion, raid force withdraws to amphibious shipping (USS Somerset) to prepare for follow on operations.

**TASKS:**

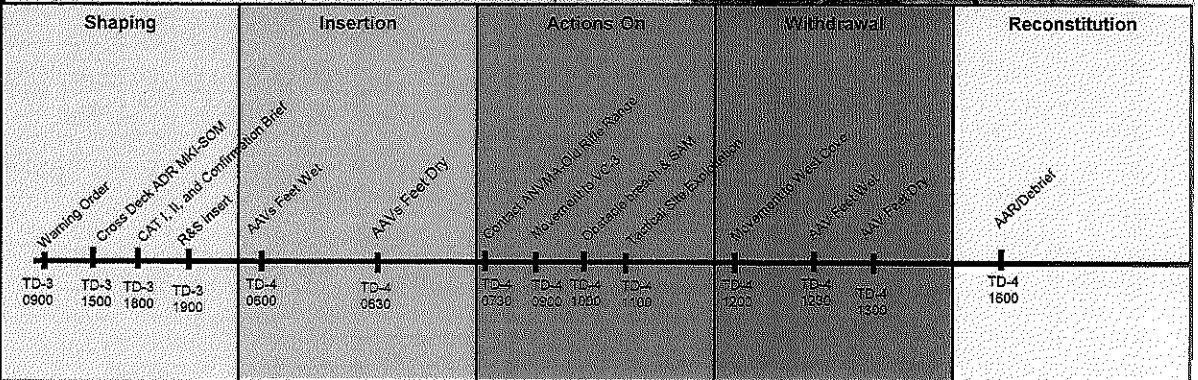
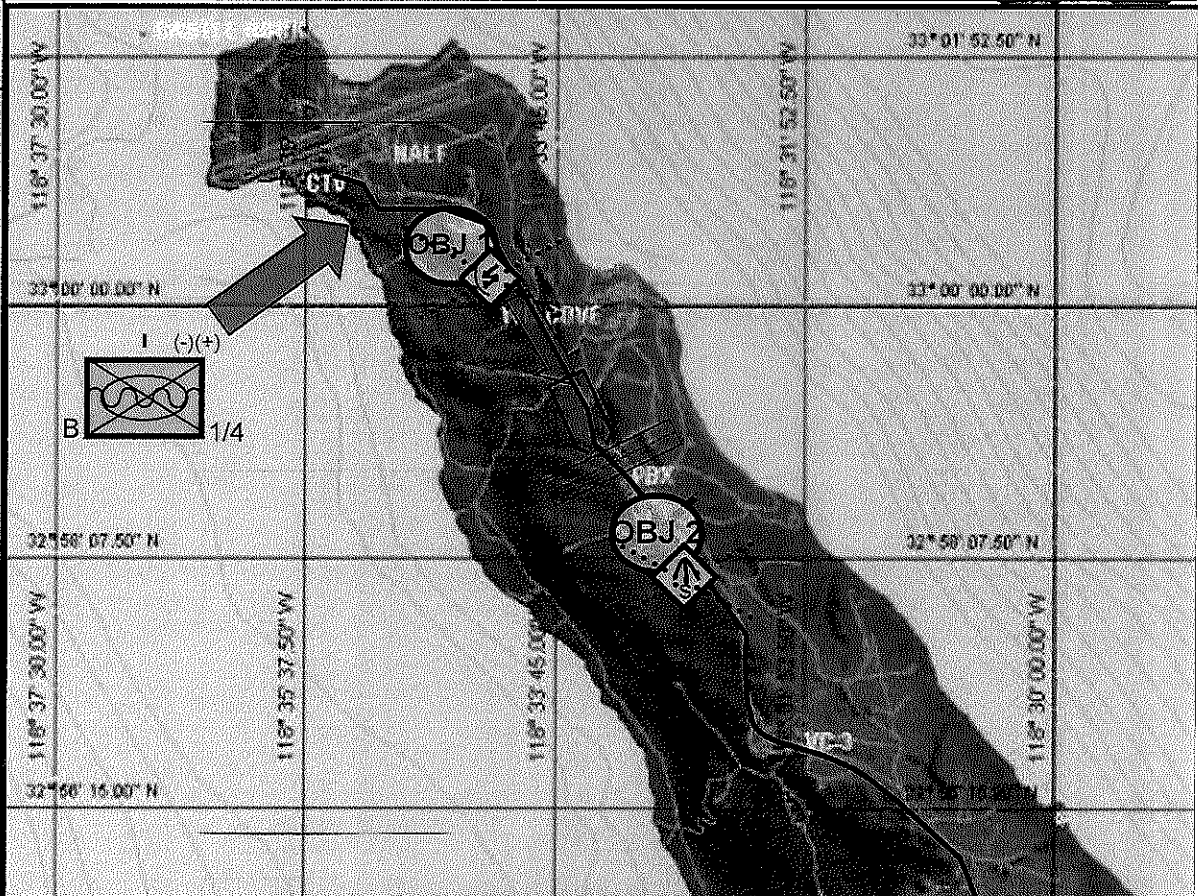
**ME (B/1/4)**  
 T1: Destroy EWR and ASCM  
 P1: Enable Sea Control Operations

**SE1 (Recon Teams)**  
 T1: Recon OBJ 1,2 and BLS  
 P1: Locate EWR, ASCM platform and enable ME attack

**POCs**

**V 1/4 Bravo Company Co:** (b)(3), (b)(6), (b)(7)(c)  
**Training Areas:** WEST COVE, Capitaine MA, AVMA-NALF  
**TA 1-4, ANVMA-Old Rifle Range, ANVMA-VC-3**  
**Airspace:** Surface to 1500 sUAS  
**ARSO:** E-6:  
**ADFOR:** 15 PAX

**MISSION: O/O 15th MEU destroys Azurian Kinjan surface to air missile capability IVO SCI IOT allow freedom of movement within the joint operating area.**



*Concept of Operations*  
**VBSS**

**MISSION: O/O 15th MEU conducts seizure of target M/V ATLAS IVO SCI SHOBA IOT deter illicit smuggling within the joint operating area.**

**ADR T/O:** ~25-35 PAX  
**ADR T/E:**  
**ADR:**

**Event(s)**

- VBSS 1
- VBSS 2

**Date(s)**

- 31 July VBSS 1
- 03 August VBSS 2

**Location(s)**

- SHOBA – CSG-15

**METs Facilitated**

- MCT 1.12.1.8 CONDUCT MARITIME INTERCEPTION OPERATIONS

**Site Lead**

- VBSS 1
- VBSS 2 (b)(3), (b)(6), (b)(7)(c)

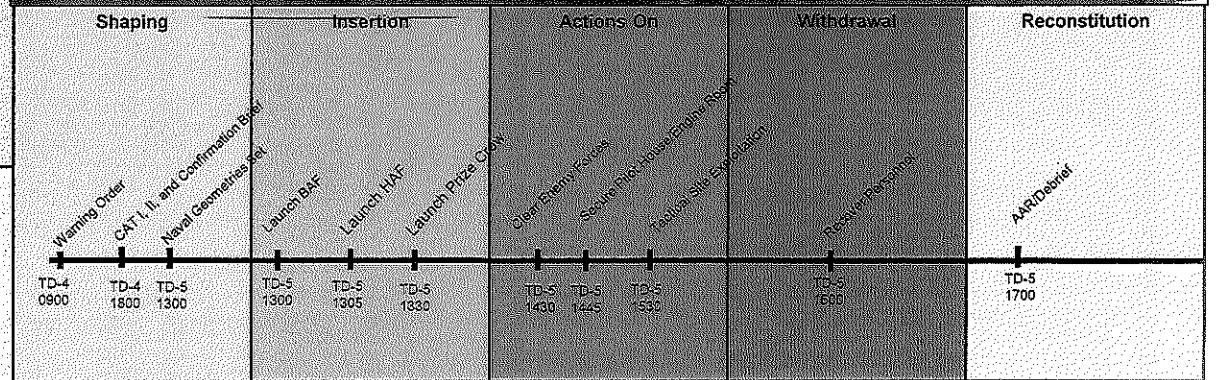
**Training Objectives**

- Pre-mission planning, preparation
- Integration of Navy/MEU forces (Staff functions)
- Interpreter requirements for hailing CCOI
- RHIB immediate actions to contact
- Opposed boarding of MRF
- Specialized Limited Scale Raid with VBSS tactics, techniques, and procedures
- CASEVAC procedures
- TSE/Exploitation
- Re-integration
- Debrief



**POCs**

**ADR Co:** (b)(3), (b)(6), (b)(7)(c)  
**Training Areas:** SHOBA OPBOX 2852  
**Airspace:** UPDATE  
**ARSO:** (b)(3), (b)(6), (b)(7)(c)  
**Class V(W):** 120 Rd SESAM for ADFOR  
**Open Water Safety Craft:** Provided by EOTG, MKI RHIB as backup  
**Safety Swimmer:** Provided by EOTG, ADR safety swimmer as backup



**Concept of Operations**  
**Airfield Seizure/FARP/HA/ST**

**Airfield Seizure T/O:** ~160 PAX  
**HA/ST T/O:** ~ 15 PAX  
**Airfield Seizure T/E:** 2 x MRZR  
**HA/ST T/E:** PRC 150, 10xPRC 153

**Event(s)**

- Airfield Seizure
- FARP
- HAST

**Location(s)**

- HOLF

**METs Facilitated**

- MCT 1.15.1.2 Coordinate Foreign Humanitarian Assistance

**Site Lead**

- Airfield Seizure: TBD
- FARP: TBD
- HAST: 1stLt Zendejas

**Training Objectives**

- Pre-mission planning, preparation
- Integration of Navy/MEU forces (Staff functions)
- Insert of the HAST
- Coordination with DART/CMAC/CMOC
- RFI feedback and coordination with planners
- Support to detailed planning

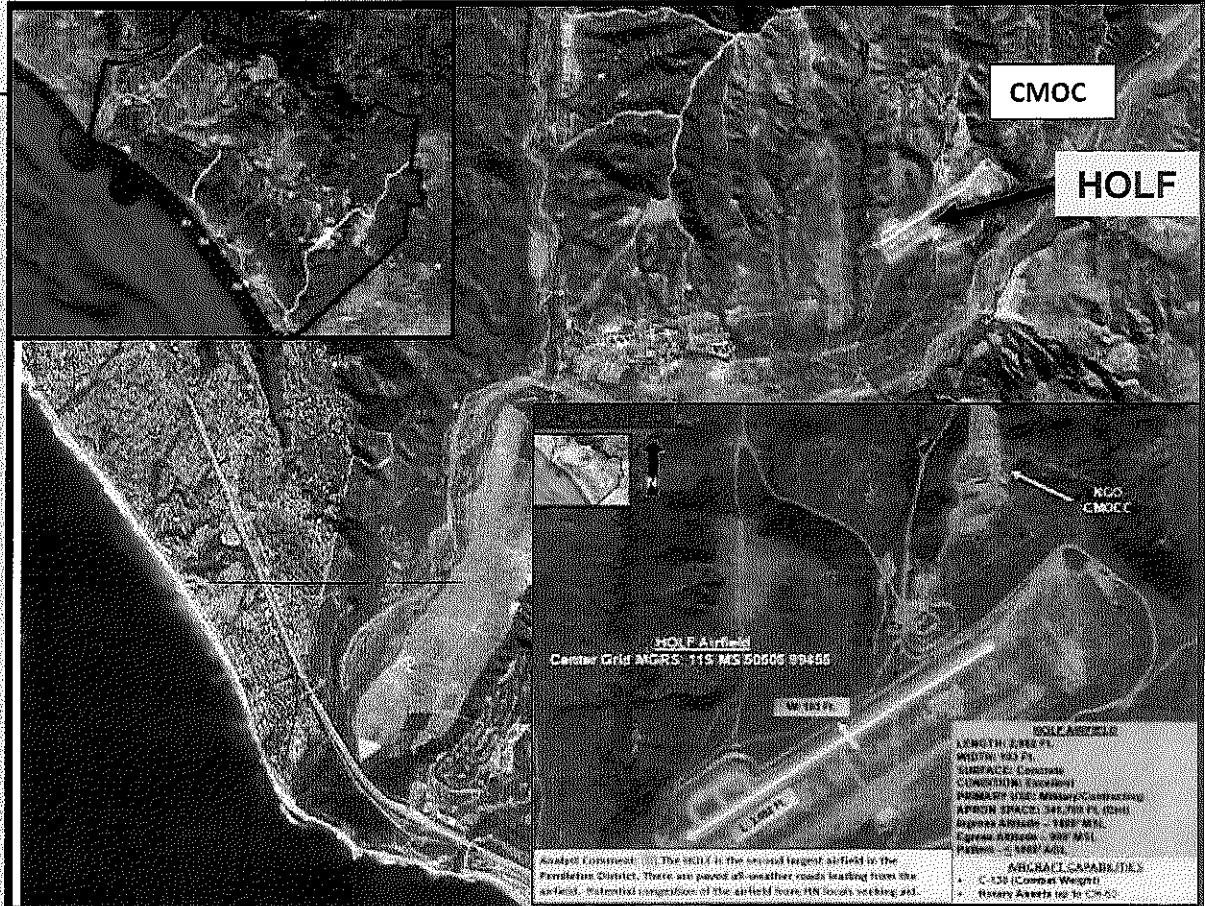
Hurricane IVO/HOLF caused significant damage to local infrastructure and access to food, water, and utilities. The Office of Foreign Disaster Relief, Disaster Assistance Response Team is on the ground conducting surveys and identifying requirements to support the local populous. Due to the instability, a local VEO seized the opportunity to take over key distribution nodes in the region limiting the flow of needed supplies to the local villages.

HAST required to determine full array of support needed by local government through the DoS personnel on the ground  
**Initial indications:** debris at airfield limits access, transportation of water, subsistence, shelters, and hygiene kits, and medical centers are overwhelmed with needs of local population

CMOC is established but has limited support due to VEO threat.

FARP: Enemy submarine identified IVO ARG. HHQ tasks P-8 asset to fly on station to locate and close with enemy contact. P-8 requires additional fueling IOT remain on station.

**MISSION: O/O, 15th MEU conducts clears enemy presence and secures the airfield on CPEN HOLF IOT allow unimpeded humanitarian assistance operations .**



**POCs**

**C Company**  
**HA/ST OIC:** (b)(3), (b)(6), (b)(7)(c)

**Training Areas:** CPEN HOLF

**Airspace:** ACA Talega, ACA HOLF

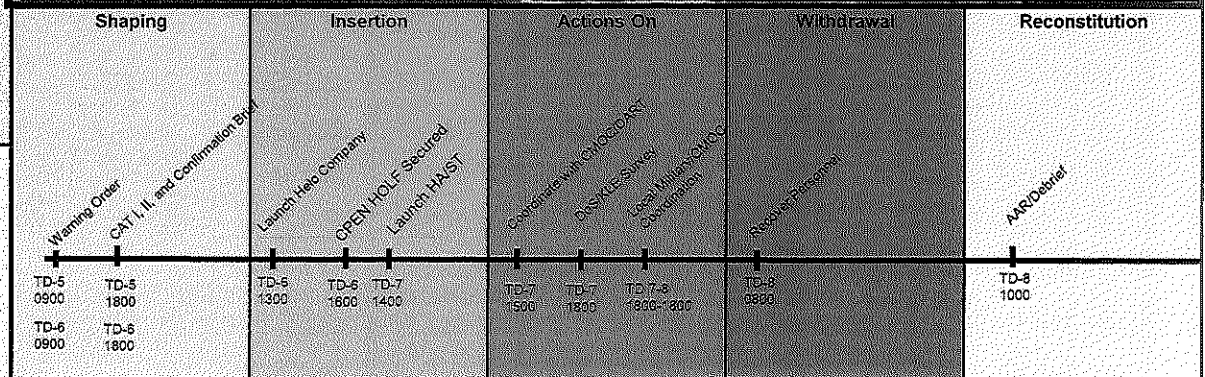
**ADFOR RSO:** V 1/4 Update

**Class V(W):** ADFOR GCE Draws and transports

**ADFOR:** 15 PAX

**Role Players:** CLR-17 & CLB-15

**HAST Role Players** (b)(3), (b)(6), (b)(7)(c) 8 PAX from LCE



*Concept of Operations  
Strike*

**MISSION: O/O, 15<sup>TH</sup> MEU sources strike sorties to the JFC.**

**Strike Package:** 4x F-35, 4x F-18, 1x KC-130  
**Trap Alert:** 2x MV-22

**Phase I – Shaping**

Begins with: Receipt of WARNO  
Mission planning and Intel assessment  
Target package and weaponeering  
End with: Decision to strike

**Phase II – OAAW**

Begins with: Strike package launched  
Pre-mission tanking in the W-291  
Strike push 4 ship wall with F-18s long trail  
28.2 message sent via L16 to CAC2S for ingress  
F-35s destroy SA-11 and SA-3, Avoid SA-10  
End with: Penetrate & Neutralize enemy air defense systems

**Phase III – Attack**

Begins with: Target acquisition  
12.6 message sent via L16 to F-18s to strike a Network Switch Facility and Command HQs element  
F-35s support with standoff SEAD and mutual support  
F-35s/F-18s provide BHA  
End with: Target struck

**Phase IV – Egress**

Begins with: Strike package outside of enemy airspace  
28.2 message sent via L16 to CAC2s for Millertime/Egress  
F-35s provide escort for F-18s  
End with: Strike package on deck LHD-8

**Phase V – MISREP**

Begins with: S-2 debrief  
Video download/Debrief  
End with: AAR sent to HHQ

**Targets**

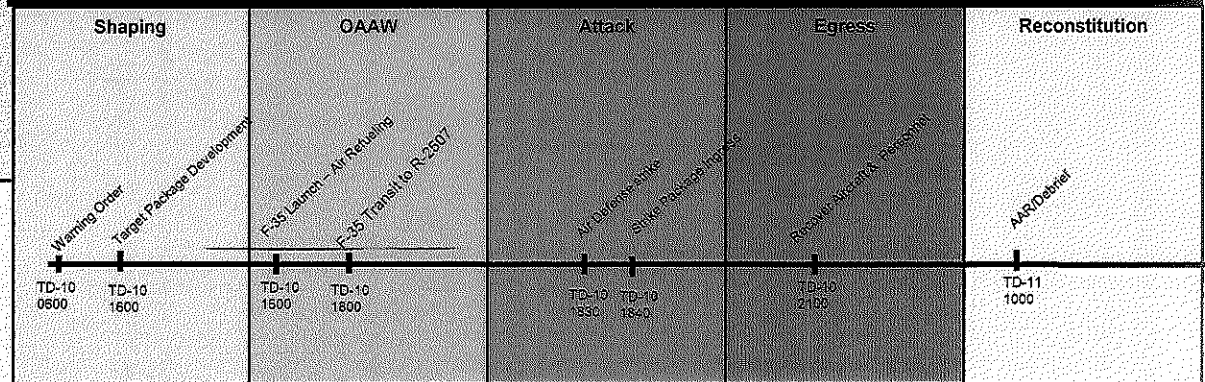
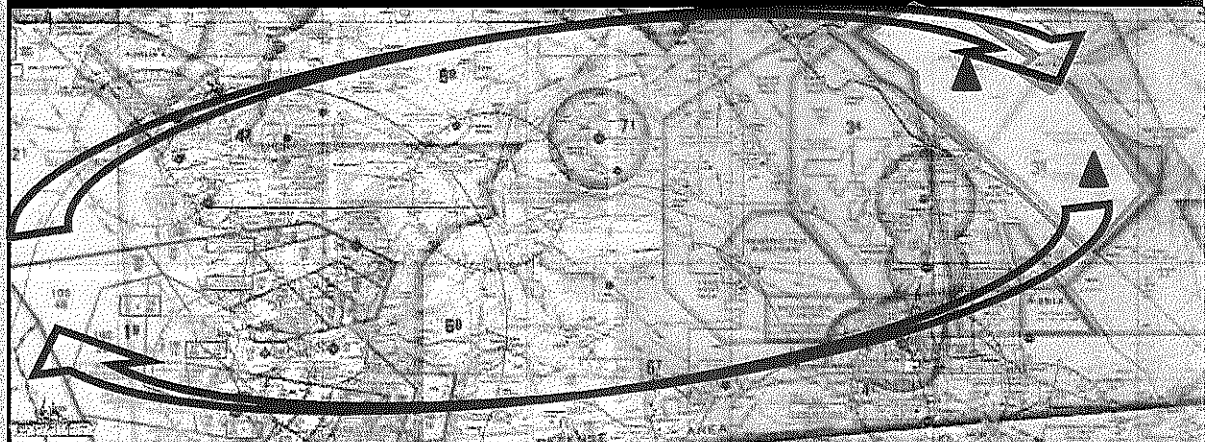
Target Site 1 (IVO Punch Bowl)  
Network Switch Facility enabling high-speed data transfer to enhance C3  
Threat: SA-3

Target Site 2 (IVO Blue Mountain)  
Command HQ providing directives and situational awareness down to echelon air/ground units  
Threat: SA-11

SA-10 Site (IVO Blythe AF)

**POCs**

MEU Air-O  
VMFA-122: (b)(3), (b)(6), (b)(7)(c)  
VMGR-352: TBD  
VMFA-232: TBD  
Training Areas: Kane E, ABEL N/S, R-2507N/S  
Class V(A): F-35s - 1xGBU-12 each aircraft (simulated GBU-32s)  
F-18s - 1xGBU38 each aircraft





**Phase III Stage B: Full Mission Profile & DATF  
Concept of Logistic Support**

**MISSION:** From, 26 July – 9 August 2020, Amphibious Squadron Three (CPR-3) and 15th Marine Expeditionary Unit (MEU) conducts PHIBRON/MEU Integration Training (PMINT) IOT enhance the integration and collective capability of the ARG/MEU team.

**Task Organization**

<b>USS MAKIN ISLAND</b> • CE • ADR • ACE HQ • VMFA • VMM • MWSS Det • LAAD • BLT Det • C Co (Vertical Assault) • LAR Co (-) • Artillery Battery (-) (M777A2) • CLB Det	<b>USS SOMERSET</b> • ACE Det • HMLA • MWSS Det • BLT HQ • B Co (Mechanized Assault) • Artillery Battery (-) (HIMARS) • CLB Det	<b>USS SAN DIEGO</b> • ACE Det • MWSS • HMM • VMU • LAAD • BLT Det • A Co (Boat Company) • Artillery Battery (-) (M777A2) • LAR Plt • CLB HQ
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**Stage B:**

**Critical Events:**

- Mechanized Raid IVO West Cove & IVO VC-3
- Air Assault CPEN HOLF
- HA/DR Operation CPEN HOLF
- Amphibious Assault

**Transportation:**

**Mech Raid:** ADFOR movement to SCI has been coordinated through the air planning cell for ship-to-shore movement. OPS/LOG team will aid in ADFOR movement IAW SOE.  
 Retrograde of ADFOR will be done via MECH Co. AAVs on return to the SOM.  
**HOLF:** All transportation requirements supporting ADFOR movement aboard CPEN will be facilitated via MSE RBE elements or PMINT EXCON coordination.

**Supply:**

**CL I:** MREs/Water are available for issue from MKIARG Shipping, requirement and resupply determined by planning process  
 ADFOR: MRE/Water supported by parent command, with OPS/LOG support as requested.

**CL III:** Fuel requirements are to be coordinated through the TACLOG per the planning process.  
 ADFOR: Fuel will be provided by parent command as required.

**CL V:** Elements going ashore will be issued ammunition per mission requirements from the Ammunition Training Allowance. Dunnage is to be disposed of IAW SOP. No CL V for the MECH RAID.  
 ADFOR: Ammunition for the ADFOR will be supported by the parent command, with allotment being pushed from the CE account.

**Maintenance:**

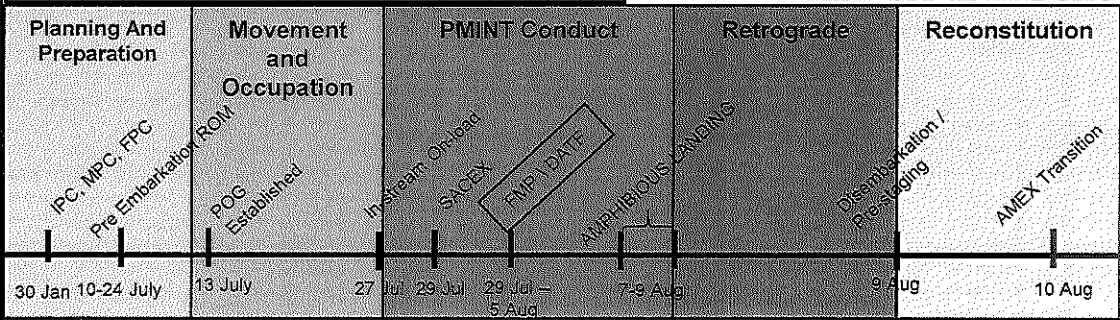
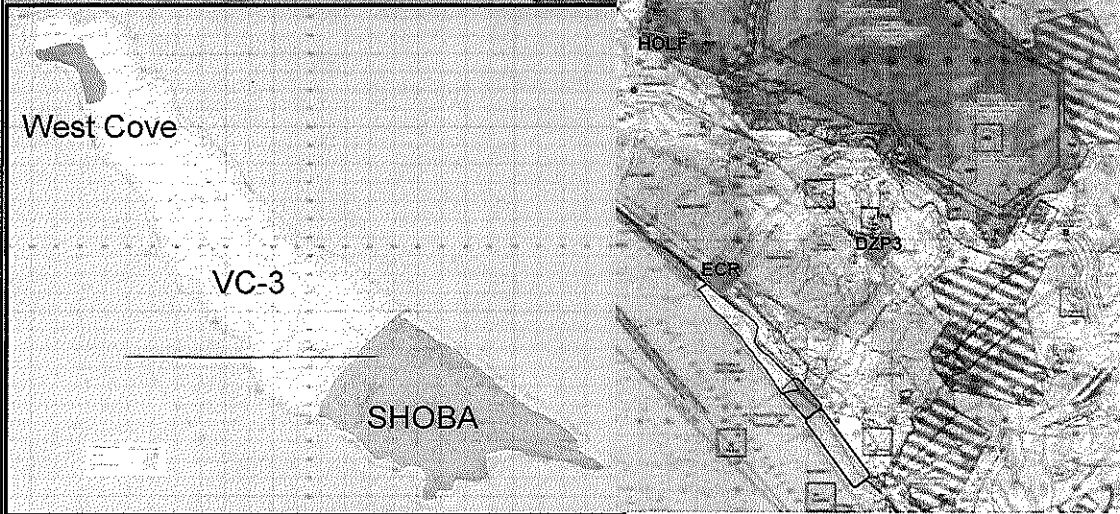
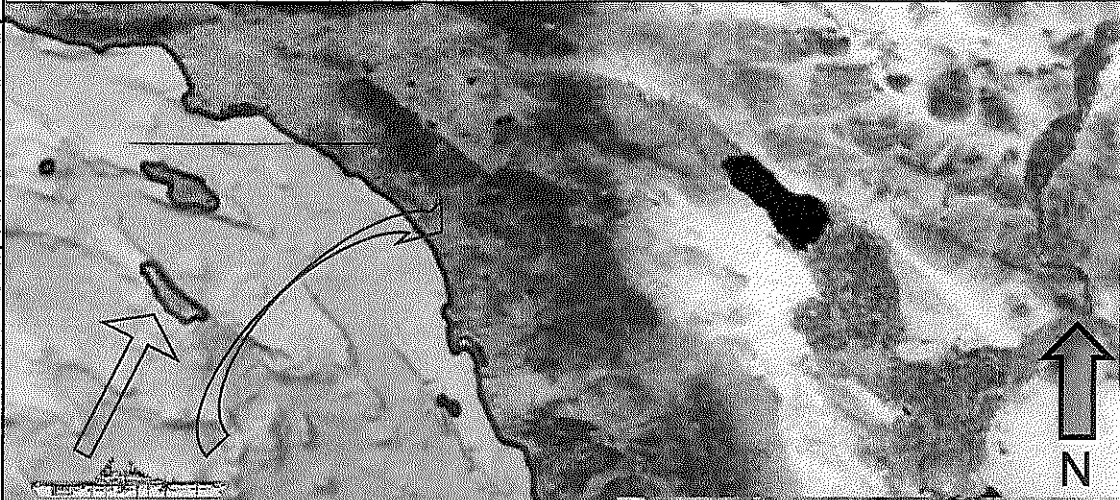
See coordinating instructions for maintenance reporting requirements.

**Health Services:**

See Medical Plan.

**Services:**

Chemical Toilets and dumpsters reserved for use at the HOLF. On confirmation of LF Objective sites for the Amphib Assault and subsequent off-load, Chemical Toilets will be confirmed via EXCON.

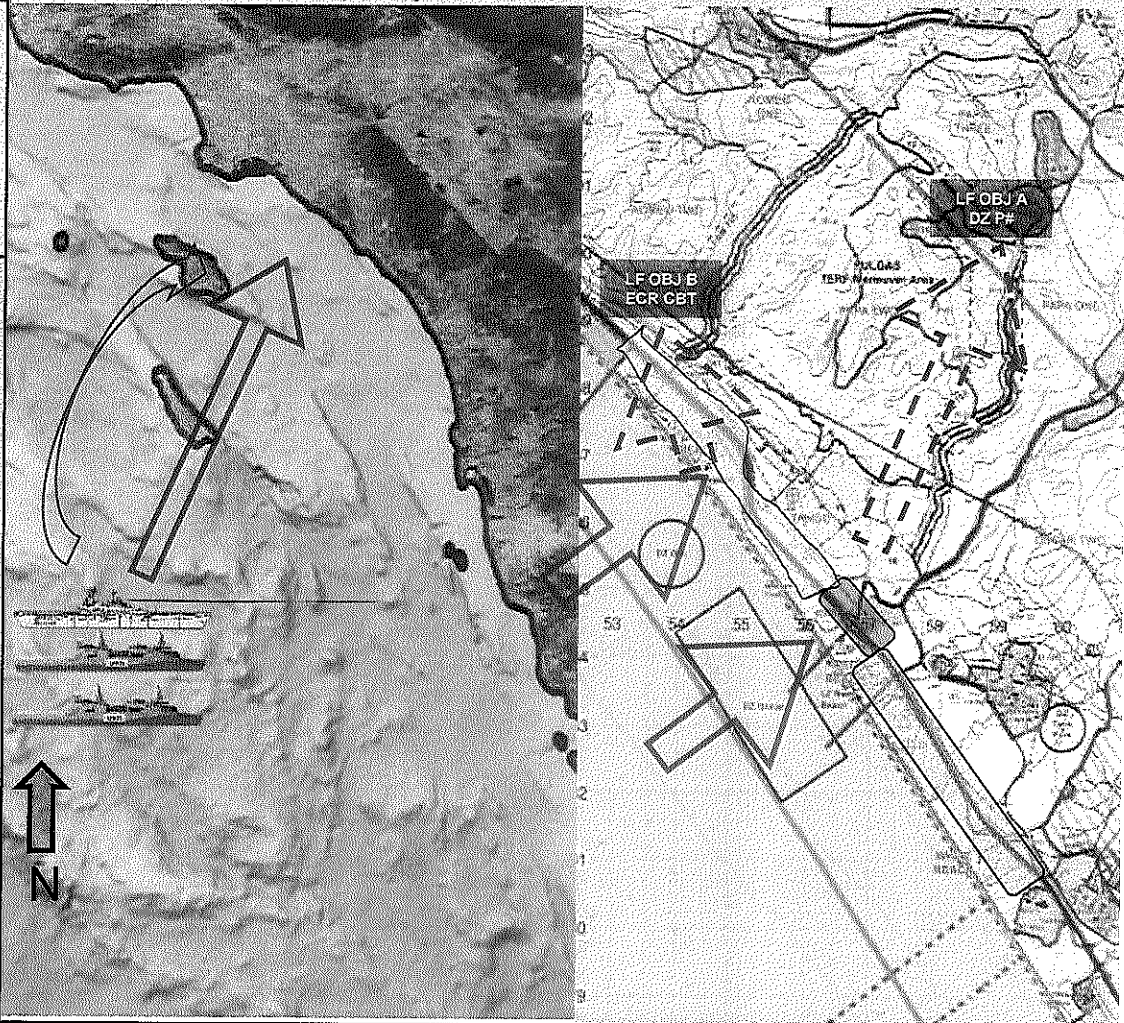


## Phase III Stage C: Amphibious Landing

### Task Organization

USS MARIN ISLAND	USS SOMERSET	USS SAN DIEGO
<ul style="list-style-type: none"> <li>• CE</li> <li>• ADR</li> <li>• ACE HQ                             <ul style="list-style-type: none"> <li>• VMFA</li> <li>• VMM</li> <li>• MWSS Det</li> <li>• LAAD</li> </ul> </li> <li>• BLT Det                             <ul style="list-style-type: none"> <li>• C Co (Vertical Assault)</li> <li>• LAR Co (-)</li> <li>• Artillery Battery (-) (M777A2)</li> </ul> </li> <li>• CLB Det</li> </ul>	<ul style="list-style-type: none"> <li>• ACE Det                             <ul style="list-style-type: none"> <li>• HMLA</li> <li>• MWSS Det</li> </ul> </li> <li>• BLT HQ                             <ul style="list-style-type: none"> <li>• B Co (Mechanized Assault)</li> <li>• Artillery Battery (-) (HiWARS)</li> </ul> </li> <li>• CLB Det</li> </ul>	<ul style="list-style-type: none"> <li>• ACE Det                             <ul style="list-style-type: none"> <li>• MWSS</li> <li>• HMH</li> <li>• VMU</li> <li>• LAAD</li> </ul> </li> <li>• BLT Det                             <ul style="list-style-type: none"> <li>• A Co (Boat Company)</li> <li>• Artillery Battery (-) (M777A2)</li> <li>• LAR PII</li> </ul> </li> <li>• CLB HQ</li> </ul>

**MISSION:** From, 27 July – 9 August 2020, Amphibious Squadron Three (CPR-3) and 15th Marine Expeditionary Unit (MEU) conducts PHIBRON/MEU Integration Training (PMINT) IOT enhance the integration and collective capability of the ARG/MEU team.



### Stage C:

**Begins with:** Amphibious Landing Planning  
**Ends with:** Completion of all Amphibious Landing events.

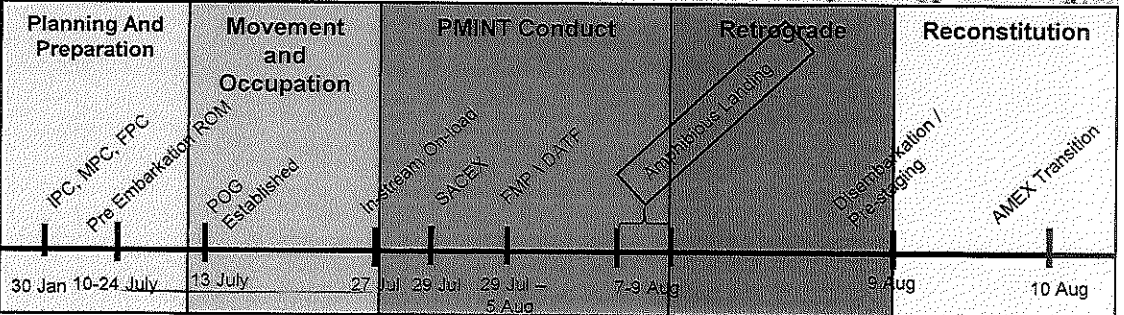
#### Critical Events:

Amphibious Assault  
 BLT Established C2 Ashore  
 CLB Establishes BOG  
 MEU Transitions Ashore  
 C2 Transfer BLT to MEU CE  
 Amphibious Landing Offload  
 Movement through training areas  
 Transition to MSE MET Training  
 Consolidation with personnel and gear accountability

**MAIN EFFORT:** Ground Combat Element

#### Key POCs

ESG3 EXCON:  
 EXCON AFLO/  
 EXCON CAMP (b)(3), (b)(6), (b)(7)(c)





# UNCLASSIFIED//FOUO Confirmation Brief



## OPERATION GATOR SMASH

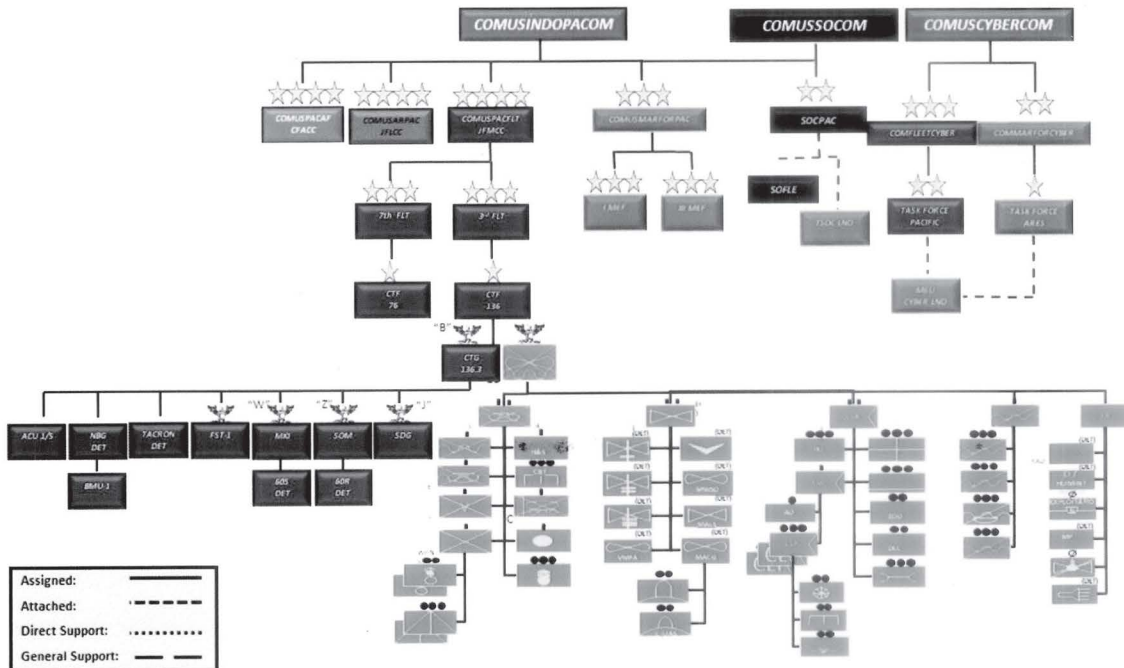
29 JUL 20

Overall Classification: [REDACTED]

UNCLASSIFIED//FOUO



# UNCLASSIFIED//FOUO COMREL



UNCLASSIFIED//FOUO



UNCLASSIFIED/FOUO

# Higher Mission & Intent



1. Mission: NLT 302359JUL20, Destroy Azurian Kinjaz (AK) Forces and training camp on San Clemente Island (SCI), Azure IOT disrupt AK operations against Azure Security Forces.
2. Commander's Intent:
  - A. Purpose: Disrupt AK operations against Azurian Security Forces
  - B. Method: CTF-136 will execute a rapid operation that takes advantage of our amphibious force's speed and combat power. We will execute this operation with overwhelming combat power. We will be judicious in our application of force to limit collateral damage and maintain trust with the Azurian population and government.
  - C. Endstate: AK forces and training camp destroyed, HVI Ajang Ajang captured or killed, Azurian stability increased, and U.S. relationship with Azurian government maintained.

UNCLASSIFIED/FOUO



UNCLASSIFIED/FOUO

# Assumptions



- |   |   |   |
|---|---|---|
| <ol style="list-style-type: none"> <li>1. <u>ENVIRONMENT (S-2)</u> <ul style="list-style-type: none"> <li><input type="checkbox"/> PERMISSIVE</li> <li><input type="checkbox"/> UNCERTAIN</li> <li><input checked="" type="checkbox"/> HOSTILE</li> </ul> </li> <li>2. <u>HOST NATION (S-2/S-3)</u> <ul style="list-style-type: none"> <li><input type="checkbox"/> SUPPORTIVE</li> <li><input type="checkbox"/> NON-SUPPORTIVE</li> <li><input checked="" type="checkbox"/> INCAPABLE OF SUPPORT</li> </ul> </li> <li>3. <u>LOCAL GOVERNMENT (S-2/S-3)</u> <ul style="list-style-type: none"> <li><input type="checkbox"/> SUPPORTIVE</li> <li><input type="checkbox"/> NON-SUPPORTIVE</li> <li><input checked="" type="checkbox"/> INCAPABLE OF SUPPORT</li> <li><input type="checkbox"/> UNKNOWN</li> </ul> </li> <li>4. <u>HOST NATION MILITARY (S-3)</u> <ul style="list-style-type: none"> <li><input type="checkbox"/> SUPPORTIVE</li> <li><input type="checkbox"/> NON-SUPPORTIVE</li> <li><input checked="" type="checkbox"/> INCAPABLE OF SUPPORT</li> <li><input type="checkbox"/> UNKNOWN</li> </ul> </li> <li>5. <u>LOCAL POPULACE (S-2)</u> <ul style="list-style-type: none"> <li><input type="checkbox"/> WILL INTERFERE</li> <li><input checked="" type="checkbox"/> WILL NOT INTERFERE</li> </ul> </li> </ol> | <ol style="list-style-type: none"> <li>6. <u>RESISTANCE EXPECTED (S-2)</u> <ul style="list-style-type: none"> <li><input type="checkbox"/> NONE</li> <li><input type="checkbox"/> LIGHT</li> <li><input checked="" type="checkbox"/> MEDIUM</li> <li><input type="checkbox"/> HEAVY</li> </ul> </li> <li>7. <u>OBJECTIVE (S-2)</u> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> CAN BE LOCATED</li> <li><input type="checkbox"/> CAN'T BE LOCATED</li> </ul> </li> <li>8. <u>SPECIFIC BLS/HLZ/AF (S-2/S-3)</u> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> USABLE</li> <li><input type="checkbox"/> UNUSABLE</li> <li><input type="checkbox"/> UNKNOWN</li> </ul> </li> <li>9. <u>OVERFLIGHT RIGHTS (S-3)</u> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> GRANTED</li> <li><input type="checkbox"/> PENDING</li> <li><input type="checkbox"/> DENIED</li> </ul> </li> <li>10. <u>MEDIA (PAO)</u> <ul style="list-style-type: none"> <li><input type="checkbox"/> IMPACT</li> <li><input checked="" type="checkbox"/> NO IMPACT</li> </ul> </li> <li>11. <u>FECC (S-3)</u> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> FIRES</li> <li><input checked="" type="checkbox"/> IO</li> </ul> </li> </ol> | <ol style="list-style-type: none"> <li>12. <u>ORGANIC SUSTAINMENT (S-4)</u> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> SUFFICIENT</li> <li><input type="checkbox"/> INSUFFICIENT</li> </ul> </li> <li>13. <u>EXTERNAL SUPPORT AVAIL</u> <ul style="list-style-type: none"> <li><input type="checkbox"/> INTEL/ISR</li> <li><input type="checkbox"/> LOGISTICS</li> <li><input type="checkbox"/> COMM</li> <li><input type="checkbox"/> FIRE SUPPORT</li> <li><input type="checkbox"/> MANEUVER</li> <li><input type="checkbox"/> FORCE PROTECTION</li> </ul> </li> <li>14. <u>WEATHER WILL PERMIT (S-2)</u> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> AIR</li> <li><input checked="" type="checkbox"/> SURFACE</li> </ul> </li> <li>15. <u>CONCURRENT TASKING(S) (S-3)</u> <ul style="list-style-type: none"> <li><input type="checkbox"/> WILL IMPACT</li> <li><input checked="" type="checkbox"/> NO IMPACT</li> </ul> </li> <li>16. <u>FRIENDLY FORCES (S-3)</u> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> ARG/MEU UNILATERAL OP</li> <li><input type="checkbox"/> JT/COMBINED FORCES AVAIL</li> <li><input type="checkbox"/> CSG IS AVAIL</li> </ul> </li> <li>17. <u>TARGET SHIPS CREW</u> <ul style="list-style-type: none"> <li><input type="checkbox"/> COMPLIANT</li> <li><input type="checkbox"/> NON COMPLIANT</li> <li><input checked="" type="checkbox"/> N/A</li> </ul> </li> </ol> |
|---|---|---|

**Legend**  
 = Assumed  
 = Confirmed

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UNCLASSIFIED/FOUO  
RFIs



RFI #	From	To	Subject	RFI	Answer	Date
001	MEU S3	HHQ	PID	Does AK have any identifying features for PID? (i.e. uniforms)	CHD has been tasked to identify and report on the specific uniforms, equipment and appearance of AK personnel to support PID requirements. Expect a response following source link-up and intelligence reporting. AK are known to utilize soviet small arms and possibly operate in desert camouflage uniforms.	29th
002	MEU S3	HHQ	Civ	Any Civilian or Civilian infrastructure on a. SCI b. Around obj area	<u>Civilian activity/POL on SCI unknown at this time.</u> Collection requirement has been forwarded to the R&S for collection in preparation for raid force execution.	29th
003	MEU S3	HHQ	Contingency	Task is destroy, but contingent is limit collateral damage. Authorized to destroy infrastructure if used by AK?	All AK fighters should be killed or captured. Any AK weapons or explosives will be destroyed on site. Since the AK fighters are utilizing Azurian civilian structures, do not destroy any infrastructure or buildings. <u>Limit collateral damage.</u>	29th
004	BLT S2	HHQ	GEOINT	Requesting soil composition of BLS, and route study for vegetation and trafficability of routes from BLS to airfield.	<u>No further information regarding obstacles ivo beach/objective.</u> Will forward intelligence requirements to CE S-2 for R&S for implementation into the collections plan. Recommend also identifying opportunities for SSP, Puma, beach reconnaissance of boat platoon, etc. Attempt to employ organic collection capabilities as the situation permits.	29th



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RFIs



RFI #	From	To	Subject	RFI	Answer	Date
005	BLT S4	HHQ	NGO	What NGO's are in the AO and working with the local populous?	USAID is currently supplying IDP's between LA and San Diego, providing food, water, blankets, tarps and medical kits. OFDA has tasked a DART to assist the USAID and the ambassador in assessing the situation in Camp Pendleton.	29th
006	CE S-4	HHQ	DART	Where is the DART team located and who is their POC?	<ul style="list-style-type: none"> <li>* DART Leader (POC) (b)(3), (b)(6), (b)(7)(c)</li> <li>* Deputy Team Leader (b)(3), (b)(6), (b)(7)(c)</li> <li>* DART Logistics Section (b)(3), (b)(6), (b)(7)(c)</li> <li>* DART Operations Section (b)(3), (b)(6), (b)(7)(c)</li> <li>(b)(3), (b)(6), (b)(7)(c)</li> <li>(b)(3), (b)(6), (b)(7)(c)</li> <li>* NGO's in Azure: USAID is currently supplying IDP's between LA and San Diego, providing food, water, blankets, tarps and medical kits. OFDA has tasked a DART to assist the USAID and the ambassador in assessing the situation in Camp Pendleton.</li> </ul>	29th
007	CE S-2	HHQ	AAV OPs	What are the small boat threats to AAVs IVO San Clemente Island from 29Jul-31Jul 2020	<u>Assume intent to be high</u> based on current reporting	29th
008	BLT S-3	HHQ	Route Study	Request route study of the mobility corridors from the water through the beach. Natural and man-made obstacles and buildings IVO the BLS should be called out. Imagery of the vehicle and foot mobility corridors is requested.	RFI appears to be two separate product requests. Looking at both a landing beach study and a route study from the landing beach to the airfield. Please provide center grid for the desired beach, start point from the beach, and endpoint at the objective area.	29th
009	BLT S-3	HHQ	Boundaries	Boundaries of the training camp		29th



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# RFIs



COMPLETE  
REFINE  
PENDING



RFI #	From	To	Subject	Answer	Date	
012	BLT S-3	HHQ	IDF	IDF authorization for friendly forces	IDF is authorized IAW ROE. <b>IDF authorized against PID AK forces on SCI.</b> Forces will make best effort to limit collateral damage IOT prevent unnecessary damage/destruction to Azurian civilian infrastructure. IDF request process is IAW CTG-136.3/136.5 SOP. No external fire support is available.	29 <sup>th</sup>
013	BLT S-3	HHQ	Friendly location	Location of friendly Azurian Forces? So we can target enemy specifically and ground forces can identify specific combatant and noncombatants	Re-direct RFI to BLT S-2.	29 <sup>th</sup>
014	BLT S-3	HHQ	Ajang Ajang	What does Ajang Ajang look like? So we can target him specifically and ground forces can identify specific HVI	Ajang Ajang baseball card available with CHD, provided by sub-team source operations. Deferring to OIC for response	29 <sup>th</sup>
015	BLT S-3	HHQ	IED	requesting any more information on previous IED attacks in San Clemente Island to determine what is used as the activation method for the IEDs. More specifically the components that make up the IEDs	Recommend conducting research of Philippines-based NPA organization for specific capabilities pertaining to IED employment. No historical data exists as the militia has only recently increased activity on the island in conjunction with the volcanic eruption. Collection requirement has been forwarded to the CHD sub-team currently ashore, conducting source operations. SDR referred to the OIC for potential feedback via IIRs.	29 <sup>th</sup>
018	BLT S-2	HHQ	Height of berms on LF Obj 1	We are respectfully requesting if possible to know the height of the berm IVO LF OBJ 1. IOT better the understanding of FF who are on the ground or insert in those areas.		29 <sup>th</sup>



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# RFIs



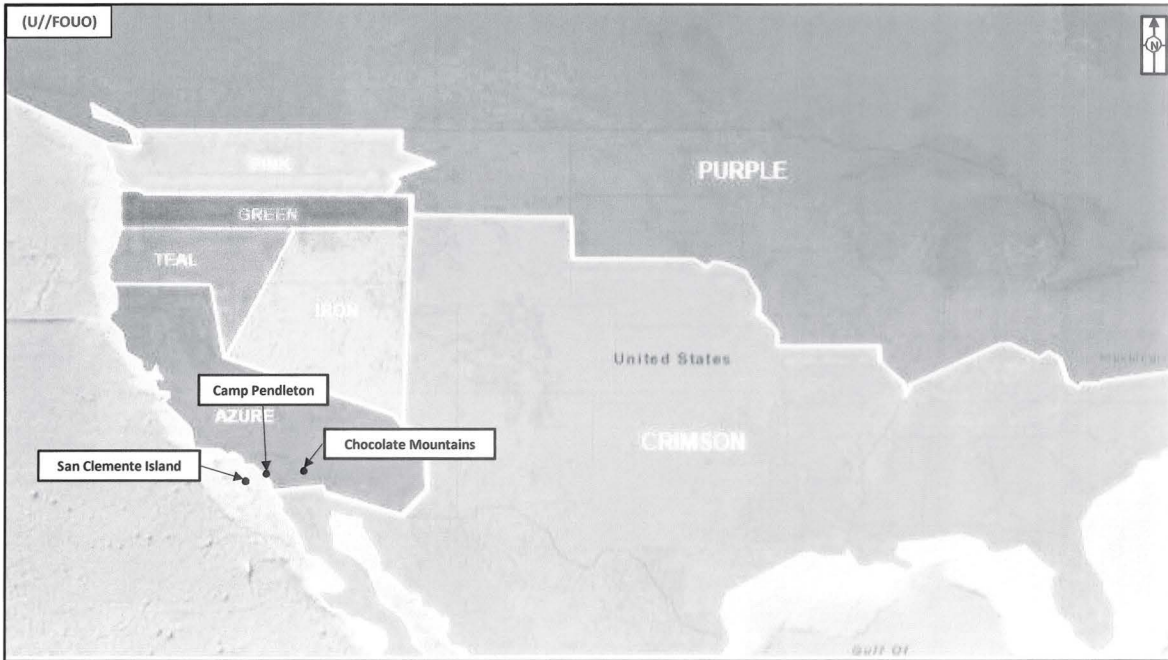
COMPLETE  
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PENDING



RFI #	From	To	Subject	Answer	Date	
016	COMMSTRAT	HHQ	Azurian gov't	1. (Priority) Does the Govt of Azure want to message unilateral US actions against AK or do they prefer if the US does not release information about operations to maintain narrative of the Azurian Govt being in control? 2. Exord states CTF-36 is release authority. Does information release require State Dept Press Attaché review? Is there any additional guidance from state dept?	29 <sup>th</sup>	
017	BLT S-3	HHQ	Use of CVRJ and MODI	Is the Use of CVRJ and MODI recommended/required in the Obj area	29 <sup>th</sup>	
018	SJA	HHQ	Detain Crimson forces	For the Op Gator smash, are we authorized to detain Crimson forces IVO objective area on SCI?	Not advisable	29 <sup>th</sup>
010	BLT S-2	HHQ	Location for aid distribution	It is suspected that the subversive activities to be perpetrated by the Azurian Kinjaz (AK) will include interrupting the limited aid provided by GoA. What are the locations for aid distribution?	Crimson aid to Azure has been delivered and distributed from the Los Angeles International Airport in LA, Azure and an additional distribution point is being established at the LA Convention Center. There are currently indications that AK have begun to exploit the situation by targeting individual aid recipients throughout the affected area.	29 <sup>th</sup>
011	BLT S-2	HHQ	Route Study	ROUTE STUDY FROM BLS TO SCI N AIRFIELD	29 <sup>th</sup>	



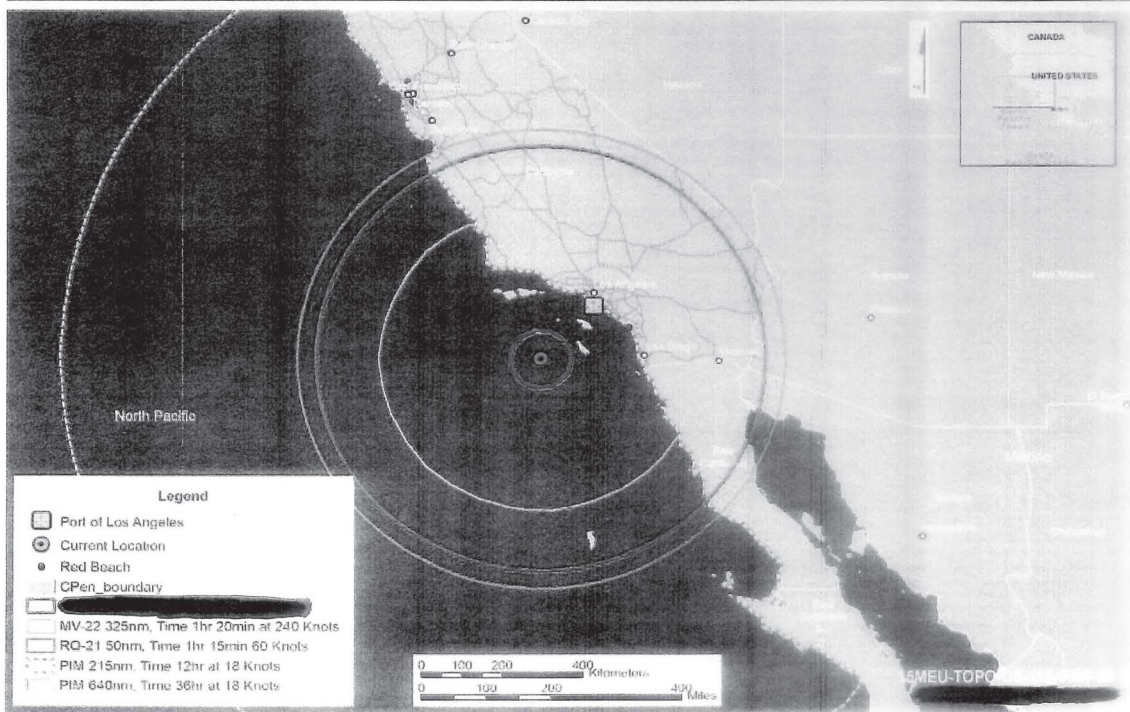
# Area of Interest



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# Area of Influence



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# Area of Operations

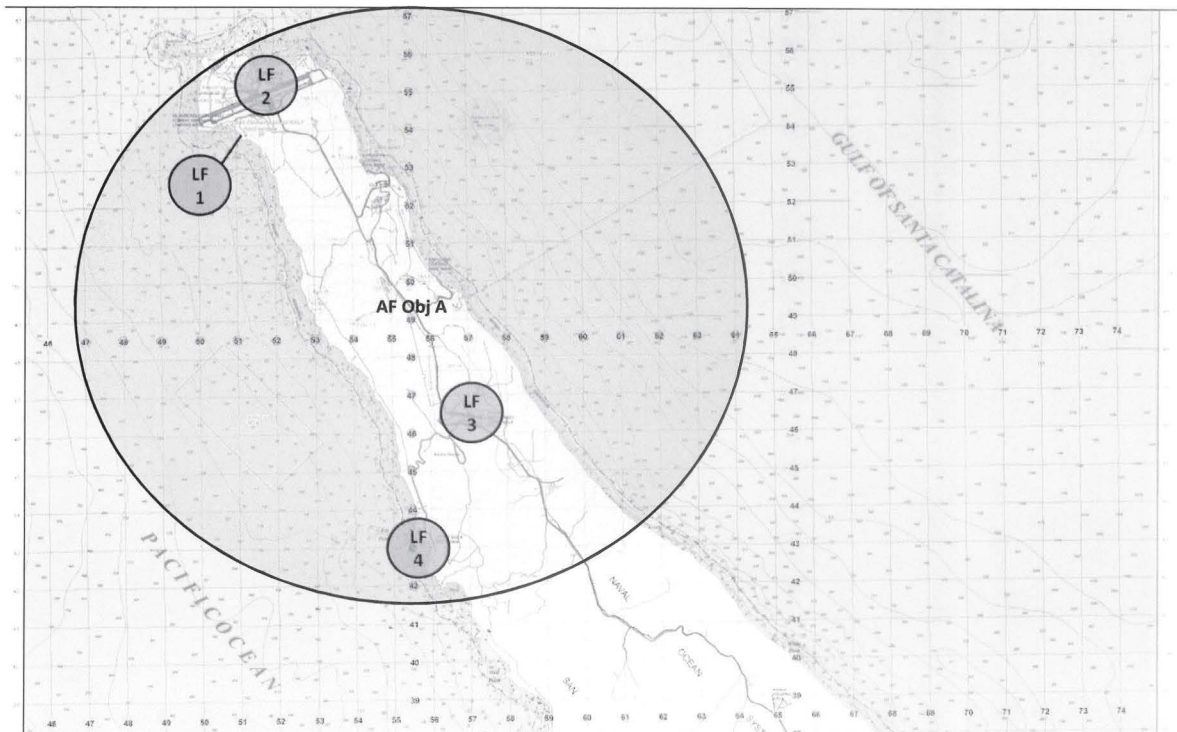


(b)(3)



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# Objective Area Overview

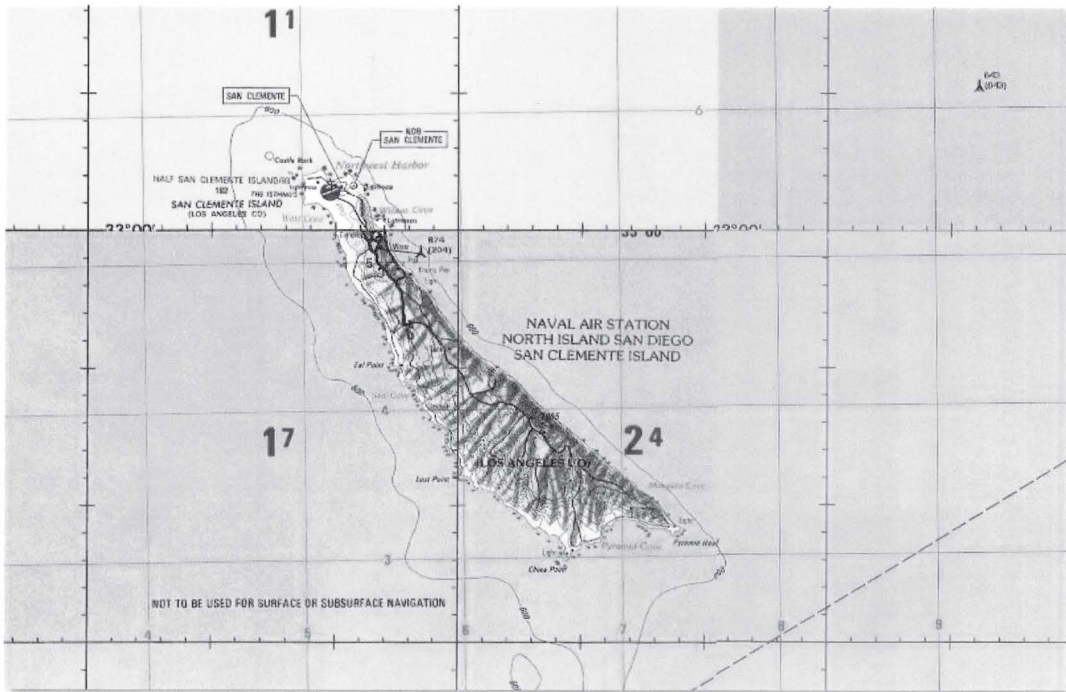






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# PIM



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# MEU Force Laydown

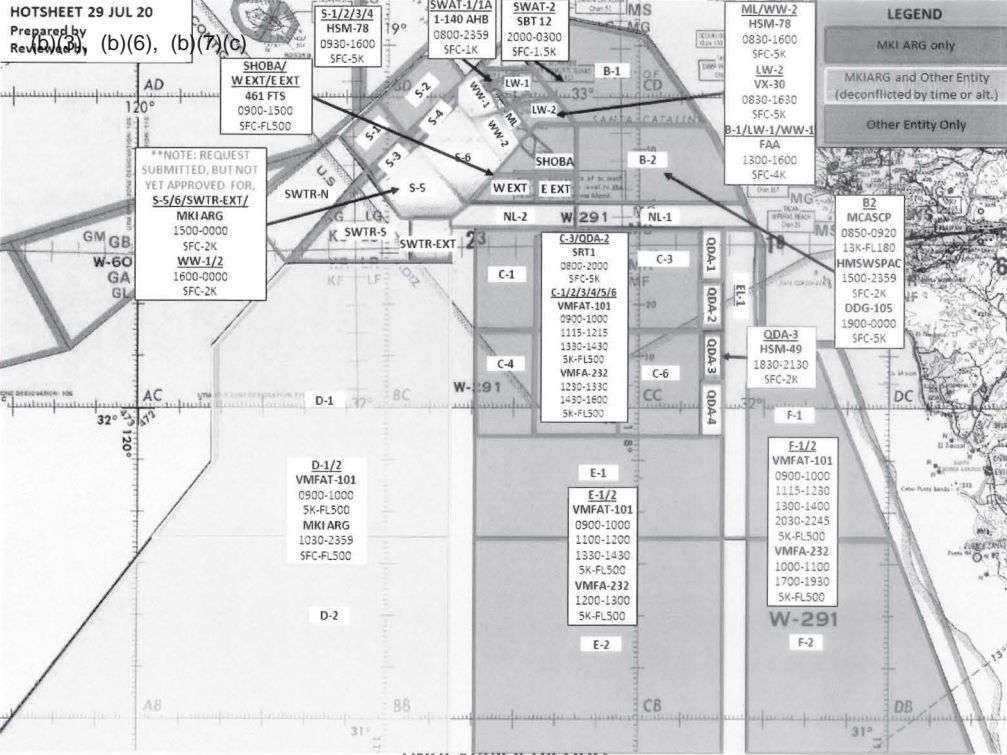


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# ARG/MEU Hotsheet



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# Airspace



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# CCIR



FFIR#	FFIR	Tripped? Y/N
1	Significant media attention that may generate unfavorable media attention	
2	Any change to or receipt of mission orders ( FRAGO, WARNO, PLANORD, EXORD)	
3	Elevated changes in Force Protection Conditions, Defensive Posture, or Watch Conditions	
4	Change in Alert Status of Standing Missions	
5	Failure, or projected failure, to meet directed timelines or mission objectives	
6	Capability readiness that will prevent on-going or planned operations	
7	Any loss or significant degradation of critical systems or communications capabilities that will prevent on-going or planned operations	

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# Transition to N2/S2



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# Mission & Intent



1. Mission: NLT 302359UJUL20, CTG 136.5 destroys Azurian Kinjaz (AK) forces IVO AF Obj A IOT prevent AK forces ability to conduct operations against Azure Security Forces.

Destroy-To physically render an enemy force combat ineffective unless it can be reconstituted.

## 2. Intent

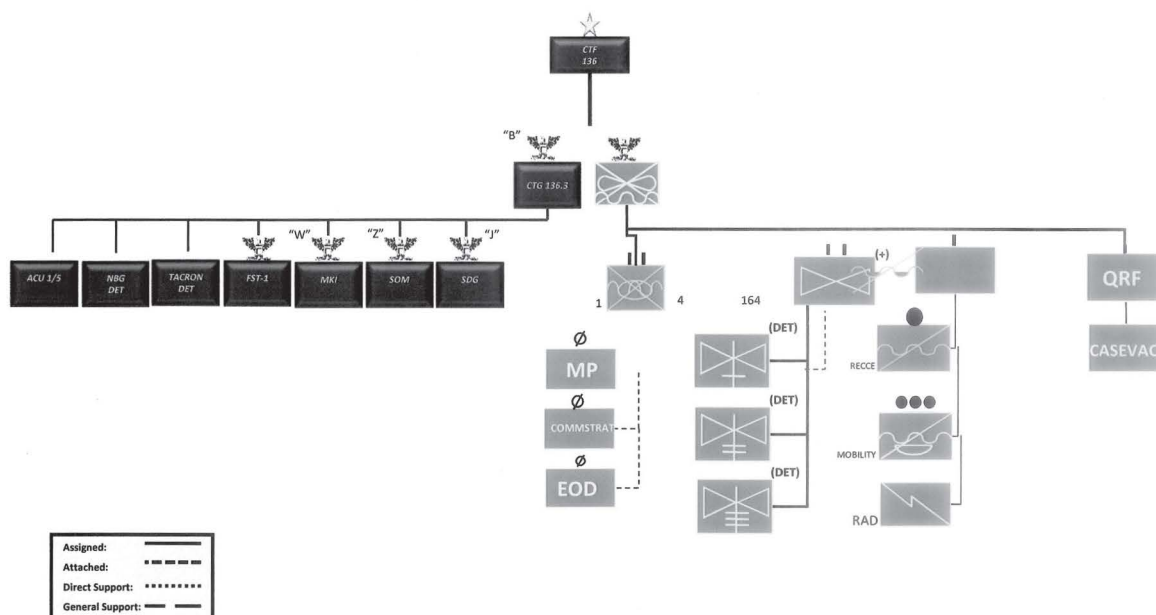
- A. Purpose: prevent AK forces ability to conduct operations against Azure Security Forces.
- B. Method: Conduct Amphibious raid.
- C. Endstate:
  - 1) Enemy: AK Forces and facilities IVO AF Obj A destroyed and HVI AJANG AJANG killed or captured.
  - 2) Friendly: CTG 136.5 reconstituted and prepared for follow on operations, while facilitating Azure Security Force Operations.
  - 3) Terrain: Collateral damage minimized, stability increased, and U.S. relations with Azurian Government maintained.

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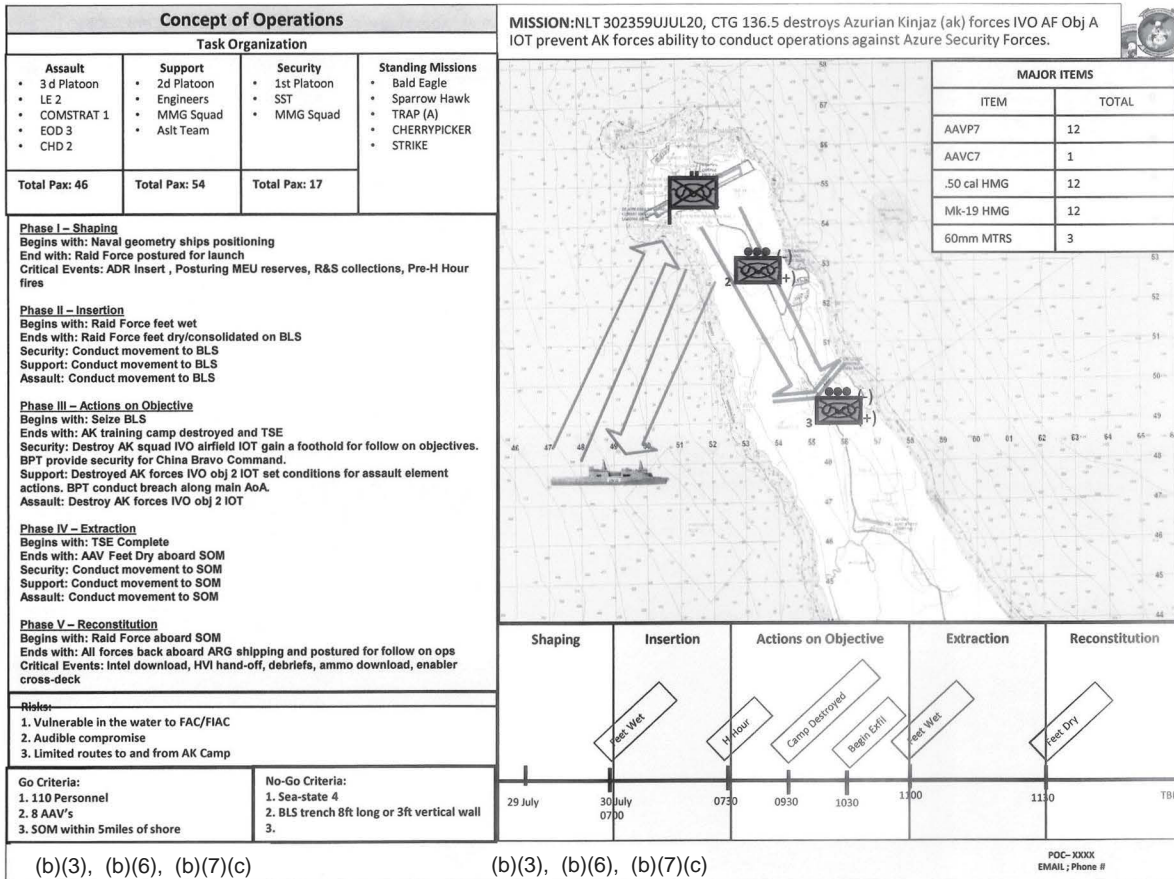
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# Mission TASKORG



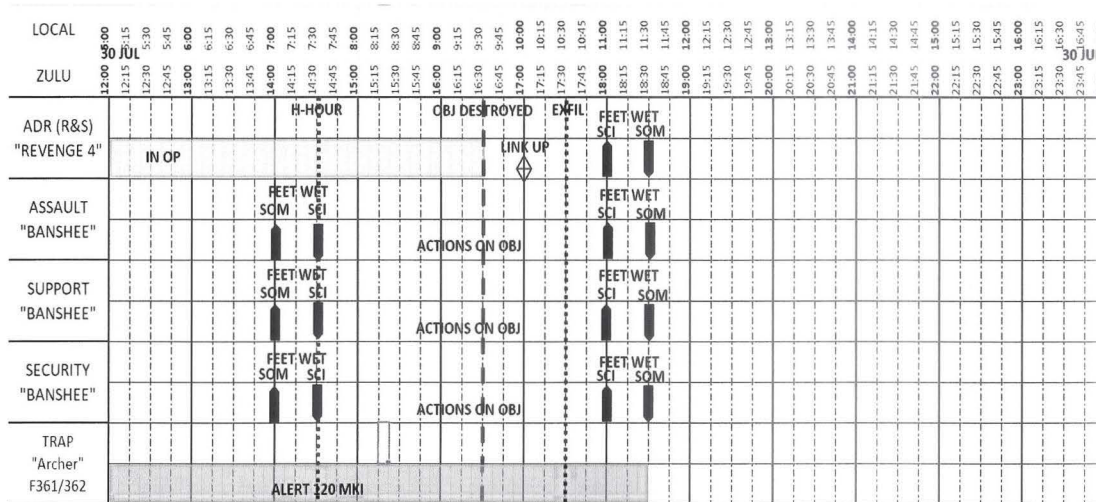
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# Mission Timeline/Sync



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# Standing Missions

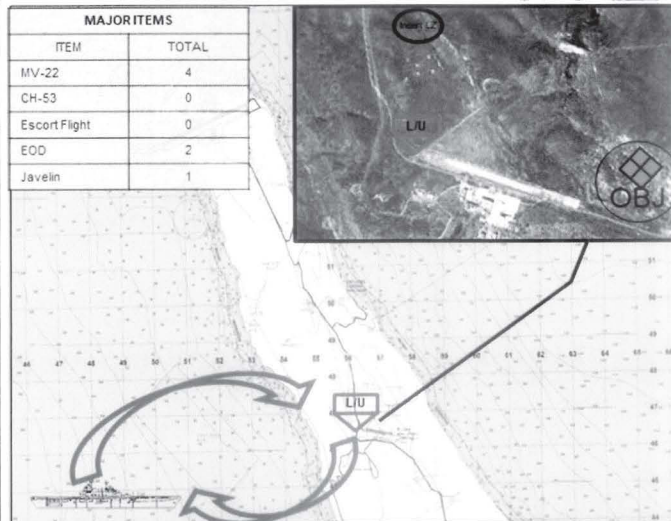
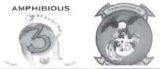


PROPOSED MISSION		ALERT	AUTHORITIES	LAUNCH-TO-OBJ TIME ESTIMATES	PRIORITIES
TRAP (A)		STBY	MEU CO / S3	20 MIN	TBD
UNIT 81's (A)	LOCATION MKI	2 X MV-22B			
SPARROWHAWK (A)			MEU CO / S3	20 MIN	TBD
UNIT C Co (-)	LOCATION MKI	2 X MV-22B			
BALD EAGLE (A)		120	MEU CO / S3	20 MIN	TBD
UNIT C Co (A)	LOCATION MKI/SDG	4 X MV-22			
CHERRYPICKER/ERCT		STBY	MEU CO / S3	20 MIN	TBD
UNIT VMM-164 (REIN)	LOCATION MKIARG	2 X MV-22B			
STRIKE			MEU CO / S3	5 MIN	TBD
UNIT VMFA-122	LOCATION MKI	2 X F-35B			

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Concept of Operations			
Task Organization			
<b>ME</b> • BEC/2 • Co Gy/10 • 3rd Plt/33 • MMG/6 • EOD/2	<b>SE 1</b> • XO/4 • FIST/6 • 60mm/12 • 2nd Plt/15 • MMG/12	<b>SE 2</b> • 1stSgt/3 • 1st Plt/15	<b>Standing Missions</b> • QRF: Bald Eagle and Sparrow Hawk (A) Alt now Pri • TRAP
<b>Total Pax: 53</b>	<b>Total Pax: 49</b>	<b>Total Pax: 18</b>	
<b>Stage A – MKI to Insert LZ</b> <b>Begins with:</b> Change in Alert Status <b>Ends with:</b> BE inserted to LZ <b>Critical Events:</b> Staging, Deck Cycle, Ammunition Distribution, MACO, ITG of Insert LZ <b>Stage B – Insert LZ to OBJ</b> <b>Begins with:</b> Insert LZ Secure <b>Ends with:</b> Employment Plan FRAG-O from Supported Unit <b>SE2:</b> 1st Plt: Link Up with Supported Unit <b>SE1:</b> 2nd Plt: Support 1st Plt by fire IOT facilitate L/U <b>ME:</b> 3rd Plt: Follow and support "supported unit" IOT reinforce unit in objective area <b>Stage C – Actions on the OBJ</b> <b>Begins with:</b> Reinforcing Actions <b>Ends with:</b> Consolidation on Objective <b>SE2:</b> 1st Plt: Isolate OBJ IOT facilitate reinforcing actions <b>SE1:</b> 2nd Plt: Support 3rd Plt by fire IOT facilitate reinforcing actions <b>ME:</b> 3rd Plt: Follow and support "supported unit" IOT reinforce unit in objective area <b>Stage D – OBJ to the Extract LZ</b> <b>Begins with:</b> Coordination of Extract Plan with Supported Unit <b>Ends with:</b> MACO Established at Extract LZ <b>SE 2:</b> 2nd Plt: Displace to Extract LZ IOT posture for extract <b>SE1:</b> 1st Plt: Secure LZ IOT allow Extract <b>ME:</b> 3rd Plt: Displace to Extract LZ IOT posture for extract. <b>Stage E – Extract LZ to MKI</b> <b>Begins with:</b> BE Extract to MKI <b>Ends with:</b> Accountability and Post-Combat Actions Complete <b>Critical Events:</b> Accountability, All Marines / weapons cleared out, Turn-over detainees/evidence, Reception Plan			
<b>Risks:</b> 1. Due to aircraft maintenance, Bald Eagle launch exhausts all aerial QRF assets 2. 3.			
<b>Go Criteria:</b> 1. 72 PAX (4) MV-22 or Equivalent 2. 3.		<b>No-Go Criteria:</b> 1. Any further loss of A/C 2. 3.	

MISSION: O/O, Company C, BLT 1/4, conducts follow and support to 15th MEU operations IOT exploit opportunity and support decisive operations.



MKI to Insert LZ	Insert LZ to OBJ	Actions on the Objective	OBJ to the Extract LZ	Extract LZ to MKI

(b)(3), (b)(6), (b)(7)(c)

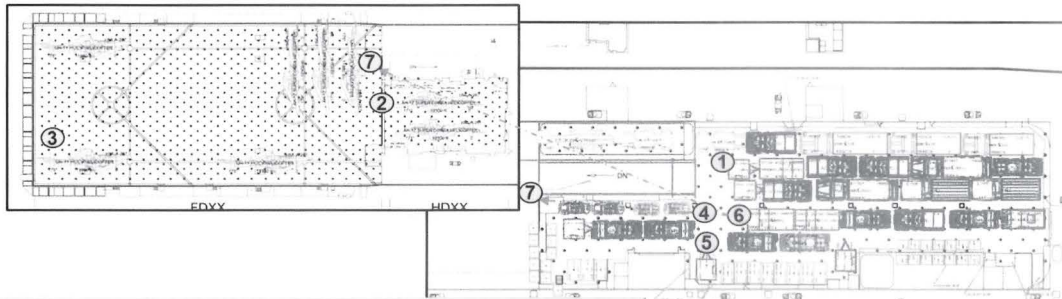
(b)(3), (b)(6), (b)(7)(c)

POC: XXXX  
EMAIL: Phone #



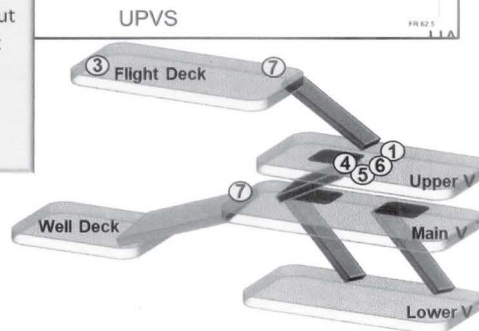
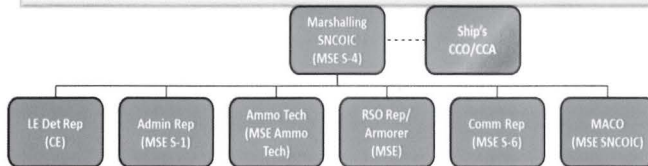
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# Phase I Marshalling



**Scheme of Maneuver:**

- (1) MSE S1s verify manifests
- (2) Ammo Tech issues CL V per standing mission package/CL V loadout
- (3) Test Fire supervised by MSE RSO/Armorer on-site to troubleshoot
- (4) Comm Checks
- (5) LE Det provides detainee/SSE procedure brief
- (6) MACO lanes established by MSE SNCOIC
- (7) Stage in serials/sticks led by CCO/CCA



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# Concept of Fires - EFSTs



During phases II – IV our fires will focus on disrupting the Enemy's ability to C2 and provide observation and early warning of raid force movement. Collateral damage will be minimized to a point consistent with mission accomplishment and security of friendly forces.

Essential Fire Support Task Matrix				
Phase I	Phase II	Phase III	Phase IV	Phase V
	<p><b>EFST 1</b></p> <p>T: Disrupt EN observers IVO LF Objs 1, 2, 3, and 4 ability to C2 and provide early warning</p> <p>P: IOT allow raid force to destroy AK forces IVO AF Obj A</p> <p>M: POF CAS (in extremis) to R&amp;S Tms</p> <p>Preplanned targets IAW TLWS</p> <p>E: 100% of En C2 networks jammed</p>	<p><b>EFST 2</b></p> <p>T: Disrupt EN static defensive positions IVO LF Obj 1 &amp; 2 ability to provide mutual support and defend in depth</p> <p>P: IOT allow raid force to destroy AK forces IVO AF Obj A</p> <p>M: POF mortars to raid force</p> <p>E: Enemy unable to mount coordinated defense above the fire team level</p>		



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# Fire Support Overlay



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# Target List Worksheet



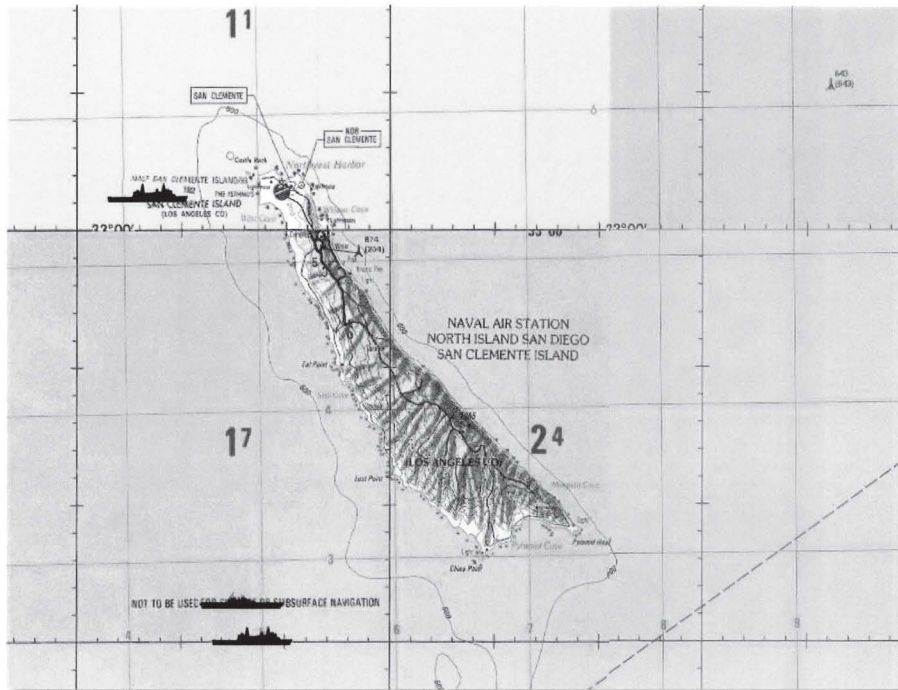
TARGET LIST WORKSHEET								
LINE NO	TARGET NO	DESCRIPTION	LOCATION	ALT (FT MSL)	ATTITUDE	SIZE		SOURCE/ ACCURACY
						L	W	
1	AC8000	Defensive Pos	11S LS 51076 54183	49				CAT II
2	AC8001	Fighting Pos	11S LS 51826 54646	174				CAT II
3	AC8002	Fighting Pos	11S LS 51902 54516	175				CAT II
4	AC8003	Line of Comm	11S LS 57314 46371	883	1700	150		CAT II
5	AC8004	Fighting Pos	11S LS 56539 46329	840				CAT II
6	AC8005	Fighting Pos	11S LS 56886 46348	863				CAT II
7	AC8006	Line of Comm	11S LS 57510 46016	906	1700	150		CAT II

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# UNCLASSIFIED/FOUO Phase I Sea



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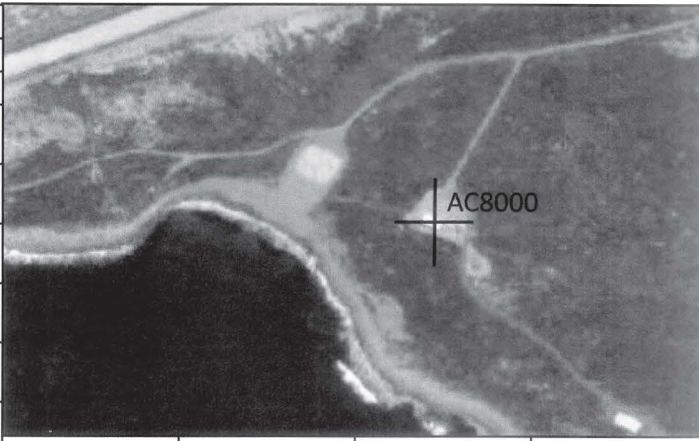
PHASE I																																	
<b>Task Organization</b>																																	
<b>Assault</b> • 3 d Platoon • LE 2 • COMSTRAT 1 • EOD 3 • CHD 2	<b>Support</b> • 2d Platoon • MMG Squad • Aslt Team • CASEVAC	<b>Security</b> • 1st Platoon • SST • MMG Squad	<b>Standing Missions</b> • Bald Eagle • Sparrow Hawk • TRAP (A) • CHERRYPICKER • STRIKE																														
Total Pax: 46	Total Pax: 47	Total Pax: 17																															
<b>Phase I – Shaping</b> Begins with: Navy geometries established  End with: Raid Force Postured aboard SOM  Critical Events: Confirmation Brief, R&S insert and reporting, rehearsals, PCC/PCI, serial call-aways.																																	
<b>Risks:</b> 1. Vulnerable in the water to FAC/FIAC 2. Audible compromise 3. Limited routes to and from AK Camp																																	
<b>Go Criteria:</b> 1. 85 Personnel 2. 8 AAV's 3. SOM within 5miles of shore		<b>No-Go Criteria:</b> 1. Sea-state 4 2. BLS trench 8ft long or 3ft vertical wall 3.																															
<b>MISSION: NLT 302359UJUL20 Destroy AK forces IVO 11SLS 577 466 IOT disrupt AK operations against Azurian security forces. Capture/kill Ajang Ajang IOT disrupt AK operations.</b>																																	
<table border="1"> <thead> <tr> <th colspan="2">MAJOR ITEMS</th> </tr> <tr> <th>ITEM</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>AAVP7</td> <td>12</td> </tr> <tr> <td>AAVC7</td> <td>1</td> </tr> <tr> <td>.50 cal HMG</td> <td>12</td> </tr> <tr> <td>Mk-19 HMG</td> <td>12</td> </tr> <tr> <td>60mm MTRS</td> <td>3</td> </tr> </tbody> </table>				MAJOR ITEMS		ITEM	TOTAL	AAVP7	12	AAVC7	1	.50 cal HMG	12	Mk-19 HMG	12	60mm MTRS	3																
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POC: XXXX EMAIL: Phone #																																	



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**Phase I Fires**



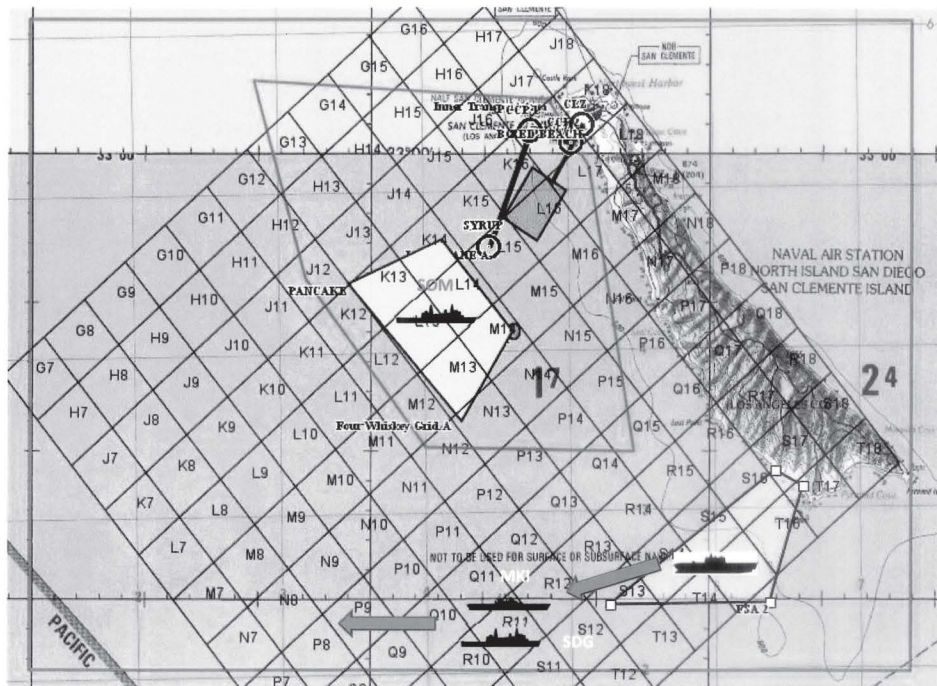
<b>FSEM</b>	<b>Phase I - Shaping</b>		
Control	SACC		
EFST i/e			
B Co – Mech	SOM		
RECON	SCI IVO LF OBJ 3		
FW CAS	ISO SACEX		
RW CAS	ISO SACEX		
NSFS	ISO SACEX		
HIMARS	ISO SACEX		
Artillery	Embarked		
81mm	1x Sect		
60mm	1x Sect		
EW	USS John Finn (Request Permission)		
FSCMs	RFA 01 – No cratering Munitions NFA 01 – RVG 4 RFL 01 – IVO LF OBJ 3		



<b>Artillery</b> India Btry – MKI/SDG	<b>Mortars</b> 1x Sect 60mm 1x Sect 81mm	<b>CAS</b> 1x Sect F-35 & 1x Mixed Sect H-1 ISO SACEX (In Extremist Only)	<b>NSFS</b> USS JOHN FINN – FSA II ISO SACEX
<b>FSCMs</b> RFA 01-No cratering NFA01- RVG 4 RFL 01- IVO LF OBJ 3	<b>High Pavoff Targets</b> Observers, C2, HVIs,	<b>Attack Guidance</b> Des: Obs, C2 Neu: HVI	<b>Ammo Availability</b> Arty - HE Mtrs – HE 100, Illum 24 NSFS – HE/MOFA 150 Illum 25 HIMARS-RRPRs 12
	<b>Engagement Criteria</b> Inf Sqd size	<b>Control/Location</b> Pri: SACC (MKI) Alt: FSCC	



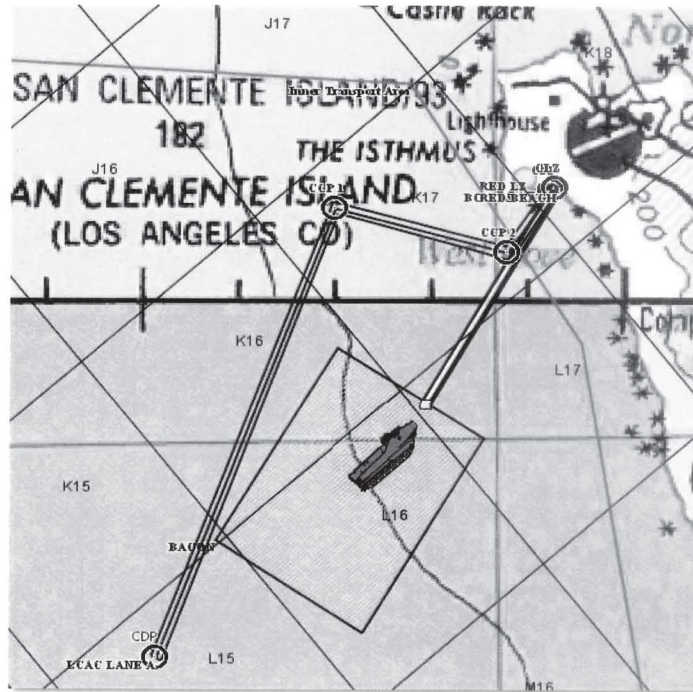
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**Phase II Sea**



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# UNCLASSIFIED/FOUO Phase II Sea



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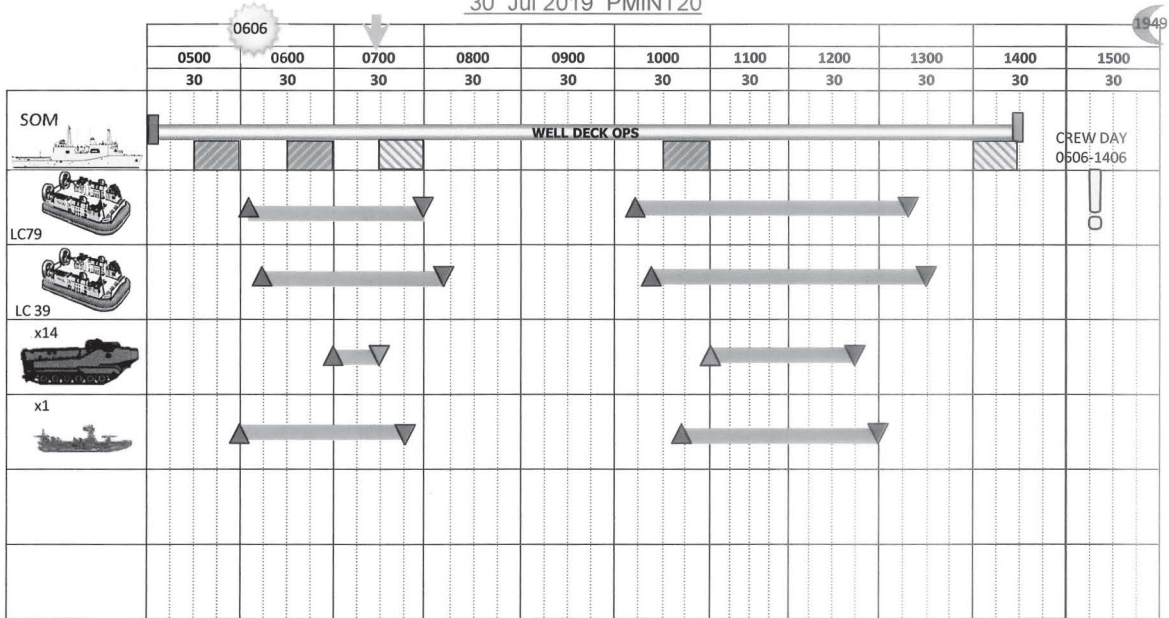


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## PHASE II SHIP-TO-SHORE MOVEMENT PLAN

30 Jul 2019 PMINT20



Wet Well Ops Begin  
 CCA  
 Wet Well Ops End  
 Crew Day 8 Hr  
 Crew Day 12 Hr  
 SOM  
 SC  
 ACU  
 Feet Wet  
 Feet Dry  
 Ballast/Deballast  
 Complete  
 -Craft with load  
 Water Barrier UP/DOWN  
 H-Hour Sunrise  
 Sunset  
 High Tide  
 Low Tide  
 GO-NO GO  
AAV - MSI > 6 / SS = 3 / VISIBILITY < 1NM  
LCAC - SWH > 6.9 FT (SS = 4) / VISIBILITY < 1NM

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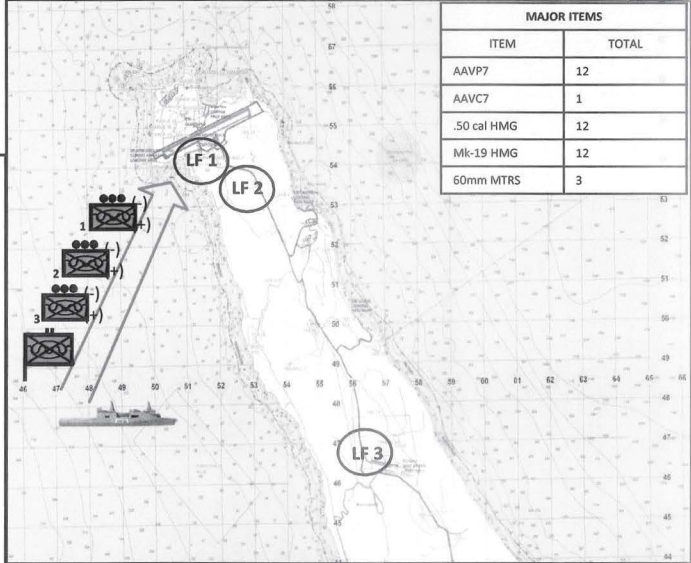
PHASE II			
Task Organization			
<b>Assault</b> • 3 d Platoon • LE 2 • COMSTRAT 1 • EOD 3 • CHD 2	<b>Support</b> • 2d Platoon • MMG Squad • Aslt Team • CASEVAC	<b>Security</b> • 1st Platoon • SST • MMG Squad	<b>Standing Missions</b> • Bald Eagle • Sparrow Hawk • TRAP (A) • CHERRYPICKER • STRIKE
<b>Total Pax: 46</b>	<b>Total Pax: 47</b>	<b>Total Pax: 17</b>	

MISSION: NLT 302359JUL20 Destroy AK forces IVO 115LS 577 466 IOT disrupt AK operations against Azurian security forces. Capture/kill Ajang Ajang IOT disrupt AK operations.



**Phase II – Insertion**  
 Begins with: AAV feet wet  
 Ends with: AAV feet dry  
 Security: Conduct movement to BLS  
 Support: Conduct movement to BLS  
 Assault: Conduct movement to BLS

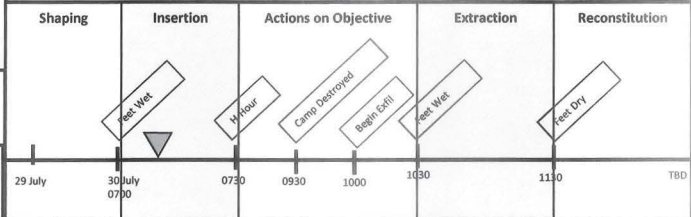
OOM: Security, Support, Assault, B Cmd



MAJOR ITEMS	
ITEM	TOTAL
AAVP7	12
AAVC7	1
.50 cal HMG	12
Mk-19 HMG	12
60mm MTRS	3

**Risks:**  
 1. Vulnerable in the water to FAC/FIAC  
 2. Audible compromise  
 3. Limited routes to and from AK Camp

<b>Go Criteria:</b> 1. 85 Personnel 2. 8 AAV's 3. SOM within 5miles of shore	<b>No-Go Criteria:</b> 1. Sea-state 4 2. BLS trench 8ft long or 3ft vertical wall 3.
---	---



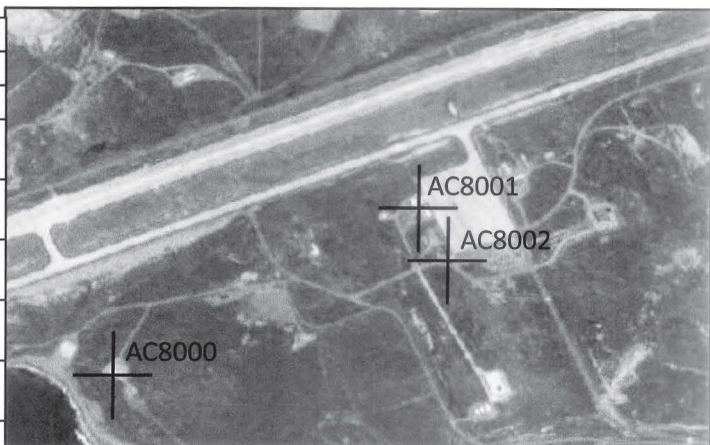
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## UNCLASSIFIED/FOUO Phase II Fires



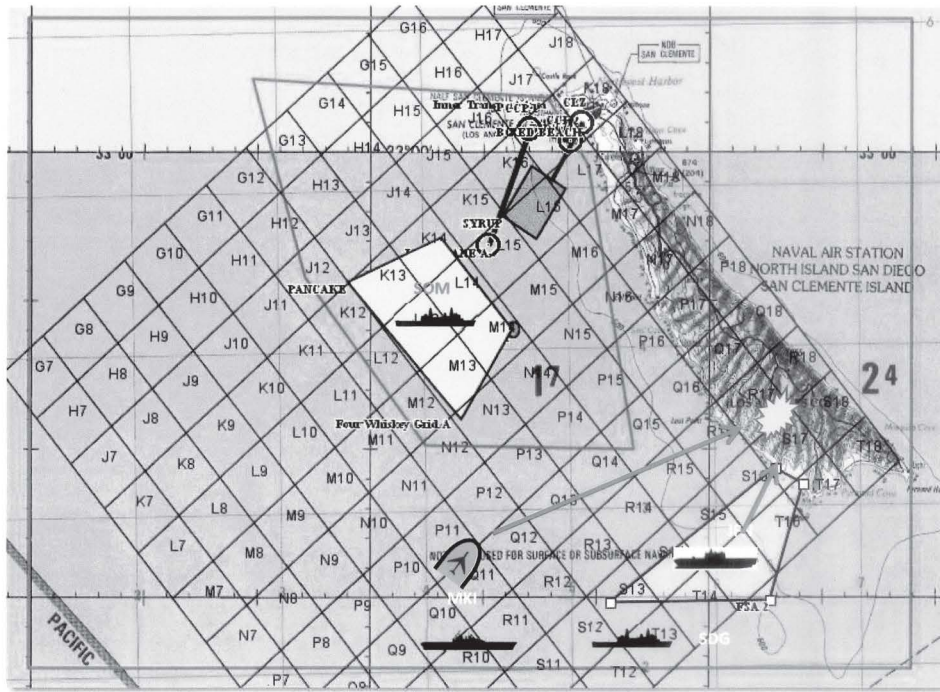
FSEM	Phase II - Insertion
Control	BHO TO FSCC
EFST i/e	1
B Co – Mech	Landing at LF Obj 1
RECON	Inserted on SCI
FW CAS	ISO SACEX
RW CAS	ISO SACEX
NSFS	ISO SACEX
HIMARS	ISO SACEX
Artillery	Embarked
81mm	1x Sect
60mm	1x Sect
EW	USS John Finn (Request Permission)
FSCMs	RFA 01 – No cratering Munitions NFA 01 – RVG 4



<b>Artillery</b> India Btry – MKI/SDG	<b>Mortars</b> 1x Sect 60mm 1x Sect 81mm	<b>CAS</b> 1x Sect F-35 & 1x Mixed Sect H-1 ISO SACEX (In Extremist Only)	<b>NSFS</b> USS JOHN FINN – FSA II ISO SACEX
<b>FSCMs</b> RFA 01-No cratering NFA01- RVG 4 RFL 01- IVO LF OBJ 3	<b>High Pavoff Targets</b> Observers, C2, HVIs,	<b>Attack Guidance</b> Des: Obs, C2 Neu: HVI	<b>Ammo Availability</b> Arty - HE
	<b>Engagement Criteria</b> Inf Sqd size	<b>Control/Location</b> Pri: SACC (MKI) Alt: FSCC	Mtrs – HE 100, Illum 24 NSFS – HE/MOFA 150 Illum 25 HIMARS-RRPRs 12



# UNCLASSIFIED/FOUO Phase III Sea



UNCLASSIFIED/FOUO



# UNCLASSIFIED/FOUO Phase III Ground



UNCLASSIFIED/FOUO



UNCLASSIFIED/FOUO

# Phase II Ground



UNCLASSIFIED/FOUO



UNCLASSIFIED/FOUO

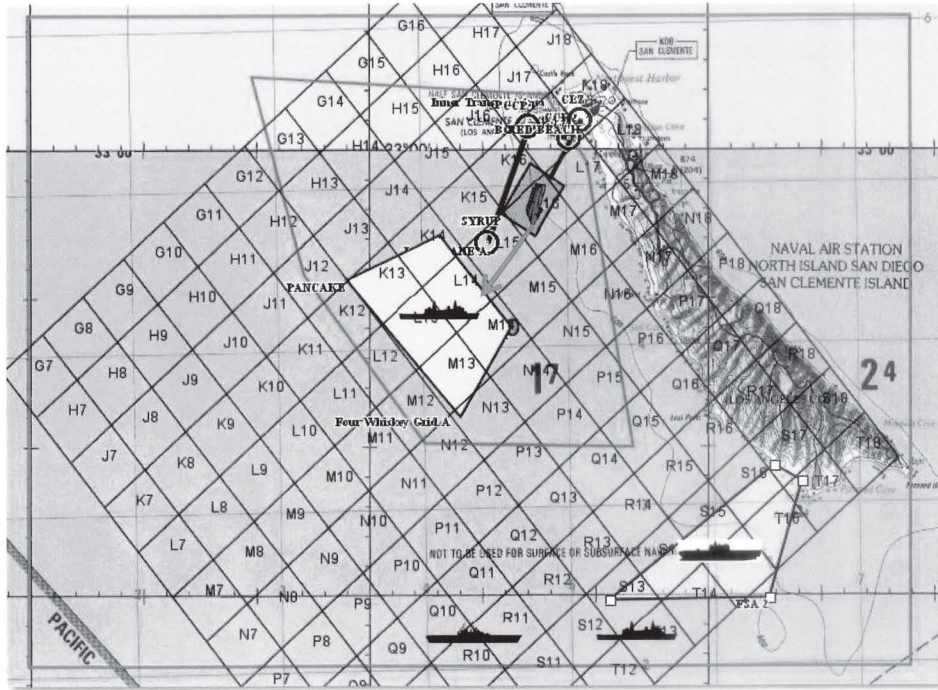
# Phase III Fires



FSEM	Phase III – Actions on Obj					
Control	FSCC					
EFST i/e	1					
B Co – Mech	Landing at LF Obj 1					
RECON	SCI IVO LF OBJ 3					
FW CAS	ISO SACEX					
RW CAS	ISO SACEX					
NSFS	ISO SACEX					
HIMARS	ISO SACEX					
Artillery	Embarked		<b>Artillery</b> India Btry – MKI/SDG	<b>Mortars</b> 1x Sect 60mm 1x Sect 81mm	<b>CAS</b> 1x Sect F-35 & 1x Mixed Sect H-1 ISO SACEX (In Extremist Only)	<b>NSFS</b> USS JOHN FINN – FSA II ISO SACEX
81mm	1x Sect		<b>FSCMs</b> RFA 01-No cratering NFA01- RVG 4 RFL 01- IVO LF OBJ 3	<b>High Payoff Targets</b> Observers, C2, HVIs,	<b>Attack Guidance</b> Des: Obs, C2 Neu: HVI	<b>Ammo Availability</b> Arty - HE Mtrs – HE 100, Illum 24
60mm	1x Sect					
EW	USS John Finn (Request Permission)		<b>Engagement Criteria</b> Inf Sqd size	<b>Control/Location</b> Pri: SACC (MKI) Alt: FSCC	NSFS – HE/MOFA 150 Illum 25 HIMARS-RRPRs 12	
FSCMs	RFA 01 – No cratering Munitions NFA 01 – RVG 4 RFL 01 – IVO LF OBJ 1					



# UNCLASSIFIED/FOUO Phase IV Sea



UNCLASSIFIED/FOUO

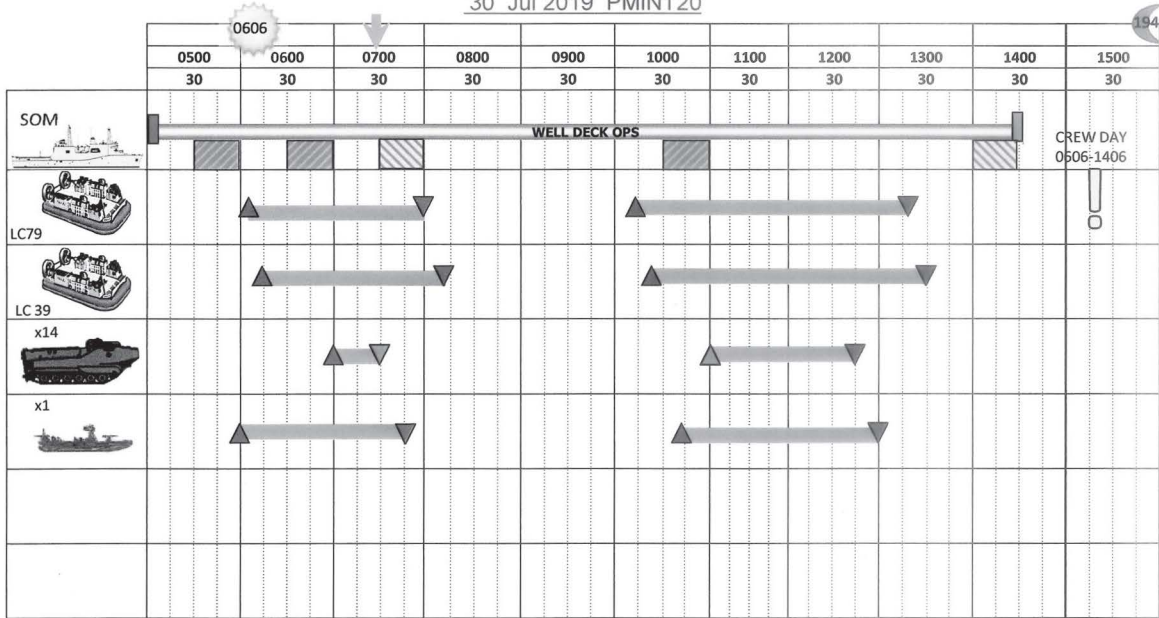


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## PHASE IV SHIP-TO-SHORE MOVEMENT PLAN

30 Jul 2019 PMINT20



AAV - MSI > 6 / SS = 3 / VISIBILITY < 1NM  
 LCAC - SWH > 6.9 FT (SS = 4) / VISIBILITY < 1NM



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# Phase IV Ground



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PHASE IV																		
<b>Task Organization</b>																		
<b>Assault</b> <ul style="list-style-type: none"> <li>3 d Platoon</li> <li>LE 2</li> <li>COMSTRAT 1</li> <li>EOD 3</li> <li>CHD 2</li> </ul>	<b>Support</b> <ul style="list-style-type: none"> <li>2d Platoon</li> <li>MMG Squad</li> <li>Aslt Team</li> <li>CASEVAC</li> </ul>	<b>Security</b> <ul style="list-style-type: none"> <li>1st Platoon</li> <li>SST</li> <li>MMG Squad</li> </ul>	<b>Standing Missions</b> <ul style="list-style-type: none"> <li>Bald Eagle</li> <li>Sparrow Hawk</li> <li>TRAP (A)</li> <li>CHERRY PICKER</li> <li>STRIKE</li> </ul>															
<b>Total Pax: 46</b>	<b>Total Pax: 47</b>	<b>Total Pax: 17</b>																
<b>MISSION: NLT 302359UJUL20 Destroy AK forces IVO 11SL5 577 466 IOT disrupt AK operations against Azurian security forces. Capture/kill Ajang Ajang IOT disrupt AK operations.</b>																		
<b>Phase IV – Extraction</b> Begins with: Feet wet Ends with: AAV Feet Dry aboard SOM Security: Conduct movement to SOM Support: Conduct movement to SOM Assault: Conduct movement to SOM OOM: Assault Support Bravo Command Security			<table border="1"> <thead> <tr> <th colspan="2">MAJOR ITEMS</th> </tr> <tr> <th>ITEM</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>AAVP7</td> <td>12</td> </tr> <tr> <td>AAVC7</td> <td>1</td> </tr> <tr> <td>.50 cal HMG</td> <td>12</td> </tr> <tr> <td>Mk-19 HMG</td> <td>12</td> </tr> <tr> <td>60mm MTRS</td> <td>3</td> </tr> </tbody> </table>	MAJOR ITEMS		ITEM	TOTAL	AAVP7	12	AAVC7	1	.50 cal HMG	12	Mk-19 HMG	12	60mm MTRS	3	
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			Feet Dry															
<b>Go Criteria:</b> <ol style="list-style-type: none"> <li>85 Personnel</li> <li>8 AAV's</li> <li>SOM within 5miles of shore</li> </ol>	<b>No-Go Criteria:</b> <ol style="list-style-type: none"> <li>Sea-state 4</li> <li>BLS trench 8ft long or 3ft vertical wall</li> <li></li> </ol>	<table border="1"> <tr> <td>29 July</td> <td>30 July 0700</td> <td>0730</td> <td>0930</td> <td>1000</td> <td>1030</td> <td>1130</td> <td>TBD</td> </tr> </table>		29 July	30 July 0700	0730	0930	1000	1030	1130	TBD							
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(b)(3), (b)(6), (b)(7)(c)		(b)(3), (b)(6), (b)(7)(c)																
		POC: XXXX EMAIL: Phone #																





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# Phase IV Fires



<b>FSEM</b>	<b>Phase IV - Retrograde</b>		
Control	BHO TO SACC		
EFST i/e	1		
B Co – Mech	Retrograde to SOM		
RECON	Retrograding with B Co		
FW CAS	ISO SACEX		
RW CAS	ISO SACEX		
NSFS	ISO SACEX		
HIMARS	ISO SACEX		
Artillery	Embarked		
81	1x Sect		
60mm	1x Sect		
EW	USS John Finn (Request Permission)		
FSCMs	RFA 01 – No cratering Munitions NFA 01 – RVG 4 RFL 01 – IVO LF OBJ 3		
	<b>Artillery</b> India Btry – MKI/SDG	<b>Mortars</b> 1x Sect 60mm 1x Sect 81mm	<b>CAS</b> 1x Sect F-35 & 1x Mixed Sect H-1 ISO SACEX (In Extremist Only)
	<b>FSCMs</b> RFA 01-No cratering NFA01- RVG 4 RFL 01- IVO LF OBJ 3	<b>High Pavoff Targets</b> Observers, C2, HVIs,	<b>Attack Guidance</b> Des: Obs, C2 Neu: HVI
		<b>Engagement Criteria</b> Inf Sqd size	<b>Control/Location</b> Pri: SACC (MKI) Alt: FSCC
			<b>NSFS</b> USS JOHN FINN – FSA II ISO SACEX
			<b>Ammo Availability</b> Arty - HE Mtrs – HE 100, Illum 24 NSFS – HE/MOFA 150 Illum 25 HIMARS-RRPRs 12

PHASE V				MISSION: NLT 302359JUL20 Destroy AK forces IVO 11SL5 577 466 IOT disrupt AK operations against Azurian security forces. Capture/kill Ajang Ajang IOT disrupt AK operations.	
Task Organization				MAJOR ITEMS	
<b>Assault</b> <ul style="list-style-type: none"> <li>3 d Platoon</li> <li>LE 2</li> <li>COMSTRAT 1</li> <li>EOD 3</li> <li>CHD 2</li> </ul>	<b>Support</b> <ul style="list-style-type: none"> <li>2d Platoon</li> <li>MMG Squad</li> <li>Aslt Team</li> <li>CASEVAC</li> </ul>	<b>Security</b> <ul style="list-style-type: none"> <li>1st Platoon</li> <li>SST</li> <li>MMG Squad</li> </ul>	<b>Standing Missions</b> <ul style="list-style-type: none"> <li>Bald Eagle</li> <li>Sparrow Hawk</li> <li>TRAP (A)</li> <li>CHERRY-PICKER</li> <li>STRIKE</li> </ul>	ITEM	TOTAL
Total Pax: 46	Total Pax: 47	Total Pax: 17		AAVP7	12
<b>Phase V – Reconstitution</b> Begins with: Raid Force aboard SOM Ends with: All forces back aboard ARG shipping and postured for follow on ops Critical Events: Intel download, HVI hand-off, debriefs, ammo download, enabler cross-deck.				AAVC7	1
				.50 cal HMG	12
				Mk-19 HMG	12
				60mm MTRS	3
<b>Risks:</b> <ol style="list-style-type: none"> <li>Vulnerable in the water to FAC/FIAC</li> <li>Audible compromise</li> <li>Limited routes to and from AK Camp</li> </ol>					
<b>Go Criteria:</b> <ol style="list-style-type: none"> <li>85 Personnel</li> <li>8 AAV's</li> <li>SOM within 5miles of shore</li> </ol>		<b>No-Go Criteria:</b> <ol style="list-style-type: none"> <li>Sea-state 4</li> <li>BLS trench 8ft long or 3ft vertical wall</li> <li></li> </ol>		Shaping   Insertion   Actions on Objective   Extraction   Reconstitution 29 July   30 July 0700   0730   0930   1000   1030   1130   TBD	
(b)(3), (b)(6), (b)(7)(c)				(b)(3), (b)(6), (b)(7)(c)	
				POC: XXXX EMAIL: Phone #	



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# Phase V Fires

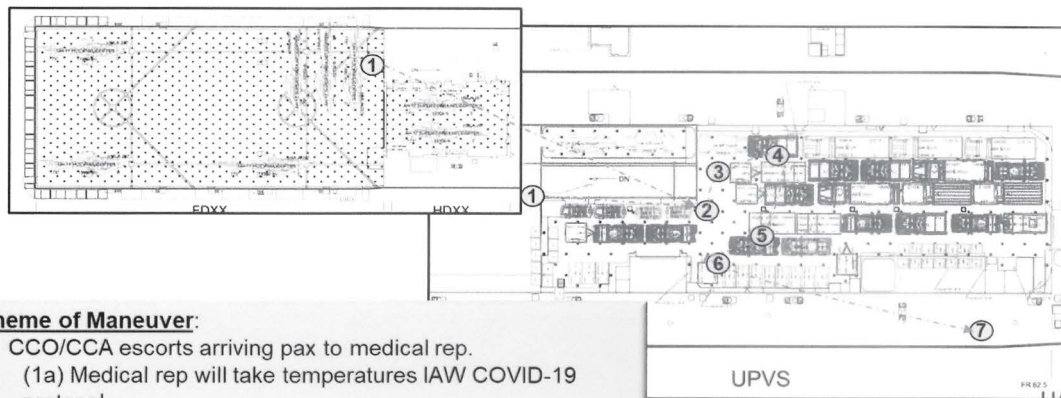


<b>FSEM</b>	<b>Phase V - Reconstitution</b>		
Control	SACC		
EFST i/e			
B Co – Mech	Reconstituted on SOM		
RECON	Reconstituted on MKI		
FW CAS	ISO SACEX		
RW CAS	ISO SACEX		
NSFS	ISO SACEX		
HIMARS	ISO SACEX		
Artillery	Embarked		
81	1x Sect		
60mm	1x Sect		
EW	USS John Finn (Request Permission)		
FSCMs	RFA 01 – No cratering Munitions NFA 01 – RVG 4 RFL 01 – IVO LF OBJ 3		
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	<b>Engagement Criteria</b> Inf Sqd size	<b>Control/Location</b> Pri: SACC (MKI) Alt: FSCC	<b>NSFS</b> USS JOHN FINN – FSA II ISO SACEX
			<b>Ammo Availability</b> Arty - HE Mtrs – HE 100, Illum 24 NSFS – HE/MOFA 150 Illum 25 HIMARS-RRPRs 12

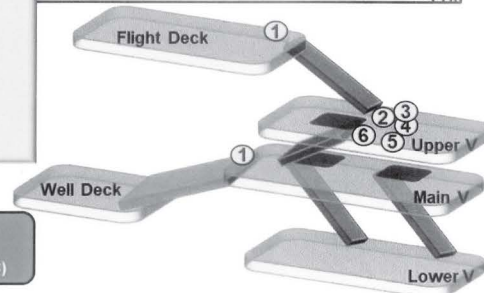
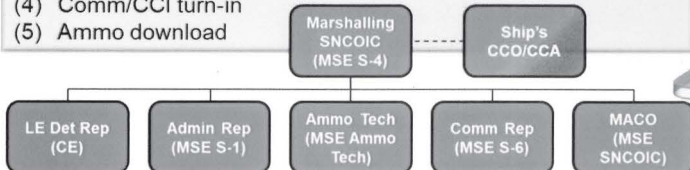


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# Phase V Reception Plan



- Scheme of Maneuver:**
- (1) CCO/CCA escorts arriving pax to medical rep.  
(1a) Medical rep will take temperatures IAW COVID-19 protocol.
  - (2) MSE SNCOIC will conduct MACO lane along with MSE/CE S-1 accountability
  - (3) Detainee and SSE will be transferred to Master-at-Arms.
  - (4) Comm/CCI turn-in
  - (5) Ammo download



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# SI/EW Concept of Support



<b>Concept of Support (Cmdr's Intent):</b> Reconnoiter enemy C2 networks and provide Force Protection and Indications and Warnings  <b>SI / EW Objectives:</b> 1. Passive SI Collection sets conditions for CTG 136.5 to destroy AK forces 2. AK forces are unable to coordinate operations against Azure Security Forces (ASF) 3. Provide I&W to friendly forces and minimize collateral damage  <b>Effects:</b> • Provide awareness on EN C2 and communications networks • Counter enemy ability to conduct operations against CTG 136.5 and ASF • Provide follow on EN C2 and communications targets of opportunity			(S//REL) ARG SHIPPING IW POSTURE		
			MKI	SOM	SDG
			1	1	1
			DELTA	DELTA	DELTA
			2	1	1
			<b>Additional information:</b> -Electronic Attack has been authorized via CTF 136. -RRT will provide 2x Marines with a 1301c to provide passive SI collection and FP/I&W -SST will provide 2x Marines with a 1301c to provide passive SI collection and FP/I&W		
<b>APPROVAL AUTHORITY</b>					
ACTIVE SIGINT	PASSIVE SIGINT	ELECTRONIC ATTACK			
NSA, CTF-136	NSA, IP, CTF-136	CTF-136			
Ship/Team	PH I – Shaping	PH II – MVM To OBJ	PH III – Actions On OBJ	PH IV – Extraction	PH V - Reconstitution
MKI	Focused SI Collection				
OCE	C2/SIGDEV/Passive SI Collection				
RRT	Passive SI Collection				
LAV-EW					
SOM	EA/ ASMD / I&W / Focused SI				
SST	Passive SI Collection				
IT-II					
SDG	Focused SI Collection				

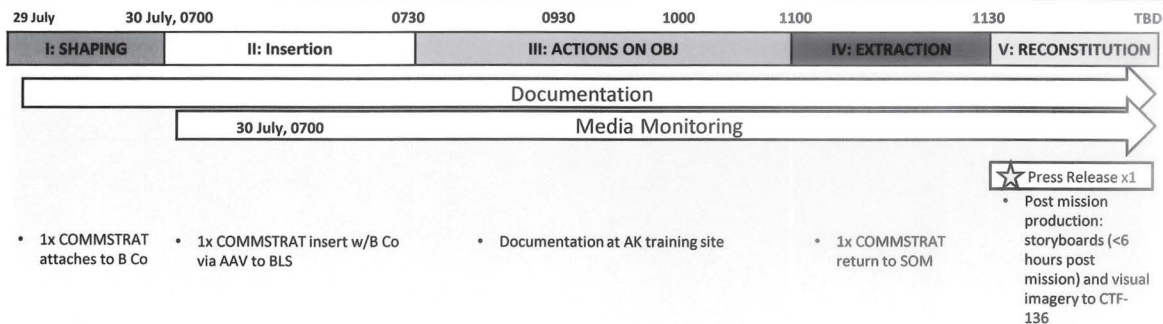


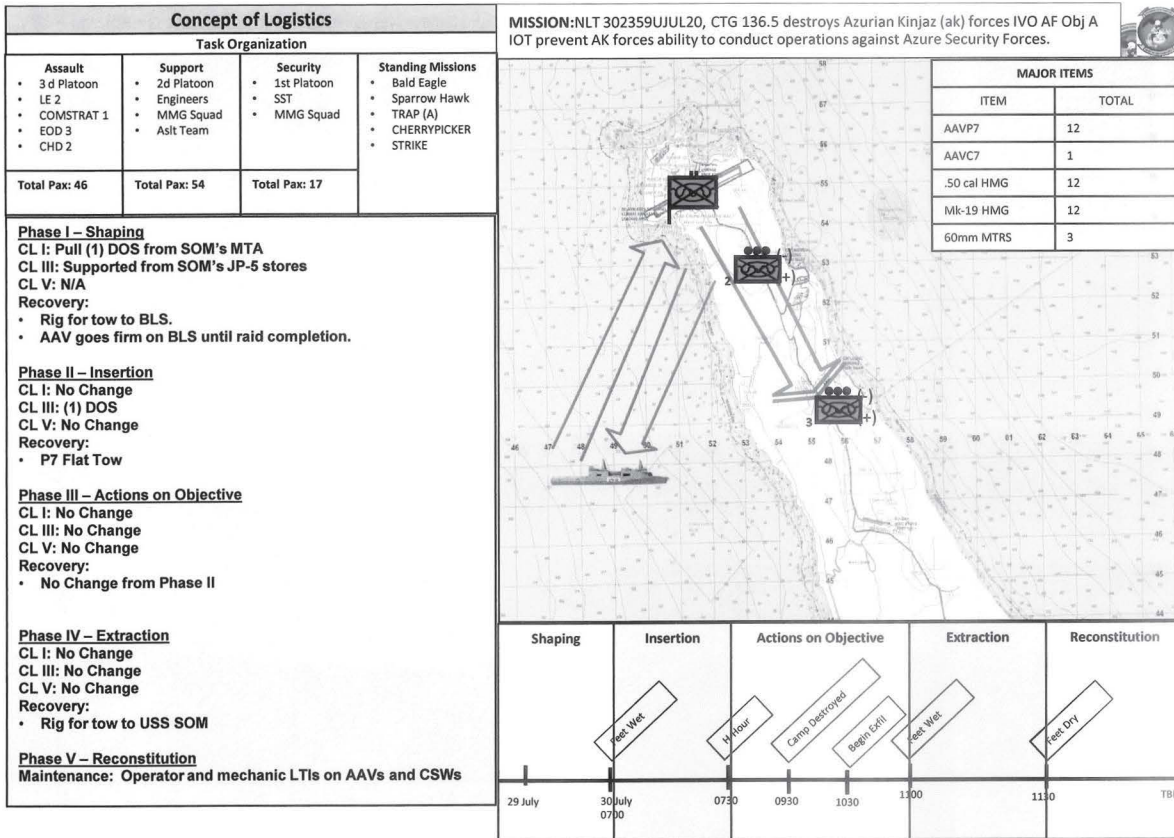
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# COMMSTRAT CoS



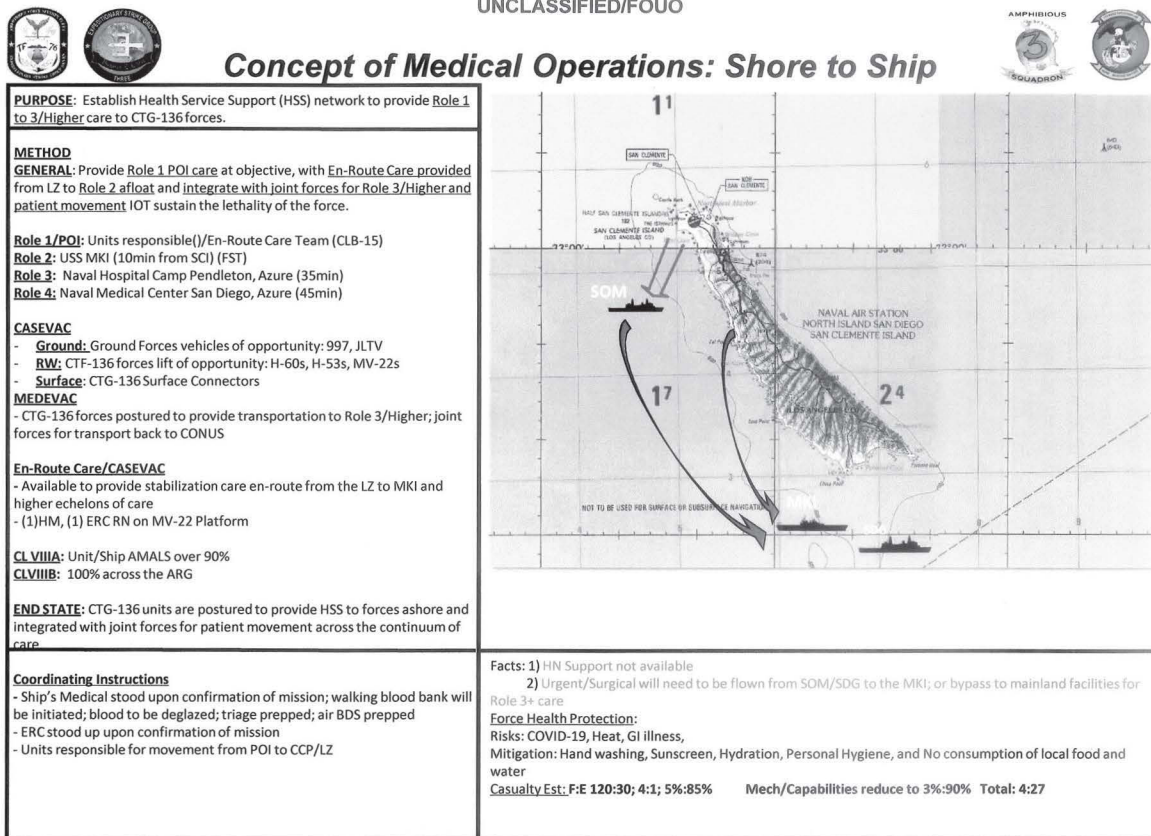
<b>Narrative</b>	<b>Visual Information</b>				
<p>"Marines with the 15th Marine Expeditionary Unit have deployed forces to conduct operations to deter Azurian Kinjaz aggression at the request of the Government of Azure. Specific details of the operation are being withheld to maintain operational security. We stand with the Government of Azure and will assist their efforts to establish stability in key areas necessary to provide relief after the recent volcanic eruption."</p> <p>➤ This is a base narrative that will be supplemented by additional talking points as required by operations.</p> <p><b>PA Posture:</b> RTQ. ACTIVE on mission completion and return to SOM (Release Authority falls with CTF-136)</p>	<p><b>Priority VI:</b> Exchange of fire between Marines and AK, Medical aid provided to any injured civilians, Overview of all areas, evidence of illegal activity &amp; support to TSE post mission</p> <p style="text-align: center;"><b>Transmission Method</b></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">PRIMARY</td> <td style="text-align: center;">SECONDARY</td> </tr> <tr> <td style="text-align: center;">Hand Delivery</td> <td style="text-align: center;">MUOS</td> </tr> </table> <p><b>Products ISO Operations:</b> Press release (CTF-136 and GOA), video/ images for archive and release.</p> <p><b>Key Publics:</b> US/GOA Govt and military leadership, Azurian citizens, regional media outlets in the SOCAL AO</p>	PRIMARY	SECONDARY	Hand Delivery	MUOS
PRIMARY	SECONDARY				
Hand Delivery	MUOS				





(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)



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# Concept of Medical Operations: Ship to Role 3



**PURPOSE:** Establish Health Service Support (HSS) network to provide Role 1 to 3/Higher care to CTG-136 forces.

**METHOD**

**GENERAL:** Provide Role 1 POI care at objective, with En-Route Care provided from LZ to Role 2 afloat and integrate with joint forces for Role 3/Higher and patient movement IOT sustain the lethality of the force.

- Role 1/POI:** Units responsible()/En-Route Care Team (CLB-15)
- Role 2:** USS MKI (10min from SCI) (FST)
- Role 3:** Naval Hospital Camp Pendleton, Azure (35min)
- Role 4:** Naval Medical Center San Diego, Azure (45min)

**CASEVAC**

- Ground:** Ground Forces vehicles of opportunity: 997, JLTV
- RW:** CTF-136 forces lift of opportunity: H-60s, H-53s, MV-22s
- Surface:** CTG-136 Surface Connectors

**MEDEVAC**

- CTG-136 forces postured to provide transportation to Role 3/Higher; joint forces for transport back to CONUS

**En-Route Care/CASEVAC**

- Available to provide stabilization care en-route from the LZ to MKI and higher echelons of care
- (1)HM, (1) ERC RN on MV-22 Platform

**CL VIII A:** Unit/Ship AMALS over 90%

**CL VIII B:** 100% across the ARG

**END STATE:** CTG-136 units are postured to provide HSS to forces ashore and integrated with joint forces for patient movement across the continuum of care

**Coordinating Instructions**

- Ship's Medical stood upon confirmation of mission; walking blood bank will be initiated at H-2; 2 chairs for 4 units low titer O whole; triage prepped; air BDS prepped
- ERC stood up upon confirmation of mission
- Units responsible for movement from POI to CCP/LZ



**Facts:** 1) HN Support not available  
 2) Urgent/Surgical will need to be flown from SOM/SDG to the MKI; or bypass to mainland facilities for Role 3+ care

**Force Health Protection:**

**Risks:** COVID-19, Heat, GI illness,  
**Mitigation:** Hand washing, Sunscreen, Hydration, Personal Hygiene, and No consumption of local food and water  
**Casualty Est:** F:E 120:30; 4:1; 5%:85%      Mech/Capabilities reduce to 3%:90%      Total: 4:27

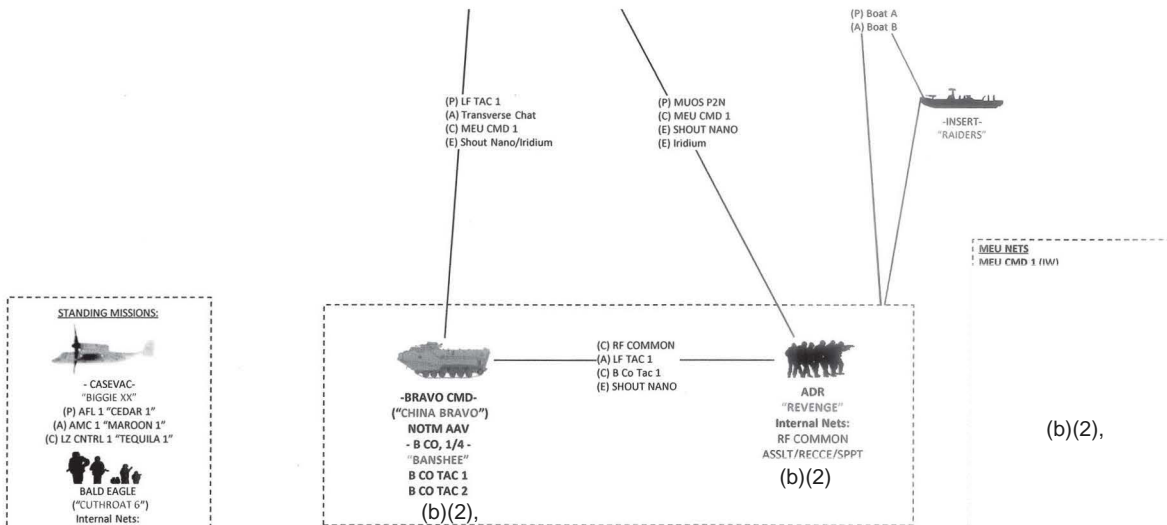
**EMCON:** D  
**RIVER CITY:** 2  
**CRYPTO R/O:** 5590 7/30 at 1700 local (IW)  
**CHALLENGE:** TIME  
**PASSWORD:** CAKE  
**RUNNING:** WINE

## Communications Concept of Support



**LEGEND**  
 (P) = PRIMARY  
 (A) = ALTERNATE  
 (C) = CONTINGENCY  
 (E) = EMERGENCY  
 (CT) = COVERED (CRYPTO)  
 (PT) = UNCOVERED

(b)(2)



**STANDING MISSIONS:**

- CASEVAC - "BIGGIE XX"
- (P) AF 1 "CEDAR 1"
- (A) AMC 1 "MAROON 1"
- (C) LZ CNTRL 1 "TEQUILA 1"
- BALD EAGLE ("CLUTROAT 6")
- Internal Nets: (P) C Co TAC 1 (A) C Co TAC 2

**-BRAVO CMD- ("CHINA BRAVO")**  
 NOTM AAV  
 - B CO, 1/4 - "BANSHEE"  
 B CO TAC 1  
 B CO TAC 2  
 (b)(2)

**ADR "REVENGE"**  
 Internal Nets:  
 RF COMMON  
 ASSLT/RECCE/SPPT  
 (b)(2)

**MEU NETS**  
 MEU CMD 1 (IW)  
 (b)(2)



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# Rules of Engagement



1. AK on SCI are **Declared Hostile Force**
  - A. **Only need PID**
    1. AK use Soviet small arms, M-16s, drive white trucks. Fire team sized patrols conducted at dusk and dawn.
  - B. RCAs **NOT** authorized
  
2. Electronic Attack **NOT** authorized
  - A. CTF- 136 for approval
  
3. Network exploitation / Attack is **NOT** authorized
  
4. Minimize Collateral Damage
  - A. Respect life, property and local customs of Azure
  
5. **Authorized to detain civilians** IVO Obj area only to prevent mission accomplishment
  - A. **Not authorized to detain Crimson Forces**, UoF in self-defense only, de-escalate as time and circumstances permit.

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# Authority



EVENT	COMMAND AUTHORITY				
	I (SHAPING)	II (INSERT)	III (ACTIONS ON OBJ)	IV (EXTRACT)	V (RECONSTITUTE)
ABORT	CPR-3 DELEGATED TO SOM CO	MEU CO	RFC	RFC	MEU CO
DELAY	MEU CO	MEU CO	RFC	RFC	MEU CO
CHERRY PICKER	MEU CO	RFC	RFC	RFC	MEU CO
EMERGENCY EXTRACT	MEU CO	MEU CO	RFC	MEU CO	MEU CO

# Kinetic Fires Approval

EVENT	COMMAND AUTHORITY				
	I (SHAPING)	II (INSERT)	III (ACTIONS ON OBJ)	IV (EXTRACT)	V (RECONSTITUTE)
CAS	R&S	R&S	R&S BHO to RFC	RFC	LFOC
DAS	SCAR/AR	SCAR	SCAR	SCAR	SCAR/AR

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# Risks to Mission



Risk to Mission	Assessed RAC	Mitigation Method	Residual RAC
Compromise of mission prior to H-hour	Probability: C Severity: II RAC: 3	1. Clandestine insertion 2. Sufficient time for insertion/infil	Probability: C Severity: II RAC: 4
Counter-mobility	Probability: C Severity: II RAC: 3	1. Routine Maint 2. Route Selection 3. EOD for obstacle reduction	Probability: D Severity: II RAC: 4
No go weather criteria	Probability: C Severity: II RAC: 3	1. None	Probability: C Severity: II RAC: C
	Probability: Severity: RAC:		Probability: Severity: RAC:
	Probability: Severity: RAC:		Probability: Severity: RAC:
	Probability: Severity: RAC:		Probability: Severity: RAC:
	Probability: Severity: RAC:		Probability: Severity: RAC:

HAZARD SEVERITY	MISHAP PROBABILITY				Risk to Mission assessment	Moderate to Low
	A	B	C	D		
I - CATASTROPHIC - Death, permanent disability, major property damage II - CRITICAL - Permanent partial disability, major system or minor property damage III - MARGINAL - Minor injury, minor system or property damage IV - NEGLIGIBLE - 1st aid, minor system repair	1	1	2	3	Risk to Force assessment	Moderate
MISHAP PROBABILITY A - FREQUENT, B - LIKELY, C - OCCASIONAL, D - UNLIKELY	1	2	3	4		
RISK ASSESSMENT CODE (RAC) 1 - CRITICAL, 2 - SERIOUS, 3 - MODERATE, 4 - MINOR, 5 - NEGL	2	3	4	5	Overall Assessment	Moderate
	3	4	5	5		

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# Risks to Force



Risk to Force	Assessed RAC	Mitigation Method	Residual RAC
Enemy contact during insertion	Probability: D Severity: II RAC: 4	1. Overwhelming Combat Power 2. Craft insertion TTPs/rehearsals 3. Pri/alt landing sites/distance from OBJ	Probability: D Severity: II RAC: 4
Mass casualty on objective	Probability: C Severity: I RAC: 2	1. ERCTT alert status 2. Threat reconnaissance on OBJ area 3. TCCC proficiency/corpsmen present	Probability: C Severity: II RAC: 3
Man overboard during insertion	Probability: C Severity: I RAC: 2	1. Crew training/man overboard rehearsal 2. Life jacket worn by all personnel 3. Swim proficiency	Probability: C Severity: II RAC: 3
Fratricide on link-up between Recon and Raid force	Probability: C Severity: I RAC: 2	1. Known location/time/control measures 2. Rehearsal/ROC 3. Known contingencies	Probability: D Severity: 1 RAC: 3
	Probability: Severity: RAC:		Probability: Severity: RAC:
	Probability: Severity: RAC:		Probability: Severity: RAC:
	Probability: Severity: RAC:		Probability: Severity: RAC:

HAZARD SEVERITY	MISHAP PROBABILITY				Risk to Mission assessment	Moderate to Low
	A	B	C	D		
I - CATASTROPHIC - Death, permanent disability, major property damage II - CRITICAL - Permanent partial disability, major system or minor property damage III - MARGINAL - Minor injury, minor system or property damage IV - NEGLIGIBLE - 1st aid, minor system repair	1	1	2	3	Risk to Force assessment	Moderate
MISHAP PROBABILITY A - FREQUENT, B - LIKELY, C - OCCASIONAL, D - UNLIKELY	1	2	3	4		
RISK ASSESSMENT CODE (RAC) 1 - CRITICAL, 2 - SERIOUS, 3 - MODERATE, 4 - MINOR, 5 - NEGL	2	3	4	5	Overall Assessment	Moderate
	3	4	5	5		

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R&S EXECUTION CHECKLIST FOR OPERATION GATOR SMASH							
#	EVENT/SITUATION	NET	FROM	TO	CODEWORD	SCH TIME	ACT TIME
<b>R&amp;S INSERT</b>							
1	R&S CRRCs LAUNCHED	MUOS	REV 4	LFOC	ALBANIA	1900U	
2	FEET DRY – R&S ASHORE	MUOS	REV 4	LFOC	ARGENTINA	2130U	
3	INSERT COMPLETE	MUOS	REV 4	LFOC	BAHAMAS	2200U	
<b>R&amp;S INFIL</b>							
4	R&S ARRIVE ORP	MUOS	REV 4	LFOC	BARBADOS	0015U	
<b>R&amp;S AOO</b>							
5	R&S COMMENCED ACTIONS ON THE OBJECTIVE	MUOS	REV 4	LFOC	BELARUS	0030-L HOUR	
<b>R&amp;S EXFIL</b>							
6	R&S DISPLACE OP	MUOS	REV 4	LFOC	BELGIUM	2000U	
7	R&S L/U COMPLETE	MUOS	REV 4	LFOC	BELIZE	2300U	
<b>R&amp;S EXTRACT</b>							
8	R&S STAGED FOR EXTRACT	MUOS	REV 4	LFOC	BOLIVIA	2345U	
9	DISPLACE EP	MUOS	REV 4	LFOC	BOSNIA	0100U	
10	COMMENCING EXTRACT	MUOS	REV 4	LFOC	BRAZIL	0200U	
11	EXTRACT COMPLETE	MUOS	REV 4	LFOC	BULGARIA	0300U	

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MECH RAID EXECUTION CHECKLIST FOR OPERATION GATOR SMASH							
#	EVENT/SITUATION	NET	FROM	TO	CODEWORD	SCH TIME	ACT TIME
<b>INSERTION</b>							
21	AAVs LAUNCHED	LFTAC1	MC	LFOC	CAVALIERS	0700U	
22	AAVs FEET DRY	LFTAC1	MC	LFOC	CELTICS	0730U	
23	MOVEMENT TO BLS	LFTAC1	MC	LFOC	CLIPPERS	0730U	
<b>ACTIONS ON OBJECTIVE</b>							
24	BLS SEIZED	LFTAC1	MC	LFOC	GRIZZLIES	0800U	
25	COMMENCED ACTIONS ON THE OBJECTIVE	LFTAC1	MC	LFOC	HEAT	0830U	
26	OBJECTIVE SECURED / COMMENCING TSE	LFTAC1	MC	LFOC	HORNETS	0930U	
<b>EXTRACTION</b>							
27	TSE COMPLETE	LFTAC1	MC	LFOC	JAZZ	1000U	
28	RB/R&S L/U COMPLETE	LFTAC1	MC	LFOC	KNICKS	1015U	
29	MACO COMPLETE / READY FOR EXTRACT	LFTAC1	MC	LFOC	LAKERS	1030U	
30	AAVs FEET WET	LFTAC1	MC	LFOC	MAGIC	1100U	
31	AAVs FEET DRY	LFTAC1	MC	LFOC	MAVERICKS	1130U	
<b>RECONSTITUTION</b>							
32	RAID FORCE ABOARD SOM	LFTAC1	MC	LFOC	NUGGETS	1130U	
33	ALL FORCES ABOARD ARG SHIPPING	LFTAC1	MC	LFOC	PACERS	1200U	
<b>CONTINGENCIES</b>							
90	QRF LAUNCHED			LFOC	JIM BEAM		
91	STRIKE LAUNCHED			LFOC	WHISTLE PIG		
92	CASEVAC LAUNCHED			LFOC	CASEVAC		
93	RAID FORCE EMERGENCY EXTRACT			LFOC	MAKERS MARK		
94	RAID FORCE IMMEDIATE REEMBARK			LFOC	PAPPY VAN WINKLE		

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# Succession of Command



1. MEU CO
2. MEU XO
3. BLT CO
4. MEU OPSO

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# Succession of Command



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Enclosure (18)



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# Commander's Comments



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# SCI Mechanized Raid Limitations

(b)(3), (b)(6), (b)(7)(c)

ADFOR: BLT

Communications with Range Control /  
Range Safety – SCI Range Safety radios

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Enclosure (18)



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# SCI Land Training Areas (TAs)

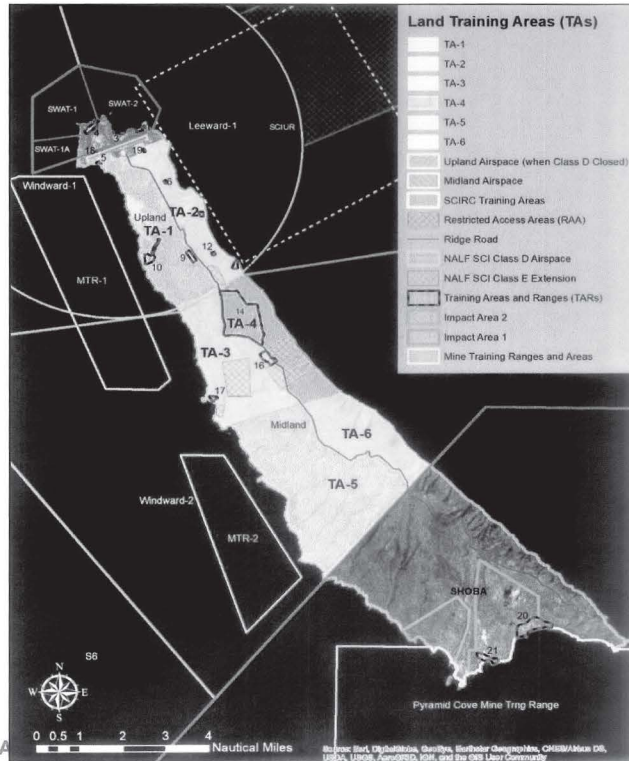


## TAs Reserved

(1900, 29 Jul – 2200, 30 Jul):

1. TA-1
2. TA-2
3. TA-3
4. TA-4
5. TAR-14

1. TAR-5 (West Cove): 1900-2200, 29 Jul / 0600-1200, 30 Jul
2. TAR-17 and TAR-13: 1900-2200, 29 Jul / 1800-2200, 30 Jul



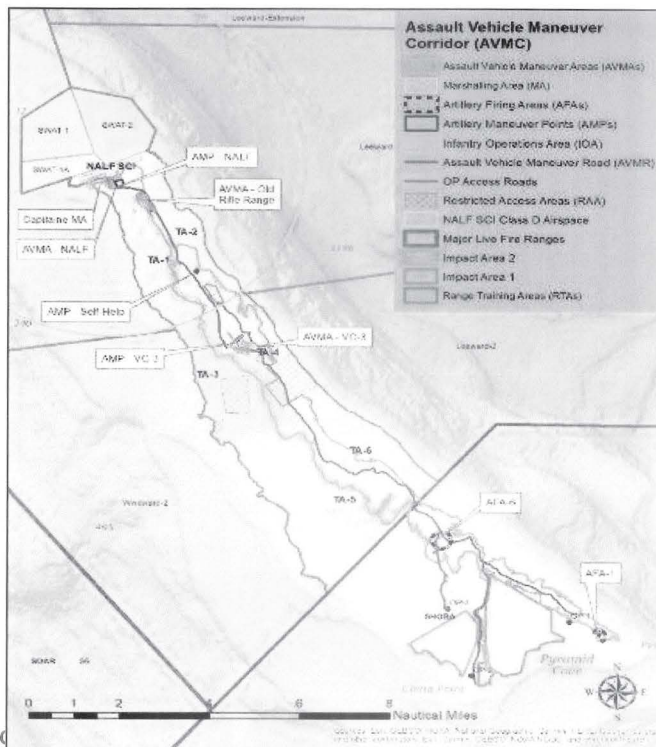
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# Assault Vehicle Maneuver Corridor (AVMC)



1. AVMC is a series of linked training areas on SCI.
2. **All tactical vehicles and AAVs only permitted on AVMR and AVMA.**
3. AVMA – within TAR-14 (IVO MOUT objective)
4. AVMR – unimproved dirt road. Crossing points are cement.

**\*\*Not permitted on asphalt road\*\***



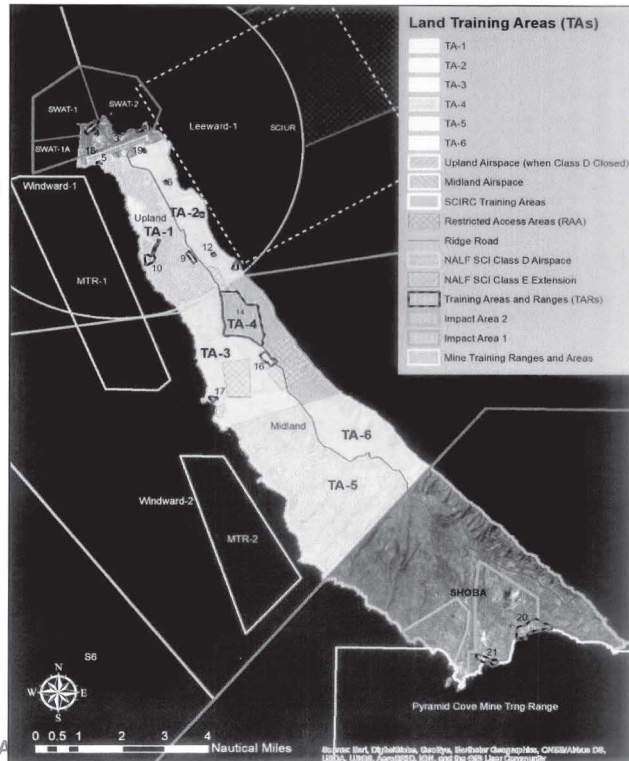


# UNCLASSIFIED/FOUO Restricted Areas



1. Restricted Areas have been found to contain risks to personnel due to discovery of UXO and MPPEH.

- 2. Site 14 RAA:
- 3. 11S LS 57347 45192
- 4. 11S LS 57433 43416
- 5. 11S LS 56442 42419
- 6. 11S LS 56193 44998
  
- 7. Eel Point RAA:
- 8. 11S LS 56315 43088
- 9. 11S LS 56194 42447
- 10. 11S LS 55933 42551
- 11. 11S LS 55977 42994

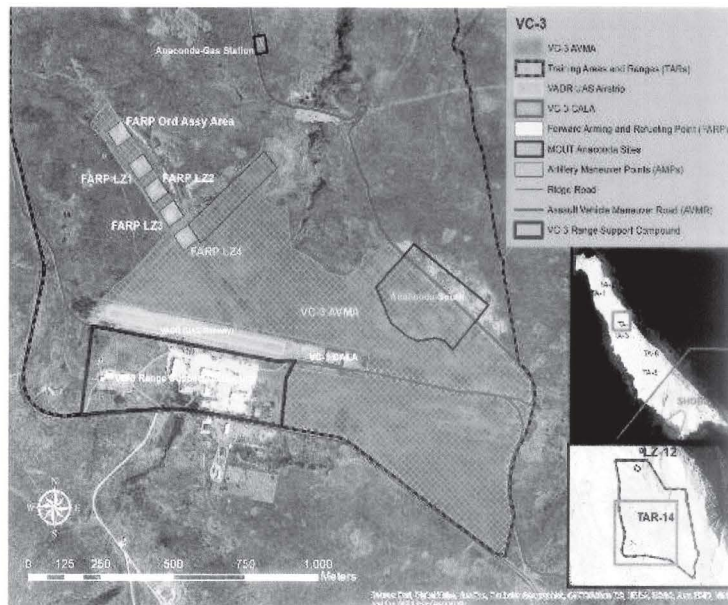


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# VC-3 Area

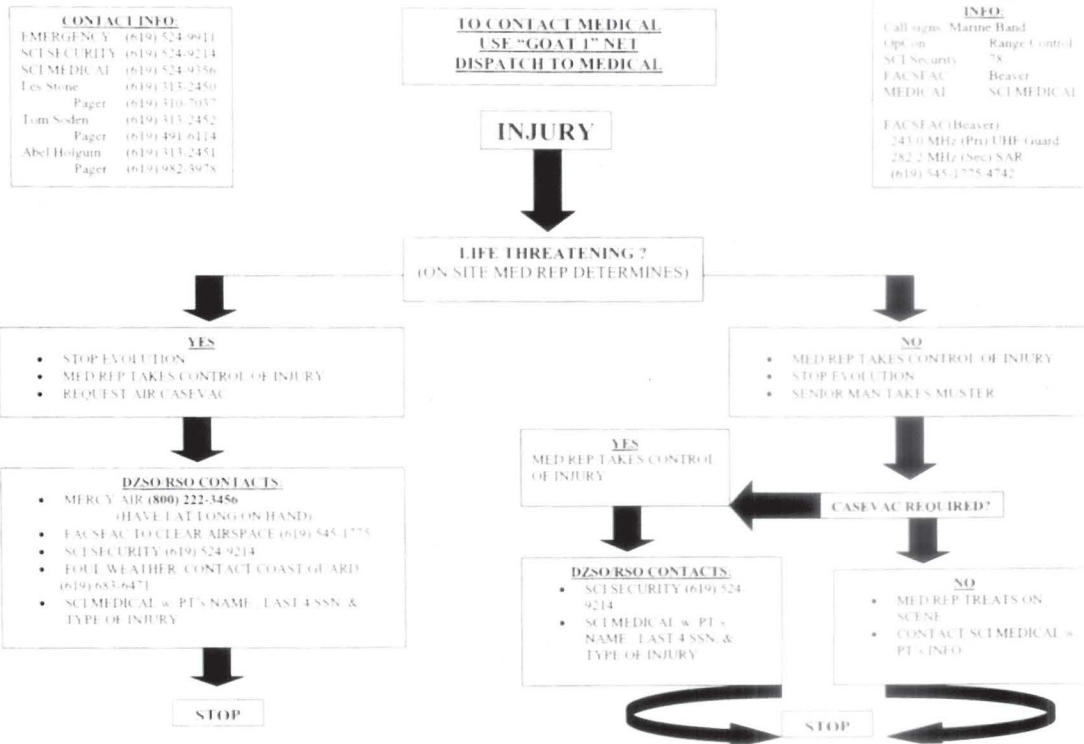


1. No training in VC-3 Range Support Compound



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## SAN CLEMENTE ISLAND CASEVAC PLAN





UNITED STATES MARINE CORPS  
15TH MARINE EXPEDITIONARY UNIT  
BOX 555363  
CAMP PENDLETON, CA 92055-5363

IN REPLY REFER TO  
4600  
MOBO  
XX XXX 20

From: Commanding Officer  
To: Distribution List

Subj: 15th MEU PMINT 21-1 EMBARKATION LETTER OF INSTRUCTION

Ref: (a) 15th MEU WESTPAC 21-1 PTP OPERATION ORDER  
(b) 15th MEU PMINT 21-1 WNGO  
(c) 15th MEU WESTPAC 21-1 Embarkation LOI  
(d) PHIBRON/MEU Integration Training Port Operations Group Guard Force Letter of Instruction

Encl: (1) STRIP MAP to Naval Base San Diego (NBSD)  
(2) 15th MEU Embark Placards

1. Situation. The 15th Marine Expeditionary Unit (MEU) will participate in the conduct of PHIBRON/MEU Integration Training (PMINT) as part of the pre-deployment training program (PTP) for the upcoming Western Pacific (WESTPAC) 21-1 deployment. The purpose of this letter of instruction is to provide guidance and direction for staging, movement and embarkation of personnel, vehicles, equipment and cargo in support of PMINT execution.

2. Mission. From 13-26 July 2020, designated 15th MEU personnel and equipment will conduct phased movement from Camp Pendleton, MCAS Miramar and MCAS Yuma to Naval Base San Diego (NBSD) and Naval Amphibious Base Coronado (NABC) in order to embark USS MAKIN ISLAND Amphibious Ready Group (MKIARG) shipping and conduct follow on debarkation and retrograde in order to achieve successful completion of PMINT.

3. Execution

a. Concept of Operations. PMINT will be conducted in five phases: Planning and Preparation, Movement and Occupation, PMINT Conduct, Retrograde, and Reconstitution and AAR.

(1) Phase I, Planning and Preparation (30 Jan-13 July 2020). Begins with the conduct of the PMINT IPC and ends with the establishment of the Port Operations Group (POG) at NBSD. Key events include the establishment of Unit Marshaling Areas (UMA), cargo inspections and POG establishment. During this phase all cargo and equipment will be clean and free of debris, staged in UMAs located at Camp Pendleton, MCAS Miramar or MCAS Yuma, and prepared for follow on movement to NBSD in preparation for loading onto MKIARG shipping. Movement timelines will be released via separate correspondence.

(2) Phase II, Movement and Occupation (13-26 July 2020). Begins with the establishment of the POG and ends with all gear and equipment embarked onto amphibious shipping. Critical events during this phase include the movement of cargo, equipment and personnel to the port, and the embarkation of cargo, equipment and personnel on MKIARG ships. From 15-26 July 2020 MKIARG ships will conduct pier side on-load of all cargo, equipment and personnel. USS MAKIN ISLAND will require stern gate marriage with equipment loaded from NABC for the on-load of oversized cargo not able to fit through.

ENCLOSURE (19)

Subj: 15th MEU PMINT 21-1 EMBARKATION LETTER OF INSTRUCTION

the side hatch (e.g. MTRV and TRAM). Loading via LCU at NABC will require rolling stock to move to NABC from Camp Pendleton and NBSD via Imperial Beach and the Coronado strand IAW movement timeline.

(3) Phase III, PMINT Conduct (27 July-9 August 2020). Begins with all ships underway from NBSD and ends with the completion of MSE white space training after the amphibious assault. Critical events during this phase include pre-boated equipment and AAVs conducting an in-stream on-load IVO Red Beach and Del Mar Boat Basin (DMBB), 15th MEU aircraft will conduct Aviation Combat Element (ACE) fly-on, Supporting Arms Coordination Exercise (SACEX) personnel, cargo and equipment will be back-loaded onto MKIARG shipping IVO San Clemente Island, and 15th MEU will conduct amphibious assault.

(4) Phase IV, Retrograde (9-11 August 2020). Begins with the conclusion of the amphibious assault and MSE white space training and ends with the completion of the pier side offload at NBSD. This phase commences at the completion of the confirmation brief and includes the debarkation of all personnel and equipment from MKIARG ships. This phase is completed with retrograde from NBSD and/or Camp Pendleton training areas to unit home stations. Further instructions on staging and method of movement for debarkation will be issued via Operations Order during PMINT.

(5) Phase V, Reconstitution and AAR (11-30 August 2020). Begins with all personnel, gear and equipment accounted for at home station or pre-staged at NBSD and ends with all maintenance requests submitted via Global Combat Supply System-Marine Corps and submission of all after action topics. Critical events during this phase are post exercise maintenance, PMINT AAR submission and follow on planning for future pre-deployment training program (PTP) events.

b. Tasks

(1) MEU CE

(a) All CE detachments and CE sections:

1. Prepare, stage, and muster designated cargo, equipment, and personnel per the movement timeline.

a. Stage all general cargo at the 21 Area parade deck  
NLT 13 July 2020.

b. Pack classified and/or sensitive material into containers NET 24 hours prior to movement to the SPOE. These materials will be loaded in the containers during the embarkation inspections with 15th MEU Mobility and may be removed at the completion of the inspection and returned prior to movement if required to be containerized during movement to the port.

c. Stage all vehicles being embarked on MKIARG shipping at the 15th MEU motor pool NLT 13 July. All vehicles will depart from the 15th MEU motor pool IAW the movement timeline that will be published via separate correspondence.

2. Assign drivers and vehicle commanders for vehicles assigned to convoys.

Subj: 15th MEU PMINT 21-1 EMBARKATION LETTER OF INSTRUCTION

3. Provide (9) Marines for a working party to assist with the combat cargo inspections from 14 July 2020 until completion of all inspections. Working parties will prepare equipment to be inspected and take action to correct discrepancies identified during inspections. The working party will report to Lots 4F or 40 at NBSD based on equipment types located at each lot. Personnel are to report to the TEO of the MKIARG ships in which the cargo will be embarking, at the respective staging lot IAW inspection timings and are to have access to all equipment to be inspected.

4. Provide Marines to the Driver Pool that supports a ratio of (1) driver per (1) specialized vehicle (e.g. MHE, LAVs, tacked vehicles MRZR, etc.) and (1) driver per (3) general vehicles (eg. MTRVs, JLTVs and HMMWVs). The Driver Pool will consist one non-commissioned officer in charge (NCOIC) that will maintain accountability of all CE drivers. Drivers will report to the POG NLT 0700 daily from 14 July 2020 until all CE vehicles are embarked onto ARG shipping. Parent commands will maintain accountability of driver pool Marines for the duration of the onload. A driver pool roster will be submitted to the MEU Embarkation Chief NLT 13 July 2020.

Provide Marines to the Driver Pool that supports a ratio of (1) driver per (1) specialized vehicle (e.g. MHE, LAVs, tacked vehicles MRZR, etc.) and (1) driver per (3) general vehicles (eg. MTRVs, JLTVs and HMMWVs). The Driver Pool will consist one non-commissioned officer in charge (NCOIC) that will maintain accountability of all CE drivers. Drivers will report to the POG NLT 0700 daily from 14 July 2020 CE vehicles are embarked onto ARG shipping. Parent commands will maintain accountability of driver pool Marines for the duration of the onload.

(b) S-1

1. Assign a CE SNCO as Bus Team Commander for each bus.
2. Submit a bus manifest to the MEU unit movement control center (UMCC) NLT 14 July 2020 for ADVON and NLT 23 July 2020 for main body movement from home stations to NBSD.

(c) S-2

1. Ensure the LAV-EW is staged at NBSD IAW the movement timeline for pre-embarkation inspection. A qualified driver is to be on standby to enable loading onto USS MAKIN ISLAND.
2. Prepare and coordinate transportation of classified material.

(d) S-4

1. Establish the UMCC for all stages of movement and embarkation/debarkation.
2. Develop and release a movement timeline in support of the embarkation and debarkation plan.
3. Coordinate the staging of designated cargo and equipment in accordance with the staging plan and movement timeline.
4. Coordinate all TOT/TOP requirements.



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5. Establish Embarkation/Debarcation Control Office (ECO/DCO) at the Point of Embarkation (POE) with the POG during Phases II and IV.

6. Submit a Logistic Support Request (LSR), requesting Naval Facilities support as well as POG support from MLG at Lot 4F and 4O from 10-26 July 2020.

(2) MSEs

(a) Ensure all requirements regarding convoys and movement control are followed per the 15th MEU UMCC SOP. Each convoy will be assigned a convoy commander. Upon arrival at NBSD Lots 4F and 4O and NABC, convoy commanders are to present the following information to the POG OIC:

1. Convoy Number
2. List of vehicles by type and serial numbers
3. List of drivers and A-drivers
4. Vehicles not arriving due to breakdown or other reasons

(b) Ensure tactical vehicle convoys have flat-tow recovery capabilities.

(c) Designate a SNCO/officer as Bus Team Commander for each bus movement.

(d) Bus and convoy commanders are to deliver a convoy / movement brief prior to departing UMA lots. Topics include, but are not limited to, vehicle breakdown/accident procedures, separation between vehicles, location of corpsman, communication procedures, CASEVAC procedures, driving speeds, points of contact in case of an emergency, etc.

(e) Provide (9) Marines for a working party to assist with the Combat Cargo inspections from 14 July 2020 until the completion of all inspections. Working parties will prepare equipment to be inspected and take action to correct discrepancies identified during the inspection. The working party will be broken into three groups and report to the USS MAKIN ISLAND, USS SOMERSET, and USS SAN DIEGO TEOs at the respective staging lot at 0700 during days of inspection and will have access to all equipment to be inspected.

(f) All frustrated cargo will be transported back to home station by MSEs. Units will have a vehicle on stand-by that is not embarking available to transport items from NBSD to the home station.

(g) Provide Marines to the Driver Pool that supports a ratio of (1) driver per (1) specialized vehicle (e.g. MHE, LAVs, tacked vehicles MRZR, etc.) and (1) driver per (3) general vehicles (eg. MTRVs, JLTVs and HMMWVs). The Driver Pool will consist one non-commissioned officer in charge (NCOIC) that will maintain accountability of all unit drivers. Drivers will report to the POG NLT 0700 daily from 14 July 2020 until all owning unit vehicles are embarked onto ARG shipping. Parent commands will maintain accountability of driver pool Marines for the duration of the onload. A driver pool roster will be submitted to the MEU Embarkation Chief NLT 13 July 2020.

Subj: 15th MEU PMINT 21-1 EMBARKATION LETTER OF INSTRUCTION

(h) From 14-24 July 2020, establish a maintenance contact team at Lot 4F and 40 capable of performing 1st and 2nd echelon maintenance, the capabilities to de-fuel vehicles, and have a HAZMAT material emergency spill kit.

(3) GCE

(a) NLT 0630 on 27 July 2020, stage pre-boat loads in accordance with the 15th MEU Organization for Embarkation & Assignment to Shipping at Red Beach.

(b) On order, launch (14) AAVs from DMBB, Camp Pendleton to be recovered by USS SOMERSET. Provide RSO/OIC as required for AAV launch at DMBB.

(4) ACE

(a) NLT 2 July 2020 identify all cargo to be loaded via crane lift.

(b) NLT 20 July 2020, provide aircraft personnel and cargo manifest for all aircraft flying onto MKIARG shipping. This manifest will include all crew, passengers and cargo embarking during the ACE fly-on.

(5) LCE

(a) Provide a recovery plan for movement to 32nd Street.

(b) NLT 1600 13 July 2020, establish a POG at Lots 4F and 40 to coordinate pier-side loading of the MKIARG. Upon establishing the POG at NBSD, the POG OIC will report to the MEU Mobility Officer/ECO.

(c) Receive and employ the guard force IAW Ref (d)

(d) NLT 27 July 2020, stage the AAV R7 at DMBB for shore to ship movement to the USS SOMERSET.

(e) NLT 27 July 2020, establish a Landing Force Shore Party (LFSP) IVO Red Beach ISO the in-stream onload of pre-boated cargo. Provide RSO/OIC for this evolution.

c. Coordinating Instructions

(1) Vehicle, Cargo and Personnel Movement

(a) Transportation Requests. MSEs will submit transportation movement requests (TMR) and ground transportation requests (GTR) utilizing Transportation Capacity Planning Tool (TCPT) to the 15th MEU UMCC. MSE UMCCs and MEU UMCC are responsible for coordinating GTRs. TMR and GTR submissions are due by 1600, 29 June 2020.

(b) UMCC Procedures. MSEs will establish a UMCC NLT two hours prior to the execution of the first movement. Report all movements (Convoy, TOT, and TOP) from arrival of external assets i.e. SWRFT, departure from the UMA and arrival at the POE to the MEU UMCC. MSE UMCCs are to report the total number of vehicles, passengers and name of the convoy commander. Convoy commanders and unit embarkation representatives will report arrival times at the POE to the MEU Embarkation Officer.

Subj: 15th MEU PMINT 21-1 EMBARKATION LETTER OF INSTRUCTION

(c) Cargo Movement. MSEs are to prepare, stage and muster designated cargo, equipment and personnel in accordance with the movement timeline. A confirmed EDL will be submitted one day prior to convoy movement to the MEU UMCC. Convoy and bus commanders are to include what security rounds, classified material and HAZMAT is being transported on the convoy/bus. Convoys and busses cannot leave UMAs without being released by the MEU UMCC.

(d) Roadmaster Insepctions. Roadmaster inspections are to be completed 48 hours prior to departure in order to allow for follow-on inspections prior to the scheduled departure time from home stations. MSEs are to ensure unit embarkation representatives are present at the POE during all phases of embarkation.

(e) Convoys. Convoy Orders will be prepared for each large scale movement by the convoy commander. Convoy orders will include at a minimum; serial commanders, serial departure time, route, checkpoints, convoy speed, accident procedures, breakdown procedures, bump plan, lost marine plan, convoy order, halts, casualty plan, hospitals along route, and points of contact. Convoy Commanders are to ensure every road-marched vehicle has a licensed operator and A-driver.

(f) Garrison Mobile Equipment (GME). GME vehicles will have a driver and A-driver. A NCO or above must be in the vehicle at all times. Drivers must adhere to posted speed limits; no vehicle will exceed 65 mph when traveling on the freeway.

(g) POG Billeting. MSEs are responsible for coordinating transportation for drivers and A-drivers from NBSD back to unit home station. MSEs are to coordinate movement for Marines assigned to the POG working party and driver pool. Those Marines supporting POG operations and guard force requirements will billet aboard MKIARG shipping for the duration of their requirement to support.

(h) Palletized and Non-Palletized Cargo. Troop stow and hand carried items will be brought to the ships from 14-24 July 2020 IAW the loading schedule. Working parties are required to move equipment from drop locations to allocated organizational workspaces. Palletized items, in coordination with the ship CCOs/TEOs and ship forklifts will be stowed in pre-designated locations on the ship. Non-palletized items are to be moved aboard the ship by hand and troop stow items will not be accepted after the allocated time period. Prior to bringing any equipment to the ships, units must coordinate with the respective ship's TEO. All hand carried items will be brought onto the ship either before the start of loading operations or after the completion of loading operations each day.

(i) Ship's Tax. Personnel identified for ships' taxes (e.g. laundry, cooks and messman) will report to their respective ship's TEO at 1200, 21 July 2020.

(j) Personnel Movement. Main body personnel movement to MKIARG shipping will occur 25 and 26 July 2020. Movement to NBSD will be conducted in accordance with the movement timeline. Phasing in of MSEs will be as follows:

1. USS SAN DIEGO (25 July 2020)
  - a. GCE will report from 0800 to 1200.

Subj: 15th MEU PMINT 21-1 EMBARKATION LETTER OF INSTRUCTION

- b. LCE will report from 1200 to 1500.
  - c. ACE will report from 1500 to 1700.
  - d. CE will report from 1500 to 1700.
- 2. USS SOMERSET (26 July 2020)
  - a. GCE will report from 0800 to 1200.
  - b. LCE will report from 1200 to 1500.
  - c. ACE will report from 1500 to 1700.
  - d. CE will report from 1500 to 1700.
- 3. USS MAKIN ISLAND (23-24 July 2020 daily)
  - a. GCE will report from 0800 to 1100.
  - b. LCE will report from 1100 to 1300.
  - c. ACE will report from 1300 to 1500.
  - d. CE will report from 1500 to 1700.

(k) POG and POG Supporting Elements. The POG OIC will coordinate messing, berthing and weapons storage for all POG and enablers to include the POG, guard force and drivers pool. Coordination will be made through the USS SAN DIEGO TEO for the period of 13-18 July and respective ships TEOs from 18-26 July per shipping assignments.

(l) Ammunition. Ammunition in support of SACEX will be coordinated via separate correspondence. Convoys and bus movement safety rounds are to be issued to convoy commanders and bus team commanders. Safety ammunition will be returned to respective MSE ammunition technician on board designated MKIARG shipping once secure at NBSD.

(m) Embark Procedures

1. The 15th MEU Mobility Officer (MOBO) and CPR-3 CCO maintain overall coordination of loading the MKIARG ships. Command and signal in the form of land line, cell phone and radio communication will be established at the POE for each embark evolution. The MEU MOBO will provide command and control of movements, staging, and port operations at the POE. All changes regarding equipment and placement of equipment must be submitted through the respective TEO to the MEU MOBO. All change requests will be vetted through the MEU S3 for MEU CO approval.

2. The POG in consultation with the MEU MOBO will coordinate and control staging of items in Lot 4F and 40. The POG is responsible for traffic control and movement of all items from the entry point at NBSD into the staging lots through to the ships.

3. A Maintenance Contact Team will be on location for the duration of the loading process. When required, the contact team will conduct 1st and 2nd echelon repairs on any downed vehicles. Case by case

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review will determine whether downed vehicles will embark. If vehicles do not embark, the "duty wrecker" will recover the vehicle to the unit's home station.

4. Weapons Transportation and Embarkation

a. Transportation. MSEs are responsible for the transportation of personal and crew-served weapons and optics from their respective home station to the ship. MSEs are to identify the types and quantity of weapons that will be transported in conjunction with personnel movements when submitting TMRs.

b. Bus Security. MSEs are responsible for providing their own force protection while transporting weapons from their UMAs to designated POEs. MSEs are to return security rounds to their respective MSE logistics section for storage onboard MKIARG shipping.

c. Crew Serve Weapons. Crew serve weapons will be hand carried onto the ships and taken directly to the appropriate armory. Crew served weapons will not be allowed to be transported on busses.

d. POG Weapons. POG, driver pool, and guard force personnel will not bring personal weapons to MKIARG ships prior to or during the on-load. MSEs will coordinate transportation for those weapons to MKIARG shipping at a later date.

e. Custodians. MSEs will ensure a custodian is embarked to receive and store all weapons and optics.

f. Weapons Cards. MSEs will issue separate 10520 custody receipt cards (labeled in the upper left as: MKI, SOM, SDG) for use aboard the respective ship.

g. Daily sight counts will be conducted.

5. The TEO for each ship is responsible for the correct placement of cargo, vehicles and equipment in accordance with approved load plans. The TEOs and TEAs for each ship are as follows:

- USS MAKIN ISLAND: (TEO Surface)(b)(3), (b)(6), (b)(7)(c)(GCE),  
(TEO Air) (b)(3), (b)(6), (b)(7)(c)(ACE), (TEO Air) (b)(3), (b)(6), (b)(7)(c)(ACE), (TEA) (b)(3), (b)(6), (b)(7)(c)  
(CE)

b. USS SOMERSET: (TEO) (b)(3), (b)(6), (b)(7)(c)(GCE), (TEA)  
(GCE) (b)(3), (b)(6), (b)(7)(c)

c. USS SAN DIEGO: (TEO)(b)(3), (b)(6), (b)(7)(c)(ACE), (TEA) (b)(3), (b)(6), (b)(7)(c)  
(LCE)

6. Each Marine will be allowed (1) sea bag, (1) main pack, (1) assault pack, (1) computer bag or small carry-on bag.

7. Marking and placarding procedures for all equipment will be IAW Ref (C). MSEs are to ensure these preparations and procedures are followed prior to departure from home station.

8. Safety. Paramount throughout all phases and stages of movement and embarkation is safety. The 15th MEU MOBO is responsible for the

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overall safe conduct of staging, movement and loading of equipment aboard NBSD. Organizational Risk Management (ORM) will be applied by all MSEs while conducting embarkation. The POG OIC will enforce all safety regulations within Lots 4F and 4O. The TEOs and TEAs will assist the Combat Cargo Officers and Combat Cargo Assistants aboard their respective ships.

4. Administration and Logistics

a. Messing. Marines supporting as POG, Guard Force or Driver Pool personnel will utilize messing facilities on board MKIARG ships.

b. Billeting. Billeting will be available aboard MKIARG ships for all POG, Guard Force, and Driver Pool Marines at Lot 4F and 4O.

c. Transportation. Units will provide and utilize organic transportation assets and GME vehicles to support on-load operations. Shortfalls to organic transport is to be provided to the MEU S4.

d. MSEs are to consider the use of organic logistic capabilities prior to submitting a request for external logistical support. MSEs are to utilize CLC2S or TCPT, as applicable, when submitting logistic support requests. The secondary method is the electronic or hard copy submission of the Logistic Support Request, the template is located in reference (b).

e. Reference (c) provides further detailed guidance with regards to embarkation activities in support of PMINT.

5. Command and Signal

a. S-4 Officer:

b. Embark Officer (b)(3), (b)(6), (b)(7)(c)

c. Embark Chief

SIGNED

Copy to:

15th MEU CE S-1

15th MEU CE S-2

15th MEU CE S-3

15th MEU CE S-4

15th MEU CE S-6

15th MEU CE All Domain Reconnaissance Detachment

BLT 1/4 S-3

BLT 1/4 S-4

VMM-164 S-3

VMM-164 S-4

CLB 15 S-3

CLB 15 S-4

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<b>UNIT: 15th MEU</b> <b>FRAGO:</b>	<b>DTG: 2 July 2020</b> <b>MAKIN ISLAND AMPHIBIOUS READINESS GROUP</b> <b>AMPHIBIOUS SQUADRON MARINE EXPEDITIONARY</b> <b>UNIT INTEGRATION TRAINING</b>	<b>LOCATION: CPEN</b>
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**REFERENCES:**

- (a) COMTHIRDFLTINST/I MEFO 3502.1
- (b) NAVMC 3500.116A, MAGTF T&R Manual
- (c) MCO 3120.13 Policy For MEU and MEU(SOC)
- (d) MCO 3502.3C MEU and MEU (SOC) Pre-deployment Training Program
- (e) MCO 3570.1C Range Safety
- (f) MCO 3500.27B Operational Risk Management
- (g) CNAF M-3710.7, NATOPS General Flight and Operating Instructions Manual
- (h) IMEFO 3120.9A I MEF MEU and MEU(SOC) SOP
- (i) IMEFO 1500.75 Policy and Procedures for High Risk Training
- (j) Operations Order 0001-20 (Pre-deployment Training 21-1)
- (k) MCIWEST-MCB CAMPENO 3500.1 Ch 1 RANGE AND TRAINING AREA STANDING OPERATING PROCEDURES
- (l) NALFSCIINST 1720.2B NALF SCI SOP
- (m) LHD 8 Ship's Loading Characteristics Pamphlet
- (n) LPD 25 Ship's Loading Characteristics Pamphlet
- (o) LPD 22 Ship's Loading Characteristics Pamphlet
- (p) I MEF FRAGO 10 to OPOD 20-001

**ENCLOSURE:**

- (1) Task Organization
- (2) Organization for Embarkation and Assignment to Shipping
- (3) MKIARG PMINT Classified Synchronization Matrix
- (4) MKIARG PMINT Sequence of Events
- (5) Embarkation Letter of Instruction
- (6) Guard Force Letter of Instruction
- (7) Supporting Arms Coordination Center Exercise Letter of Instruction
- (8) Required Personal Gear List
- (9) Shipboard Reception Plan Letter of Instruction
- (10) System Access Authorization Request Process Instructions
- (11) Communication Electronic Operating Instruction
- (12) Afloat MAGTF C4 Overview
- (13) Exercise Control Letter of Instruction
- (14) Draft Defense of the Amphibious Task Force Memorandum of Understanding
- (15) Medical & Force Health Preservation
- (16) Ship Live Fire Confirmation Brief Template

**TASK ORGANIZATION:** See Enclosure (1)

1. Situation. From 27 July – 10 August 2020, the 15th Marine Expeditionary Unit (MEU) and Amphibious Squadron Three (CPR-3) conduct Amphibious Squadron (PHIBRON)/MEU Integration Training (PMINT) 20-1 aboard the MAKIN ISLAND Amphibious Ready Group (MKIARG), San Clemente Island (SCI), California (CA), Yuma, Arizona (AZ), and Camp Pendleton (CPEN), CA. PMINT is a ship-based exercise that involves the full embarkation of the MEU, Deployable Group Systems Interoperability Test (DGSIT) afloat, Defense of the Amphibious Task Force (DATF), a Supporting Arms Coordination Center Exercise (SACCEX), various full mission profile repetitions, and a full amphibious landing. This exercise provides an opportunity for the Command Element (CE) to develop its ability to rapidly plan, brief, execute, and debrief complex operations in an unfamiliar environment.

a. Friendly Units

(1) Higher Headquarters. Expeditionary Strike Group-3 (ESG-3) will serve as the office conducting the exercise. ESG-3 and the 15th MEU will also plan and control the exercise in accordance with the

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ENCLOSURE (20)

information contained in reference (a) and all references, enclosures, and other exercise documents. The locations and other specific details for the sequence of events can be found within the classified synchronization matrix on the 15th MEU SIPR SharePoint PMINT page. The exercise design is event driven in order to allow 15th MEU to successfully embark and debark amphibious shipping, execute the at sea battle rhythm and validate the organization for embarkation and assignment to shipping (OE&AS).

(2) Adjacent

(a) CPR-3 will be embarked with the 15th MEU during the conduct of PMINT.

(b) 5th Marines will be conducting Exercise ISLAND FURY on SCI during portions of the preparation and execution of PMINT.

(3) Supporting. ESG-3 will submit and validate all requests for Southern California Operational Area (SOCAL OPAREA) water space, airspace and surface land based training on SCI. ESG-3 will coordinate the target vessel request for a Visit, Board, Search, and Seizure (VBSS) full mission profile event. Additionally, ESG-3 will coordinate adversary aviation assets to support an air defense exercise. The Training Support Center will augment 15th MEU with white cell support at the 15th MEU Command Post for the duration of PMINT. 1 Marine Expeditionary Force (1 MEF) G-7 Expeditionary Operations Training Group (EOTG) will provide the safety structure and observer support for VBSS events to include an open water safety craft, corpsman, safety swimmer and high-risk supervisory personnel. Fleet Area Control and Surveillance Facility (FACSFAC) SCI will support exercise control personnel with billeting, rental vehicles, SCI specific communication equipment and range access requirements on SCI.

2. Mission. From 27 July through 10 August 2020, 15th MEU & CPR-3 conduct PMINT aboard the MKIARG IVO CPEN IOT enhance the integration & collective capability of the ARGMEU team as informed by Mission Essential Tasks (METs).

3. Execution

a. Commander's Intent

(1) Purpose. Ensure each element & member of the ARGMEU team is familiar with their individual & collective responsibilities as it pertains to shipboard operations. Expectations for subsequent at sea training periods must be established based upon PMINT lessons learned.

(2) Method. Conduct and supervise the integrated sequence of events alongside CPR-3.

(3) Endstate. A proficient & prepared ARGMEU team postured for subsequent at sea training periods. Necessary training required to enable success includes the following:

- Exercise of Command and Control (C2), afloat, ashore, and during ship-to-shore movement.
- Exercise of Rapid Response Planning Process (R2P2) refinement/validation of the 15th MEU Standard Operating Procedures.
- Exercise control of fires afloat, during ship-to-shore movement, and passage of control of fires ashore (SACCEX).
- Conduct DGSIT afloat.
- Validate the OE&AS.
- Maximize repetitions of METs.
- Strengthen ARGMEU relationships & build shared understanding.

b. Concept of Operations. The exercise is 14 training days that will occur in the Southern California amphibious operations area, SCI and CPEN. 15th MEU will be distributed across USS MAKIN ISLAND, USS SOMERSET, USS SAN DIEGO, SCI and CPEN. ESG-3 & 15th MEU will serve as Exercise Control (EXCON) from Naval Base San Diego (NBSD), the USS MAKIN ISLAND, SCI and



CPEN. 15th MEU will conduct a variety of scenario driven full mission profile (FMP) events throughout the duration of the exercise. This exercise will be conducted in five phases. Phase I is "Planning and Preparation" which will consist of the initial, main and final planning conferences (IPC, MPC, and FPC), various operational planning teams, and the preparation of personnel and equipment to move from CPEN to NBSD in support of PMINT. Phase II is "Movement and Occupation" which will consist of establishment of the guard force; inspection and pier side embarkation of personnel, gear, and equipment; establishment of the Landing Force Operations Center (LFOC); and the over the horizon movement of personnel, gear, ammunition and equipment to SCI in support of the SACCEX. Phase III is "PMINT Conduct" which will consist of SACCEX, MET-related full mission profile and Defense of the Amphibious Task Force (DATF), an amphibious assault on CPEN, and Major Subordinate Element (MSE) white space training. Phase IV is "Retrograde" which will consist of the return of all personnel, gear and equipment to home station. Phase V is "Reconstitution and Transition to ARG/MEU Exercise + Composite Unit Training Exercise (COMPTUEX)" which will consist of post exercise maintenance, submission of PMINT After Action Reports (AAR) and follow on planning evolutions.

Phase I, Planning and Preparation (30 Jan-13 July 2020): Begins with the conduct of the PMINT IPC and ends with the establishment of the Port Operations Group (POG) at NBSD. Key events during this phase are the IPC, MPC, FPC, assignment to shipping working groups, bi-monthly sync meetings, release of the PMINT Warning Order, inspection of gear and equipment after completion of RUT 20-1, Pre-PMINT MEU Exercise, a communications exercise and information flow exercise to validate shipboard communications architecture. Ends with the conditions set for establishment of the POG on 13 July which is the physical emplacement of the POG command and control node at Naval Base San Diego

Phase II, Movement and Occupation (13-26 July 2020): Begins with the establishment of the POG and ends with all gear and equipment embarked onto amphibious shipping. Critical events during this phase are the establishment of the guard force, inspection and pier side embarkation of personnel, gear and equipment, occupation and establishment of the LFOC and the completion of the over the horizon movement containing personnel, ammunition, gear and equipment in support of SACCEX from CPEN to SCI.

Phase III, PMINT Conduct (27 July – 9 August 2020): Begins with all ships underway from NBSD and ends with the completion of MSE white space training after the amphibious assault. Critical events during this phase are SACCEX, FMPs, DATF, amphibious assault and MSE white space training.

Phase IV, Retrograde (9-11 August 2020): Begins with the conclusion of the amphibious assault and MSE white space training and ends with the completion of the pier side offload at NBSD. Critical events during this phase are the return of all personnel, gear and equipment to home station or supporting pre-staging for follow on evolutions at NBSD.

Phase V, Reconstitution and AAR (11-30 August 2020): Begins with all personnel, gear and equipment accounted for at home station or pre-staged at NBSD and ends with all maintenance requests submitted via Global Combat Supply System-Marine Corps and submission of all after action topics. Critical events during this phase are post exercise maintenance, PMINT AAR submission and follow on planning for future pre-deployment training program (PTP) events.

c. Tasks	
XO, 15TH MEU	T1: Oversee staff planning efforts in support of PMINT P1: To ensure exercise requirements are fulfilled
HQ Commandant, 15TH MEU	T1: In coordination with each ship's commanders' of troops, provide personnel to serve as ship's augments P1: To support requirements aboard amphibious shipping T2: In coordination with the CE S-1 and CE S-4, coordinate CE passenger and cargo lift requirements for both advanced party and main body P2: In order to support the echeloning of forces in support of PMINT

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	<p>T3: Ensure CE staff directorates and MSEs are provided the appropriate "green spaces"</p> <p>P3: IOT facilitate planning and operations afloat</p> <p>T4: Coordinate berthing &amp; messing requirements for all external entities participating in PMINT (MCOTEA, EOTG, EWTGPAC)</p> <p>P4: IOT support units not organic to the 15th MEU supporting PMINT</p> <p>T5: NLT 13 July, Via SEPCOR, publish additional guidance to the MEU CE and all MSEs regarding ships' augments/tax requirements that will work in barbershops, messing and laundry facilities</p> <p>P5: IOT codify requirements listed within the ship's loading characteristics pamphlets</p>
15TH MEU S-1	<p>T1: No Later Than (NLT) 10 July 2020, submit a consolidated roster of all Marine Corps exercise personnel to CPR-3, USS MAKIN ISLAND, USS SOMERSET and USS SAN DIEGO</p> <p>P1: To account for all personnel participating in the exercise</p> <p>T2: NLT 1 July 2020, develop a detailed plan for the reception of personnel to NBSD and embarkation of all personnel aboard ARG shipping; retrograde to home station and NBSD between PMINT and ARGMEU Exercise (AMEX); transition to AMEX</p> <p>P2: To promulgate guidance regarding personnel reception during and after PMINT</p> <p>T3: Identify (1) Staff Non-Commissioned Officer or Officer to serve as a "trusted agent" within the white cell during full mission profile planning events.</p> <p>P3: IOT facilitate dissemination of information from the white cell related to personnel, casualties and reporting requirements IAW the scenario.</p> <p>T4: NLT 11 July, release enclosure (9) via SEPCOR</p> <p>P4: IOT promulgate guidance regarding the shipboard reception plan upon embarkation of personnel</p>
15TH MEU S-2	<p>T1: NLT 13 July 2020, in coordination with ESG-3 N2, develop a USINDPACOM focused exercise scenario in support of PMINT</p> <p>P1: To support planning efforts of FMP evolutions during PMINT</p> <p>T2: NLT 13 July 2020 develop MSEL intelligence injects for each FMP evolution</p> <p>P2: To facilitate staff response actions to intelligence updates during the planning process.</p> <p>T3: Identify (1) SNCO or Officer to serve as the Exercise Control (EXCON) white cell lead afloat during PMINT</p> <p>P3: To support EXCON requirements</p> <p>T4: Identify (1) SNCO or Officer to serve as a "trusted agent" within the white cell during full mission profile planning events</p> <p>P4: IOT facilitate the dissemination of information from the white cell related to the intelligence disciplines.</p> <p>T5: NLT 22 July 2020, develop a force laydown plan for the simulated Adversary Force (ADFOR)</p> <p>P5: To support force on force role play during PMINT</p> <p>T6: Identify (1) 0211 to serve as a high value individual role player in support of the surface raid on TD4 and coordinate movement to SCI with MEU S-4</p> <p>P6: IOT provide role player support for the surface raid</p>
15TH MEU S-3	<p>T1: Lead all planning efforts for PMINT</p> <p>P1: To synchronize staff and MSE action ISO PMINT</p> <p>T2: Provide (1) Officer familiar with the employment of ground based fires assets to serve as the PMINT SCI EXCON OIC and the event officer in charge aboard SCI from 21 July – 1 August 2020</p> <p>P2: To support EXCON requirements</p>

	<p>T3: Provide (1) Staff Non Commissioned Officer (SNCO) to serve as the PMINT SCI EXCON SNCOIC aboard SCI from 21 July – 1 August 2020.  P3: To support EXCON requirements  T4: Provide (1) Officer to serve as the PMINT CPEN EXCON OIC and the event officer in charge aboard Camp Pendleton from 27 July – 9 August 2020.  P4: To support EXCON requirements  T5: Provide (1) SNCO to serve as the PMINT CPEN EXCON SNCOIC aboard Camp Pendleton from 27 July – 9 August 2020  P5: To support EXCON requirements  T6: In coordination with the CE S-2, develop and promulgate scenario injects to the MEU Operations Officer  P6: To ensure a dynamic and realistic training environment that satisfies identified training objectives  T7: Provide a PMINT confirmation brief to the 15th MEU Commanding Officer  P7: To confirm the conduct of PMINT to the Commanding Officer of 15th MEU  T8: Provide a PMINT confirmation brief to I MEF NLT 17 July 2020  P8: To confirm the conduct of PMINT to the Deputy Commanding General, I MEF  T9: Ensure all ranges aboard CPEN are reserved in support of PMINT for the 15th MEU and MSEs NLT 1 July 2020  P9: To provide appropriate training space and areas for the exercise  T10: Develop an hourly synchronization matrix with associated ship movement plan to support the sequence of events NLT 1 July 2020  P10: To synchronize and align units activities within PMINT  T11: NLT 1 July 2020, develop and disseminate a required gear list to all CE and MSE personnel  P11: To provide guidance on required personal gear during PMINT  T12: NLT 1 July 2020, confirm the supportability of a Service Availability (SERVAL) request with the I MEF G-3 Expeditionary Operations section  P12: To support the SACCEX over the horizon movement from CPEN to SCI  T13: Coordinate with FACSFAC, Detachment SCI to provide air lift for the SCI EXCON Operations/Logistics Team with a departure date of 21 July 2020 and a return date of 1 August 2020  P13: To facilitate EXCON support for PMINT  T14: Ensure ranges external to CPEN to support an F-35 strike event are reserved  P14: To support execution of the sequence of events  T15: Coordinate with ESG-3 to ensure all SOCAL OPAREA water space, airspace is reserved in addition to land based training aboard SCI  P15: IOT facilitate the conduct of PMINT  T16: Coordinate with EOTG to ensure all required support is available to execute a VBSS full mission profile event  P16: IOT facilitate training for the MEU/ARG team related to VBSS  T17: Identify (1) Officer to serve as the EXCON OIC afloat  P17: IOT facilitate the training and dissemination of exercise related information during PMINT</p>
<p>15TH MEU ANTI-TERRORISM/FORCE PROTECTION OFFICER</p>	<p>T1: NLT 1 July 2020, develop the PMINT Guard Force Letter of Instruction  P1: In order to protect and preserve equipment and the force</p>
<p>15TH MEU S-4</p>	<p>T1: NLT 1 July 2020, develop a detailed scheme of maneuver for the movement to NBSD and embarkation of all gear and equipment aboard ARG shipping; retrograde to home station and staging of gear and equipment aboard ARG shipping and NBSD between PMINT and AMEX; and transition to AMEX</p>

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	<p>P1: To facilitate the movement of personnel and equipment in support of PMINT  T2: NLT 1 July 2020, publish the movement plan through a Letter of Instruction and BPT standup the Unit Movement Control Center to account for the transportation of personnel and equipment to NBSD  P2: To control and supervise the movement of personnel and equipment in support of PMINT  T3: Ensure proper coordination of all logistical matters between the MEU, ARG and necessary training sites  P3: To facilitate logistical requirements for participating units  T4: Coordinate with FACSFAC, Detachment SCI for billeting, rental vehicles, potable water and chow for both EXCON personnel and participating units aboard SCI from 21 July – 1 August 2020  P4: To provide life support on SCI during PMINT  T5: In coordination with the CE S-3, NLT 1 July 2020, create a load plan for submission with the SERVAL request in support of SACCEX  P5: To support the over the horizon movement from CPEN to SCI  T6: No later than 1 July 2020, identify alternate means of supporting the over the horizon movement in support of SACCEX if the SERVAL is not approved  P6: IOT facilitate the movement of personnel, ammunition and equipment from CPEN to SCI ISO SACCEX  T7: Provide (1) Marine to serve as the logistical representative within the Operations/Logistics Team aboard SCI from 21 June – 1 August in support of SACCEX and full mission profile evolutions  P7: To provide life support to EXCON personnel and training personnel aboard SCI during PMINT  T8: Provide (2) Marines to serve in the SCI mess hall from 21 June – 1 August in support of the Operations/Logistics Team &amp; SACCEX personnel  P8: To provide messing and subsistence support for forces aboard SCI  T9: Provide EXCON with (2) 4x4 rental vehicles for utilization aboard MCB CPEN ranges  P9: To support EXCON requirements  T10: Identify (1) SNCO or Officer to serve as a "trusted agent" within the white cell during full mission profile planning events  P10: IOT facilitate the dissemination of information from the white cell related to logistics.</p>
15th MEU MEDICAL	<p>T1: Coordinate with each ship's senior medical officer to identify medical screening requirements for ship's tax and augments  P1: To meet medical screening requirements for assigned personnel to perform required duties  T2: Coordinate with ship's medical and Fleet Surgical Team – 1 for MEU Medical integration  P2: To provide medical care for all the 15th MEU personnel embarked on ARG shipping  T3: Coordinate with the Medical Regulating Control Officer to identify all ship to shore Casualty Evacuation Plan requirements  P3: To transport real world casualties off of ARG shipping to the appropriate level of care  T4: Identify and develop a COVID-19 mitigation plan  P4: To support the mitigation of risk to force to COVID-19</p>
15TH MEU S-6	<p>T1: NLT 1 July 2020, publish guidance on the submission of System Access Authorization Request forms and any other network access requirements  P1: To facilitate information exchange on amphibious shipping  T2: NLT 1 July 2020, publish the Communications Electronic Operating Instruction (CEOI)</p>

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	<p>P2: To facilitate voice communication between the CE and subordinate MSEs.  T3: NLT 17 July 2020, establish communication services aboard amphibious shipping  P3: To facilitate digital information exchange aboard amphibious shipping  T4: NLT 26 July 2020, establish communication services helpdesk aboard the USS MAKIN ISLAND  P4: To assist users with communication issues  T5: Provide (2) Marines to the EXCON/safety OIC aboard SCI  P5: To establish safety communications hierarchy to support operations  T6: Provide (2) Marines to EXCON/safety OIC aboard Camp Pendleton  P6: To establish safety communications hierarchy to support operations  T7: NLT 1 July 2020, submit Annex K, Communications, to the 15th MEU PMINT AO  P7: To support the orders development process  T8: Identify (1) SNCO or Officer to serve as a "trusted agent" within the white cell during full mission profile planning events  P8: IOT facilitate the dissemination of information from the white cell related to communications.  T9: Via SEPCOR, publish additional guidance regarding any communications grooming requirements prior to Phase III  P9: IOT posture the force to conduct operations</p>
15TH MEU COMMSTRAT	<p>T1: Document the exercise in accordance with the 15th MEU PTP production plan  P1: To document the exercise for potential publication  T2: Provide Public Affairs support as required. The roles, responsibilities, and policy guidance are outlined in reference (i). 1 MEF CommStrat will be the lead for real-world Public Affairs  P2: To support overall execution of PMINT</p>
ADR DET	<p>T1: BPT support a VBSS on TD5 and/or TD8 per the sequence of events  P1: To rehearse and execute full mission profile events  T2: BPT support Ground Reconnaissance and Surveillance for each FMP event during PMINT  P2: To support execution of each FMP event</p>
GROUND COMBAT ELEMENT (BLT 1/4)	<p>T1: In coordination with each ship's commander of troops, provide Marines to serve as ships' augments. Ensure ships' augments report with necessary medical documentation in hand. Ships' augments report dates will be promulgated by the 15th MEU HQ CMDT  P1: To support requirements aboard amphibious shipping  T2: NLT 1 July 2020, identify white space training to occur on TD13 and TD14 of PMINT to occur after the tactical scenario ends during the amphibious assault  P2: To facilitate follow on/additional training for the GCE  T3: NLT 13 July 2020, provide complete training packages (ORM, SDZs, ConOps) to the CE S-3 for all MSE-led white space training evolutions taking place throughout PMINT  P3: To meet CPEN training requirements within reference (k)  T4: NLT 29 July 2020, ensure mortar, artillery and rocket systems are firing capable aboard SCIs  P4: To support SACCEX  T5: NLT 1 July, identify ADFOR elements, to include a mission capable Corpsman, to serve aboard SCI in support of the Surface Raid on TD4  P5: To provide force on force exercise capabilities during PMINT  T6: NLT 1 July 2020, identify ADFOR elements to serve aboard CPEN from 27 July – 9 August  P6: To provide force on force exercise capabilities during PMINT</p>

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	<p>T7: BPT support ADFOR requirements aboard VBSS target vessels on TD5 and/or TD8  P7: To provide force on force exercise capabilities during PMINT  T8: Ensure CPEN ADFOR is comprised of at least (2) CPEN Range Control certified Range Safety Officers  P8: IOT comply with CPEN Range Control regulations  T9: Provide organic ground transportation and sustainment support for ADFOR elements remaining on CPEN during PMINT  P9: IOT sustain and preserve the force  T10: Provide, at a minimum (3) Camp Pendleton Range Control Certified Range Safety Officers to serve aboard Camp Pendleton during the duration of PMINT from 27 July – 9 August  P10: IOT meet CPEN Range Control safety requirements  T11: Provide ammunition technicians and ammunition driver capabilities to draw ammunition from the Camp Pendleton ammunition supply point  P11: IOT provide ammunition for the CPEN ADFOR  T12: Provide, at a minimum, (3) corpsman and (3) safety vehicles to serve aboard Camp Pendleton during the duration of PMINT from 27 July – 9 August  P12: IOT meet CPEN Range Control Safety requirements</p>
<p>LOGISTIC COMBAT ELEMENT (CLB-15)</p>	<p>T1: NLT 0700, or as directed if at a later time, on 21 July 2020, establish a Beach Operations Group (BOG) at Red Beach  P1: To support Landing Craft Air Cushion Operations.  T2: NLT 1 July 2020, identify white space training to occur on TD13 and TD14 of PMINT to occur after the tactical scenario ends during the amphibious assault  P2: To facilitate follow on/additional training for the GCE  T3: NLT 13 July 2020, provide complete training packages (ORM, SDZs, ConOps) to the CE S-3 for all MSE-led white space training evolutions taking place throughout PMINT  P3: IOT maintain visibility on MSE white space training  T4: In coordination with CE S-4, establish the POG at NBSD and provide a POG officer in charge  P4: To facilitate the reception and embarkation of all gear and equipment  T5: In coordination with each ship's commander of troops, provide Marines to serve as ships' augments. Ensure ships' augments report with necessary medical documentation in hand. Ships' augments report dates will be promulgated by the 15th MEU HQ CMDT  P5: To support requirements aboard amphibious shipping</p>
<p>AVIATION COMBAT ELEMENT (VMM-164 REIN)</p>	<p>T1: Embark all aircraft within the 15th MEU on to the USS MAKIN ISLAND, USS SOMERSET and USS SAN DIEGO IAW phasing plan established by the MEU Air Officer  P1: To support the functions of Marine Corps Aviation  T2: Ensure all pilots receive appropriate carrier qualifications during PMINT  P2: To facilitate aviation operations  T3: In coordination with each ship's commander of troops, provide Marines to serve as ships' augments. Ensure ships' augments report with necessary medical documentation in hand. Ships' augments report dates will be promulgated by the 15th MEU HQ CMDT  P3: To support requirements aboard amphibious shipping</p>
<p>d. Coordinating Instructions</p> <p>(1) All units shall embark all personnel and equipment aboard amphibious shipping during PMINT IOT validate the OE&amp;AS. Exceptions will be made on a case by case basis, at the discretion of the Commanding Officer, 15th MEU.</p>	

(2) Ships' augments that will work in the barbershops, messing, and laundry will report to the ships with appropriate medical screening documentation. Details will be promulgated via SEPCOR from the MEU HQ CMDT.

(3) Confirmation brief for PMINT will be conducted to the MEU Commanding Officer on or about 10 July 2020 at a location to be determined.

(4) Live-fire aboard ships require ship commander's approval, and all requisite packages will be submitted IAW ships' SOPs and briefed IAW enclosure (17).

(5) MEU activities unrelated to PMINT such as MSE "whitespace" training occurring aboard MCB CPEN, will be self-coordinated and self-supported by the MSEs. The CE S-3 will support scheduling ranges for all "whitespace" training with CPEN Range Control. The PMINT sequence of events will have priority. Any case involving a conflict of interest, between PMINT and "whitespace" training requires approval by the CE S-3. All "whitespace" training will be complete NLT 1800 10 August 2020.

(6) Uniform. The exercise uniform is the Woodland Marine Corps Combat Utility Uniform (MCCUU). The ADFOR uniform is the Desert MCCUU.

(7) All CE sections will be prepared to provide Watch Officers / Assistant Watch Officers / Watch Chiefs in support of the 15th MEU LFOC. Point of contact is the 15th MEU Operations Chief.

(8) Provide a roster of required personnel attending PMINT to the CE S-1 NLT 13 July 2020.

(9) NLT 1 July 2020, submit range requests to CE S-3 for MSE whitespace training, include an MSE POC in range request. CE S-3 will submit RFMSS request for MCB CPEN. Point of contact is 15th MEU Operations Chief.

(10) Submit requests for communications services and assets to the CE S-6 NLT 13 July 2020.

(11) Submit power requirements to CE S-4 NLT 13 July 2020.

(12) MSEs will ensure they possess their own Range Safety Officer/Officer in Charge (RSO/OIC) trained personnel sufficient to support their internal white space training.

(13) Corrections or updates to the SOP will be submitted to the CE S-3, Points of Contact (POC) NLT 14 July 2020.

(b)(3), (b)(6), (b)(7)(c)

(14) Written After Action Reports (AAR) for PMINT will be submitted to the CE S-3, POC (b)(3), (b)(6), (b)(7)(c) via Unclassified SharePoint NLT 28 August 2020 for consolidation

(15) All forces participating in SACCEX will adhere to the timelines and instructions within enclosure (7).

(16) 15th MEU Disbursing will facilitate the use of Navy Cash cards. Enlisted Marines across all (3) ships will automatically have the funds for meals deducted from their pay. Officers will be required to pay for provided meals while aboard the USS Makin Island. On the USS Makin Island the officer funds will be collected by the Disbursing Officer (b)(3), (b)(6), (b)(7)(c) via Navy Cash at the end of each month and the funds will be paid to the USS Makin Island mess officer. Aboard the USS San Diego and USS Somerset, the Food Service Officer (FSO) will collect the mess bill payments directly from the officers.

(17) Liberty for any forces participating in the port operations group, to include the guard force, beginning on 13 July, will be restricted to NBSD, IAW I MEF COVID Order. Liberty will be secured at 2200 with a muster and report to the POG OIC required per day.

(18) Plan to Plan and Significant Events Timeline:

- 2 July – PMINT Order Released
- 8 July – Exercise Control Sync Meeting
- 9 – Confirmation Brief to Commanding Officer, 15th MEU
- 13 July – Master Scenario Event List Inject Rehearsal of Concept
- 13 July – Port Operations Group established at Naval Base San Diego
- 15 July – Confirmation Brief to Deputy Commanding General, I Marine Expeditionary Force
- 22 July – Exercise Control Rehearsal of Concept
- 25-26 July – Embarkation of Personnel
- 27 July – PMINT Training Day 1

4. Administration and Logistics

a. Administration

(1) While underway, CE & MSE morning reports are due to the CE S-1 NLT 0800 local time, daily. Reporting mechanism will be per 15th MEU SOP.

(2) Personally Owned Vehicles are not authorized for use to NBSD or aboard Camp Pendleton in the training areas unless authorized by CO, 15th MEU.

(3) The public affairs posture for this event is passive until the dissemination of a news advisory, after which point the posture will change to active. The 15th MEU COMMSTRAT section is authorized to answer news media queries regarding training and to facilitate a media day with the support of I MEF COMMSTRAT.

b. Logistics

(1) The gear list can be located in enclosure (8). MSEs shall refine gear list as appropriate.

(2) MSEs will submit Transportation Capacity Planning Tool requests as required to support movement of personnel and equipment between NBSD and home station NLT 10 July 2020.

(3) Requests for rental vehicles shall be submitted to the CE Supply section NLT 1 July 2020 with clear justifications for use of the vehicle. Only 4x4 vehicles are authorized to enter training areas aboard Camp Pendleton, and require a range deviation waiver unless it is a government issued 4x4 vehicle.

(4) Personnel will flow into NBSD IAW CE S-4 published embarkation/ movement plan within enclosure (5).

5. Command and Signal

a. Command

(1) CO, 15th MEU, CO, V 1/4, CO, CLB-15, CO, VMM-164 REIN, Operations Officer, 15th MEU, Operations Officer, V 1/4, Operations Officer CLB-15 and Operations Officer VMM-164 REIN will be located aboard USS MAKIN ISLAND.

(2) Commander, ESG-3 is the Exercise Director.

b. Signal

(1) CEOI will be provided via SEPCOR.

(2) Commanders' Significant Notification Events (CSNEs) remain in effect throughout this time.



(3) All PMINT participants shall regularly monitor the 15th MEU PMINT SharePoint page where they can access important documents and stay informed:

[https://intelshare.intelink.gov/sites/15thmeu/\\_layouts/15/start.aspx#/Shared%20Documents/Forms/AllItems.aspx?RootFolder=%2Fsites%2F15thmeu%2FShared%20Documents%2FMKIARG%20%20%20PMINT%20Products&FolderCTID=0x0120002E1871D418961D458858AA7ADA8AADF1&View=%7B13302B5F%2D7F16%2D4C77%2D9965%2DED91CC4EDD02%7D](https://intelshare.intelink.gov/sites/15thmeu/_layouts/15/start.aspx#/Shared%20Documents/Forms/AllItems.aspx?RootFolder=%2Fsites%2F15thmeu%2FShared%20Documents%2FMKIARG%20%20%20PMINT%20Products&FolderCTID=0x0120002E1871D418961D458858AA7ADA8AADF1&View=%7B13302B5F%2D7F16%2D4C77%2D9965%2DED91CC4EDD02%7D)

(4) The 15th MFI Operations Officer is (b)(3), (b)(6), (b)(7)(c)  
email: (b)(3), (b)(6), (b)(7)(c)

(5) The 15th MEU Air Officer is (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)

(6) The 15th MFI PMINT Lead Planner is (b)(3), (b)(6), (b)(7)(c)  
email: (b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)	Signature (b)(3), (b)(6), (b)(7)(c)  Date:
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ME	WPNS		1205-05
ME	WPNS		1205-05
ME	WPNS		1205-05
ME	WPNS		1205-05
ME	WPNS		1205-05
ME	WPNS	1	1205-06
ME	WPNS	1	1205-06
ME	FIST	1	1205-06
MO	FIST	1	1205-06
ME	HQ	1	1205-06
ME	CHD	1	1202-05
ME	EOD	1	1202-05
ME	EOD	1	1202-05
		1	
		1	
		20	
		21	
		22	
		23	
		24	
		25	
MO	1	CHERRY PICKER	
ME	14	MACO GO	
NO	0	MACO RETURN	
NE	1	EPW	
TOTAL	16	GATORS: PAX:	

(b)(3), (b)(6), (b)(7)(c)

ME	2ND	5	1207-07
ME	2ND	6	1207-07
ME	2ND	7	1207-07
ME	2ND	8	1207-07
ME	2ND	9	1207-07
ME	2ND	10	1207-07
ME	2ND	11	1207-07
ME	2ND	12	1207-07
ME	WPNS	13	1207-07
ME	WPNS	14	1207-07
ME	WPNS	15	1207-07
ME	WPNS	16	1207-07
ME	WPNS	17	1207-07
		18	
		19	
		20	
		21	
		22	
		23	
		24	
		25	
MO	0	CHERRY PICKER	
ME	17	MACO GO	
NO	0	MACO RETURN	
NE	0	EPW	
TOTAL	17	GATORS: PAX:	

(b)(3), (b)(6), (b)(7)(c)

SN:522932 ELEMENT: SUPPORT			
UNIT	#	PERSONNEL	SERIAL/TAC
ME	AAV	1	1209-08
ME	AAV	2	1209-08
ME	AAV	3	1209-08
ME	WPNS	4	1209-08
ME	WPNS	5	1209-08
ME	WPNS	6	1209-08
ME	WPNS	7	1209-08
ME	WPNS	8	1209-08
ME	WPNS	9	1209-08
ME	WPNS	10	1209-08
ME	WPNS	11	1209-08
ME	WPNS	12	1209-08
ME	WPNS	13	1209-08
ME	WPNS	14	1209-08
ME	WPNS	15	1209-08
ME	WPNS	16	1209-08
ME	WPNS	17	1209-08
		18	
		19	
		20	
		21	
		22	
		23	
		24	
		25	
MO	1	CHERRY PICKER	
ME	15	MACO GO	
NO	0	MACO RETURN	
NE	1	EPW	
TOTAL	17	GATORS: PAX:	

(b)(3), (b)(6), (b)(7)(c)

SN:523311 ELEMENT: VIC DOWN			
UNIT	#	PERSONNEL	SERIAL/TAC
		1	1209-09
		2	1209-09
		3	1209-09
		4	1209-09
		5	1209-09
		6	1209-09
		7	1209-09
		8	1209-09
		9	1209-09
		10	1209-09
		11	1209-09
		12	1209-09
		13	1209-09
		14	1209-09
		15	1209-09
		16	1209-09
		17	1209-09
		18	1209-09
		19	1209-09
		20	1209-09
		21	1209-09
		22	1209-09
		23	1209-09
		24	1209-09
		25	1209-09
MO		CHERRY PICKER	
ME		MACO GO	
NO		MACO RETURN	
NE		EPW	
TOTAL		GATORS: PAX:	

SN:522655 ELEMENT: SECURITY			
UNIT	#	PERSONNEL	SERIAL/TAC
ME	AAV		1210-10
ME	AAV		1210-10
ME	AAV		1210-10
MO	1ST		1210-10
ME	1ST		1210-10
ME	1ST		1210-10
ME	1ST		1210-10
ME	1ST		1210-10
ME	1ST		1210-10
ME	1ST	1	1210-10
ME	1ST	1	1210-10
ME	1ST	1	1210-10
ME	1ST	1	1210-10
ME	1ST	1	1210-10
ME	1ST	1	1210-10
ME	1ST	1	1210-10
ME	1ST	1	1210-10
ME	1ST	1	1210-10
ME	1ST	1	1210-10
ME	SIGINT	1	1210-10
ME	SIGINT	1	1210-10
		2	
		21	
		22	
		23	
		24	
		25	
MO	1	CHERRY PICKER	
ME	18	MACO GO	
NO	0	MACO RETURN	
NE	1	EPW	
TOTAL	19	GATORS: PAX:	

(b)(3), (b)(6), (b)(7)(c)

SN:522655 ELEMENT: SUPPORT			
UNIT	#	PERSONNEL	SERIAL/TAC
ME	AAV	1	1211-11
ME	AAV	2	1211-11
ME	AAV	3	1211-11
		4	
		5	
		6	
		7	
		8	
		9	
		10	
		11	
		12	
		13	
		14	
		15	
		16	
		17	
		18	
		19	
		20	
		21	
		22	
		23	
		24	
		25	
MO	1	CHERRY PICKER	
ME	3	MACO GO	
NO	0	MACO RETURN	
NE	0	EPW	
TOTAL	3	GATORS: PAX:	

(b)(3), (b)(6), (b)(7)(c)

SN:52299 ELEMENT: HQS			
UNIT	#	PERSONNEL	SERIAL/TAC
ME	AAV	1	1212-12
ME	AAV	2	1212-12
ME	AAV	3	1212-12
ME	AAV	4	1212-12
ME	AAV	5	1212-12
ME	HQ	6	1212-12
ME	HQ	7	1212-12
ME	HQ	8	1212-12
ME	HQ	9	1212-12
ME	HQ	10	1212-12

(b)(3), (b)(6), (b)(7)(c)

SN:52288 ELEMENT: C2			
UNIT	#	PERSONNEL	SERIAL/TAC
ME	AAV	1	1213-C7
ME	AAV	2	1213-C7
ME	AAV	3	1213-C7
ME	AAV	4	1213-C7
ME	H&S	5	1213-C7
ME	H&S	6	1213-C7
MO	H&S	7	1213-C7
MO	H&S	8	1213-C7
ME	H&S	9	1213-C7
MO	H&S	10	1213-C7

(b)(3), (b)(6), (b)(7)(c)

Not classified

ME	HQ	11		1212--12
ME	HQ	12		1212--12
ME	WPNS	13		1212--12
ME	2ND	14	(b)(3), (b)(6), (b)(7)(c)	1212--12
ME	2ND	15		1212--12
ME	2ND	16		1212--12
ME	2ND	17		1212--12
ME	2ND	18		1212--12
		19		
		20		
		21		
		22		
		23		
		24		
		25		
MO	0		CHERRY PICKER	
ME	16		MACO GO	
NO	0		MACO RETURN	
NE	2		EPW	
TOTAL	18		GATORS: PAX:	

(b)(3), (b)(6), (b)(7)(c)				
MO	4		CHERRY PICKER	
ME	6		MACO GO	
NO	0		MACO RETURN	
NE	0		EPW	
TOTAL	10		GATORS: PAX:	

MO	12		CHERRY PICKER	
ME	162		MACO GO	
NO	0		MACO RETURN	
NE	6		EPW	
TOTAL	180		GATORS: PAX:	

	UNIT	#	PERSONNEL	ZAP	REMARKS	Serial
ME	ADR	1			Flew out on V22	1207-07
ME	ADR	2			Flew out on V22	1207-02
ME	ADR	3			Flew out on V22	1207-02
ME	ADR	4			Flew out on V22	1207-07
ME	ADR	5			Flew out on V22	1207-07
ME	ADR	6	(b)(3), (b)(6), (b)(7)(c)		Flew out on V22	1207-07
ME	ADR	7			Flew out on V22	1207-07
ME	ADR	8			Flew out on V22	1207-07
ME	ADR	9			Flew out on V22	1207-07

Outbound

SN: 522656 ELEMENT:				
	UNIT	#	PERSONNEL	SERIAL/TAC
ME	AAV	1	(b)(3), (b)(6), (b)(7)(c)	1200-14 (POP)
ME	AAV	2		1200-14 (POP)
ME	AAV	3		1200-14 (POP)
ME	AAV	4		1200-14 (POP)
ME	AAV	5		1200-14 (POP)
ME	H&S	6		1200-14 (POP)
		7		
		8		
		9		
		10		
		11		
		12		
		13		
		14		
		15		
		16		
		17		
		18		
		19		
		20		
		21		
		22		
		23		
		24		
		25		
MO	0		CHERRY PICKER	
ME	6		MACO GO	
NO	0		MACO RETURN	
NE	0		EPW	
TOTAL	6		GATORS: PAX:	

SN: 523445 ELEMENT: ASSAULT				
	UNIT	#	PERSONNEL	SERIAL/TAC
ME	AAV	1	(b)(3), (b)(6), (b)(7)(c)	1201-01
ME	AAV	2		1201-01
ME	AAV	3		1201-01
ME	AAV	4		1201-01
ME	3RD	5		1201-01
ME	3RD	6		1201-01
ME	3RD	7		1201-01
ME	3RD	8		1201-01
ME	3RD	9		1201-01
ME	3RD	10		1201-01
ME	3RD	11		1201-01
ME	3RD	12		1201-01
ME	COMSTR	1		1201-01
		1		
		16		
		17		
		18		
		19		
		20		
		21		
		22		
		23		
		24		
		25		
MO	0		CHERRY PICKER	
ME	12		MACO GO	
NO	0		MACO RETURN	
NE	1		EPW	
TOTAL	13		GATORS: PAX:	

SN: 523195 ELEMENT: ASSULT				
	UNIT	#	PERSONNEL	SERIAL/TAC
ME	AAV	1	(b)(3), (b)(6), (b)(7)(c)	1202-02
ME	AAV	2		1202-02
ME	AAV	3		1202-02
ME	AAV	4		1202-02
ME	3RD	5		1202-02
ME	3RD	6		1202-02
ME	3RD	7		1202-02
ME	3RD	8		1202-02
ME	3RD	9		1202-02
ME	3RD	10		1202-02
ME	3RD	11		1202-02
ME	3RD	12		1202-02
ME	3RD	13		1202-02
ME	3RD	14		1202-02
ME	CHD	15		1202-02
ME	EOD	16		1202-02
ME	EOD	17		1202-02
ME	EOD	18		1202-02
ME	HQ	19		1202-02
		20		
		21		
		22		
		23		
		24		
		25		
MO	0		CHERRY PICKER	
ME	19		MACO GO	
NO	0		MACO RETURN	
NE	0		EPW	
TOTAL	19		GATORS: PAX:	

SN: 522499 ELEMENT: ASSULT				
	UNIT	#	PERSONNEL	SERIAL/TAC
ME	AAV	1	(b)(3), (b)(6), (b)(7)(c)	1203-03
ME	AAV	2		1203-03
ME	AAV	3		1203-03
ME	3RD	4		1203-03
ME	3RD	5		1203-03
ME	3RD	6		1203-03
ME	3RD	7		1203-03
MO	3RD	8		1203-03
ME	3RD	9		1203-03
ME	3RD	10		1203-03
ME	WPNS	11		1203-03
ME	WPNS	12		1203-03
ME	WPNS	13		1203-03
ME	WPNS	14		1203-03
ME	WPNS	15		1203-03
ME	WPNS	16		1203-03
ME	WPNS	17		1203-03
ME	WPNS	18		1203-03
		19		
		20		
		21		
		22		
		23		
		24		
		25		
MO	1		CHERRY PICKER	
ME	17		MACO GO	
NO	0		MACO RETURN	
NE	0		EPW	
TOTAL	18		GATORS: PAX:	

SN: 522768 ELEMENT: C2				
	UNIT	#	PERSONNEL	SERIAL/TAC
MO	AAV	1	(b)(3), (b)(6), (b)(7)(c)	1204-04
ME	AAV	2		1204-04
ME	AAV	3		1204-04
ME	AAV	4		1204-04
ME	AAV	5		1204-04
ME	HQ	6		1204-04
MO	HQ	7		1204-04
ME	HQ	8		1204-04
ME	HQ	9		1204-04

SN: 523519 ELEMENT: SUPPORT				
	UNIT	#	PERSONNEL	SERIAL/TAC
ME	AAV	1	(b)(3), (b)(6), (b)(7)(c)	1205-05
ME	AAV	2		1205-05
ME	AAV	3		1205-05
ME	2ND	4		1205-05
ME	2ND	5		1205-05
ME	2ND	6		1205-05
ME	2ND	7		1205-05
ME	2ND	8		1205-05
ME	2ND	9		1205-05

ENCLOSURE (21)

ME	HQ	10	LCPL BERRY, STEVEN	BS99168	1204-04
		11			
		12			
		13			
		14			
		15			
		16			
		17			
		18			
		19			
		20			
		21			
		22			
		23			
		24			
		25			
MO	2		CHERRY PICKER		
ME	8		MACO GO		
NO	0		MACO RETURN		
NE	0		EPW		
TOTAL	10		GATORS: PAX:		

ME	2ND	10			1205-05
ME	2ND	11			1205-05
ME	2ND	12			1205-05
MO	2ND	13			1205-05
ME	2ND	14			1205-05
ME	2ND	15			1205-05
ME	2ND	16			1205-05
		17			
		18			
		19			
		20			
		21			
		22			
		23			
		24			
		25			
MO	1		CHERRY PICKER		
ME	15		MACO GO		
NO	0		MACO RETURN		
NE	0		EPW		
TOTAL	16		GATORS: PAX:		

(b)(3), (b)(6), (b)(7)(c)

SN:523100 ELEMENT: SUPPORT					
	UNIT	#	PERSONNEL	ZAP	SERIAL/TAC
ME	AAV	1			1206-06
ME	AAV	2			1206-06
ME	AAV	3			1206-06
MO	HQ	4			1206-06
ME	WPNS	5			1206-06
ME	WPNS	6			1206-06
ME	WPNS	7			1206-06
ME	WPNS	8	(b)(3), (b)(6), (b)(7)(c)		1206-06
ME	WPNS	9			1206-06
ME	WPNS	10			1206-06
NE	WPNS	11			1206-06
ME	FIST	12			1206-06
MO	FIST	13			1206-06
ME	HQ	14			1206-06
		15			
		16			
		17			
		18			
		19			
		20			
		21			
		22			
		23			
		24			
		25			
MO	1		CHERRY PICKER		
ME	11		MACO GO		
NO	0		MACO RETURN		
NE	1		EPW		
TOTAL	13		GATORS: PAX:		

SN:523612 ELEMENT: SUPPORT					
	UNIT	#	PERSONNEL	ZAP	SERIAL/TAC
ME	AAV	1			1207-07
ME	AAV	2			1207-07
ME	AAV	3			1207-07
ME	2ND	4			1207-07
ME	2ND	5			1207-07
ME	2ND	6			1207-07
ME	2ND	7			1207-07
ME	2ND	8			1207-07
ME	2ND	9			1207-07
ME	2ND	10	(b)(3), (b)(6), (b)(7)(c)		1207-07
ME	2ND	11			1207-07
ME	2ND	12			1207-07
ME	WPNS	13			1207-07
ME	WPNS	14			1207-07
ME	WPNS	15			1207-07
ME	WPNS	16			1207-07
ME	WPNS	17			1207-07
		18			
		19			
		20			
		21			
		22			
		23			
		24			
		25			
MO	0		CHERRY PICKER		
ME	17		MACO GO		
NO	0		MACO RETURN		
NE	0		EPW		
TOTAL	17		GATORS: PAX:		

(b)(3), (b)(6), (b)(7)(c)

SN:522932 ELEMENT: SUPPORT					
	UNIT	#	PERSONNEL	ZAP	SERIAL/TAC
ME	AAV	1			1208-08
ME	AAV	2			1208-08
ME	AAV	3			1208-08
ME	WPNS	4			1208-08
ME	WPNS	5			1208-08
ME	WPNS	6			1208-08
ME	WPNS	7			1208-08
ME	WPNS	8			1208-08
ME	WPNS	9			1208-08
ME	WPNS	10	(b)(3), (b)(6), (b)(7)(c)		1208-08
ME	WPNS	11			1208-08
NE	WPNS	12			1208-08
MO	WPNS	13			1208-08
ME	WPNS	14			1208-08
ME	WPNS	15			1208-08
ME	WPNS	16			1208-08
ME	WPNS	17			1208-08
		18			
		19			
		20			

SN:523311 ELEMENT: VIC DOWN					
	UNIT	#	PERSONNEL	ZAP	SERIAL/TAC
		1			1209-09
		2			1209-09
		3			1209-09
		4			1209-09
		5			1209-09
		6			1209-09
		7			1209-09
		8			1209-09
		9			1209-09
		10			1209-09
		11			1209-09
		12			1209-09
		13			1209-09
		14			1209-09
		15			1209-09
		16			1209-09
		17			1209-09
		18			1209-09
		19			1209-09
		20			1209-09

Water Temp gya Inaf

		21			
		22			
		23			
		24			
		25			
MO	1		CHERRY PICKER		
ME	15		MACO GO		
NO	0		MACO RETURN		
NE	1		EPW		
TOTAL	17		GATORS: PAX:		

		21			1209-09
		22			1209-09
		23			1209-09
		24			1209-09
		25			1209-09
MO			CHERRY PICKER		
ME			MACO GO		
NO			MACO RETURN		
NE			EPW		
TOTAL			GATORS: PAX:		

SN:522677 ELEMENT: SECURITY					
	UNIT	#	PERSONNEL	ZAP	SERIAL/TAC
ME	AAV	1			1210-10
ME	AAV	2			1210-10
ME	AAV	3			1210-10
MO	1ST	4			1210-10
ME	1ST	5			1210-10
ME	1ST	6			1210-10
ME	1ST	7			1210-10
ME	1ST	8			1210-10
ME	1ST	9			1210-10
ME	1ST	10			1210-10
ME	1ST	11	(b)(3), (b)(6), (b)(7)(c)		1210-10
ME	1ST	12			1210-10
ME	1ST	13			1210-10
ME	1ST	14			1210-10
ME	1ST	15			1210-10
ME	1ST	16			1210-10
ME	AAV	17			1210-10
ME	SIGINT	18			1210-10
ME	SIGINT	19			1210-10
		20			
		21			
		22			
		23			
		24			
		25			
MO	1		CHERRY PICKER		
ME	18		MACO GO		
NO			MACO RETURN		
NE			EPW		
TOTAL	19		GATORS: PAX:		

SN:522655 ELEMENT: SUPPORT					
	UNIT	#	PERSONNEL	ZAP	SERIAL/TAC
ME	AAV	1			1211-11
ME	AAV	2			1211-11
ME	AAV	3	(b)(3), (b)(6), (b)(7)(c)		1211-11
		4			
		5			
		6			
		7			
		8			
		9			
		10			
		11			
		12			
		13			
		14			
		15			
		16			
		17			
		18			
		19			
		20			
		21			
		22			
		23			
		24			
		25			
MO			CHERRY PICKER		
ME	3		MACO GO		
NO			MACO RETURN		
NE			EPW		
TOTAL	3		GATORS: PAX:		

SN:52299 ELEMENT: HQS					
	UNIT	#	PERSONNEL	ZAP	SERIAL/TAC
ME	AAV	1			1212-12
ME	AAV	2			1212-12
ME	AAV	3			1212-12
ME	AAV	4			1212-12
NE	AAV	5			1212-12
ME	HQ	6			1212-12
ME	HQ	7			1212-12
ME	HQ	8			1212-12
NE	HQ	9			1212-12
ME	HQ	10			1212-12
ME	HQ	11	(b)(3), (b)(6), (b)(7)(c)		1212-12
ME	HQ	12			1212-12
ME	WPNS	13			1212-12
ME	2ND	14			1212-12
ME	2ND	15			1212-12
ME	2ND	16			1212-12
ME	2ND	17			1212-12
ME	2ND	18			1212-12
		19			
		20			
		21			
		22			
		23			
		24			
		25			
MO	0		CHERRY PICKER		
ME	16		MACO GO		
NO	0		MACO RETURN		
NE	2		EPW		
TOTAL	18		GATORS: PAX:		

SN:522288 ELEMENT: C2					
	UNIT	#	PERSONNEL	ZAP	SERIAL/TAC
ME	AAV	1			1213-C7
ME	AAV	2			1213-C7
ME	AAV	3			1213-C7
ME	AAV	4			1213-C7
ME	H&S	5			1213-C7
MO	H&S	6			1213-C7
MO	H&S	7			1213-C7
MO	H&S	8			1213-C7
ME	H&S	9			1213-C7
MO	H&S	10			1213-C7
			(b)(3), (b)(6), (b)(7)(c)		
MO	4		CHERRY PICKER		
ME	6		MACO GO		
NO	0		MACO RETURN		
NE	0		EPW		
TOTAL	10		GATORS: PAX:		

MO	12	CHERRY PICKER		
ME	162	MACO GO		
NO	0	MACO RETURN		
NE	6	EPW		
TOTAL	180	GATORS: PAX:		





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### MECH RAID EXECUTION CHECKLIST FOR OPERATION GATOR SMASH

#	EVENT/SITUATION	NET	FROM	TO	CODEWORD	SCH TIME	ACT TIME
<b>INSERTION</b>							
21	AAVs LAUNCHED	LFTAC1	MC	LFOC	CAVALIERS	0700U	0750
22	AAVs FEET DRY	LFTAC1	MC	LFOC	CELTICS	0730U	0838
23	MOVEMENT TO BLS	LFTAC1	MC	LFOC	CLIPPERS	0730U	
<b>ACTIONS ON OBJECTIVE</b>							
24	BLS SEIZED	LFTAC1	MC	LFOC	GRIZZLIES	0800U	0900
25	COMMENCED ACTIONS ON THE OBJECTIVE	LFTAC1	MC	LFOC	HEAT	0830U	0910
26	OBJECTIVE SECURED / COMMENCING TSE	LFTAC1	MC	LFOC	HORNETS	0930U	0957
<b>EXTRACTION</b>							
27	TSE COMPLETE	LFTAC1	MC	LFOC	JAZZ	1000U	
28	RB/R&S L/U COMPLETE	LFTAC1	MC	LFOC	KNICKS	1015U	1123
29	MACO COMPLETE / READY FOR EXTRACT	LFTAC1	MC	LFOC	LAKERS	1030U	1600
30	AAVs FEET WET	LFTAC1	MC	LFOC	MAGIC	1100U	1645
31	AAVs FEET DRY	LFTAC1	MC	LFOC	MAVERICKS	1130U	
<b>RECONSTITUTION</b>							
32	RAID FORCE ABOARD SOM	LFTAC1	MC	LFOC	NUGGETS	1130U	
33	ALL FORCES ABOARD ARG SHIPPING	LFTAC1	MC	LFOC	PACERS	1200U	
<b>CONTINGENCIES</b>							
90	QRF LAUNCHED			LFOC	JIM BEAM		
91	STRIKE LAUNCHED			LFOC	WHISTLE PIG		
92	CASEVAC LAUNCHED			LFOC	CASEVAC		
93	RAID FORCE EMERGENCY EXTRACT			LFOC	MAKERS MARK		
94	RAID FORCE IMMEDIATE REEMBARK			LFOC	PAPPY VAN WINKLE		

AS per  
105 0000

ENCLOSURE (2)

UNCLASSIFIED/FOUO

Combined Log

D=Deck C=CIC Log S= SCC CAT#CATSKILL  
 CMD=CMD NET W=Well deck log

Log	Time	Message
CAT	1044	SOM_TAO_: 1744:52Z CATSKILL de RED CATSKILL, 1 AAV OOC on shore. Expected time for repair update is 1115, k
CAT	1047	CPR3_CCO_: 1747:25Z de CATSKILL, Solid Copy. Is intent from GATOR to delay FW for all AAVs until OOC is repaired? k
CAT	1048	SOM_TAO_: 1748:50Z de RED CATSKILL, affirm, k
CAT	1049	CPR3_CCO_: 1749:32Z de CATSKILL, r ar
CAT	1111	SOM_TAO_: 1811:12Z CATSKILL de RED CATSKILL, Update on the OOC AAV: ETR 30mins. Expect FW at 1200, k
CAT	1111	CPR3_CCO_: 1811:41Z de CATSKILL, r ar
CAT	1141	CPR3_CCO_: 1841:36Z RED CATSKILL de CATSKILL,
CAT	1142	CPR3_CCO_: 1842:29Z RED CATSKILL de CATSKILL, What is int with OOC AAV if picked up by LCAC? Can it be driven from LCAC to Main-v?
CAT	1144	CPR3_CCO_: 1844:07Z RED CATSKILL de CATSKILL, Does the AAV require another AAV to tow on/off the LCAC?
CAT	1150	CPR3_CCO_: 1850:26Z RED CATSKILL de CATSKILL, What is anticipated extension needed for LCAC crew day? k
CAT	1212	SOM_TAO_: 1912:49Z de RED CATSKILL, LC79 will recover an FMC AAV first, LC39 will recover the NMC AAV, the FMC AAV will tow in the NMC AAV, k
CAT	1216	CPR3_CCO_: 1916:40Z RED CATSKILL de CATSKILL, Copy all. Is intent to offload both LCACs on the beach? k
CAT	1217	CPR3_CCO_: 1917:07Z RED CATSKILL de CATSKILL, requesting current seastate update
CAT	1220	SOM_TAO_: 1920:39Z de RED CATSKILL affirm, both LC will offload on the beach. Once the NMC AAV is recovered, both LC will retrieve their gear from the beach, k
CAT	1222	CPR3_CCO_: 1922:16Z RED CATSKILL de CATSKILL, solid copy, please provide updates to the timeline when available. k
CAT	1223	SOM_TAO_: 1923:09Z de RED CATSKILL, updating SOM CO now, will head to SYRUP now to position closer to beach for boat ops
CAT	1223	SOM_SUWC_: 1923:23Z CATSKILL de RED CATSKILL, seastate 1 - 2, k
CAT	1223	CPR3_CCO_: 1923:56Z de CATSKILL, r ar
CAT	1237	SOM_TAO_: 1937:20Z CATSKILL de RED CATSKILL, conduct flight ops at 1300, then will be in position to begin LC ops and AAV recovery ~1330
CAT	1320	CPR3_CCO_: 2020:09Z de CATSKILL, so at this time, Intent is to transfer repair part and NOT offload LCACs. Correct? k
CAT	1320	SOM_TAO_: 2020:34Z de RED CATSKILL, affirm, k
CAT	1321	CPR3_CCO_: 2021:04Z de CATSKILL, How long is window for repair before we decide to unload LCACs?
CAT	1324	SOM_SUWC_: 2024:43Z de RED CATSKILL, 30 mikes, k
CAT	1342	CPR3_CCO_: 2042:59Z de CATSKILL, Copy 30 mikes. Standing by for LCAC launch report.
CAT	1359	CPR3_CCO_: 2059:41Z RED CATSKILL de CATSKILL, have we launched LCACs or has launch time shifted? k
CAT	1401	SOM_SUWC_: 2101:51Z de RED CATSKILL, we haven't launched yet, still standing by, k
CAT	1405	SOM_TAO_: 2105:09Z de RED CATSKILL, launch time now 1415, k
CAT	1405	SOM_TAO_: 2105:34Z we are conducting simultaneous FLOPS which their take off delayed, k
CAT	1406	CPR3_CCO_: 2106:18Z RED CATSKILL de CATSKILL, r ar
CAT	1427	SOM_TZ: 2127:44Z CATSKILL de RED CATSKILL, launching LCAC's at 1430, k
CAT	1428	CPR3_CCO_: 2128:46Z de CATSKILL, r ar
CAT	1436	CPR3_CCO_: 2136:44Z RED CATSKILL de CATSKILL, have we launched LCACs? k
CAT	1437	SOM_SUWC_: 2137:28Z de RED CATSKILL, neg, k
CAT	1437	SOM_TAO_: 2137:51Z de RED CATSKILL, launching now, k
CAT	1440	CPR3_CCO_: 2140:14Z de CATSKILL, r ar
CAT	1443	CPR3_CCO_: 2143:37Z RED CATSKILL de CATSKILL, standing by for LCAC launch reports, k
W	1447	Sterngate is in the water
W	1447	Sterngate is at 10 degrees below the horizontal
CAT	1448	SOM_SUWC_: 2148:59Z CATSKILL de RED SKILL, in progress, next few minutes, k
W	1448	Green well
W	1449	LCAC 79 started main engines
W	1450	Set Hero Cond II
W	1451	LCAC 79 came up on cushion, backed down and crossed sill
W	1452	LC 79 crossed the sill
W	1453	LCAC 79 reports FTW OPS normal, 16 Souls, 4 vehicles
CAT	1456	SOM_SUWC_: 2156:50Z DEPARTING
CAT	1456	CATSKILL de IRON CITY,
CAT	1456	LINE 1. LC 79
CAT	1456	LINE 2. FW 2152z
CAT	1456	LINE 3. SOM
CAT	1456	LINE 4. ENR RED BEACH SOUTH
CAT	1456	LINE 5. FD TIME

ENCLOSURE (23)

CAT 1456 LINE 6. 16 SOULS  
CAT 1456 LINE 7. 1  
W 1456 LCAC 39 started main engines  
W 1457 LCAC 39 came up on cushion, backed down and crossed sill  
CAT 1458 CPR3\_CCO\_\_ : 2158:46Z de CATSKILL, r ar  
W 1458 LCAC 39 reports FW OPS normal, 1 pac, 7 Souls, 4 vehicles  
CAT 1459 SOM\_SUWC\_ : 2159:32Z DEPARTING  
CAT 1459 CATSKILL de IRON CITY,  
CAT 1459 LINE 1. LC 39  
CAT 1459 LINE 2. FW 2157z  
CAT 1459 LINE 3. SOM  
CAT 1459 LINE 5. FD TIME  
CAT 1459 LINE 6. 7 SOULS AND 1 PAX  
CAT 1459 LINE 7. 1  
W 1459 Sterngate out of the water  
W 1459 Red Well  
CAT 1500 CPR3\_CCO\_\_ : 2200:08Z de CATSKILL, r ar  
W 1500 Sterngate is at 45  
D 1501 (b)(3), (b)(6), (b)(7)(C) properly relieved (b)(3), (b)(6), (b)(7)(C)  
D 1503 Set Hero Cond II  
D 1506 C/S 4 Kts  
D 1507 Green Deck  
D 1507 Green Deck  
CAT 1513 CPR3\_CCO\_\_ : 2213:42Z RED CATSKILL de CATSKILL, why is LC39 off cush? k  
CAT 1515 SOM\_SUWC\_ : 2215:49Z CATSKILL de RED CATSKILL, reported that LC39 will not touch land, will stay 1nm from land  
CAT 1519 SOM\_TAO\_ : 2219:56Z de RED CATSKILL, working with ACE to fly techs and required parts to fix AAV tomorrow morning, k  
CAT 1521 CPR3\_CCO\_\_ : 2221:38Z RED CATSKILL de CATSKILL, To confirm. No LCACs planned to land on West Cove. 12xFMC AAVs swim to SOM, followed by LCACs.  
CAT 1524 SOM\_TAO\_ : 2224:43Z de RED CATSKILL, the original plan was to recover the AAV with LCACs; Without the repairs, we would be unable to recover the AAV, k  
D 1524 Red Deck  
D 1525 Red Deck  
D 1525 C/C 135 C/S 10 Kts  
CAT 1526 SOM\_TAO\_ : 2226:01Z de RED CATSKILL, new update: we will recover 9x FMC AAVs, followed by LCACs. 3x FMC AAV will stay behind with the down AAV for overnight support, k  
D 1534 C/C 155 C/S 13 Kts  
CAT 1534 SOM\_SUWC\_ : 2234:06Z de RED CATSKILL, LC 39 & 79 report 30-45 min before return, K  
CAT 1537 CPR3\_CCO\_\_ : 2237:53Z REDCATSKILL de CATSKILL, are LCACs on beach or off cushion at CCA?  
D 1538 (b)(3), (b)(6), (b)(7)(C) properly relieved as TAO by (b)(3), (b)(6), (b)(7)(C)  
CAT 1544 SOM\_SUWC\_ : 2244:55Z DEPARTING  
CAT 1544 CATSKILL de IRON CITY,  
CAT 1544 LINE 1. LC 79  
CAT 1544 LINE 2. FW 2152z  
CAT 1544 LINE 3. SOM  
CAT 1544 LINE 4. ENR RED BEACH SOUTH  
CAT 1544 LINE 5. FD 2203TIME  
CAT 1544 LINE 6. 16 SOULS  
CAT 1544 LINE 7. 1  
W 1551 Commenced Ballasting 4-6 ft above the sill  
D 1557 C/C 165  
CAT 1559 CPR3\_CCO\_\_ : 2259:05Z RED CATSKILL de CATSKILL, r ar  
W 1601 Report 3.5 ft above the sill  
W 1604 Cease Ballasting  
D 1606 C/C 120  
D 1609 C/S 5 Kts  
CAT 1609 SOM\_SUWC\_ : 2309:41Z de SOM, est splash time 10 m, k  
CAT 1610 CPR3\_CCO\_\_ : 2310:35Z de CATSKILL, Copy Gator splash in 10m, k

ENCLOSURE (23)

1622 C/C 325  
 1628 Three minute fix  
 CAT 1630 CPR3\_CCO\_\_ : 2330:42Z RED CATSKILL de CATSKILL, ETA on GATOR FW?  
 1636 C/C 280  
 1638 Amber Deck  
 CAT 1639 SOM\_SUWC\_ : 2339:32Z de RED CATSKILL, currently deconflicting GATOR FW time with flight ops, no current ETA  
 CAT 1641 SOM\_SUWC\_ : 2341:03Z update, GATOR FW time 2m, k  
 CAT 1650 CPR3\_CCO\_\_ : 2350:06Z de CATSKILL, r ar  
 1650 Green Deck  
 CAT 1651 SOM\_SUWC\_ : 2351:25Z de RED CATSKILL, total of 9 GATORS FW  
 1657 Red Deck  
 CAT 1657 CPR3\_CCO\_\_ : 2357:37Z de CATSKILL, r ar  
 D 1657 Red Deck  
 CAT 1700 SOM\_SUWC\_ : 0000:32Z TZ de SOM, ME 30 airbourne, ops normal, 5 souls, 2+10, close air support,  
 CAT 1700 TZ de SOM, ME 40 airbourne, ops normal, 2 souls, 2+10, close air support, k  
 CAT 1701 SOM\_TZ : 0001:57Z de TZ, r ar, make further air reports in SCC chat  
 CAT 1702 SOM\_SUWC\_ : 0002:56Z TZ de SOM, rgr  
 1703 C/S 13 Kts  
 1706 C/S 18 Kts  
 1711 C/C 290 C/S 10 Kts  
 1714 C/C 305 C/S 5 Kts  
 1720 Green Deck  
 1720 C/S 3 Kts  
 CAT 1720 CPR3\_CCO\_\_ : 0020:52Z RED CATSKILL de CATSKILL, Requesting ETA on GATOR FD  
 1720 Green Deck  
 1724 C/S 0 Kts  
 1724 Red Deck  
 CAT 1731 SOM\_SUWC\_ : 0031:52Z CATSKILL de RED CATSKILL, GATORS are 1nm for FD, k  
 1738 STBD Engine ahead 4 Kts  
 1742 C/C 342  
 D 1745 Green Deck  
 D 1746 (b)(3), (b)(6), (b)(7)(C) CONN  
 1747 Red Deck  
 1749 Green well  
 W 1749 Sterngate in the water  
 D 1750 Green well  
 W 1753 Gator 1 (AAV) crossing sill  
 W 1753 Gator 1 (AAV) FD  
 CAT 1754 SOM\_SUWC\_ : 0054:37Z de RED CATSKILL, GATOR 1 FD, 1253Z, k  
 CAT 1754 CPR3\_CCO\_\_ : 0054:57Z de CATSKILL, r ar  
 CAT 1756 SOM\_SUWC\_ : 0056:00Z de RED CATSKILL, One GATOR DIW rigging for tow, k  
 W 1756 Gator 2 (AAV) crossing sill  
 W 1756 Gator 2 (AAV) FD  
 CAT 1758 CPR3\_CCO\_\_ : 0058:39Z de CATSKILL, r ar  
 W 1759 Gator 3 (AAV) crossing sill  
 W 1759 Gator 3 (AAV) FD  
 CAT 1800 SOM\_SUWC\_ : 0100:38Z de RED CATSKILL, GATOR 3 FD, 0100Z, k  
 D 1800 Gator 3 feet dry  
 D 1802 (b)(3), (b)(6), (b)(7)(C) the deck  
 CAT 1803 SOM\_SUWC\_ : 0103:20Z de RED CATSKILL, GATOR 4 FD, 0103Z, k  
 D 1803 Gator 4 across the sill  
 D 1803 Gator 4 feet dry  
 W 1803 Gator 4 (AAV) crossing sill  
 W 1803 Gator 4 (AAV) FD  
 W 1803 Sterngate out of the water

W 1803 Sterngate at 45  
W 1803 Red Well  
W 1803 Commenced Ballasting 6-8 ft above the sill for recovery of downed AAV, taking on water reported  
1804 CO in CIC  
1805 XO in CIC  
D 1805 Man the boat deck  
D 1810 CO presence is requested in CIC  
1812 Man the boat deck  
D 1812 Stern Gate is out of water  
P 1812 Red Well  
D 1812 Commence ballasting 6-8'  
1815 Set River City I  
D 1815 Set River City I  
S 1815 SOM\_TZ: 0115:44Z TB de TZ, currently have 1 AAV DIW taking on water...launched SAR bird from MKI, k  
S 1816 SOM\_TZ: 0116:24Z TB de TZ, DIW AAV is approx. 1nm from SOM, k  
S 1817 SOM\_TZ: 0117:05Z de TZ, SOM is preparing launch of RHIB, k  
1819 Three Marines passed out in the water  
1820 SOM\_TZ: 0120:25Z TB de TZ, currently have three Marines in water...  
S 1820 SOM\_TZ: 0120:51Z de TZ, 2 AAVs are currently near DIW AAV to support until RHIB arrives on station,  
1821 SOM\_TZ: 0121:24Z de TZ, SOM is also coordinating to launch CRRCs as well to support, k  
CAT 1823 CPR3\_CCO\_\_: 0123:22Z de CATSKILL, r ar  
D 1824 Digital Flux Gate Magnetic Compass  
1827 CO out of CIC  
CAT 1827 SOM\_SUWC\_: 0127:06Z DIW AAV last location: 33 01 52 N 118 39 22 W  
1827 SOM\_TZ: 0127:55Z de TZ, DIW AAV location: 3301 52N 11839 22W  
CAT 1828 CPR3\_CCO\_\_: 0128:32Z de CATSKILL, did we lose visual of DIW AAV?  
1829 CO in CIC  
CAT 1829 CPR3\_CCO\_\_: 0129:06Z de CATSKILL, How many AAVs still in water?  
CMD 1829 CPR3\_BWC: 0129:25Z SDG de TB, if you can get winds to support 53 launch close SOM, be prepared to render assistance. AAV crew had to abandon craft, Maarines in the water, k  
S 1829 SOM\_TAO\_: 0129:16Z de SOM: we have 4 AAV's on SCI, 4AAV's on SOM, 2 good AAVS IVO sunken AAV, 2 AAV'S enr West Cove. k  
CMD 1830 SDG\_CICWO: 0130:38Z TB de SDG, 53 enroute to CP, we are turning and coming to best speed enroute SOM, k  
CAT 1831 SOM\_TZ: 0131:26Z de SOM we have 4 AAV's on SCI, 4AAV's on SOM, 2 good AAVS IVO sunken AAV, 2 AAV'S enr West Cove. k  
CAT 1832 CPR3\_CCO\_\_: 0132:21Z de CATSKILL, Why did 2 AAVs return to West Cove? k  
CMD 1832 SOM\_TAO\_: 0132:14Z SDG de SOM int w/c/s  
CMD 1832 MKI\_TAO\_: 0132:30Z de MKI, BL01 under BVR control, BT BL02 refueling and will be enroute to assist, k  
D 1832 Stern Gate is in the water  
W 1832 Cease Ballasting  
W 1832 Sterngate in the water  
W 1832 Green well for launch of CRRC's  
W 1832 Red well for CRRC's  
CMD 1833 SDG\_CICWO: 0133:17Z SOM de SDG 3240N 11818W 310 @8  
1833 Stern Gate at stop  
D 1833 Green well  
1834 Secure from HERO Cond II  
D 1834 Two casualties aboard AAV  
S 1834 SOM\_TZ: 0134:53Z de TZ, currently have 1 RHIB and launching 2 CRRCs for support,k  
C3F 1835 CPR3\_BWC: 0135:21Z C3F de CPR3, During SOM AAV recovery IVO west cove 1 craft went DIW and is taking on water. Crew abandoned craft. SAR helo enroute, k  
CAT 1835 CPR3\_CCO\_\_: 0135:29Z de CATSKILL, Has the 'Sunken' AAV been submerged? k  
1835 Stern Gate to 45 degrees  
CMD 1836 SOM\_TAO\_: 0136:37Z r ar  
CMD 1836 CPR3\_TQ\_\_: 0136:55Z TB de TQ, River City 1 set for the force, k  
CAT 1837 SOM\_TZ: 0137:24Z de SOM, still have visual that it has not submerged....  
CAT 1837 CPR3\_CCO\_\_: 0137:47Z de CATSKILL, r ar  
W 1837 Sterngate out of the water  
W 1837 Sterngate at 45

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W 1837 Two CRRC's in the well  
 1838 Stern Gate is at 45  
 1839 Two Marines recovered headed back  
 C3F 1839 CPR3\_BWC: 0139:06Z C3F de CPR3, request COAST GUARD assistance, k  
 1839 Two casualties reported on Summit  
 CAT 1840 MEU\_WC\_\_: 0140:39Z somtz, can you confirm AAV has not submerged?  
 CMD 1840 SOM\_TAO\_: 0140:28Z boat recovered two marines, unknow status of casualty  
 1840 Medical away stbd side port  
 CAT 1841 CPR3\_CCO\_\_: 0141:37Z de CATSKILL, SOM reports AAV has not submerged, they still maintain visual on it. k  
 CAT 1841 MEU\_WC\_\_: 0141:51Z copy  
 CMD 1842 SOM\_TAO\_: 0142:30Z update: two marines previously mentioned are breathing and concious  
 CMD 1842 TACCWO: 0142:58Z SOM de TACCWO: BL02 tasked to provide additional assistance. Will advise on launch.  
 CAT 1843 SOM\_TZ: 0143:17Z de SOM, 1 AAV completly submerged  
 CMD 1843 SOM\_TAO\_: 0143:10Z de SOM r ar  
 1843 SOM\_SUWC\_: 0143:14Z TZ de SOM, BULLET 55 airborne, checking in, 4 souls, 3+15, Up for SAR, k  
 CAT 1844 CPR3\_CCO\_\_: 0144:03Z de CATSKILL, r ar  
 1844 weather decks are secured for non-essential personnel  
 CMD 1846 SOM\_TAO\_: 0146:32Z placing first CRRC in well for recovery efforts  
 1846 Summit coming along side  
 1846 Helo inbound  
 CMD 1847 SOM\_TAO\_: 0147:17Z visual on BL 01  
 CMD 1847 TACCWO: 0147:48Z de TACCWO, rar  
 CMD 1847 SOM\_TAO\_: 0147:54Z second CRRC in well for recovery efforts  
 1848 Second CRIC in the water  
 CAT 1849 MEU\_WC\_\_: 0149:19Z This is MEU OPSO. Do you have accountability of all AAVs by location?  
 CMD 1849 SOM\_TAO\_: 0149:04Z BL01 making approach, see gear in water but no personnel  
 CMD 1849 TACCWO: 0149:58Z de TACCWO, BL02 offdeck, enroute SOM  
 1849 Medical stbd side port  
 C3F 1850 NROCS\_O14: 0150:24Z <NICAT\_Jacob> Standing by for GEOINT support, if requested.  
 CAT 1850 MEU\_WC\_\_: 0150:48Z SOMTAO, this is MEU OPSO in LFOC. Please route all traffic to me in this room.  
 CAT 1850 CPR3\_CCO\_\_: 0150:58Z de CATSKILL, last report was 4 AAV's on SCI, 4AAV's on SOM, 2 good AAVS IVO sunken AAV, 2 AAV'S enr West Cove. at 1831 k  
 CMD 1850 SOM\_TAO\_: 0150:33Z 2 AAV's feet dry on SCI  
 1850 Green well  
 W 1850 Two CRRC's U/W, Green Well  
 CAT 1851 SOM\_TZ: 0151:17Z We do sir. 6 AAV's located on SCI. 4 AAV's are feet dry on SOM. 2 are currently floating around SOM and 1 has sunk  
 C3F 1852 CPR3\_ABWC: 0152:32Z C3F de CPR3 N00, we had TACON of JFN for SACEX, diverting to posit in support of SOM, k.  
 CMD 1852 CPR3\_BWC: 0152:08Z de TB r ar  
 1852 Two CRICs away STBD Side  
 C3F 1853 HOW\_TAO: 0153:08Z C3F de HOW, do you require us to break DLQ tasking to support SOM, k  
 C3F 1853 SOM\_TAO\_: 0153:47Z request HOW to render assistance  
 CAT 1853 MEU\_WC\_\_: 0153:30Z SOMTAO, can you confirm small boat has recovered two Marines?  
 1853 First AAV across the Sill  
 1853 SOM\_TZ: 0153:09Z de TZ,  
 1853 SOM\_TZ: 0153:21Z de TZ, currently bring in 2 remaining AAVs in water  
 C3F 1854 C3F\_BWC\_: 0154:47Z HOW de C3F, negative  
 CAT 1854 MEU\_WC\_\_: 0154:05Z SOMTAO, Coast Guard needs you to call 619-278-7031 to coordinate link up  
 CAT 1854 SOM\_TZ: 0154:05Z de SOM, that is affirm, two marines have been recovered, k  
 CAT 1854 SOM\_SUWC\_: 0154:18Z de RED CATSKILL, GATOR 5 FD, 0154Z, k  
 CAT 1854 MEU\_WC\_\_: 0154:24Z Can you confirm how many more are in the water?  
 CAT 1854 MEU\_WC\_\_: 0154:58Z SOM SUWC, is that recovered AAV on SOM or SCI?  
 CMD 1854 SDG\_TAO: 0154:01Z CPR3 de SDG, flight deck is manned and ready to refuel as necessary, k  
 CMD 1854 SOM\_TAO\_: 0154:07Z we have another AAV across the sill  
 CMD 1854 CPR3\_BWC: 0154:29Z de TB r ar  
 C3F 1855 HOW\_TAO: 0155:35Z de HOW rar  
 CAT 1855 SOM\_TZ: 0155:19Z de SOM, we received report that there was 16 total pax. and 2 have been recovered

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CAT 1855 SOM\_TZ: 0155:43Z recovered on SOM

CAT 1855 SOM\_SUWC\_: 0155:58Z de SOM SUWC, Recovered AAV on SOM

CMD 1855 CPR3\_BWC: 0155:45Z SOM de TB JFN and SDG enroute to assist

CAT 1856 MEU\_WC\_\_: 0156:17Z SOM\_TZ, copy one of two AAVs that was still in the water is now FD on SOM.

1856 Second AAV crossing the Sill

W 1856 Sterngate is out of the water, commence deballast

C3F 1857 CPR3\_BWC: 0157:26Z C3F de CPR3, AAV has sank, 2 of 16 pax recovered, k

C3F 1857 JFN\_CICWO\_: 0157:39Z BVR de JFN we will be transitting through SOAR South, enroute to SOM position, k

CAT 1857 MEU\_WC\_\_: 0157:02Z Is the last AAV in the water moving back to SOM?

CAT 1857 SOM\_SUWC\_: 0157:37Z de RED CATSKILL, GATOR 6 FD, 0157Z, k

CMD 1857 SOM\_TAO\_: 0157:43Z 1 more marine recovered

CAT 1858 SOM\_TZ: 0158:17Z de SOM, one more recovered by AAV

CAT 1858 MEU\_WC\_\_: 0158:17Z Copy, please confirm new location of all AAVs: 6x @ SCI, 6x @ SOM, and 1 submerged?

CAT 1858 CPR3\_CCO\_: 0158:30Z de CATSKILL, Does 16 pax include crew or only PAX

CMD 1858 Watch\_O: 0158:14Z MKI copies

CMD 1858 SOM\_TAO\_: 0158:16Z total 3 recovered wit 4th in helo

CMD 1858 CPR3\_BWC: 0158:17Z de TB, r ar

W 1858 Strengate at 45

CAT 1859 MEU\_WC\_\_: 0159:27Z SOM\_SUWC, can you provide call sign of AAV that submerged?

CMD 1859 TACCWO: 0159:41Z TB de TACCWO, FACSFAC has shut down the range. We are clear to operate as needed.

CMD 1900 CPR3\_BWC: 0200:27Z de tB r ar

S 1900 SOM\_TZ: 0200:04Z de TZ, all AAVs accounted for, 6x @ SCI, 6 @ SOM, 1 sunk

S 1900 SOM\_TZ: 0200:38Z de TZ, all efforts are currently for search and rescue for personnel in water... compiling total PAX count in water

W 1900 6ft above the sill

CMD 1901 SOM\_TAO\_: 0201:26Z all AAV's accounted for

S 1901 SOM\_TZ: 0201:01Z de TZ, 4 Marines have been recovered,

C3F 1902 CPR3\_ABWC: 0202:37Z JFN de CPR3, set river city 1, k

1903 CO out of CIC

W 1904 5ft above the sill

C3F 1905 CPR3\_BWC: 0205:10Z C3F de CPR3, 4 pax recovered, k

CAT 1905 MEU\_WC\_\_: 0205:37Z SOM\_SUWC, can you provide call sign of AAV that submerged?

CMD 1905 MKI\_TAO: 0205:13Z CPR3 de MKI, Medical is manned and ready to receive patients, as required, k

1905 Sounded two short blasts

CMD 1906 TACCWO: 0206:29Z SOM de TACCWO, do you have visual/position of Marines in the water?

CMD 1906 SOM\_TAO\_: 0206:48Z two CRRCS and two 11M RHIBS in water

CMD 1907 SOM\_TAO\_: 0207:05Z no updated headcount

W 1907 4ft above the sill

1908 CO in CIC

CAT 1908 SOM\_TZ: 0208:23Z de SOM, not at this time

1908 SOM\_SUWC\_: 0208:40Z TZ de SOM, RESCUE 47 checking in, ops normal, 4 souls, 3+00, up for SAR, k

CAT 1909 MEU\_WC\_\_: 0209:50Z SOM\_TZ, copy. do you have comm with SOMCCO? if so, have him send MKI LFOC the manifests for the raid.

CMD 1909 CPR3\_BWC: 0209:28Z SOM de TB, coast guard sending helo, k

1910(3), (b)(6), (b)(7)(c) med SAR Commander

CAT 1910 MEU\_WC\_\_: 0210:21Z send tc (b)(3), (b)(6), (b)(7)(c)

D 1910 Digital Flux Gate Magnetic Compass

CAT 1911 SOM\_TZ: 0211:06Z de SOM, r ar

CMD 1911 SOM\_TAO\_: 0211:31Z rgr

1912 Four feet above the Sill

W 1914 3ft above the sill

1915 XO in CIC

CMD 1915 JFN\_CICWO\_: 0215:38Z CPR3 de JFN we have river city 1 set. we are approx 20mins out from posit. we do not have an embarked air det, but we have our RIBs available. and a ready deck for helo ops. Standing by for tasking, k

1915 SOM\_TZ: 0215:42Z TB (b)(3), (b)(6), (b)(7)(c) currently onboard, not a casualty

1916 CO / XO out of CIC

CMD 1916 CPR3\_BWC: 0216:17Z de CPR3 r ar

CMD 1916 SOM\_TAO\_: 0216:57Z JFN de SOM request you remain 2NM away from 33:01:53N 118:38:58W

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1916 Stern gate three feet above the Sill  
CMD 1918 JFN\_TAO\_: 0218:08Z de JFN, rar  
CMD 1918 SDG\_TAO: 0218:34Z CPR3 de SDG, currently down hard on TACAN, techs troubleshooting both stacks, k  
1919 CO in CIC  
1919 XO in CIC  
CMD 1919 JFN\_TAO\_: 0219:30Z de JFN, is there a working channel you would like us to establish comms on, k?  
1919 CPR3\_BWC: 0219:04Z de TB, r ar  
CMD 1920 NROCS\_O22: 0220:28Z <NSOC DSA BUICE> Is there a frequency we can track for support besides 121.5?  
CMD 1920 SOM\_TAO\_: 0220:42Z 3 casualties, one appears hypothermia, breathing on own, medical signs looking good  
CAT 1921 MEU\_WC\_: 0221:46Z SOM\_TAO, do you have comm with jonn finn?  
CMD 1921 SOM\_TAO\_: 0221:16Z one on oxygen, survival looks good  
CMD 1921 CPR3\_BWC: 0221:26Z de TB r, is this 3 additional personnel, k  
CMD 1921 MEU\_WO: 0221:35Z On board SOM?  
CMD 1921 SOM\_TAO\_: 0221:38Z third CPR being conducted, status is not looking optimal  
CMD 1921 SOM\_TAO\_: 0221:44Z all three marines on SOM  
CMD 1921 SOM\_TZ: 0221:55Z JFN de SOM, when you approach position yourself at 33:00:40N, 118:39:40W  
1922 XO out of CIC  
CAT 1922 SOM\_TZ: 0222:42Z de SOM, that is affirm, have COMMs on MKIARG CMD chat  
CAT 1922 SOM\_TZ: 0222:55Z de SOM, currently approx. 5nm out  
CMD 1922 SOM\_TAO\_: 0222:04Z As of now three marines total on SOM  
CMD 1922 CPR3\_BWC: 0222:26Z de TB, r ar  
CMD 1922 JFN\_TAO\_: 0222:53Z de JFN, rar enroute  
W 1922 2ft above the sill  
CAT 1923 MEU\_WC\_: 0223:25Z Please have them launch their RHIBs to assist in recovery.  
CMD 1923 JFN\_TAO\_: 0223:01Z rgr\*  
CMD 1923 JFN\_TAO\_: 0223:13Z de JFN, how many total marines are still in the water, k?  
CMD 1923 SOM\_TAO\_: 0223:29Z estimated 11 marines still in water  
CMD 1923 SOM\_TAO\_: 0223:49Z when you put your boat in water use nvg's and chem lights  
1923 SOM\_TZ: 0223:36Z de TZ, currently we have an estimated 11 marines in water, k  
CAT 1924 SOM\_TZ: 0224:56Z de TZ, copy already coordinated  
CMD 1924 CPR3\_BWC: 0224:18Z SOM de TB do you have visual on 11 personnel  
CMD 1924 SOM\_TAO\_: 0224:34Z no visual on the 11  
CMD 1924 CPR3\_BWC: 0224:41Z r ar  
CMD 1924 JFN\_TAO\_: 0224:51Z de JFN, copy on NVG's and CHEM lights. would you like us to launch both RIBS, k.  
D 1924 secure CHT  
D 1924 two feet above the Sill  
S 1924 SOM\_TZ: 0224:18Z de TZ, JFN is approaching from south approx. 5nm out..they will be supporting with RHIB  
CMD 1925 SOM\_TAO\_: 0225:09Z JFN de SOM yes  
CMD 1925 MEU\_WC\_: 0225:17Z de bullrush 3, can you get an approximate depth of the water?  
CMD 1925 MKI\_TAO: 0225:50Z SOM de MKI, int are you spooling up hueys for medevac at this tim?, k  
CMD 1926 SOM\_TAO\_: 0226:25Z MKI de SOM, negative  
CMD 1926 MKI\_TAO: 0226:57Z de MKI, are you able to spool up huey for medevac, k  
CMD 1927 CPR3\_BWC: 0227:06Z bull rush de CPR3, water depth approx 1040 meters  
CMD 1927 MEU\_WC\_: 0227:18Z SOM, get H-1 det OIC to get hueys ready for casevac if able.  
CMD 1927 SDG\_TAO: 0227:23Z MEU\_WC de SDG 100 fathoms, k  
CMD 1927 JFN\_TAO\_: 0227:27Z de JFN, if we do find personnel, do you want them brought about SOM and by what means? Or do you want them brought aboard JFN, k.  
1927 CPR3\_ABWC: 0227:08Z TB rar  
CMD 1928 MEU\_WC\_: 0228:03Z JFN, take them to the SOM  
CMD 1928 SOM\_TAO\_: 0228:29Z 10 marines unaccounted for  
CMD 1928 MKI\_TAO: 0228:30Z SOM de MKI, we are 30nm south of you posit and closing at best speed after MV22 recovery, k  
CMD 1929 SOM\_TAO\_: 0229:12Z de SOM making preps to get hueys ready for CASEVAC  
CMD 1929 CPR3\_ABWC: 0229:15Z TB, rgr, 10 unaccounted for.  
CMD 1929 MEU\_WC\_: 0229:18Z Copy  
CMD 1929 MEU\_WC\_: 0229:54Z SOM\_TAO, do you still have visual of Marines in the water?  
W 1929 1ft above the sill

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CMD 1930 SOM\_TAO\_: 0230:30Z spooling up to medevac three marines  
 CMD 1930 SOM\_TAO\_: 0230:33Z 9 unaccounted for  
 CMD 1930 SDG\_TAO: 0230:35Z CPR3 de SDG, SDG medical is manned adn ready to support as required, k  
 [REDACTED] 1930 Sounded two short blasts  
 CMD 1931 MEU\_WC\_\_: 0231:06Z SOM\_TAO, how many total have been recovered and what is their current location. Also, if able, please send their ZMIST?  
 CMD 1931 SOM\_TAO\_: 0231:42Z MKI de SOM, where is the closest MEDVAC location, my medical is saying balboa?  
 [REDACTED] 1932 Water Temperature 74 degrees, four more hours hypothermia, shark attack hazard  
 CMD 1932 MEU\_WC\_\_: 0232:15Z SCRIPPS is closer  
 CMD 1932 SOM\_TAO\_: 0232:38Z de SOM r ar  
 [REDACTED] 1932 XO has the CONN  
 CAT 1933 SOM\_TZ: 0233:26Z de SOM, preparing to MEDEVAC three marines, k  
 CMD 1933 SDG\_TAO: 0233:40Z CPR3 de SDG, we intend to launch small boat once we get closer, k  
 [REDACTED] 1934 Green Deck  
 C3F 1934 SSD\_JHOC: 0234:28Z C3F de SSD: Do you have a position of where the AAV sank?  
 CAT 1934 CPR3\_CCO\_\_: 0234:21Z de CATSKILL, r ar  
 CMD 1934 SDG\_TAO: 0234:04Z CPR3 de SDG, we are currently 14NM from SOM, k  
 CMD 1934 CPR3\_BWC: 0234:14Z de CPR3 rar  
 CMD 1934 MKI\_TAO: 0234:34Z SOM de MKI, where do you want us to position to assist, k  
 CMD 1934 SOM\_TAO\_: 0234:54Z 3 total recovered  
 [REDACTED] 1934 (b)(3), (b)(6), (b)(7)(C) CONN  
 C3F 1935 ESG3\_EWO: 0235:33Z C3F de ESG-3, AAV posit 330152N 1183922W, k  
 CMD 1935 CPR3\_BWC: 0235:19Z SOM de CPR3 do you have another freq dedicated to SAR other than 121.5, k  
 CMD 1935 MEU\_WC\_\_: 0235:24Z SOM\_TAO, were those 3 recovered by small boat?  
 CMD 1935 SOM\_TAO\_: 0235:41Z affirm  
 [REDACTED] 1935 Green Deck  
 [REDACTED] 1936 XO off the Bridge  
 [REDACTED] 1936 XO in CIC  
 CMD 1936 TACCWO: 0236:01Z de TACCWO, 282.8 is SAR Common  
 CMD 1936 MEU\_WC\_\_: 0236:14Z SOM\_TAO, can you confirm that 1 was recovered by a/c?  
 CMD 1937 SOM\_TAO\_: 0237:26Z Is that SCRIPPS La Jolla the closest medvac location?  
 CMD 1937 TACCWO: 0237:44Z Affirm SCRIPPS is the closest  
 CMD 1937 CPR3\_BWC: 0237:48Z Bring up SAR Common when we have solid comms across the ARG shift to SAR Common, k  
 CMD 1937 SOM\_TAO\_: 0237:58Z MKI de SOM int w/c/s  
 [REDACTED] 1937 SOM\_TZ: 0237:42Z SDG de TZ, on your approach setup up southwest of JFN at approx. 32:59:16N, 118:41:34W, k  
 [REDACTED] 1938 Helo on Deck  
 CMD 1938 SDG\_TAO: 0238:24Z CPR3 de SDG, rar  
 CMD 1938 SOM\_TAO\_: 0238:41Z MKI we have three inbound to SCRIPPS, plz coord for us, we'll send the status once airborne  
 [REDACTED] 1938 SOM\_TZ: 0238:42Z SDG de TZ, wait to launch RHIBs on your arrival because we will use to cycle with current boats in water  
 CAT 1939 CPR3\_CCO\_\_: 0239:06Z RED CATSKILL de CATSKILL, what is location of LCACs? is it still one on SCI and one off cushion? k  
 CMD 1939 SOM\_TZ: 0239:24Z de SOM, 32:59:13N, 118:41:34W / 190 @ 3kts  
 CMD 1939 MEU\_WC\_\_: 0239:26Z SOM\_TAO de Bullrush 3, copy 3 inbound. MEU Medical will coordinate.  
 CMD 1939 SOM\_TAO\_: 0239:35Z de som r ar  
 CMD 1939 SOM\_TAO\_: 0239:44Z will pass status as soon as able  
 CAT 1940 SOM\_TZ: 0240:18Z de SOM, LCACs are on SCI and will be staying overnight, k  
 CMD 1940 MKI\_TAO: 0240:32Z de MKI, which aircraft is conducting medevac, k  
 CMD 1940 TACCWO: 0240:35Z SOM de TACCWO, coordinating with SCRIPPS  
 CMD 1940 SOM\_TAO\_: 0240:51Z de SOM r ar  
 [REDACTED] 1940 SDG\_TAO: 0240:32Z TZ de SDG, rar  
 CAT 1941 CPR3\_CCO\_\_: 0241:17Z RED CATSKILL de CATSKILL, Both LCACs on SCI, check. At what point did second LCAC go to SCI? k  
 CMD 1941 SOM\_TAO\_: 0241:26Z is there a lat/long and range to their helo pad from mysta?  
 CMD 1941 SOM\_TAO\_: 0241:48Z currently at 33:00:16N 118:39:32W  
 [REDACTED] 1941 SOM\_TZ: 0241:36Z SDG de TZ, do you have helo available for SAR, k  
 [REDACTED] 1941 1ft below the sill  
 CMD 1942 JFN\_TAO\_: 0242:41Z SOM de JFN, we are trying to reach you on Navy Red, k.  
 CMD 1942 SOM\_TAO\_: 0242:56Z rer

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1942 SDG\_TAO: 0242:24Z TZ de SDG, negative, 3 53s are OOC and 1 is at camp pendleton, we are currently down on TACAN, both stacks, techs troubleshooting, k  
CMD 1943 JFN\_TAO\_: 0243:08Z de JFN, is there a channel for rib coordination and confirm you JANAP is Iron City, k.  
CMD 1943 SOM\_TAO\_: 0243:20Z JANAP is iron city  
CMD 1943 SDG\_TAO: 0243:24Z JFN de SDG, SDG JANAP is gargoyle  
CMD 1943 SOM\_TZ: 0243:25Z JFN de SOM, do you have helos available?  
CMD 1943 SOM\_TAO\_: 0243:49Z coord on BTB 72  
CMD 1943 JFN\_TAO\_: 0243:51Z de JFN, we have no HELOs but have a ready deck if needed, k.  
CMD 1944 SOM\_TAO\_: 0244:16Z we have a helo from MKI on deck for CASEVAC, working to get a huey spun up  
CMD 1944 SOM\_TAO\_: 0244:35Z huey is one of ours  
CMD 1945 SDG\_TAO: 0245:16Z CPR3 de SDG, we are patched into SAR common, k  
CMD 1946 CPR3\_BWC: 0246:14Z SOM and JFN what is your status on patching SAR common  
CMD 1946 MEU\_WC\_: 0246:40Z SOM\_TAO, can you confirm that 1 was recovered by a/c?  
CMD 1946 JFN\_TAO\_: 0246:53Z de JFN, we are also patched into SAR common, attempting comms chec,k  
CMD 1947 MKI\_TAO: 0247:24Z SOM de MKI, we are 22NM south of you and closing, where do you want us to station relative to you, k  
1947 SOM\_TZ: 0247:35Z SDG de TZ, r ar  
CMD 1948 SOM\_TZ: 0248:17Z JFN de SOM, r ar  
CMD 1948 SOM\_TAO\_: 0248:26Z MKI de SOM do you have an alert SAR?  
C3F 1949 SSD\_JHOC: 0249:13Z C3F de SSD: Could we get a roster of assests currently on scene  
CMD 1949 TACCWO: 0249:41Z SOM de TACCWO, we are launching an MH60R from our deck. When they will be on station will be TBD  
CMD 1950 SOM\_TZ: 0250:03Z MKI de SOM, wait one for position on approach, k  
CMD 1950 MKI\_TAO: 0250:05Z SOM de MKI, BL01 and BL02 are on station BT we are bring another MH60S out, however, it will take some time before available for launch, k  
CMD 1950 JFN\_CICWO\_: 0250:28Z SOM de JFN Coast guard helo checked in on SAR common, requesting the freq the helo's are operating on, k  
CMD 1951 SOM\_TAO\_: 0251:35Z MKI de SOM\_TZ will pass posit to you  
CMD 1951 MKI\_TAO: 0251:43Z de MKI rar  
CMD 1951 SDG\_TAO: 0251:46Z CPR3 de SDG, sat comms check on SAR common, k  
CMD 1952 CPR3\_BWC: 0252:02Z SDG de CPR3 rar  
CMD 1952 SOM\_TAO\_: 0252:02Z 8054 is SAR Common  
CMD 1952 SOM\_TZ: 0252:17Z MKI de TZ, upon approach setup at approx. 32:56:17N, 118:38:00W, k  
CMD 1952 MEU\_WO: 0252:34Z SCRIPPS can be reached on RFRADIO2  
CMD 1952 SDG\_CSO: 0252:58Z TB, TZ de SDG, Back up ONE TACAN, k  
C3F 1953 C3F\_BWC\_: 0253:25Z SSD de C3F, we have three helos, 2 CRRCs (like rhibs), 1 warship on scene, another about 6nm away  
CMD 1953 TACCWO: 0253:43Z SOM de TACCWO, MH60R will be on station in 60 minutes  
CMD 1953 SOM\_TAO\_: 0253:43Z TB de SOM we currently have 19 marines unaccounted for. Units are going name by name for sat muster  
1953 SDG\_TAO: 0253:15Z TZ de SDG, TACAN restored, k  
C3F 1954 SSD\_JHOC: 0254:46Z C3F de SSD: rgr, ty  
CMD 1954 JFN\_CICWO\_: 0254:11Z SOM de JFN Coast guard helo checked in on SAR common, requesting the freq the helo's are operating on, k  
CMD 1954 SOM\_TAO\_: 0254:58Z BVR de SOM are fuel trucks available for helos in SCI airfield?  
1954 SOM\_TZ: 0254:19Z de tZ, r ar  
C3F 1955 JFN\_TAO\_: 0255:06Z C3F de JFN, JFN onscene assisting with SAR ops, k.  
CMD 1955 SDG\_CSO: 0255:19Z TB, TZ de SDG, back up BOTH TACAN stacks, k  
CMD 1955 CPR3\_ABWC: 0255:20Z JFN de TB freq is 282.8 SAR COMMON, k  
CMD 1955 CPR3\_ABWC: 0255:36Z de TB, rar  
CMD 1955 TACCWO: 0255:44Z JFN de CPR3 TACCWO, SAR Common is 282.8  
1955 Cease deballasting  
1955 SOM\_TZ: 0255:03Z de TZ, do you have the ability to launch birds when required  
1955 SDG\_CSO: 0255:23Z TZ de SDG, back up BOTH TACAN stacks, k  
CMD 1956 SOM\_TAO\_: 0256:08Z MKI de SOM advise scripps that 47 is in bound  
CMD 1956 JFN\_CICWO\_: 0256:24Z TACCWO de JFN the CG helo is requesting the Freq the helos are working on. I have comms with them on SAR Common, k  
CMD 1956 MKI\_TAO: 0256:34Z de MKI, our deck is available for lilypad or refueling, as needed, our TACAN is 14X, k  
1956 SDG\_CICWO\_: 0256:53Z de negative, 3 onboard OOC, 1 at pendleton. standing by to refuel as required, k  
CMD 1957 CPR3\_BWC: 0257:32Z MKI de CPR3 come up SAR Common 282.8  
CMD 1957 TACCWO: 0257:37Z JFN de TACCWO, the helos will either be up SAR Common or SOM's L/L which is 328.225  
CMD 1957 SDG\_TAO: 0257:41Z ALCON de SDG, SDG TACAN 062X, k  
1957 SOM\_TZ: 0257:06Z de TZ, rar  
1958 Observed Sunset

ENCLOSURE (23)

1959 XO out of CIC  
 CMD 1959 CPR3\_BWC: 0259:47Z SOM de CPR3 the MKI Navigator will reach out to you to coordinate boxes for all the ships heading in to assist, k  
 1959 Energize navigation lights  
 2000 CO out of CIC  
 CMD 2000 SOM\_TAO\_: 0300:01Z r ar  
 2000 SOM\_TZ: 0300:32Z Z de TZ, establish COMMs via SAR common as well as ST812D, k  
 CMD 2001 JFN\_TAO\_: 0301:45Z SOM de JFN, is there a particular sector or coordinate you want our RIBS to search, k?  
 CMD 2002 SDG\_CSO: 0302:45Z MKI de SDG, someone from MKI is clobbering SAR COMMON, request you reach out, k  
 CMD 2003 TACCWO: 0303:07Z de TACCWO, San Clemente Island Airfield opened to support SAR effort  
 CMD 2003 SOM\_TAO\_: 0303:18Z JFN de SOM search SSE of 33:01:51N 118:38:24W (090-180)  
 2003 Man Overboard Red over Red pulsating  
 2003 SDG\_TAO: 0303:24Z TZ de SDG, rar  
 CMD 2004 SOM\_TAO\_: 0304:22Z does SCI airfield have re-fuel capability?  
 CMD 2004 TACCWO: 0304:27Z SOM de TACCWO, request fuel state for helos  
 CMD 2004 TACCWO: 0304:35Z SOM de TACCWO, affirm  
 CMD 2004 TACCWO: 0304:39Z fuel pits are opening up  
 2005 CO in CIC  
 2005 SDG\_CSO: 0305:41Z TZ de SDG, we have SAT CC on ST812D, k  
 C3F 2006 TACCWO: 0306:04Z BVR de CPR3 TACCWO, confirm all W-291 is clear in our vicinity in support of SAR effort, k  
 C3F 2006 SDG\_CSO: 0306:33Z BVR de SDG, request permission to turn on IFF within 100 nm to help identify A/C, k  
 CMD 2006 SOM\_TAO\_: 0306:08Z fuel state iaf: RESCUE 47 2+00  
 S 2007 MKI\_CICWO: 0307:31Z TZ de MKI, going out to you now over ST812D, k  
 CMD 2008 Shady\_Intel\_: 0308:11Z This is RQ-21 PED on the san-diego, we are getting GPS fixed and are working to get in the air. Will update with estimated launch time  
 CMD 2008 TACCWO: 0308:15Z SOM de TACCWO, copy all  
 2008 SOM\_TZ: 0308:42Z de TZ, responded  
 CMD 2009 TACCWO: 0309:07Z SDG de TACCWO, from TR do not launch RQ-21 we need SDG deck clear to support helo search effort  
 CMD 2009 SOM\_TAO\_: 0309:22Z MKI de SOM can you create altitude blocks for a/c deconfliction?  
 CMD 2009 MEU\_WC\_: 0309:25Z BULLRUSH Air concurs w/ TACCWO  
 CMD 2009 SDG\_CSO: 0309:54Z TACCWO de SDG, RQ-21 provides FLIR. Will only impact flight deck upon launch and recovery, k  
 S 2009 SOM\_TZ: 0309:57Z Z de TZ, SM233 is the link track of last known  
 2010 Six RHIBS in water two from USS John Finn  
 CMD 2010 Shady\_Intel\_: 0310:36Z who else is up right now?  
 2010 SOM\_TZ: 0310:05Z spot of sunken AAV  
 2010 MKI\_CICWO: 0310:12Z de MKI, t/s att, i did not hear you, k  
 S 2010 SOM\_TZ: 0310:48Z de TZ, we RCV'd SAT COMMs w/ SDG...can hear you  
 CMD 2011 MEU\_WC\_: 0311:19Z SDG de Bullrush Air. We currently have a full aircraft stack. Priority is to create ready decks. Standing next to me is Knightrider 6.  
 2012 Create Surface search area  
 2013 Green well  
 CMD 2013 SDG\_TAO: 0313:34Z Bullrush air de SDG, copy, we are manned and ready to refuel as required, k  
 CMD 2013 SOM\_TZ: 0313:35Z TACRON de TZ, create altitude block for A/C deconfliction  
 2013 MKI\_CICWO: 0313:39Z TZ de MKI, recommend boxes cybertron, jazz, optimus prime and bumblebee for placement of ships, k  
 W 2013 Sterngate in the water  
 CMD 2014 TACCWO: 0314:31Z TZ de TACCWO, copy all  
 W 2014 Sterngate at the stops  
 2015 1A 2A MPDE  
 2015 MKI two helo medivac if needed  
 CMD 2015 MKI\_TAO: 0315:51Z de MKI, we will maintain two open a/c spots available through the night for refueling  
 BT we are making an MV22 available for MEDEVAC, as required BT we are working to be able to provide 2x helo coverage through the night, as required, k  
 W 2015 Two CRRC's recovered, sterngate at 90  
 C3F 2016 TACCWO: 0316:32Z BVR de CPR3 TACCWO, copy all aircraft will be squawking assigned PMINT squawks or as assigned by BVR, k  
 2016 SOM\_TZ: 0316:07Z TZ have those box posits been pushed to NAVS?  
 2017 47 helo report to helicopter  
 2017 SDG\_CSO: 0317:30Z SOM/TZ de SDG, we are still driving to that previous point to the NW of you. Do you want us to continue proceeding towards that point or move closer to JFN?, k  
 CMD 2018 TACCWO: 0318:04Z TZ de TACCWO, keep CG helo & Navy MH-60S at 200 feet and below in search area, stack MH60R in the search area 500 feet and above, k  
 W 2018 Sterngate is at 45

ENCLOSURE (23)

2019 two CRICS in well deck feet dry  
CMD 2019 SOM\_SUWC : 0319:15Z JFN de SOM, how many RIBS are FW?, k  
CMD 2019 JFN\_TAO\_ : 0319:43Z de JFN, we have two ribs in the water: Hawaiian Warrior and Irish Gunner, k.  
CMD 2019 BVR\_MRICO\_ : 0319:44Z ALCON de BVR i have 3 helos airborne over the SAR area ensure you have contact with those A/C to deconflict BULLET 55, RESCUE 47, and USCG RESCUE 6603  
CMD 2020 SOM\_TAO\_ : 0320:37Z 2 RIBS from SOM fw  
2020 SOM\_TZ: 0320:28Z SDG de TZ, we are currently establishing boxes with Navigator, will provide shortly  
2021 Bridge has eyes on two RHIBS, Revenge 71 and Summit  
2021 SDG\_CICWO\_ : 0321:06Z de SDG r ar  
2021 SDG\_CSO: 0321:25Z SOM/TZ, request working channel for all the RHIBs, k  
CMD 2022 SDG\_TAO: 0322:03Z SOM de SDG, request your RHIB call signs, k  
CMD 2022 SDG\_CSO: 0322:16Z SDG de SOM, AZTEC, TRITON and PADRE, k  
CMD 2022 SDG\_CSO: 0322:32Z SOM de SDG, will let you know which RHIB we put in the water, k  
CMD 2022 SOM\_TAO\_ : 0322:50Z REVENGE 71 and SUMMIT are SOM's RHIBS  
2022 1A 2A MPDE started engaged clutch  
CAT 2023 CPR3\_CCO\_ : 0323:10Z de CATSKILL, standing down CATSKILL Watch.  
CMD 2023 SDG\_CSO: 0323:43Z SOM/TZ, request working channel for all the RHIBs, k  
2023 SOM\_TZ: 0323:45Z MKI de TZ, we can hear you go out but you still can't hear us, k  
2024 CO asks PTO whether we push towards Island or away from current  
CMD 2024 SOM\_TAO\_ : 0324:13Z BTB 72 is working channel  
CMD 2024 SOM\_TAO\_ : 0324:45Z launching bird with 2 casualties  
2025 CO receives call from First LT  
CMD 2025 SOM\_TAO\_ : 0325:07Z requesting critical care nurse from MKI to come to SOM  
CMD 2025 SOM\_SUWC\_ : 0325:22Z SDG de SOM request status of RHIBs in water, k  
CMD 2025 MKI\_TAO: 0325:50Z de MKI, copy on nurse, stby, k  
CMD 2025 BVR\_MRICO\_ : 0325:51Z SOM de BVR can i get details on casualties so i can rely to the hospital  
CMD 2026 SDG\_CSO: 0326:07Z SOM de SDG, we have not launched any RHIBS, k  
CMD 2026 SOM\_TAO\_ : 0326:14Z 2 RHIBS in water, lowering third RHIB into water  
CMD 2026 SOM\_TAO\_ : 0326:21Z CRRC's are getting beat up  
CMD 2026 TACCWO: 0326:40Z SOM de TACCWO, which bird is going to where with the 2 critical patients?  
2026 MKI\_CICWO: 0326:55Z de MKI, neg still t/s att, k  
CMD 2027 SDG\_CSO: 0327:06Z SOM de SDG, we are talking to the CO right now, k  
CMD 2027 CPR3\_BWC: 0327:29Z SOM, MRCCO working critical care nurse with MKI now, k  
CMD 2027 SOM\_SUWC\_ : 0327:44Z SDG de SOM, good copy, k  
CMD 2027 SDG\_TAO: 0327:45Z SOM de SDG, do you want our RIB in the water, we are standing by, k  
CMD 2027 SOM\_TAO\_ : 0327:46Z de SOM r ar  
CMD 2027 BVR\_MRICO\_ : 0327:53Z de BVR rgr  
CMD 2027 TACCWO: 0327:56Z SOM de TACCWO, in addition to the critical care nurse is there anyone else require?  
2028 XO in CIC  
CMD 2028 SDG\_TAO: 0328:24Z SOM de SDG, do you want our RIB in the water, we are standing by, k  
CMD 2028 SOM\_TAO\_ : 0328:42Z SDG de SOM please launch RHIB  
2029 If not airborne we should turn around back to AAV  
CMD 2029 SOM\_TAO\_ : 0329:08Z BULLET 55 inbound for MEDEVAC  
CMD 2029 SDG\_TAO: 0329:19Z SOM de SDG, launching RHIB, ar  
CMD 2029 SOM\_TAO\_ : 0329:30Z TACCWO critical nurse will suffice  
2030 Reach out to the boats have them reach to South and Southeast  
CMD 2030 TACCWO: 0330:05Z SOM de TACCWO, critical care nurse will be on the MV22 on the way to your unit, k  
CMD 2030 MKI\_TAO: 0330:16Z SOM de MKI, critical care nurse, battalion CO, SGT Major on MV22 preparing to crossdeck to your unit, k  
CMD 2030 SOM\_TAO\_ : 0330:27Z de SOM r ar  
CMD 2030 BVR\_MRICO\_ : 0330:29Z SOM de BVR how many casualties and what are the symptoms  
CMD 2030 SOM\_SUWC\_ : 0330:34Z SDG de SOM, which RHIB are you launching?, k  
2031 Both small boats on channel 72  
CMD 2031 SDG\_CSO: 0331:09Z SOM de SDG, PADRE (11M RHIB) is I/P, k  
CMD 2031 CPR3\_BWC: 0331:24Z SOM de CPR3 BWC critical care nurse ready to assist  
CMD 2031 SOM\_SUWC\_ : 0331:27Z de SOM, copy, k  
CMD 2031 SOM\_TAO\_ : 0331:35Z rgr

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CMD 2031 SOM\_TAO\_: 0331:52Z 3 casualties evac'd from SOM to SCRIPPS  
CMD 2031 SOM\_TAO\_: 0331:57Z so far  
2031 MKI\_CICWO: 0331:06Z CYBERTRON:  
2031 325913N 1183824W  
2031 330042N 1183737W  
2031 330003N 1183546W  
2031 325834N 1183712W  
2031  
2031 JAZZ:  
2031 325559N 1184608W  
2031 325716N 1184200W  
2031 325408N 1183900W  
2031 325106N 1184106W  
2031  
2031 OPTIMUS:  
2031 325408N 1183900W  
2031 325412N 1183434W  
2031 325104N 1183358W  
2031 325106N 1184106W  
2031  
2031 BUMBLEBEE:  
2031 325020N 1184258W  
2031 324658N 1184713W  
2031 325233N 1185252W  
2031 325554N 1184756W  
2031 MKI\_CICWO: 0331:24Z TZ de MKI, posits for boxes listed above, k  
2031 SOM\_TZ: 0331:52Z MKI de TZ, please have your METOC start working drift models, if unable to support please notify me, soonest  
CMD 2032 BVR\_MRICO\_: 0332:42Z de BVR rgr  
CMD 2032 TACCWO: 0332:49Z SOM de TACCWO, confirm 3 casualties evac'd on Bullet 55 to SCRIPPS. Say status of Bullet 47  
2032 MKI\_CICWO: 0332:14Z de MKI, rgr  
CMD 2033 SOM\_TAO\_: 0333:18Z 2 casualties evac'd to SCRIPPS, 1 needs to be stabilized by critical care nurse  
2033 MKI\_CICWO: 0333:20Z de MKI, can you provide an email, we will send it to you, k  
2033 MKI\_CICWO: 0333:25Z via email  
2033 SOM\_TZ: 0333:37Z tao@lpad25.navy.smil.mil  
2034 XO out of CIC  
2034 Creating search box (Night Steam Box)  
CMD 2034 SDG\_CSO: 0334:36Z SOM de SDG, do you want us to send them to the last known location of the AAV? is that where the other RHIBs are, k  
CMD 2034 TACCWO: 0334:54Z SOM de TACCWO, confirm that search effort being coordinated on your L/L or SAR Common?  
CMD 2034 SOM\_TAO\_: 0334:55Z MEDEVAC Update: 2022L BULLET 55 off deck SOM ENR to SCRIPPS 7 souls 4 crew 2 casualties one corpsman  
2034 MKI\_TAO: 0334:01Z sent  
2036 Nav has a MOB plotted moving with current  
CMD 2036 TACCWO: 0336:11Z SOM de TACCWO, copy all on Bullet 55's status, k  
2037 One RHIB in water (Padre)  
CMD 2037 BVR\_MRICO\_: 0337:00Z SOM de BVR RESCUE 47 is medevac with 2 casualties BULLET 55 is still on deck  
CMD 2037 CPR3\_BWC: 0337:27Z SOM de CPR3 BWC please provide an updated status when able to in order to re-baseline everybody as you continue to work through this, k  
CMD 2038 MEU\_WC\_: 0338:21Z SOM can you confirm only 2 casualties evac'd w/ one remaining on SOM?  
CMD 2038 SOM\_SUWC\_: 0338:39Z SDG de SOM, affirm last known 33 01 52N 118 38 28 W  
2038 SDG\_TAO: 0338:07Z SOM de SDG, we hold set at 340T, k  
C3F: 2039 SSD\_JHOC: 0339:47Z C3F de SSD: Want to confirm that you are SMC?  
CMD 2039 SOM\_TAO\_: 0339:01Z BULLET 55 ETA to MKI @ 2200L BULLET 55 still on deck  
CMD 2039 MKI\_TAO: 0339:31Z SOM de MKI, currently 2nm south of 3256n, 11838w BT intend to loiter IVO posit to provide flight deck support, k  
CMD 2039 SOM\_TAO\_: 0339:48Z MEU de SOM affirm 2 casualties evac'd  
CMD 2040 SOM\_SUWC\_: 0340:14Z SDG de SOM, last known position for RHIBs, k  
CMD 2040 SOM\_TAO\_: 0340:27Z One casualty still on SOM will req critical care nurse  
CMD 2041 MEU WC : 0341:34Z SOM TAO critical care nurse will be en route. Confirm the destination of that casualty.

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CMD 2041 MEU\_WC\_: 0341:53Z When able, pass ZAP Numbers of casualties evacuated and remaining.  
CMD 2042 SOM\_TAO\_: 0342:04Z is there an updated ETA of the MV-22 ENR to SOM?  
CMD 2043 SOM\_TAO\_: 0343:00Z SOM is taking the one marine that is onboard to UCSD Trauma center for LEVEL 1 treatment  
CMD 2043 TACCWO: 0343:20Z SOM de TACCWO, MV22 still on deck MKI. Will advise when off deck, k  
CMD 2043 CPR3\_BWC: 0343:56Z SOM please verify this was the marine originally reported to require critical care?  
CMD 2043 SOM\_TAO\_: 0343:57Z is the MV22 spinning? or is it still folded?  
CMD 2044 MKI\_TAO: 0344:04Z SOM de MKI, MV22 spinning on deck, expect it to be overhead SOM in approx min, k  
CMD 2044 MKI\_TAO: 0344:17Z SOM de MKI 10 min, k  
CMD 2044 TACCWO: 0344:18Z SOM de TACCWO, getting word that a Marine was pulled from the water by CG helo please confirm, k  
CMD 2044 BVR\_MRICO\_: 0344:27Z can i have a call sign for the MV22  
CMD 2044 TACCWO: 0344:27Z SOM de TACCWO, MV22 is spinning  
CMD 2044 SOM\_TAO\_: 0344:29Z BWC de SOM yes, that marine cannot wait for the critical care nurse  
CMD 2044 CPR3\_BWC: 0344:46Z de BWC, copy.  
CMD 2044 TACCWO: 0344:50Z BVR de TACCWO, SN12  
[REDACTED] 2045 Critical Carrier is still on MKI  
CMD 2045 BVR\_MRICO\_: 0345:01Z de BVR rgr  
CMD 2045 SOM\_TAO\_: 0345:07Z do we have a BULLET 45 ENR to SOM?  
CMD 2045 SOM\_TAO\_: 0345:43Z MARine DOC and Corpsman are going with marine to UCSD TRauma in the 60 that is currently on deck SOM  
C3F 2046 SSD\_JHOC: 0346:15Z C3F de SSD: Search and Rescue Mission Coordinator  
CMD 2046 MKI\_TAO: 0346:05Z SOM de MKI, BL45 is on deck, not enroute to SOM, k  
CMD 2046 MEU\_WO: 0346:23Z Can I get phone number to SOM?  
[REDACTED] 2048 Bridge creating night steam boxes  
[REDACTED] 2049 Patient loaded getting ready to take off  
CMD 2049 SOM\_TAO\_: 0349:36Z MEU de SOM do you have a number you want us to call?  
CMD 2050 MEU\_WO: 0350:28Z 6195457584  
[REDACTED] 2050 SOM\_TZ: 0350:31Z MKI de TZ, turn ST812D over to your Radio for t/sing...maintain comms over SAR common... refrain from going over the net every 20sec.... it is stepping on essential traffic  
[REDACTED] 2051 Coast Guard is requesting frequency for ARG 21 update contact info from MKI and Coast Guard  
C3F 2051 C3F\_BWC\_: 0351:56Z SSD de C3F, SOMERSET is the on scene commander  
CMD 2051 SOM\_TAO\_: 0351:05Z MEU de SOM, calling you now  
CMD 2051 MEU\_WO: 0351:56Z Copy  
[REDACTED] 2052 Negative R221 being airborne  
[REDACTED] 2052 Currently working tech run on MKI  
CMD 2052 SOM\_TAO\_: 0352:01Z Shady\_Intel de SOM, do you have Q-21's airborne?  
CMD 2052 Shady\_Intel\_: 0352:29Z negitave, told to stb can be air borne in 25min  
CMD 2053 SOM\_TAO\_: 0353:06Z rgr  
CMD 2053 SOM\_SUWC\_: 0353:32Z SDG de SOM, I a tracking your 11m Padre in the water. is there any other RHIBS from your ship FW?, k  
CMD 2053 SOM\_TZ: 0353:32Z TACCWO de TZ, coast guard is requesting sectors for air search  
CMD 2053 Shady\_Intel\_: 0353:55Z If we get clrnce now, we can be arbne in 20 min or less, need clrnce from SDG  
CMD 2053 SOM\_TAO\_: 0353:56Z MEU WO de you can call us at 619-545-7905  
[REDACTED] 2053 MKI\_CICWO: 0353:25Z de MKI, r ar  
CMD 2054 SOM\_TAO\_: 0354:05Z that number goes to our LFOC  
CMD 2054 SDG\_CSO: 0354:32Z SOM de SDG, not at this time. but we can put more in the water if need be. just let us know if you want us to launch or wait to relieve others, k  
[REDACTED] 2055 XO in CIC  
CMD 2055 MEU\_WC\_: 0355:01Z SOM\_TAO, Spot "Knightrider 6" says: keep RQ-21 on deck.  
CMD 2055 SOM\_TAO\_: 0355:19Z SDG more RHIB'S in the water?  
CMD 2055 SOM\_SUWC\_: 0355:22Z SDG de SOM, copy, k  
CMD 2055 SOM\_TAO\_: 0355:27Z MEU\_WC copy  
[REDACTED] 2056 Eight souls, one casualty, three medical personnel, one DOC  
[REDACTED] 2056 Red Deck power head back to where 030 AAV went down getting word from MKI  
[REDACTED] 2058 Red Deck  
[REDACTED] 2058 030 has Amber Deck come around  
CMD 2058 SDG\_CSO: 0358:05Z SDG de SOM, having issues with our knuckle boom. actively troubleshooting, k  
CMD 2058 SOM\_TAO\_: 0358:15Z Bullet 55 off deck 2055L 8 souls: one casualty, one doctor, one corpsman, 5 crew  
CMD 2058 SOM\_TAO\_: 0358:29Z SDG de SOM rgr  
CMD 2058 MEU\_WC\_: 0358:37Z SOM TAO sav destination of BULLET 55

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CMD 2059 SOM\_TAO\_ : 0359:30Z Request possibility of landing MV22 on SOM pick up SSGT to send to landing strip where AAV's are on SCI to support muster  
 CMD 2059 MEU\_WC\_ : 0359:45Z In addition, LHD LFOC Medical team needs to know what ZAP numbers went to Scripps and what ZAP numbers went on BULLET 55  
 CMD 2059 SOM\_TAO\_ : 0359:51Z If that is not feasible, we'll launch Huey from SOM  
 2059 Red Deck  
 2100 11 Souls in water  
 2100 LFAC taking muster  
 CMD 2100 SOM\_SUWC\_ : 0400:03Z MKI de SOM, shortly we will be turning around on course 030 headed back to the last known location of the AAV that went down, k  
 CMD 2100 SOM\_TAO\_ : 0400:13Z BULLET 55 ENR UCSD Medical Center  
 CMD 2100 MEU\_WC\_ : 0400:58Z SOM\_TAO, hold on sending SSGT ashore. MV-22 w/ BLT CO is en route.  
 2100 PHIBRON 3 assumed SAR Commander  
 2102 PHIBRON 3 assuming duties at 2100T, search sector from ice pack  
 CMD 2102 SOM\_TAO\_ : 0402:43Z MARines still working muster on Marines unaccounted for  
 CMD 2102 SOM\_TAO\_ : 0402:57Z MKI de SOM r ar  
 CMD 2103 MEU\_WC\_ : 0403:17Z CSOM\_TAO, copy all. BLT CO is en route to take command and control of the accountability efforts.  
 CMD 2103 SOM\_TAO\_ : 0403:38Z MEU de SOM r ar  
 CMD 2104 SDG\_TAO: 0404:23Z SOM de SDG, troubleshooting KB crane, ETR unknown, k  
 CMD 2104 SOM\_TAO\_ : 0404:30Z SDG de SOM r ar  
 CMD 2104 SOM\_SUWC\_ : 0404:37Z MKI de SOM, were are steering c 030 @ 15 kts headed towards the last know location of the downed AAV, k  
 CMD 2104 SOM\_TAO\_ : 0404:49Z MKI de SOM r ar  
 CMD 2105 MKI\_TAO: 0405:08Z de MKI, rgr currently on 320 at 5, once l launch MV22 will be coming stbd and turning south  
 CMD 2105 MEU\_WC\_ : 0405:13Z UCSD has been alerted for one patient inbound.  
 CMD 2105 JFN\_TAO\_ : 0405:29Z CPR3 de JFN, will there be opboxes for surface ships to operate in to deconflict maneuvering, k?  
 CMD 2105 TACCWO: 0405:34Z SN12 airborne with BLT CO en route SOM  
 2106 Requesting to come up 330  
 2106 We are bringing in a MV-22  
 CMD 2106 MKI\_TAO: 0406:08Z SOM de MKI, MV22 is en route with CCN, BLT, k  
 CMD 2106 SOM\_TAO\_ : 0406:18Z TACCWO copy, our tower is tracking  
 CMD 2106 CPR3\_ABWC: 0406:41Z JFN de CPR3 we are working on opboxes, will be promulgated shortly, k  
 2108 CO/XO out of CIC  
 2108 Well deck is closed  
 CMD 2108 CPR3\_ABWC: 0408:50Z T de TB, Baseline sitrep to follow. Tracking 3 MEDEVACs, 2 to SCRIPPS and 1 to UCSD Trauma.  
 Additional 5 personnel recovered from water. Medical status unreported. 8 marines remain unaccounted for. SOM, please verify accurate, k  
 CMD 2109 SOM\_TAO\_ : 0409:24Z CPR 3 de SOM we have 5 boats in water, 3 from SOM and 2 from JFN and holding MKI and SDG's boats in reserve.  
 CMD 2109 SOM\_SUWC\_ : 0409:51Z JFN de SOM are both your RHIBS still in the water?, k  
 CMD 2109 CPR3\_ABWC: 0409:56Z de TB rar  
 CMD 2110 JFN\_TAO\_ : 0410:20Z de JFN, both of our ribs are in the water, k.  
 CMD 2110 SOM\_TAO\_ : 0410:26Z Last order to RHIBS was to commence searching at last known posit (LINK # SM 233) and search SSE towards SCI  
 CMD 2110 SOM\_SUWC\_ : 0410:34Z de SOM copy, k  
 2111 Stand Clear of MT 301 and 302 while training and elevating  
 CMD 2112 SOM\_SUWC\_ : 0412:12Z SDG de SOM, just to confirm PADRE is still in water? k  
 CMD 2112 CPR3\_BWC: 0412:19Z At time 2100 CPR3 has assumed SMC. TACRON will assign helo control sectors. Navy Blue released. k  
 CMD 2112 SDG\_CSO: 0412:39Z SOM de SDG, no SDG boats are currently in the water. we are troubleshooting the KB crane, k  
 CMD 2112 SDG\_CSO: 0412:55Z SOM de SDG, TRITON will be boat in the water, k  
 CMD 2112 MEU\_WC\_ : 0412:58Z All, 5 remaining casualties can return to USS MKI for stabilization.  
 2113 STBD Spot green  
 2113 Green Deck  
 CMD 2113 MEU\_WC\_ : 0413:12Z via MV-22 en route w/ BLT CO and CCT  
 CMD 2113 SDG\_CSO: 0413:18Z SOM de SDG, correction we are I/P of launching TRITON (7M rhib), k  
 CMD 2113 SOM\_SUWC\_ : 0413:58Z SDG de SOM, copy, k  
 CMD 2115 MKI\_TAO: 0415:05Z MEU de MKI, we have notified medical and are standing by, k  
 2118 Staff SGT to SII to get muster on beach  
 2118 Visual at 028T on camera  
 CMD 2118 SOM\_TAO\_ : 0418:19Z MV-22 On Deck SOM  
 CMD 2118 TACCWO: 0418:58Z SOM de TACCWO, copy SN12 on deck, k  
 CMD 2118 MEU\_WC\_ : 0418:58Z C. ensure to bring the 5 casualties on SOM w/ SNOOP back to LHD-8

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2119 Red Deck  
2119 0101 San Diego  
CMD 2119 SDG\_TAO: 0419:54Z SOM de SDG, coming to 010T to launch Triton, k  
CMD 2120 SOM\_TZ: 0420:12Z de SOM, rgr  
CMD 2120 MEU\_WC\_\_: 0420:30Z Also, request names of corpsmen that accompanied casualties on Bullet 55  
2120 Red Deck  
2121 CO in CIC  
2121 Negative on launching  
2121 MKI is coming to 330  
2121 028T turned out to be a buoy  
2121 MKI\_CICWO: 0421:51Z TZ de MKI, we are coming to course 330 for flight ops  
CMD 2122 SOM\_TAO\_: 0422:06Z MKI de SOM are you able to send chaplains, the psychologist, and the resiliency counselor to SOM?  
2122 SOM\_TZ: 0422:03Z de TZ, r ar  
2123 MKI is coming out to 015  
2123 Coming to 230 for Green Deck  
CMD 2123 MEU\_WO: 0423:33Z SOM TAO de MKIWO, working that now.  
CMD 2123 MKI\_TAO: 0423:34Z de MKI, w1, k  
CMD 2123 SOM\_TAO\_: 0423:48Z de SOM r ar  
2124 No exact location  
2125 Bridge asked for Lat and Long  
2125 We have JFN RHIB on IAS 351 at 7 kts  
CMD 2125 SOM\_TAO\_: 0425:04Z CPR3 de SOM check whisper for casualty update  
CMD 2125 MKI\_TAO: 0425:49Z de MKI, working chaplains and psych, unable to send resiliency counselor ATT, k  
2126 C/C 330  
CMD 2126 SOM\_TAO\_: 0426:00Z MKI de SOM r ar  
CMD 2126 CPR3\_BWC: 0426:59Z SOM de CPR3. Chaplains and psychologist will be ready to assist as soon as we can get them there at daylight, k  
2127 Requesting frequency from Coast Guard Helo  
CMD 2127 MEU\_WC\_\_: 0427:27Z @SOM\_TAO check whisper  
CMD 2127 MEU\_WC\_\_: 0427:40Z correction, @SDG\_TAO check whisper  
CMD 2127 Shady\_Intel\_: 0427:52Z RQ21 still on standby  
CMD 2128 SDG\_TAO: 0428:30Z MEU\_WC de SDG, no whisper, k  
2128 MKI\_TAO: 0428:27Z SOM de MKI, once we launch will be coming stbd to 150, k  
2129 Two short blast turn to port  
CMD 2129 MEU\_WC\_\_: 0429:04Z SHady\_Intel copy all, reach out to MEU Medics (b)(3), (b)(6), (b)(7)(c)  
Have him call LHD LFOC - 619-545-7584 to update status of surgical patient and COVID patients that were not evacuated earlier.  
CMD 2129 MEU\_WC\_\_: 0429:32Z @SDG\_TAO see message above.  
2130 Once launched MKI will come STBD to 150  
CMD 2130 SDG\_TAO: 0430:38Z de SDG, rar  
CMD 2130 TACCWO: 0430:39Z Shady\_Intel de TACCWO, requesting authorization from TB for you to launch off of SDG. How quickly can you launch?  
CMD 2130 Shady\_Intel\_: 0430:50Z 20 min  
2130 Sounded two short blasts  
2130 SOM\_TZ: 0430:04Z de SOM, r ar  
2131 C/C 120 break Bridge asks for MKI intentions  
CMD 2131 TACCWO: 0431:13Z BVR de TACCWO, do we have authorization to launch an unmanned vehicle in our vicinity to assist with SAR effort?  
2132 XO in CIC  
CMD 2132 MEU\_WC\_\_: 0432:47Z Do not launch the RQ21. This is coming from Bullrush Air, Bullrush 6, and Knightrider 6.  
CMD 2132 BVR\_MRICO\_: 0432:51Z SOM de BVR who is the SAR MISSION coordinator  
2133 XO out of CIC  
CMD 2133 CPR3\_BWC: 0433:05Z BVR, CPR3 is the SMC  
CMD 2133 SOM\_TAO\_: 0433:08Z CPR3 is SAR MISSION Commander  
CMD 2133 JFN\_TAO\_: 0433:17Z CPR3 de JFN, intentions are to maintain 2 rhibs in water until 2200,  
recover 1 rhib to maintain constant boat operations BT int SAR operations timeline and op boxes for planning purposes.  
CMD 2133 SOM\_TZ: 0433:34Z de TZ, new updated last known track is SM036, k  
CMD 2133 MEU\_WC\_\_: 0433:58Z @SHADY\_INTEL. From MEU CO and VMM-164 REIN CO. STAND DOWN RQ-21. We need the deck open and available for RW assets.  
CMD 2133 CPR3\_BWC: 0433:58Z JFN de CPR3 copy all. On boxes in progress. will push shortly. k

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2134 SDG\_CICWO: 0434:46Z TZ de SDG TRITON FW, k  
2135 Turning to STBD, one short blast  
CMD 2135 SOM\_SUWC\_: 0435:27Z de SOM, locations of our RHIBS are as follows Revenge 7-1 33 00 02N, Revenge 7-5 33 00 N 118 38m 37s W, SUMMIT 32 35N 118 35, k  
2136 C/S 10 kts  
2136 XO off the Bridge  
CMD 2136 SDG\_TAO: 0436:57Z SOM de SDG, Triton is u/w, 4 souls onboard, k  
2136 Digital Flux Gate Magnetic Compass  
2136 Sounded one short blast  
2136 MKI\_TAO: 0436:46Z SOM de MKI, could the chaps and psych be transferred via small boat tonight?  
2137 Fuel Rev 75-100%, 70%, 75%  
CMD 2137 SOM\_TZ: 0437:47Z de SOM, r ar  
2137 MKI\_TAO: 0437:46Z Unable to fly them at night, k  
CMD 2138 BVR\_MRICO\_: 0438:23Z CPR3 de BVR i need a contact for coast guard sd  
CMD 2139 MEU\_WC\_: 0439:15Z @SDG\_TAO or @SHADY\_INNTEL, please acknowledge receipt of previous message. or pass a call-back number  
CMD 2139 SDG\_LFOC\_WO: 0439:52Z Shady Intel copies  
CMD 2140 BVR\_MRICO\_: 0440:08Z CPR3 de BVR where are you embarked  
CMD 2140 CPR3\_BWC: 0440:24Z BVR de CPR3 we are embarked on MKI  
2140 SOM\_TZ: 0440:00Z de SOM, r ar  
CMD 2141 BVR\_MRICO\_: 0441:52Z de BVR rgr ty  
2141 SOM\_TZ: 0441:39Z MKI de SOM, neg on boat ops pax transfer, reengage in morning, k  
CMD 2142 CPR3\_BWC: 0442:28Z SDG de CPR3 please acknowledge stand down RQ21, k  
CMD 2142 SDG\_CSO: 0442:28Z MEU\_WC de SDG DOC, all patients from SDG were MEDEVAC'ed earlier today, k  
CMD 2143 SDG\_TAO: 0443:33Z CPR3 de SDG, tracking no RQ-21, ar  
CMD 2143 CPR3\_BWC: 0443:44Z thanks  
CMD 2143 MEU\_WC\_: 0443:58Z SDG DOC confirm there is no Appendicitis patient  
2144 Two short blast  
CMD 2144 SDG\_CSO: 0444:24Z MEU WC de SDG, there NO appendicitis patient onboard SDG, k  
CMD 2144 MEU\_WC\_: 0444:32Z Copy all. Thank you.  
CMD 2144 MEU\_WC\_: 0444:55Z @SOM\_TAO can you please pass a dial-in number for MEU Medical to contact SOM Medical  
2144 Sounded two short blasts  
2144 SOM\_SUWC\_: 0444:08Z MKI de SOM, how long do you intend to maintain this course?, k  
2144 MKI\_TAO: 0444:23Z de MKI, r ar  
CMD 2145 SOM\_TAO\_: 0445:44Z MEU de SOM, r w1, ar  
2145 MKI\_TAO: 0445:12Z de MKI, until launch of all A/C then will be coming stbd  
2146 San Diego is swapping out with MKI to bring our RHIB back in  
2146 Bridge asked for updated location of the RHIB  
CMD 2146 CPR3\_ABWC: 0446:32Z BVR de CPR3 6192787000, Coast Guard #  
CMD 2146 BVR\_MRICO\_: 0446:57Z de BVR rgr ty  
2147 Digital Flux Gate Magnetic Compass  
2147 SOM\_SUWC\_: 0447:45Z MKI de SOM, we are going to turn around to reset, then come to 315 to launch A/C, k  
2150 C/C 180  
2150 Set and Drift 246 degrees T / 0.6 Knots  
2150 Digital Flux Gate Magnetic Compass  
2150 Sounded one short blast  
2151 First LT bringing in our RHIB  
2151 MKI\_TAO: 0451:34Z de MKI, r ar  
CMD 2152 TACCWO: 0452:29Z ALL UNITS de CPR3 TACCWO, Air Search Sectors as follows: Primary - 1185030W to SCI Coastline, 3300N to 3256N. Secondary - 1185030W to SCI Coastline, 3304N to 3300N  
2152 SOM\_TZ: 0452:23Z SDG de SOM, is there a number we can call or can your OPS/CSO come up on standing bridge, k  
2152 SDG\_CSO: 0452:40Z We can come SVTC, k  
2152 SDG\_CSO: 0452:42Z We are on ENR  
2153 Bridge asks for range and bearing on MKI. Have on AIS  
2153 (b)(3), (b)(6), (b)(7)(F) the CONN  
2153 SOM\_TZ: 0453:14Z rgr, so is my ops/pto  
2154 Standby for fuel status  
CMD 2154 TACCWO: 0454:14Z Sending a diagram of the air search sectors on SIPR to SDG and SOM OPS email.

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CMD 2154 CPR3\_BWC: 0454:32Z TACCWO please include CPR3 BWC as well.  
2154 MKI\_CICWO: 0454:21Z TZ de MKI, intend to come to 270 after we launch A/C, k  
2155 Have last known position  
2155 CO out of CIC  
2155 Four souls 3+ 45  
2156 C/C 330  
2156 Turn to STBD  
2156 CO on the Bridge  
CMD 2156 SOM\_TAO\_: 0456:41Z TACCWO de SOM, please send to TAO's@lpd25.navy.smil, k  
2156 Sounded one short blast  
2156 SOM\_TZ: 0456:05Z de TZ, rar  
2157 XO out of CIC  
CMD 2157 TACCWO: 0457:13Z SOM, CPR3 BWC de TACCWO, copy all, k  
CMD 2157 MEU\_WC\_\_: 0457:29Z @TACCWO, please confirm what aircraft are currently on station  
2157 CO on the Bridge  
2157 SOM\_SUWC\_: 0457:06Z de SOM, coming to 330T, k  
2158 Team identified and on standby in case of relief  
2200 C/C 331  
CMD 2200 TACCWO: 0500:21Z MEU\_WC de CPR3 TACCWO, RS11, BL44, USCG RESCU 6603 onsta, k  
CMD 2200 SOM\_TAO\_: 0500:42Z MEU de SOM, SOM Medical dial-in taf (619) 545-7969, k  
CMD 2200 MEU\_WC\_\_: 0500:44Z @SOM\_TAO, please send a call-back number. Need medical coordination  
CMD 2200 MEU\_WC\_\_: 0500:49Z C  
CMD 2200 ESG3\_EWO: 0500:55Z TACCWO, please send to ESG-3 EWO as well, ESG3.EWO.fct@navy.smil.mil. k  
2201 Green Deck  
2201 Digital Flux Gate Magnetic Compass  
2201 CO on the Bridge  
CMD 2202 MEU\_WC\_\_: 0502:46Z @TACCWO or @SOM\_TAO say status of SNOOP 12  
2203 CO makes 1MC announcement  
2203 Green Deck  
CMD 2204 JFN\_TAO\_: 0504:03Z CPR3 de JFN, int is there a rhib rotation plan or is the intent for all ships to keep a rhib in the water at all times, k.  
CMD 2204 CPR3\_AOPS: 0504:31Z B de TB, following sector assignments as follows: SOM-230-270 (3-6 NM), MKI: 270-320 (3-6NM), SDG: 320-350 (3-6NM), JFN: 350-030 (3-6 NM), k  
2205 C/C 340  
CMD 2205 CPR3\_BWC: 0505:27Z JFN, de CPR3, once we get all ships in sectors, we will pass direction on RIB rotation plan, k  
CMD 2205 CPR3\_AOPS: 0505:37Z Center of assignments based up L/L, datum, 3302N 11839W  
CMD 2205 TACCWO: 0505:44Z MEU\_WC, w1, k  
CMD 2205 SDG\_TAO: 0505:59Z TB de SDG, rar  
CMD 2206 JFN\_CICWO\_: 0506:56Z CPR3, de JFN, rar  
CMD 2206 TACCWO: 0506:57Z MEU\_WC de TACCWO, SN12 still on deck SOM, k  
2207 C/C 350  
2207 SOM\_TZ: 0507:15Z de SOM, coming to 340T, k  
2207 SOM\_SUWC\_: 0507:52Z de SOM, coming to 350T, k  
CMD 2208 MKI\_TAO: 0508:02Z CPR3 de MKI, are sectors an immediate execute?, k  
CMD 2208 SOM\_TZ: 0508:12Z TB de SOM, rar  
CMD 2208 CPR3\_ABWC: 0508:50Z MKI de CPR3 rar  
2209 Coast Guard Port 83 standby at 3300N 118, 37W, 6 miles southwest of field  
2210 XO in CIC  
CMD 2210 SDG\_CSO: 0510:51Z SOM de SDG, currently briefing SDG's MRF crews, k  
2210 Green Deck  
2211 CO off the Bridge  
2211 SDG\_CICWO: 0511:43Z de SDG coming to 000 to set up for sector, k  
CMD 2212 SDG\_CICWO: 0512:11Z JFN de SDG, currently on a BTB call, changing course to 000 to set up for sector, k  
2212 SOM\_TZ: 0512:59Z de TZ, rar  
2213 San Diego coming to 300  
CMD 2213 CPR3\_BWC: 0513:05Z SDG de CPR3, launch your RIBs. Once Launched, JFN, recover yours, k  
CMD 2213 JFN\_CICWO : 0513:24Z SDG de JFN. rar

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2214 Red Deck  
CMD 2214 BVR\_MRICO\_: 0514:23Z MKI de BVR int w  
CMD 2214 SOM\_TZ: 0514:51Z SDG de SOM, r ar  
CMD 2214 JFN\_CICWO\_: 0514:58Z CPR3 de JFN, rar  
CMD 2214 TACCWO: 0614:44Z de TACCWO, copy. Will also be searching for strobes and chem lights, k  
2214 Red Deck  
CMD 2215 SOM\_TAO\_: 0615:31Z de SOM, r ar  
CMD 2216 SDG\_CSO: 0516:00Z CPR3 de SDG, we are unable to launch any more RIBs. We have launched our 7m RIB (TRITON). We have coordinated with SOM to swap out MRF crews . MRF crew was just briefed by CO and Ops. They are headed down. We are coordinating with SOM for their 2 11m MRF RIBs to come alongside and swap crews, k  
CMD 2216 JFN\_TAO\_: 0516:52Z CPR3 de JFN, int recover both rhibs, k.  
CMD 2216 MKI\_TAO: 0516:58Z BVR de MKI, 32:59:01N 118:41:28W, 300T 2 kts, k  
CMD 2216 SDG\_CSO: 0616:19Z TB de SDG, will be displaying RED OVER RED to guide the rhib to us, k  
CMD 2216 CPR3\_BWC: 0616:34Z SDG, de TB, rar  
2216 Received Draft Report FWD Draft 7.14 / Mean Draft 7.18 / Aft Draft 7.22  
2217 Two blasts all power stop  
CMD 2217 SDG\_CSO: 0517:13Z CPR3 de SDG, correction to last - we are still troubleshooting our KB crane, k  
2217 Sounded two short blasts  
2218 Hydraulic casualty on one of the RHIBs  
2218 XO out of CIC  
CMD 2218 SDG\_CSO: 0518:31Z CPR3 de SDG, as soon as KB crane is corrected, we will launch RIBs, k  
2219 MKI has lost steering  
2219 MKI\_CICWO: 0519:40Z TZ de MKI, we have a loss of steering, k  
2220 MKI 300 at 2 kts  
CMD 2220 MKI\_TAO: 0520:30Z All units de MKI, we have a loss of steering, currently on 300 at 2 kts, k  
2220 SOM\_TZ: 0520:13Z de TZ, r ar  
2220 MKI\_CICWO: 0520:14Z TZ de MKI, SNOOP12 on deck, k  
2222 MKI regained steering  
CMD 2222 MKI\_TAO: 0522:56Z de MKI, we have regained steering, k  
CMD 2223 SOM\_TZ: 0523:38Z de SOM, r ar  
2224 XO off the Bridge  
CMD 2224 CPR3\_AOPS: 0524:08Z de TB, r ar  
CMD 2224 JFN\_CICWO\_: 0524:40Z de JFN, r ar  
CMD 2224 CPR3\_BWC: 0524:43Z SDG, de CPR3, rar  
2225 MKI proceeding on course 300  
2225 MKI\_CICWO: 0525:31Z TZ de MKI, my course is 300, k  
2226 SOM\_TZ: 0526:03Z de MKI, r ar  
CMD 2227 JFN\_TAO\_: 0527:43Z CPR3 de JFN, intentions to recover 1 rhib, int do you want us to wait until SDG crane is corrected to recover 2nd rhib, k.  
2227 SOM\_TZ: 0527:21Z de TZ\* r ar  
2228 CO in CIC  
CMD 2228 SDG\_TAO: 0528:17Z CPR3 de SDG, do you intend for MKI to hold ACU through the night? Working watch rotation for my SCAC, k  
CMD 2229 CPR3\_BWC: 0529:03Z JFN, de CPR3, yes. we'd like you to wait. How are the conditions for the RIBs? Want to ensure safe to remain in water, k  
CMD 2229 BVR\_MRICO\_: 0529:08Z SOM de BVR i need a contact number  
CMD 2229 SOM\_TZ: 0529:23Z TB de SOM, Revenge 71 has a small lube oil leak, currently enroute for recovery, k  
CMD 2229 CPR3\_BWC: 0529:59Z de TB rar  
CMD 2230 SOM\_TAO\_: 0530:20Z BVR de SOM, int contact number for which personnel, k  
CMD 2230 CPR3\_AOPS: 0530:35Z B de TB, stby for adjustments to sector assignments  
CMD 2231 SOM\_TZ: 0531:14Z de SOM, r  
CMD 2231 SDG\_CSO: 0531:48Z de SDG, r  
CMD 2231 JFN\_TAO\_: 0531:57Z CPR3 de JFN, 1 rhib recovered, 1 rhib remains in the water, ops normal, safe to remain in the water, k.  
2232 Insert sectors for ships lat and long into SSDS  
CMD 2232 CPR3\_AOPS: 0532:03Z SOM: 200-230, MKI: 230-270, JFN: 270-320, SDG 320-000  
CMD 2232 CPR3\_BWC: 0532:14Z JFN de CPR3, rar  
CMD 2232 SDG\_TAO: 0532:27Z JFN de SDG, call sign for RIB still in water?, k  
CMD 2232 BVR\_MRICO\_: 0532:30Z SOM de BVR SEALS on SCI are offering assistance do you have a POC i can contact  
CMD 2232 CPR3\_BWC: 0532:45Z JFN de CPR3 recover your other 7m RIB k

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CMD 2233 SOM\_TAO\_: 0533:34Z CPR3 de SOM, BLT confirmed 8 Marines are unaccounted for, k  
CMD 2233 MKI\_TAO: 0533:35Z de MKI, copy sector assignment changes, k  
CMD 2233 CPR3\_BWC: 0533:48Z SOM de CPR3, rar  
CMD 2234 SOM\_TZ: 0534:19Z de SOM, copy sector assignment changes, k  
CMD 2234 SDG\_CSO: 0534:27Z CPR3 de SDG, copy sector assignment, k  
CMD 2234 SOM\_TAO\_: 0534:29Z BVR de SOM, req assistance contact would be CPR3 as SAR C, k  
CMD 2234 CPR3\_ABWC: 0534:39Z BVR de CPR3, w1 give us a contact number and we will give you a call  
2235 CO out of CIC  
CMD 2235 BVR\_MRICO\_: 0535:04Z 6195454742  
CMD 2235 SDG\_TAO: 0535:12Z JFN de SDG, what's the call sign of the RIB still in the water, k  
2235 SDG\_CICWO: 0535:29Z Z de SDG coming to course 250 to set up for recovery of revenge75, k  
CMD 2236 JFN\_TAO\_: 0536:56Z SDG de JFN, c/s of rhib in the water is Hawaiian Warrior, k.  
CMD 2237 SDG\_TAO: 0537:16Z JFN de SDG, rar  
CMD 2239 SDG\_TAO: 0539:27Z TB de SDG, rar  
CMD 2239 JFN\_CICWO\_: 0539:50Z TB de JFN, r, ar  
CMD 2240 SDG\_TAO: 0540:28Z CPR3 de SDG, do you intend for MKI to hold ACU through the night? Working watch rotation for my SCAC, k  
CMD 2241 SOM\_TZ: 0541:01Z TB de SOM r, bt SM036 is the datum point passing over link, k  
CMD 2241 CPR3\_BWC: 0541:02Z SDG, affirm. MKI will maintain, k  
CMD 2241 CPR3\_BWC: 0541:37Z SOM de TB, rar  
2247 (b)(3), (b)(6), (b)(7)(C) properly relieved (b)(3), (b)(6), (b)(7)(C)  
CMD 2248 JFN\_TAO\_: 0548:14Z CPR3 de JFN, int is there a plan to re-deploy rhibs, k.  
CMD 2249 CPR3\_AOPS: 0549:18Z MKI new sectors: 230-300 (5-10NM), JFN new sector 300-340, SDG: 340-020, k  
CMD 2249 CPR3\_AOPS: 0549:32Z JFN, SDG distance remain 3-6NM  
CMD 2249 CPR3\_ABWC: 0549:43Z JFN de CPR3 as of right now we are not re-deploying rhibs, k  
CMD 2249 MKI\_TAO: 0549:43Z de MKI r ar  
CMD 2249 SDG\_CSO: 0549:51Z CPR3 de SDG, r ar  
CMD 2250 JFN\_TAO\_: 0550:53Z de JFN, r ar  
CMD 2252 SOM\_TZ: 0552:52Z CPR3 de SOM, int our new sector or do we maintain previous sector, k  
CMD 2254 CPR3\_ABWC: 0554:01Z SOM de CPR3 maintain previous sector k  
CMD 2254 BVR\_MRICO\_: 0554:28Z who is 0616 and 0610 i need their call signs  
CMD 2254 SOM\_TZ: 0554:36Z de SOM, r ar  
CMD 2256 SOM\_TAO\_: 0556:00Z MKI de SOM, int ACU for CG helo, k  
CMD 2257 TACCWO: 0557:20Z SOM de TACCWO, CG helo is under control of Icepack, k  
CMD 2258 TACCWO: 0558:07Z Coordination for helos is on 282.8  
CMD 2258 TACCWO: 0558:33Z CG just checked back in with our controllers resuming search after fuel hit at SCI  
CMD 2258 GREENCROWN: 0558:34Z BVR de GC, 0610 is BL03 and 0616 is RS11, k  
CMD 2259 SOM\_TAO\_: 0559:24Z TACCWO de SOM, r ar  
CMD 2259 SDG\_CSO: 0559:55Z CPR3 de SDG, recommend extending SDG's sector to 035. Concerned about set and drift. We were holding set and drift at 060T an hour ago.  
looks like the set and drift is bouncing around but hold a gap of coverage, k  
CMD 2300 BVR\_MRICO\_: 0600:08Z de BVR rgr ty  
CMD 2300 CPR3\_AOPS: 0600:32Z SDG sector extended to 035, k  
CMD 2301 SDG\_CSO: 0601:12Z CPR3 de SDG, r ar  
CMD 2301 GREENCROWN: 0601:46Z BVR de GC, BL03 is MH60S callsign Bullet 03 and RS11 is MH60R callsign Red Stinger 11, k  
CMD 2302 BVR\_MRICO\_: 0602:05Z de BVR rgr ty  
CMD 2302 SOM\_TAO\_: 0602:31Z CPR3/MKI de SOM, SOM securing from FQ, k  
CMD 2302 CPR3\_ABWC: 0602:41Z de CPR3 rar  
2303 Secured from Flight Quarters  
CMD 2303 MKI\_TAO: 0603:18Z de MKI, r ar  
CMD 2303 CPR3\_ABWC: 0603:51Z B de TB int status of RIB recoveries, k  
2303 Secured from Flight Quarters  
CMD 2305 SOM\_TZ: 0605:53Z TB de SOM, Revenge 71 is on deck, Revenge 75 is along side for recovery, k  
CMD 2306 JFN\_CICWO\_: 0606:17Z TB de JFN, recovery still in progress, k  
CMD 2306 CPR3\_AOPS: 0606:31Z SOM de TB, r ar  
CMD 2306 CPR3\_AOPS: 0606:39Z JFN de TB, r ar  
CMD 2306 SDG\_CSO: 0606:45Z TB de SDG recovery still in progress, k

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CMD 2307 SOM\_TZ: 0607:02Z TB de SOM, Summet is astern, waiting for recovery, k  
CMD 2307 CPR3\_AOPS: 0607:32Z de TB, r ar  
CMD 2309 TACCWO: 0609:33Z SOM de TACCWO, interrogative from BL03: What exactly are they looking for in the water? Personnel, wreckage, personal gear?  
CMD 2310 TACCWO: 0610:06Z When the first survivors were pulled out the water, what did they see?  
CMD 2312 SOM\_TAO\_: 0612:39Z TACCWO de SOM, look for personnel, gear, floatation devices, possible wreckage, k  
2314 XO in CIC  
2315 SDG\_CICWO: 0615:51Z TZ de SDG, will be displaying RED OVER RED to guide the rhib to us, k  
2316 SOM\_TZ: 0616:18Z SDG de TZ, r ar  
2318 XO out of CIC  
2318 SOM\_SUWC\_: 0616:42Z de SOM, r ar  
2340 (b)(3), (b)(6), (b)(7)(c) has the CONN  
2341 XO in CIC  
2346 XO out of CIC  
2351 (b)(3), (b)(6), (b)(7)(c) was properly relieved of TACCWO  
2357 CO off the Bridge

Need:  
-Confirmation and validation  
from BLT

Appendix 1 - Mission Matrix

Mission	Primary	Alternate	Tertiary
Bald Eagle - Air	Lima <del>Charlie</del>	India <del>Alpha</del>	
Bald Eagle - Surface	LAR Co <del>(+)</del>	India <del>CAAT 3</del>	CAAT 2 Pit or LAR Pit
Sparrowhawk - Air	Lima <del>C PLE</del>	India <del>C PLE</del>	
Sparrowhawk - Surface	CAAT 2 Pit or LAR Pit	LAR Co (-)	CAAT 1 Sect+2
TRAP - Air	81's Sect	India <del>CAAT 1</del>	CAAT 2
TRAP - Surface	CAAT 2 Pit	LAR Pit	LAR Co (-)
Raid - Air	Lima <del>Charlie</del>	India <del>Alpha</del>	
Raid - Motor	India	LAR Pit or CAAT 2 Pit	LAR Co (-)
Raid - Mech	Kilo		
Airfield Seizure	Lima	Kilo	LAR Co (-)
NEO Sec - Air	Lima	1 Btry (777)	
NEO Sec - Surface	CAAT 2 Pit or LAR Pit	LAR Co (-)	
NEO ECC	CLB-15	1 Btry (777)	
HADR Sec - Air	Lima	1 Btry (777)	
HADR Sec - Surface	CAAT 2 Pit or LAR Pit	1 Btry (777)	
EMB REIN-Air	Lima	India	Kilo
EMB REIN- Surface	CAAT 2 Pit or LAR Pit	CAAT 1 Sect 2	LAR Co (-)
HAO	CLB COM		
FCE	CE SD		
MAGTF CM CBRN	CBRN LHD		
HAST	CLB / PHIB		
MCRT	LHD	PHB	
CASEVAC/MASCAS/STP	CLB	PHB	
VBSS/GOPLAT	ADR LPD	ADR LHD	
Deep Recon - Air	Recon LHD	Recon LPD	BLT Scout Snipers
Deep Recon - Surface	Recon LHD	Recon LHD	BLT Scout Snipers
Deep Recon - Subsurface	Recon LPD	Recon LHD	
Amphib Recon - Air	Recon LPD	Recon LHD	
Amphib Recon - Surface	Recon LPD	Recon LHD	
Hydro Recon	Recon LPD	Recon LHD	

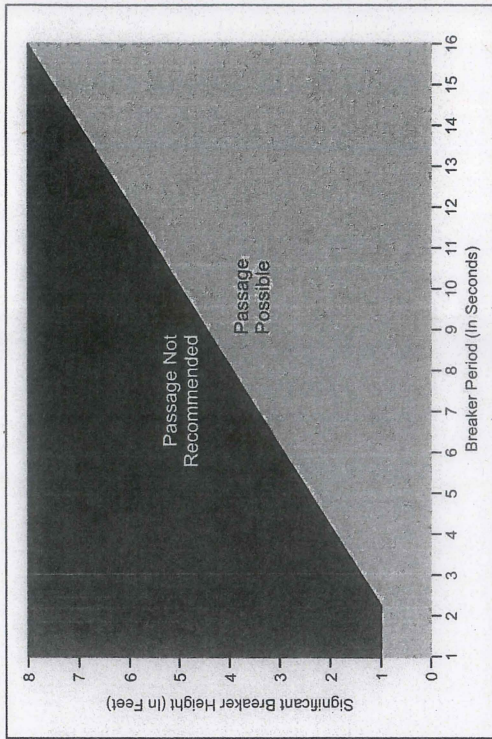
Appendix 2 - Amphibious Operations Primary Decisions

- Amphibious Force Mission: (Mutual Decision)
  - Amphibious Force commanders may decide on a coordinated mission statement or develop separate but supporting mission statements. The determination of a coordinated amphibious force mission statement is a mutual decision.
- Amphibious Force Objective(s): (Mutual Decision)
  - Amphibious force objectives are physical objectives, terrain, infrastructure, or forces, that must be seized, secured, or destroyed in order to accomplish the mission. Amphibious force objectives are designated in alphabetical order. (e.g. Amphibious Force Objective A or AF Obj A).
- Course of action (Determine/select): (Mutual Decision)
  - Amphibious force planners develop COAs based on guidance from Amphibious Force Commanders. Normally, LF Planners will provide an LF COA for ATF Planners to develop a supporting COA.
- Landing Areas: (Mutual Decision)
  - The landing area is that part of the operational area within which the landing operations of an amphibious force are conducted. It includes the beach, the approaches to the beach, the transport areas, the fire support areas, the airspace occupied by close supporting aircraft, and the land included in the advance inland to accomplish the initial objectives.
- Landing Beaches: (Mutual Decision)
  - Portion of the shoreline usually required for the landing of a BLT. May also be that portion of a shoreline constituting a tactical locality over which a force may be landed. Landing beaches are selected from within the selected landing areas.
- Sea Echelon Plan: (PHIBRON Determines)
  - The sea echelon plan is the distribution plan for amphibious shipping in the transport area to minimize losses due to threat attacks and to reduce the area swept by mines.
- Landing Force Objective(s): (CO MEU Determines)
  - LF Objectives facilitate the attainment of amphibious force objectives and/or ensure continuous landing of forces and material. Designated by LF and a number. (e.g. Landing Force Objective 1 or LF OBJ 1)
- Landing Zones/Drop zones: (CO MEU Determines)
  - Date and hour of Landing: (Mutual Decision)
    - The date and hour of the landing are selected unless they are specified in the order initiating the amphibious operation. H-Hour and L-Hour are confirmed prior to beginning of the landing based on weather, enemy, situation and other factors.

ENCLOSURE (2)

Appendix 3 – Critical Thresholds

UNIT	No-Go	INITIATOR	EXECUTOR	ACTION
AAV Ref: Employment of AAV COMNAV/SURFPACINST 3340.3C	Vis <100m (Ops) Vis <500m (Trng) SS4 (Loaded), SS5 (Empty) (Ops) SS3 (Trng) 2 of 3 conditions: (Ops) Wave Height <6 Wave Interval <9 Seconds Littoral Current <8.5 knots MSI <6 (Trng) Safety Boats: Navy Requirement	-METOC -AAV Plt Cdr -LFSP -PCS -R & S	-LFOC Watch O in conjunction with AAV Platoon Cdr recommendation -CPR/MEU Cdr Final Authority	Postpone landing craft movement, Utilize Harbor/Boat Basin for Insert
LCU Ref: - COMNAV/SURFPACINST 3340.3C -ACUONEINST 3120.4 & 3120.1A -BMUONEINST 3500.1C & 5400.1C -Well Deck Ops	Phibron Level Waiver VIS < 1nm SWH > 10 ft MSI > 6 (Trng) > 12(Ops) Winds: 35 kt SS sill	-Well deck officer -LCU craft- master -METOC	- Flagplot watch officer, in conjunction with the CPR/MEU Commander	- Postpone loading and movement of LCU into well deck
LCAC Ref: Sea Ops, Manual for Landing Craft, Air Cushion Series -BMUONEINST 5400.1C -Dry Well Ops -Surf Zone	> +/- 2 ft at the sill VIS <1nm SS >= 4 (6-8 ft) -LCS Wind >35 kt (Temp/load dependent) SWH > 6.9 SWH > 6ft at Sill Breakers > 4-8 ft	-METOC -LCS -LCAC Craft Master	- CPR Commander	- LCAC cease movement ashore/to ship
LARC	MSI >6 (Trng) >9 (Oper) Current > 4 kt Wind > 25 kt SWH > 6 ft Chop >4 ft	-METOC -PCS -LCU Craftmaster	- PCS recommends to CPR/MEU Commander for decision	- Postpone
CRRC (see Limits Table)	SS > 3 -Breaker Height v. Period Table 8' with 14 second period	-METOC -CRRC OIC -R&S ashore	- Flagplot Watch Officer in Conjunction with CPR/MEU Commanders	- Postpone
Swimmers	Current >2kt -Dangerous Marine Life	-METOC -Unit Cmdr - R&S ashore	- LFOC watch officer in conjunction with the CPR/MEU Commander	- Postpone
RHIB Launch/ Recovery	>4 ft seas SS >3	-METOC -NSWTU OIC	- CPR Commander	- Postpone



### Appendix 4 - Sea State Chart

Sea State	Description	Wind Force (Beaufort)	Wind Description	Wind Range (kt)	Wind Velocity (kt)	Average Wave Height (ft)	SIGNIFICANT WAVE HEIGHT
0	The sea is like a mirror. Ripples with the appearance of scales are formed, but without foam crests.	0	Calm	<1	0	0	0
1	Small wavelets, still short but more pronounced; foam crests have a glassy appearance but do not break.	1	Light air	1-3	2	0.05	0.08
2	Large wavelets form; crests begin to break. Foam of a glassy appearance forms; there may be scattered whitecaps.	2	Light breeze	4-6	5	0.19	0.29
3	Small waves form; becoming longer; whitecaps are fairly frequent.	3	Gentle breeze	7-10	8.5 10	0.6 0.88	1.0 1.4
4	Moderate waves appear, taking a more pronounced form; there are many whitecaps and a chance of some spray.	4	Moderate Breeze	11-16	12 13.5 14 16	1.4 1.8 2.0 2.9	2.2 2.6 3.3 4.6
5	Moderate waves appear, taking a more pronounced form; there are many whitecaps and a chance of some spray.	5	Fresh breeze	17-21	18 19 20	3.8 4.3 5.0	6.1 6.6 8.0
6	Large waves begin to form; white foam crests are more extensive everywhere. There is some spray.	6	Strong breeze	22-27	22 24 24.5 26	6.4 7.9 8.2 9.0	10 12 13 15
7	The sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind. Sprindrift begins.	7	Moderate Gale	28-33	28 30 30.5 32	11 14 14 16	18 22 23 28
8	Moderately high waves of greater length form; edges of crests break into spindrift. The foam is blown in well-marked streaks along the direction of the wind. Spray affects visibility.	8	Fresh Gale	34-40	34 36 37 38 40	19 21 23 25 28	30 35 37 40 45
9	High waves form. Dense streaks of foam appear along the direction of the wind. The sea begins to roll. Visibility is affected.	9	Strong Gale	41-47	42 44 46	31 36 40	50 58 64

ENCLOSURE (2)

### Appendix 5 - Standing Rules of Engagement (ROE)

- Unit commanders always have the inherent right and obligation to use force up to and including deadly force in response to hostile acts and demonstrations of hostile intent.
- A hostile act is an attack or other use of force against U.S. forces, e.g. firing on U.S. forces, throwing rocks at U.S. forces, or force used to impede the mission or duties of U.S. forces. Hostile intent is the threat of imminent use of force, considering capability and preparedness and all other facts known at the time; e.g. loaded weapon pointed at U.S. forces.
- If I, or other U.S. Forces, may be killed or seriously injured due to the actions of another, I may immediately use deadly force.
- If time and circumstances permit, I will attempt to control the situation without the use of force, e.g. verbal warnings or demonstrations of force.
- If the use of force is required, I will use only that degree of force necessary to stop the attack or eliminate the threat.
- If a force or group has been declared hostile, once positively identified with a reasonable certainty, I may engage that force without observing a hostile act or hostile intent.
- I will use no more force than is necessary to accomplish the mission.
- When dealing with civilians, I will treat them with dignity and respect.

#### Basic Principles of the Law of War: (From MCO 3300.4A)

- Entry-Level Training Objectives. Entry-level training will teach the following:
  - Basic Principles of the Law of War:
    - Marines fight only enemy combatants.
    - Marines do not harm enemies who surrender. Marines disarm them and turn them over to their superiors.
    - Marines do not torture or kill prisoners of war or detainees.
    - Marines collect and care for the wounded, whether friend or foe.
    - Marines do not attack protected persons or places such as medical personnel, facilities, equipment, or chaplains.
    - Marines destroy no more than the mission requires.
    - Marines treat all civilians humanely.
    - Marines do not steal; they respect private property and possessions.
    - Marines do their best to prevent violations of the law of war, and report all violations to their superiors.

#### Law of Armed Conflict

- Do not attack noncombatants. Fight only hostile forces. All persons participating in military operations or activities are combatants. Remember that only combatants may be targeted.
- Destroy no more than required by your mission. Attack only military targets. Do not attack, mistreat, or harm wounded hostile forces or hostile forces who surrender.





UNITED STATES MARINE CORPS  
I MARINE EXPEDITIONARY FORCE  
U. S. MARINE CORPS FORCES, PACIFIC  
BOX 555321  
CAMP PENDLETON, CA 92055-5321

IN REPLY REFER TO:  
3000  
EOTG/RAIDS  
17 Mar 20

From: Commanding General  
To: Commanding Officer, 1st Battalion, 4th Marines

Subj: LETTER OF INSTRUCTION FOR 1ST BATTALION, 4TH MARINES AMPHIBIOUS  
RAID COURSE (4 TO 22 MAY 2020)

Ref: (a) MCO 3502.3C, Marine Expeditionary Unit (MEU) Pre-Deployment  
Training Plan (PTP) dtd 30 Apr 2012  
(b) NAVMC 3500.99, MEU Training and Readiness (T&R) Manual dtd 13 Nov  
2012  
(c) NAVMC 3500.44B, Infantry Training and Readiness (T&R) Manual dtd  
4 Nov 2016  
(d) BO 3500.1A, Range and Training Regulations  
(e) MCRP 3-30.1, Raid Operations

Encl: (1) Training Schedules  
(2) Raid Force Requirements  
(3) Amphibious Raid Performance Evaluation Checklist  
(4) Raid Force Key Unit Leader Point of Contact Information  
(5) Support Detachment Requirements  
(6) Sample Communications Electronics Operating Instructions  
(7) Aviation Requirements  
(8) Ammunition Requirements  
(9) EOTG Points of Contact

1. Situation. Expeditionary Operations Training Group (EOTG), Amphibious Raids Branch (ARB) conducts the Amphibious Raids Course (ARC) for 1st Battalion, 4th Marines (V14). During the conduct of ARC, V14 raid forces will test and refine unit standard operating procedures, conduct planning for and be evaluated during the execution of multiple company level, battalion landing team supported raids.

2. Mission. From 4 May to 22 May 2020, Amphibious Raids Branch trains V14 aboard Camp Pendleton in raid force tactics, techniques, and procedures in order to build company size raid proficiency and conduct expeditionary operations.

3. Execution

a. Commander's Intent

1) Purpose.

(a) To increase proficiency in their ability to conduct expeditionary operations while forward deployed.

(b) V14 is prepared for pre-deployment training and certification.

ENCLOSURE (15)

Subj: LETTER OF INSTRUCTION FOR 1ST BATTALION, 4TH MARINES AMPHIBIOUS  
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2) Method.

(a) V14 Raid Forces will conduct deliberate planning with supporting and attached units for both day and night raid situational training exercise (STX).

(b) V14 Raid Forces will execute both STXs and receive deliberate debriefs founded in standards pulled from the references (b) and (c) and enclosure (3).

(c) V14 Battalion staff will have the opportunity to facilitate notional supporting arms through their FSCC, command and control through a modified Landing Force Operations Center and integrate real-time information updates into the plan through either a Reconnaissance Operations Center or a Surveillance and Reconnaissance Center (SARC).

3) End State.

(a) V14 has increased proficiency and refined unit standard operating procedures (SOPs) for Raid operations.

b. Concept of Operations

(1) Scheme of Maneuver. The Amphibious Raid Course is structured to support one week of training for each raid force; for a total of three raid forces (Mechanized, Primary Air, and Alternate Air). The mechanized raid force will conduct training from 4 to 8 May 2020. The alternate helicopter borne raid force will conduct training from 11 to 15 May 2020. The primary helicopter borne raid force will conduct training from 18 to 22 May 2020. The one week training package for each raid force will be conducted in three phases:

(a) Phase I - Planning

1. This Phase begins at 0800 on T-1 with a welcome aboard, safety brief, and lineout.

2. After the line out, key unit leaders will conduct final planning and a Rehearsal of Concept (ROC). Upon completion of the ROC the raid force will have time to conduct additional planning and SOP refinement with EOTG instructor oversight. All Situation Training Exercises (STX) products are provided at Raid Planner's Course.

3. This Phase ends on T-2 the company conducting small unit level ROCs, rehearsals, and SOP refinement with EOTG instructor oversight.

(b) Phase II - Execution

1. This Phase begins with STX 1. Each raid force will conduct two STXs. The first STX will be conducted during daylight hours and the second STX conducted at night.

2. The raid force will execute a STX that incorporates Opposing Forces (OPFOR), aviation assets, Reconnaissance and Surveillance (R&S), and Amphibious Assault Vehicles (AAVs) as applicable. The STXs will increase in difficulty as the course progresses. Each STX will be followed

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by a detailed debrief led by the training unit with oversight from the Raids Branch Instructor Cadre.

3. After the first STX, the training unit will have until the following night to refine their plan for STX 2 and make adjustments as necessary. The night raid will be conducted at the same site as the day raid, but with an increase in complexity.

4. This Phase ends with a final debrief following the conclusion of STX 2.

(c) Phase III - Retrograde

1. This Phase begins with the Raid Force turning in all gear, police of the bivouac area, and check-out with Amphibious Raids Branch SNCOIC. Upon release by the Amphibious Raids Branch SNCOIC, the raid force will retrograde.

2. The support detachment will break down, clean the FASP, return unexpended ammunition to the Camp Pendleton ASP, and dispose of dunnage, in accordance with training unit procedures. The remainder of the support detachment will clean up raid sites and then retrograde.

3. This Phase ends with all training areas turned back to range control, gear accounted for, Fire Base Gloria clean and units departing.

(2) Fire Support Plan. For STXs, the raid force will plan for fire support assets that are organic to the MEU. The 15th MEU will source close air support from its ACE and/or 3D MAW aviation planners. EOTG simulates all other notional aviation assets when appropriate. A combined arms rehearsal should be conducted during planning while ACE representatives are available. ACE planners should make themselves available to assist with Fire Support Planning at 0900 on T-1 per enclosure (1).

c. Tasks

(1) 1st Battalion, 4th Marines

(a) No later than (NLT) 20 April 2020, submit the Raid Force Key Unit Leader Point of Contact Information for the Company to the Amphibious Raids Branch, per encl. (4).

(b) Develop and publish an unclassified version of 15th MEU's SOP for the training audience to use during the course.

(c) Provide a support detachment with associated training requirements, per encl. (5).

(d) Provide transportation support assets and personnel for training unit's movement to and from Fire Base Gloria.

(e) Coordinate MTRV support for helicopter borne raid companies for insert and extract during STXs. This secondary means of transportation needs to be executable in one wave and remain at designated place.

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(f) Request appropriate frequencies and provide a communications plan for the course, modeled with the same capabilities per the sample Communications-Electronic Operation Instructions (CEOI) found in encl. (6).

(g) Provide the raid force and support detachment with class I supplies throughout the training evolution.

(h) Provide battalion staff members to assist the company raid forces with planning. At a minimum this should include Fire Support Coordination Center (FSCC) personnel and intel staff members.

(i) NLT 16 March 2020, schedule a Final Planning Conference (FPC) with the Amphibious Raids Branch SNCOIC.

(j) NLT 16 March 2020, submit the names and contact information for all training unit ammunition technicians to EOTG's Ammunition Chief so that they can be listed on the EOTG delegation of authority permission in the Total Ammunition Management Information Systems (TAMIS).

(k) Provide Instant Eyes Small Unmanned Aerial System (SUAS) capability and associated personnel for threat replication.

(l) There is Command and Control (C2) capability within an air platform for air raid weeks. The mission commanders should come from the battalion staff. NLT 2 March 2020 inform Amphibious Raids Branch on feasibility of Mission Commanders for each raid.

(m) Provide 60 rounds of 5.56 (A059) for security ammunition. Thirty rounds of this ammunition will be used to escort munitions provided by role players from the Las Pulgas Gate to the raid site. The other 30 rounds will be used for the armed guard at the Forward Ammunition Supply Point (FASP). OIC needs to have this security ammunition in his possession NLT 0900 on T-1 and will be turning it back in NLT 1300 on T-5 of each week. Transportation and coordination with the role players for this event will be handled by EOTG staff.

(2) EOTG, S-3, Air Shop. Request aviation per encl. (7).

(3) EOTG, S-4

(a) Request ammunition and coordinate with designated battalion ammo techs to schedule drop off, pick-ups, and turn-ins, per encl. (8)

(b) Contract portable toilets for each training site from 4 to 8 May 2020, 11 to 15 May 2020, and 18 to 22 May 2020. (40 Marines)

(c) Contract portable toilets for Fire Base Gloria from 4 to 8 May 2020, 11 to 15 May 2020, and 18 to 22 May 2020. (200 Marines)

(d) Contract portable toilet for the FASP located 11S MS 58688 84344 from 4 to 8 May 2020, 11 to 15 May 2020, and 18 to 22 May 2020.

(e) Provide fuel key to training audience to support AAVs.

(f) Coordinate one four wheel drive 15' (at minimum) flatbed pickup truck from 4 to 8 May 2020, 11 to 15 May 2020, and 18 to 22 May 2020.

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This will be retained and used by EOTG during these times to move supporting gear and equipment to and from the raid site.

(g) Coordinate corpsman support from 4 to 8 May 2020, 11 to 18 May 2020, and 18 to 22 May 2020. Two corpsman will be needed at all times during prescribed dates.

(4) EOTG, Amphibious Raids Branch

(a) Develop, coordinate, and supervise all components of the Amphibious Raid Course.

(b) Coach, mentor, and provide instruction throughout the duration of the raid course.

(c) Schedule all ranges and training areas required for this course.

(d) Verify status of weapon systems prior to training unit submitting request for ammunition.

d. Coordinating Instructions

(1) Amphibious Raids Branch is located at Fire Base Gloria (FBG), building 41420 in the 41 Area aboard Camp Pendleton, California. This building serves as the administrative assembly area for classes and planning. FBG also serves as the notional amphibious shipping from which each exercise launches for their respective raids. Students bivouac in the vicinity of FBG while attending the course. Raid forces will arrive to FBG on T-1 with all raid force requirements, per encl. (2).

(2) A performance summary will be sent to the V14 Operations Officer at the end of each course, per encl. (3).

(3) Command visits are encouraged. Coordinate all command visits with the Amphibious Raids Branch OIC 24 hours prior to the visit.

(4) Planning computers are not available for use. There is Marine Corps Enterprise Network (MCEN) computer access available for administrative matters, but not for raid planning. Personal computers and printers are authorized to assist in the planning process.

(5) FBG is not authorized to handle classified information. All products generated must be unclassified.

(6) A detailed course schedule is outlined in encl. (1)

(7) At a minimum, a raid force should consist of the following personnel:

(a) Company Commander.

(b) Company Staff.

(c) Fire Support Team, to include JTAC or FAC, with an established and rehearsed FiST SOP.

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- (d) Subordinate platoons with leadership.
  - (e) Company Level Intelligence Cell (CLIC).
  - (f) Enablers (e.g. amphibious assault vehicle platoon, combat engineer platoon, explosive ordnance disposal team, signals support team, law enforcement detachment, etc.).
  - (g) As desired, independent platoons to support raid forces (e.g. CAAT, 81mm mortar, LAR, etc.).
  - (h) Members of the battalion staff to support raid force planning efforts, primarily the FSCC and S-2.
  - (i) Reconnaissance and Surveillance (R&S) elements with supporting personnel for planning, coordination, and administrative requirements. It is recommended that the infantry battalion's scout sniper platoon commander and platoon sergeant are included in this element to set up a SARC. A minimum of two R&S teams are required to conduct training; however, four R&S teams are ideal to maximize training. R&S teams should be prepared to conduct landing zone reconnaissance, route reconnaissance, serve as guides, integrate with the fire support plan, and conduct initial terminal guidance for helicopter/tilt rotor aircraft and landing craft. R&S teams will be inserted by tactical vehicle and will require appropriate PPE during insertion and extraction. If a tactical vehicle is to be used, then it must be provided by the training unit and is not accounted for in the logistical requirements.
- (8) Intelligence representatives are required to:
- (a) Build planning products for the raid force such as collections plans, imagery, Line Of Sight (LOS) studies, Landing Zone (LZ) studies, and develop modified combined obstacle overlay based on the raid force commander's requirements.
  - (b) Ensure all intelligence products remain unclassified.
- (9) For the final coordination meeting with Amphibious Raids Branch it is recommended that the support detachment SNCOIC, a V14 S-4 representative, and a V14 S-3 representative attend.
- (10) An infantry battalion Command Operations Center (COC) recommended to battle track operations, which enhances the raid forces training.
- (11) Explosive breaching operations will be incorporated in STXs for all raid forces. Ensure assaultmen and attached engineers are prepared to conduct explosive breaching operations.

#### 4. Administration and Logistics

##### a. Administration

- (1) Parent command retains administrative control of training unit.
- (2) Raid force and support detachment personnel will report NLT 0800 on T-1.

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RAID COURSE (4 TO 22 MAY 2020)

b. Logistics

(1) Ammunition is requested by EOTG and will come from EOTG's allotment. Drawing and transportation of the ammunition is the training unit's responsibility, per encl. (8).

(2) V14 will transport ammunition to the raid force FASP (grid 11SMS 5868 8434) NLT than 0900 on T-1 for each raid week. Ammunition will be signed for by the field ammunition supply point (FASP) OIC on T-1 and guarded by personnel from the support detachment. The FASP will be set up in an area designated by EOTG. Specific instructions for the FASP will be provided to the senior Marine from the support detachment during the coordination meeting with EOTG.

(3) V14 is responsible for the transportation, guarding and turn-in of unexpended ammunition and dunnage upon completion of training.

(4) V14 is responsible for all Class I during training. The water at FBG and is not potable.

(5) Portable toilets are contracted by EOTG for use by the exercise force. There are no other facilities available.

(6) V14 is responsible for coordinating all Class III resupply during training of Mechanized Raid Courses. Petroleum Oil Lubricants resupply needs to be coordinated for boat companies at the Del Mar Boat Basin as applicable.

5. Command and Signal. EOTG points of contact are listed in encl. (9).

(b)(3), (b)(6), (b)(7)(c)

By direction

Copy to:  
CG, I MEF (G-3T)  
CG, 1st MARDIV (G-3T)  
CO, 1st Marines (S-3)  
AC/S G-7 Staff Sections  
Files

Training Schedule

<b>Mechanized Raid Week 1: (4-8 May 2020)</b>			
<b>T-1: Monday, 4 May</b>			
<b>Time</b>	<b>Event</b>	<b>Location</b>	<b>Audience</b>
0800-0900	Welcome Aboard / Safety Brief	CR 1	All Hands
0900-COMP	ACE planning cell with Raid Leadership	CR3	Raid Force Leadership
1000-1130	CIED employment, consideration, and maintenance refresher	CR1	Thor Operators, Tm Ldrs, Sqd Ldrs
1500-COMP	Company ROC STX 1	Terrain Model	Raid Force Leadership
<b>T-2: Tuesday, 5 May</b>			
0900-1200	Platoon ROC STX 1	Terrain Model	Plt Leadership
1200-COMP	Platoon Rehearsals	FBG	Plt/ Designated ARB Instructor
1900-COMP	R&S Insert	TA	Raid Force
<b>T-3: Wednesday, 6 May</b>			
0600-COMP	Insert Raid Force	TA	Raid Force
0800-COMP	STX 1 Execution	TA	Raid Force
TBD	STX 1 Debrief	CR1	Platoon Leadership & Above
<b>T-4: Thursday, 7 May</b>			
1700-COMP	Insert Raid Force	TA	SE1
1900-TBD	STX 2 Execution	TA	Raid Force
TBD	STX 2 Debrief	FBG	Platoon Leadership & Above
<b>T-5: Friday, 8 May</b>			
0900-1200	FBG Clean Up and Gear turn in.	FBG	Company Gunny and working party.

Enclosure (1)



## Training Schedule

<b>Air Raid Week 1: (11-15 May 2020)</b>			
<b>T-1: Monday, 11 May</b>			
<b>Time</b>	<b>Event</b>	<b>Location</b>	<b>Audience</b>
0800-0900	Welcome Aboard / Safety Brief	CR 1	All Hands
0900-COMP	ACE planning cell with Raid Leadership	CR3	Raid Force Leadership
1000-1130	CIED employment, consideration, and maintenance refresher	CR1	Thor Operators, Tm Ldrs, Sqd Ldrs
1500-COMP	Company ROC STX 1	Terrain Model	Raid Force Leadership
<b>T-2: Tuesday, 12 May</b>			
0900-1200	Platoon ROC STX 1	Terrain Model	Plt Leadership
1200-TBD	Platoon Rehearsals	FBG	Plt/ Designated ARB Instructor
1900-COMP	R&S Insert	TA	Raid Force
<b>T-3: Wednesday, 13 May</b>			
0600-COMP	Insert Raid Force	TA	Raid Force
0800-COMP	STX 1 Execution	TA	Raid Force
TBD	STX 1 Debrief	CR1	Platoon Leadership & Above
<b>T-4: Thursday, 14 May</b>			
1700-COMP	Insert Raid Force	TA	Raid Force
1900-TBD	STX 2 Execution	TA	Raid Force
TBD	STX 2 Debrief	FBG	Platoon Leadership & Above
<b>T-5: Friday, 15 May</b>			
0900-1200	FBG Clean Up and Gear turn in.	FBG	Company Gunny and working party.

Enclosure (1)

ENCLOSURE (25)

## Training Schedule

<b>Alt Air Raid Week 1: (18-22 May 2020)</b>			
<b>T-1: Monday, 18 May</b>			
<b>Time</b>	<b>Event</b>	<b>Location</b>	<b>Audience</b>
0800-0900	Welcome Aboard / Safety Brief	CR 1	All Hands
0900-COMP	ACE planning cell with Raid Leadership	CR3	Raid Force Leadership
1000-1130	CIED employment, consideration, and maintenance refresher	CR1	Thor Operators, Tm Ldrs, Sqd Ldrs
1500-COMP	Company ROC STX 1	Terrain Model	Raid Force Leadership
<b>T-2: Tuesday, 19 May</b>			
0900-1200	Platoon ROC STX 1	Terrain Model	Plt Leadership
1200-TBD	Platoon Rehearsals	FBG	Plt/ Designated ARB Instructor
1900-COMP	R&S Insert	TA	Raid Force
<b>T-3: Wednesday, 20 May</b>			
0600-COMP	Insert Raid Force	TA	Raid Force
0700-COMP	STX 1 Execution	TA	Raid Force
TBD	STX 1 Debrief	CR1	Platoon Leadership & Above
<b>T-4: Thursday, 21 May</b>			
1700-COMP	Insert Raid Force	TA	Raid Force
2030-TBD	STX 2 Execution	TA	Raid Force
TBD	STX 2 Debrief	FBG	Platoon Leadership & Above
<b>T-5: Friday, 22 May</b>			
0900-1200	FBG Clean Up and Gear turn in.	FBG	Company Gunny and working party.

### Raid Force Requirements

1. Copy of the CEOI and communications equipment to support the CEOI. A sample CEOI is listed in encl. (6).
2. Individual gear, weapons, equipment to conduct raid operations and to bivouac in a field environment throughout the duration of the course. Personnel must have all personal protective equipment (PPE) and issued weapon with BFA.
3. Transportation to/from the course.
4. Chow and water to subsist throughout the course.
5. Units will be expected to perform the following actions during the course of each STX IAW unit standard operating procedures:
  - a. Explosive Breaching.
  - b. ITG during day and night for CASEVAC aircraft.
  - c. Stretcher/litter movement of casualties.
  - d. Detainee handling.
  - e. Employment of dismounted Counter Radio Controlled Improvised Explosive Device Electronic Warfare (CREW) systems.
6. In order to accomplish the preceding tasks, the following gear/equipment is recommended:
  - a. Pole-less litters.
  - b. Poled litters.
  - c. Colored and IR Chem-lites, as needed, for marking IAW unit SOPs.
  - d. EPW kits (flex-cuffs and POW tags).
  - e. IR Strobes, fire flares or VIPR lights for use IAW unit SOPs.
  - f. Air panels.
  - g. Ear protection and eye protection.
  - h. Consumables for marking IAW Units signal/marketing plan.
  - i. Consumables for marking vehicles/aircraft.
  - j. BFAs for all organic weapons systems. This includes .50 caliber BFAs for units with that weapon system.
  - k. Mechanical breaching kits, provided by EOTG.
  - l. Training THOR suites, limited number provided by EOTG.
  - m. Compact Metal Detectors.
  - n. Engineer tape.
7. EOTG can provide the unit with most of the gear/equipment listed in bullet (6) upon request due to unit shortfalls.

Enclosure (2)

ENCLOSURE (25)

PECL Amphibious Raid

<b>Performance Evaluation Checklist</b>	
<b>Task:</b> INF-MAN-6004: Conduct a raid	
<b>Condition:</b> Given the order to conduct a limited objective attack with a planned withdrawal, a unit, and equipment	
<b>Standard:</b> To accomplish the mission, meet commander's intent, and maintain accountability of all personnel.	
<b>References:</b>	1. MCDP 1-0 Marine Corps Operations
	2. MCRP 3-10A.1 Infantry Company Operations
	3. MCRP 3-16.6B Fire Support Team (FIST) Techniques and Procedures
	4. MCTP 3-01B Air Assault Operations
	5. MCWP 3-1 Ground Combat Operations
	6. MCWP 3-11.6 Marine Rifle Platoon
	7. MCWP 3-16.2 Procedures for the Marine Corps Fire Support
<b>Performance Step</b>	
<b>1. Conduct planning</b>	
Determine phasing of operation	
Determine conditions and end state of each phase	
Develop a scheme of maneuver that is simple, detailed, and clearly understood by all	
Issue Warning Order	
<b>2. Conduct intelligence preparation of the battlefield</b>	
Collection planning (ISR, reconnaissance and STA team usage)	
Identify High Value Targets	
Identify, track and receive answers to RFIs.	
Detailed terrain analysis	
Detailed weather analysis	
Detailed Threat analysis (weapons, cultural IPB, MLCOA, MDCOA)	
Identify NAIs/TAls and develop event template	
Identify CCIRs, FFIRs, EEFIs, PIRs, IRs	
<b>3. Task organize</b>	
Identify specified and implied tasks	
Link sub-tasks with forces detainee teams, demolition teams, TSE teams)	
Task organize platoons and squads into raid force elements by phase	
Designate and weight the Main Effort	
<b>4. Integrate attachments, as required</b>	
Task Organize EOD, CIVHUMIT, Military Working Dogs, etc.	
Request assets for resource and SME shortfalls	

## PECL Amphibious Raid

<b>5. Conduct fire support planning</b>
Develop Fire Support plan
Develop EFSTs that are clearly understood and support your plan
Determine necessary control measures (routes, AA, BPs, EA, objectives, LOD, Unit boundaries)
Determine necessary aviation support
Integrate aviation and ground based fires into organic capabilities
Develop an Objective Area Diagram (Air Planner)
Determine and deconflict geometries of fire
<b>6. Integrate fires</b>
Refine Fire Support plan
Ensure Fires support RFC SOM
Deconflict aviation and ground based fires
Deconflict direct fires and maneuver
<b>7. Prepare for Combat</b>
Develop Manifests
PreCombat Checks
PreCombat Inspections
Conduct a rehearsal of concept
<b>8. Execute Command and Control</b>
Establish Communications Ashore
Conduct BHO of Fires
Receive Battlefield Updates
Communicate battlefield updates
Correctly maneuver and control flow of force in and around objective area
<b>9. Move to the Objective</b>
Conceal movement by route selection, stealth, or speed
Cover movement by Support and Security Elements, Air and Fires Asset
<b>10. Execute Actions on the Objective</b>
Establish blocking positions that prevent reinforcement and withdrawal.
Establish procedures to allow for EOF and defensive actions IAW the ROE
Keep both Enemy and Neutrals from reaching the objective.
Objective is reconnoitered
Objective is isolated
Objective is suppressed
Foot hold is gained
Objective is secured
Establish Security Posture

Enclosure (3)

ENCLOSURE (25)

## PECL Amphibious Raid

<b>11. Conduct Information Collection</b>
Conduct TSE
Tactical Debrief Detainees/EPWs
<b>12. Conduct Tactical Casualty Care, as required</b>
Establish Company CCP
Receive casualties from Aid and Litter Teams
Identify ZMIST for each casualty
Identify casualty evacuation by precedence
Coordinate with FST/FAC/Air Assets for CASEVAC
Evacuate casualties through appropriate CASEVAC platform
<b>13. Process Detainees, as required</b>
Identify Detainee procedures throughout the event
Plan for space availability for Detainees to extract with Raid Force
Plan for air lift of Detainees in absence of boat space availability
<b>14. Send and Receive Required Reports</b>
Send planned execution checklist reports in a timely manner
Send contingency execution checklist reports in a timely manner
Communicate with casevac assets in an expeditious manner
Communicate with fire support assets/reconnaissance assets
Maintain communication with subordinate units
Maintain good radio discipline on main tactical nets.
<b>15. Gain Accountability</b>
Identify MACO procedures throughout the event.
Maintain 100% accountability of personnel and equipment.
Develop plan ICO lost Marine
Execute plan ICO lost Marine.
Ensure link-up with R&S and non-organic forces occurs.
Ensure blue on blue does not occur during link ups
<b>16. Execute Withdrawal</b>
Conceal movement by route selection, stealth, or speed
Cover withdrawal by Support and Security Elements, Air and Fires Assets
<b>17. Conduct Post Combat Actions</b>
Conduct Debrief on Company, Platoon, Squad Levels
Addresses deficiencies and successes. Identifies actions to correct or sustain them.

**Raid Force Key Unit Leader Point of Contact Information**

<b>Raid Force Task Organization</b>		
<b>Support Unit</b>	<b>Name</b>	<b>Phone #</b>
<b>Company:</b>		
<b>Site OIC:</b>		
<b>Site RSO:</b>		
<b>FASP OIC:</b>		
<b>Training Unit</b>	<b>Name</b>	<b>Phone #</b>
<b>Company Commander:</b>		
<b>Company Executive Officer:</b>		
<b>Company 1stSgt:</b>		
<b>Company GySgt:</b>		
<b>Enablers</b>	<b>OIC/SNCOIC/NCOIC</b>	<b>Phone #</b>
EOD		
CHD		
Combat Camera		
Crash Fire Rescue		
UAS POC		
<b>Communications Rep:</b>		
<b>Intelligence Rep:</b>		

Enclosure (4)

**ENCLOSURE (25)**

## Support Detachment Requirements

1. Each Raid Course is supported by a support detachment consisting of at least 51 Marines. It is highly recommended that one T/O rifle platoon serves as the base of this unit with appropriate augmentation to meet the below requirements. This support detachment cannot be sourced from the raid forces taking part in the training.

2. The support detachment is a dedicated unit and remains dedicated for no less than one week. Special cases require approval from both the Battalion and Amphibious Raids Branch OIC.

3. The support detachment consists of:

<b>Role during raid week</b>	<b>Rank Requirement</b>	<b>Number</b>
Raid Site OIC	≥ GySgt	(1)Primary (1)Alt
Raid Site RSO	≥ SSgt	(1)Primary (1)Alt
FASP OIC	≥ SSgt	1
OPFOR/Role player	PFC to Sgt	30
Ammo Guard	PFC to Sgt	2 present at all times recommend minimum of 6
HMMWV Drivers (One ammo qualified)	PFC to Sgt	3
HMMWV A-Drivers	PFC to Sgt	3
MTVR Drivers	PFC to Sgt	2
MTVR A-Drivers	PFC to Sgt	2
Safety Corpsman	HA to HM2	1

a. Site Support:

(1) Two Marines with current Camp Pendleton RSO certifications. These personnel function as the OIC and RSO, for the training sites during objective site set up and STX execution. In accordance with the base orders, due to the use of explosive breaching, the training site OIC will be a GySgt or above and the RSO a SSgt or above.

(2) Road guards in concurrence with range regulations.

(3) Opposing enemy force role players.

(4) Two Marines to operate the Instant Eyes system.

b. Field Ammunition Supply Point:

(1) One Marine with a current Camp Pendleton RSO certification to serve as the FASP OIC. Due to the requirement of a FASP, A SSgt or above serves as the FASP OIC.

(2) Two Marine ammunition guards must be present at all times at the FASP. They will be tasked with guarding the ammunition in the Oscar 2 Training Area for the duration of the course. Senior Marine present will be responsible for watch rotation.

(3) The ammunition guard detail must have requisite weapons and security ammo.

c. Drivers and Vehicle Support:



## Support Detachment Requirements

(1) Three M-1123 HMMWVs with drivers and A-drivers (one of the drivers must be an ammunition qualified driver) to serve as safety vehicles. Two vehicles for training site safety vehicle and one vehicle for the FASP safety vehicle.

(2) Two MTVRs with drivers and A-drivers to transport support detachment throughout the week.

(3) One M353 trailer with ammo placards and tie downs, pallets, and one ammunition technician (2311). All HMMWVs, M353 trailer, tie downs, and drivers will remain with EOTG throughout the conduct of the course. The ammo tech will be required for pre-staging, daily delivery to training sites, and turn-in of all ammunition.

4. Every Marine in the support detachment must be in a full duty status, without injury or illness, and must not be pending legal proceedings or administrative action. Support detachment Marines will not be able to attend any appointments during their duty period.

5. All members of the support detachment must have their individual gear and equipment to conduct operations and bivouac in a field environment throughout the duration of the week. Personnel must have:

- a. Flak and Kevlar.
- b. Eye Protection, Ear Protection, Gloves.
- c. One pair of rugged civilian attire and closed toe footwear for employment as OPFOR.
- d. One pair of utilities for guard and miscellaneous duties.
- e. Personal weapons with BFAs might be needed if role players weapons are unable to be contracted. Support Det SNCOIC needs to confirm if weapons will be needed prior to being brought out the Thursday prior to T-1.
- f. The following organizational gear/equipment is required for the support detachment:

- (1) Five DOS chow for all personnel.
- (2) Ten 5-gal water cans.

6. The support detachment and all motor transport support will be assigned duties by Amphibious Raids Branch, EOTG. When not tasked, the support detachment may work on small unit training goals.

7. Ammunition issue to the OIC will go at EOTG Forward Ammunition Supply Point (FASP) then be transported directly to Fire Base Gloria for issue to the company prior to each training evolution. An ammo driver and handler are necessary for this logistical requirement to happen. No ammunition or pyrotechnics are authorized at the bivouac site. All weapons will remain Condition-4 until departure from Fire Base Gloria (FBG) or the boat basin. The FASP will be located IVO FBG (grid 11S MS 58618 84384). Following execution of each STX, upon return to Fire Base Gloria, all unexpended ammunition must be collected, counted, and returned to the FASP pending the next STX execution.

Enclosure (5)

ENCLOSURE (25)

Sample Communications Electronics Operating Instructions

RAID COURSE CEOI	
UNIT / MODULATION	NETID
MEU CMD 1 (SATCOM)	<i>Optional</i>
Air Mission Common (UHF)	<i>Optional</i>
TAD 1 (UHF)	<b>Required</b>
TAD 2 (UHF)	<b>Required</b>
LZ Control (VHF)	<b>Required</b>
NGF Air Spot (VHF)	<i>Optional</i>
Raid Force Tactical (VHF)	<b>Required</b>
1st Platoon TAC (VHF)	<b>Required</b>
2nd Platoon TAC (VHF)	<b>Required</b>
3rd Platoon TAC (VHF)	<b>Required</b>
Wpns Platoon TAC (VHF)	<i>Optional</i>
LF Recon (HF)	<b>Required</b>
Recon Tactical (VHF)	<b>Required</b>

THESE ARE EXAMPLE FREQUENCIES; THE BLT IS REQUIRED TO PROVIDE/REQUEST THEIR OWN FOR USE DURING THE COURSE.

Aviation Support Requirements

MONTH	DAY	DOW	# ACFT	REQ UNIT	START (L)	END (L)	MISSION	OP AREA	REMARKS
MAY	6	Weds	2 x H-1	EOTG	1000	1300	ESCORT/ SIMCAS	CAMPPEN	ISO V14 Mech Raid Course. ESCORT, SIMCAS, and cherrypicker support.
MAY	7	Thurs	2 x H-1	EOTG	2030	2359	ESCORT/ SIMCAS	CAMPPEN	ISO V14 Mech Raid Course. ESCORT, SIMCAS, and cherrypicker support.
MONTH	DAY	DOW	# ACFT	REQ UNIT	START (L)	END (L)	MISSION	OP AREA	REMARKS
MAY	13	Weds	4 x MV-22	EOTG	1000	1300	CHYPICK / ASLT SUP	CAMPPEN	ISO V14 Air Raid Course. Insert / Extract and cherrypicker support.
MAY	13	Weds	2 x CH-53	EOTG	1000	1300	CHYPICK / ASLT SUP	CAMPPEN	ISO V14 Air Raid Course. Insert / Extract and cherrypicker support.
MAY	13	Weds	2 x H-1	EOTG	1000	1300	ESCORT/ SIMCAS	CAMPPEN	ISO V14 Air Raid Course. ESCORT and SIMCAS support.
Month	Day	DOW	ACFT	REQ UNIT	START (L)	END (L)	MISSION	OP AREA	REMARKS
MAY	14	Thurs	4 x MV-22	EOTG	2030	2359	CHYPICK / ASLT SUP	CAMPPEN	ISO V14 Air Raid Course. Insert / Extract and cherrypicker support.
MAY	14	Thurs	2 x CH-53	EOTG	2030	2359	CHYPICK / ASLT SUP	CAMPPEN	ISO V14 Air Raid Course. Insert / Extract and cherrypicker support.
MAY	14	Thurs	2 x H-1	EOTG	2030	2359	ESCORT/ SIMCAS	CAMPPEN	ISO V14 Air Raid Course. ESCORT and SIMCAS support.
MONTH	DAY	DOW	# ACFT	REQ UNIT	START (L)	END (L)	MISSION	OP AREA	REMARKS
MAY	20	Weds	4 x MV-22	EOTG	1000	1300	CHYPICK / ASLT SUP	CAMPPEN	ISO V14 Air Raid Course. Insert / Extract and cherrypicker support.
MAY	20	Weds	2 x CH-53	EOTG	1000	1300	CHYPICK / ASLT SUP	CAMPPEN	ISO V14 Air Raid Course. Insert / Extract and cherrypicker support.
MAY	20	Weds	2 x H-1	EOTG	1000	1300	ESCORT/ SIMCAS	CAMPPEN	ISO V14 Air Raid Course. ESCORT and SIMCAS support.
MONTH	DAY	DOW	# ACFT	REQ UNIT	START (L)	END (L)	MISSION	OP AREA	REMARKS
MAY	21	Thurs	4 x MV-22	EOTG	2030	2359	CHYPICK / ASLT SUP	CAMPPEN	ISO V14 Air Raid Course. Insert / Extract and cherrypicker support.
MAY	21	Thurs	2 x CH-53	EOTG	2030	2359	CHYPICK / ASLT SUP	CAMPPEN	ISO V14 Air Raid Course. Insert / Extract and cherrypicker support.
MAY	21	Thurs	2 x H-1	EOTG	2030	2359	ESCORT/ SIMCAS	CAMPPEN	ISO V14 Air Raid Course. ESCORT and SIMCAS support.

ENCLOSURE (25)

**Ammunition Requirements**

<b>DODIC</b>	<b>DESCRIPTION</b>	<b>Mech Aslt Company</b>	<b>Primary Air Aslt Company</b>	<b>Alt Air Aslt Company</b>
A080	CTG, 5.56MM BLNK	15000	15000	15000
A111	CTG, 7.62MM BLNK LNKD	14,000	14,000	14,400
A598	CTG, .50 CAL BLNK LNKD	6,400	0	0
G940	HG, GREEN SMOKE	10	10	10
G945	HG, YELLOW SMOKE	10	10	10
GG20	HG, STUN	50	50	50
G982	HG, SMK TNG	10	10	10
L594	SIM, PROJ GRND BURST M115A2	50	50	50
M456	CORD DETONATING 50 GR/FT	100 ft	100 ft	100 ft
MN52	INITIATOR DUAL SHOCK TUBE W/CAPS	5	5	5
MN08	IGNITER M81	5	5	5
<b>DATE/TIME REQUIRED:</b>		PRE-STAGE AT ASP NLT FRIDAY, 1 MAY 2020. DELIVER TO OSC-2 FASP NLT 0900 ON 4 May 2020	PRE-STAGE AT ASP NLT FRIDAY, 8 MAY 2020. DELIVER TO OSC-2 FASP NLT 0900 ON 11 MAY 2020	PRE-STAGE AT ASP NLT FRIDAY, 15 MAY 2020. DELIVER TO OSC-2 FASP NLT 0900 ON 18 MAY 2020
OSC 2 FASP: 11S MS 58688 84344		TURN IN 1200/ 8 May 2020	TURN IN 1200/ 15 May 2020	TURN IN 1200/ 22 May 2020

EOTG Points of Contact

BILLET	NAME	EMAIL	WORK
UNCLASSIFIED			
DIRECTOR			
DEPUTY			
SNCOIC			
S-2			
S-2A			
S-2 CHIEF			
SIGINT CHIEF			
CI/HUMINT CHIEF			
S-3			
S-3A			
S-3 CHIEF			
AIRO			(b)(3), (b)(6), (b)(7)(c)
A-AIRO			
AIR CHIEF			
S-4			
S-4A			
S-4 CHIEF			
AMMO CHIEF			
RAIDS OIC			
RAIDS AOIC			
RAIDS SNCOIC			
RAIDS CHIEF			

\*\*ALL AREA CODES ARE 760 UNLESS OTHERWISE LISTED  
 COMM 725 = DSN 365  
 COMM 763 = DSN 361

ENCLOSURE (25)

0005Z - 0217Z

# Ship's GPS Position

0005Z - 0217Z

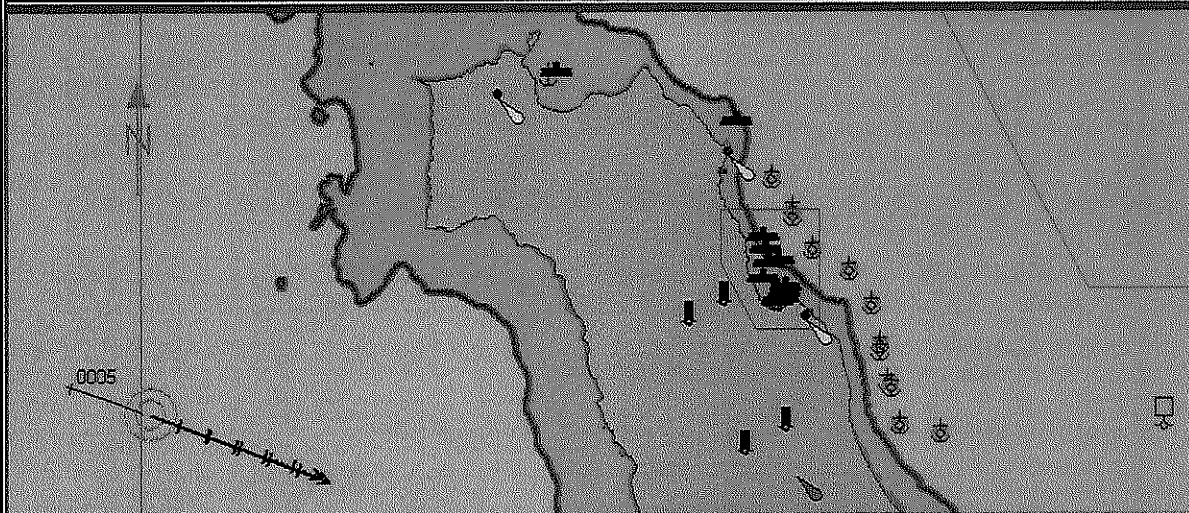
31JUL20

ENCLOSURE (2)

UNCLASSIFIED APPROVED

MOB STD ScrCap Reread Overlay Dangers Alarms

### PLAYBACK WINDOW



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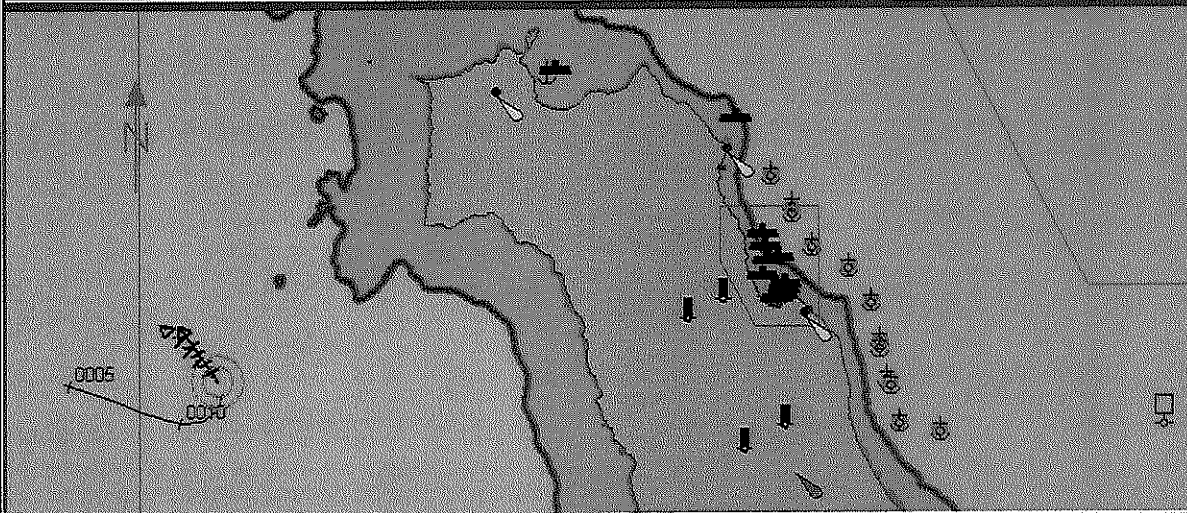
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HDG	110.0 T	NAVSSI	Primary
SOG	13.0 ds	NAVSSI	Primary
STW	10.6 ds	NAVSSI	Primary
Wind	15.6 ds	NAVSSI	Primary
	297.9 T		
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OSD	0 fath		
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Set Time 20X RATE 14v Data Features

PLAYBACK WINDOW



Navigation Data

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HDG	315.0 T	NAVSS	Primary
SOG	5.9 kts	NAVSS	Primary
STW	4.6 kts	NAVSS	Primary
Wind	17.6 kts	NAVSS	Primary
	310.5 T		
Dpth	11 fath	NAVSS	Primary
OSD	0 fath		
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Sel Time 20X RATE Nav Data Features

ENCLOSURE (2)



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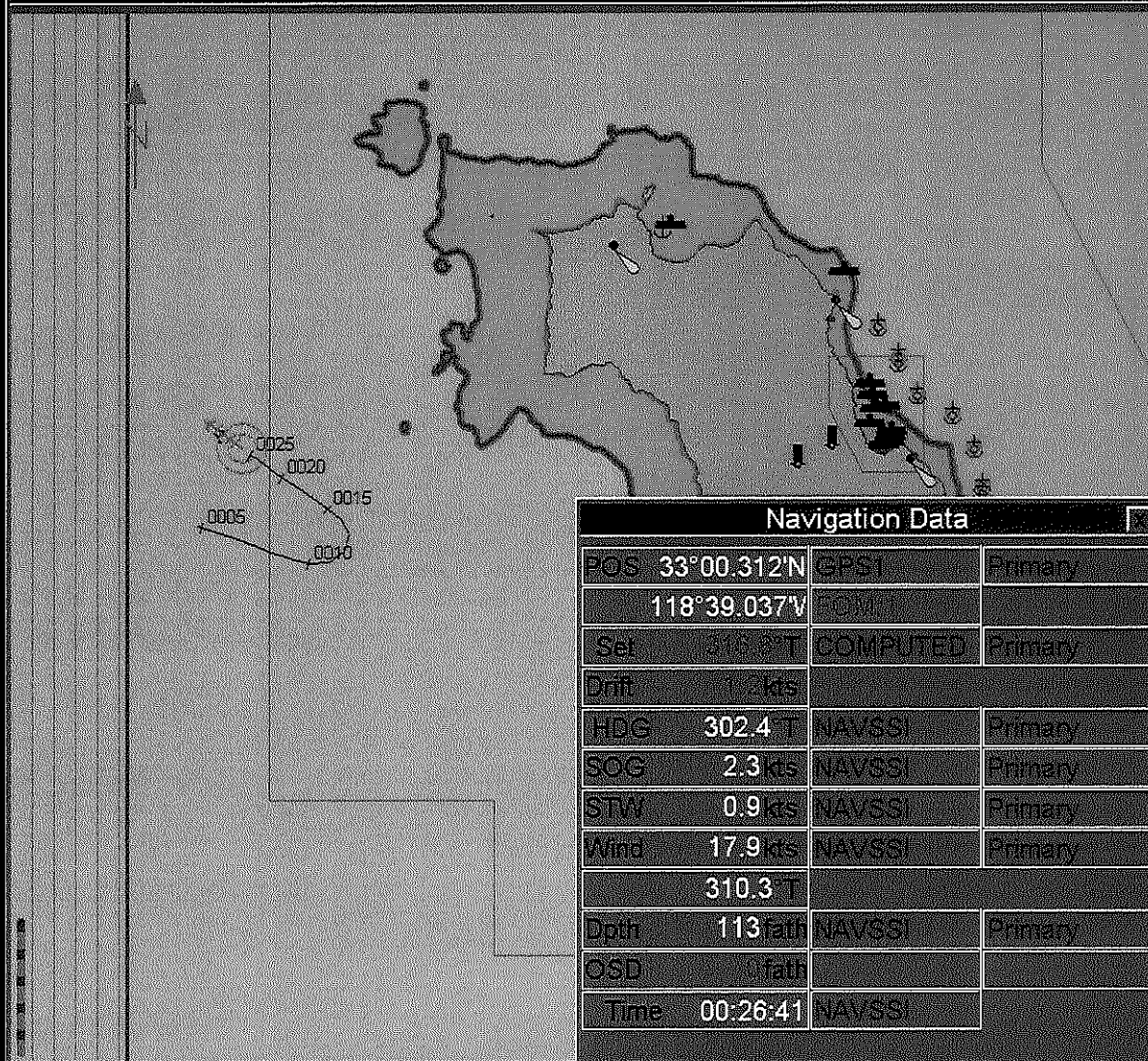
Reveal

Overlay

Dangers

Alarms

### PLAYBACK WINDOW



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SOG	2.3 kts	NAVSS	Primary
STW	0.9 kts	NAVSS	Primary
Wind	17.9 kts	NAVSS	Primary
	310.3 T		
Dpth	113 fath	NAVSS	Primary
OSD	0 fath		
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Set Time    20X RATE    Nav Data    Features

UNCLASSIFIED

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LOG

STD

Scr Cap

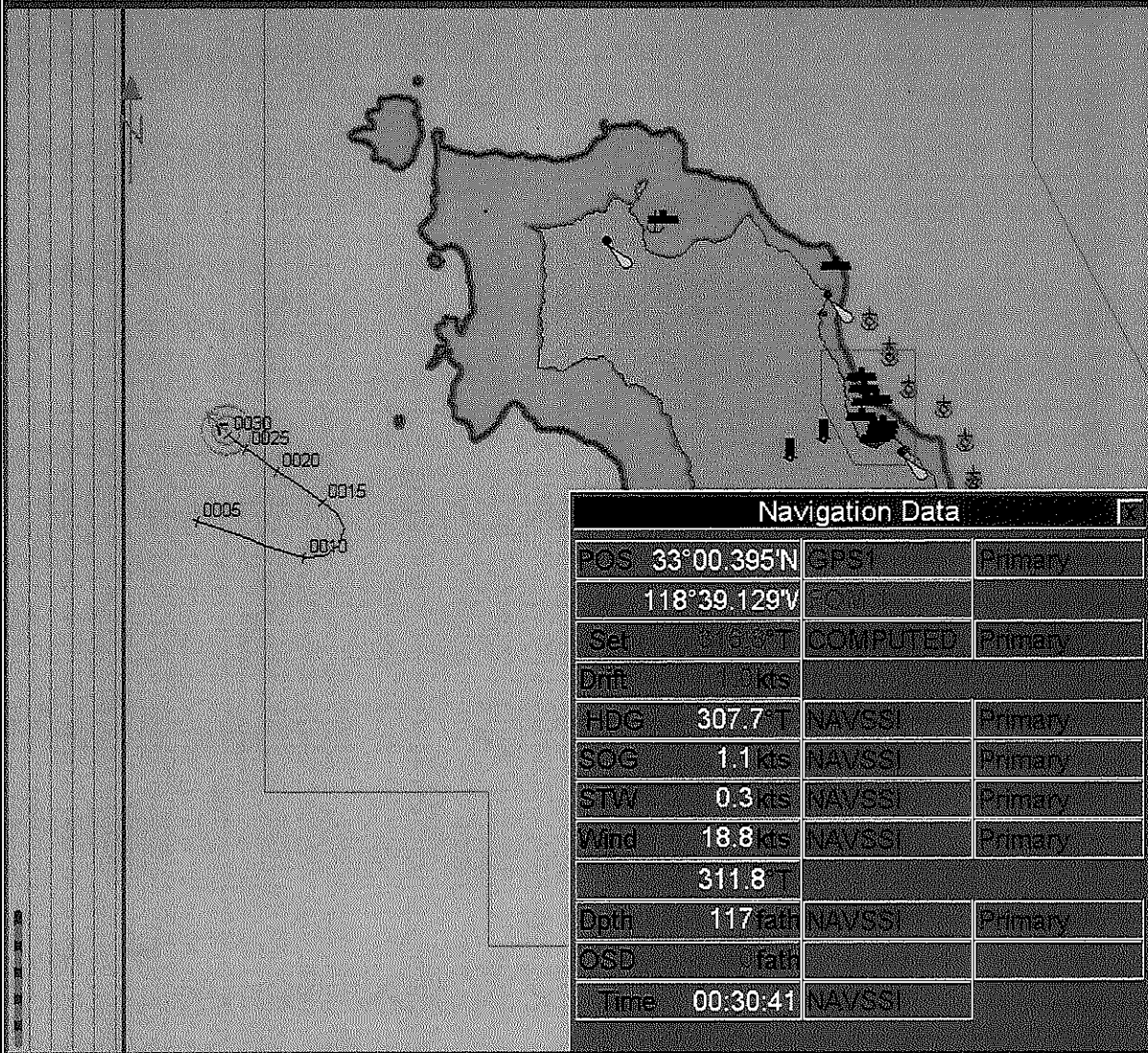
Reveal

Overlay

Dangers

Alarms

PLAYBACK WINDOW



Z-F Z-Out Window Default Offset Center Shift Coord New Chart  Auto

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Set Time 20X RATE Nav Data Features

ENCLOSURE (26)

UNCLASSIFIED

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ISB

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SorCap

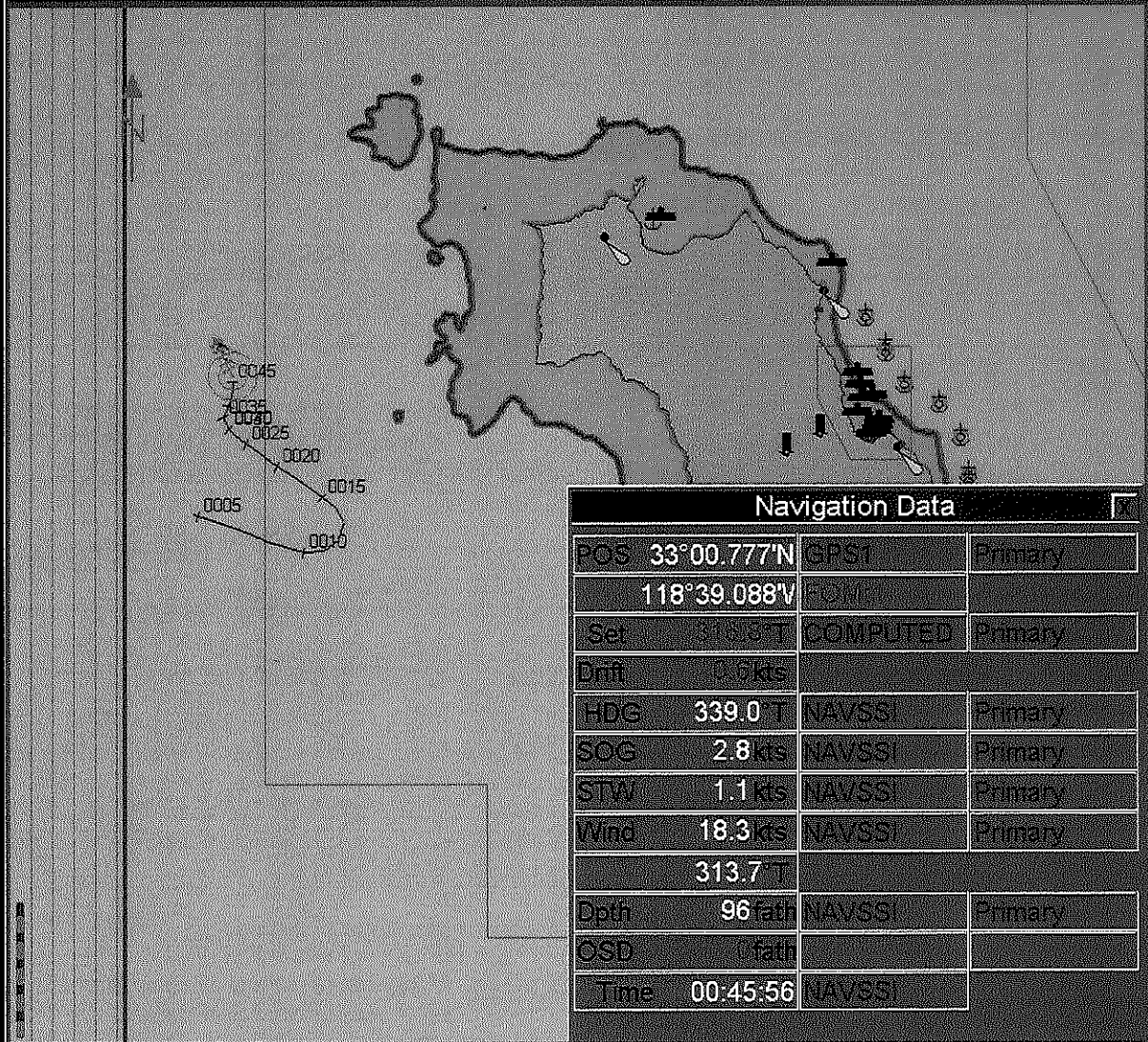
Reveal

Overlay

Dangers

Alarms

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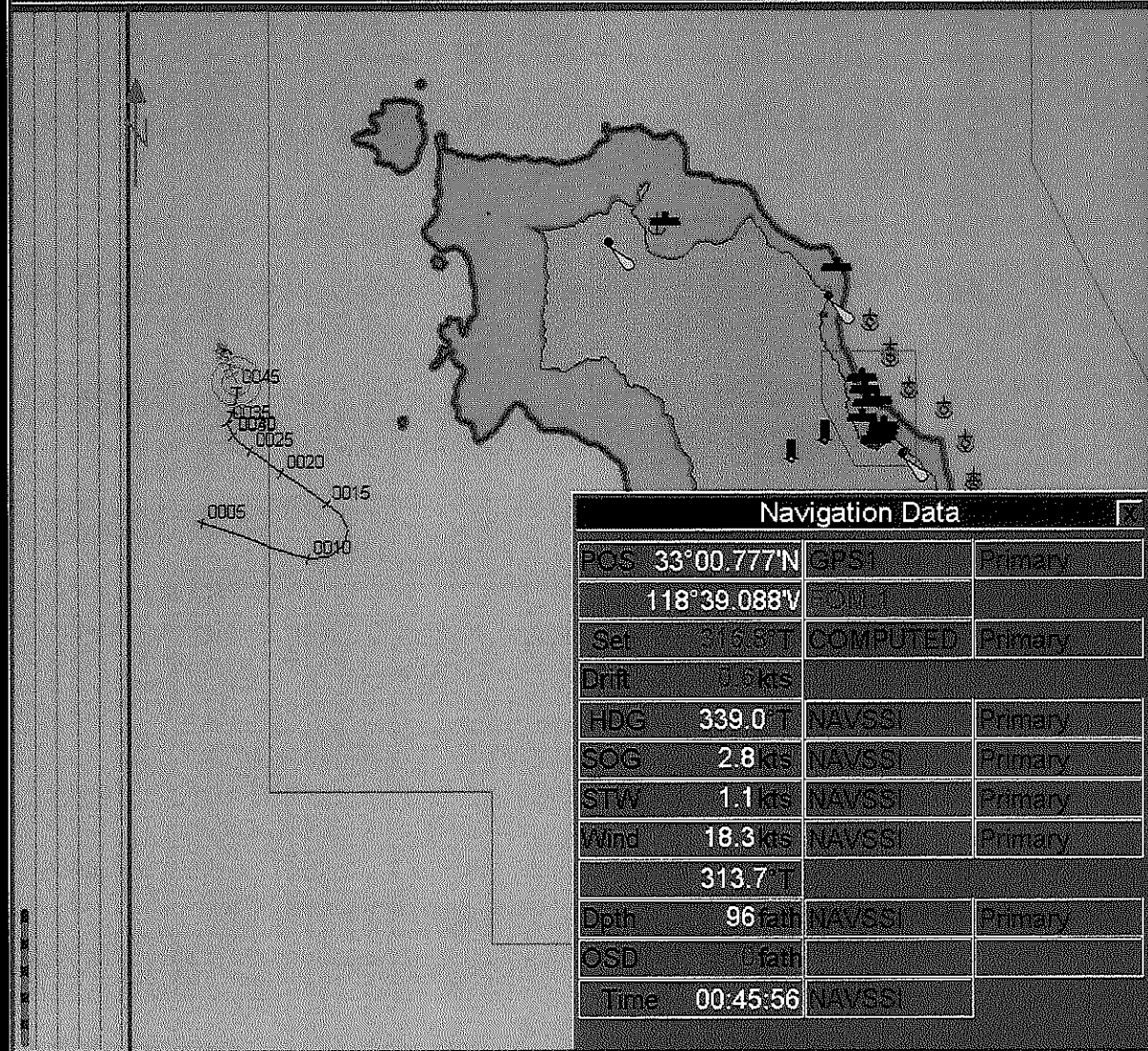


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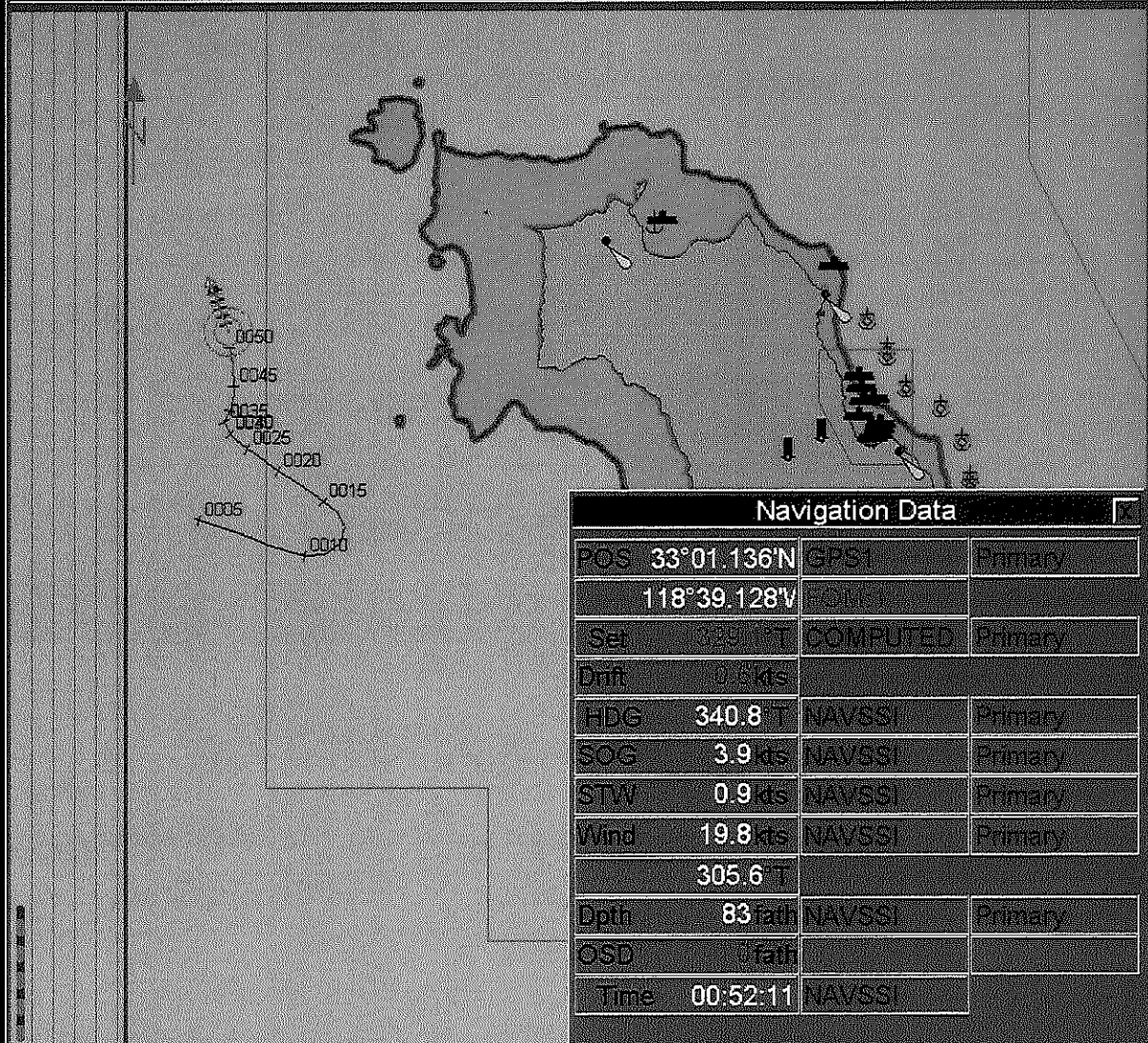
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ENCLOSURE (2)

PLAYBACK WINDOW

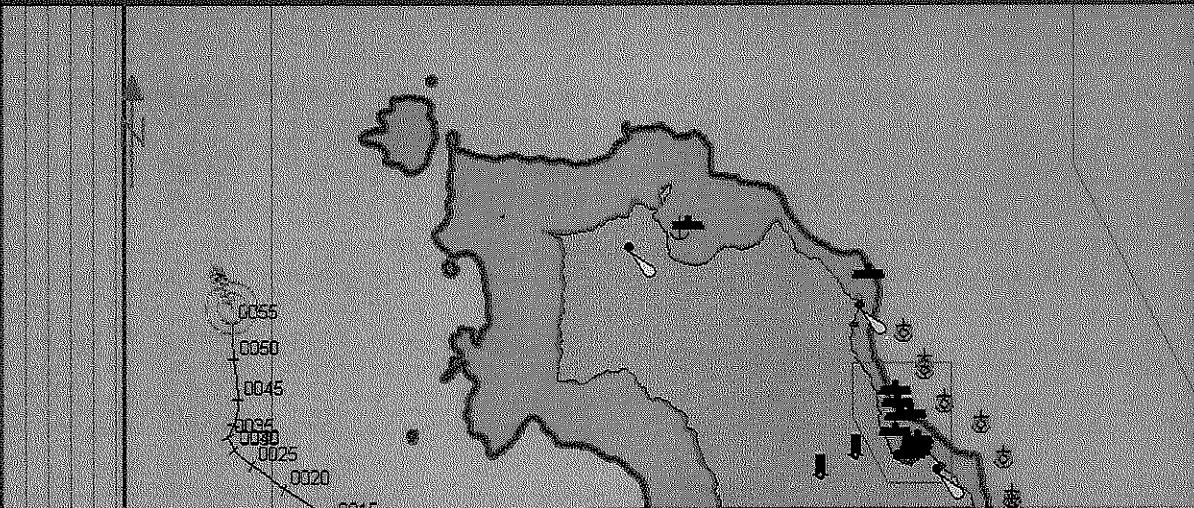


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Set Time      20X RATE      Nav Data      Features

PLAYBACK WINDOW



Navigation Data			
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	118°39.135'W	01	
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Drift	0.5 kts		
HDG	338.8 T	NAVSSI	Primary
SOG	2.8 kts	NAVSSI	Primary
STW	0.7 kts	NAVSSI	Primary
Wind	18.9 kts	NAVSSI	Primary
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Dpth	75 fath	NAVSSI	Primary
OSD	0 fath		
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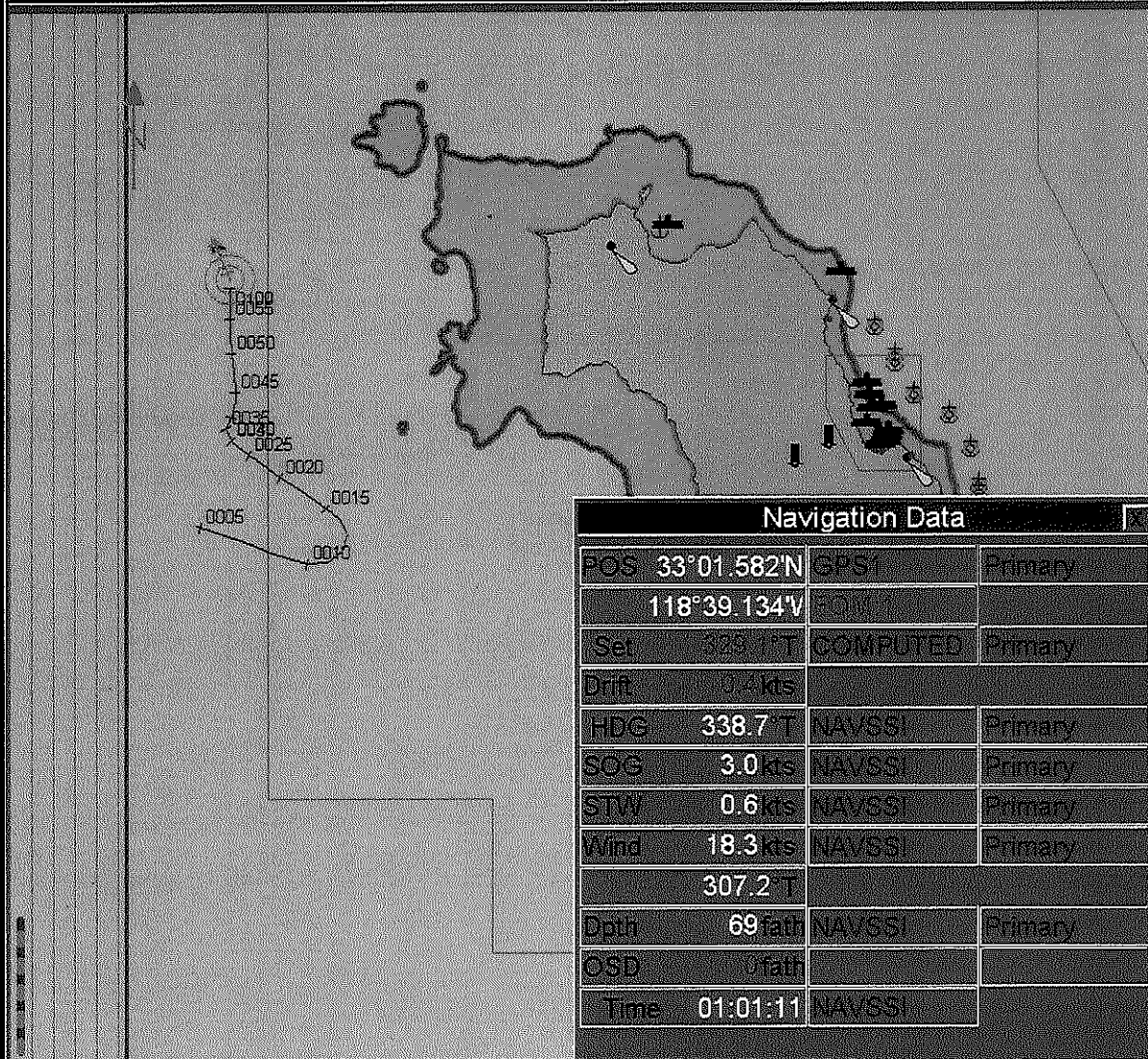
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ENCLOSURE (A)

UNCLASSIFIED APPROVED

MODE STD ScrCap Reveal Overlay Dangers Alarms

### PLAYBACK WINDOW



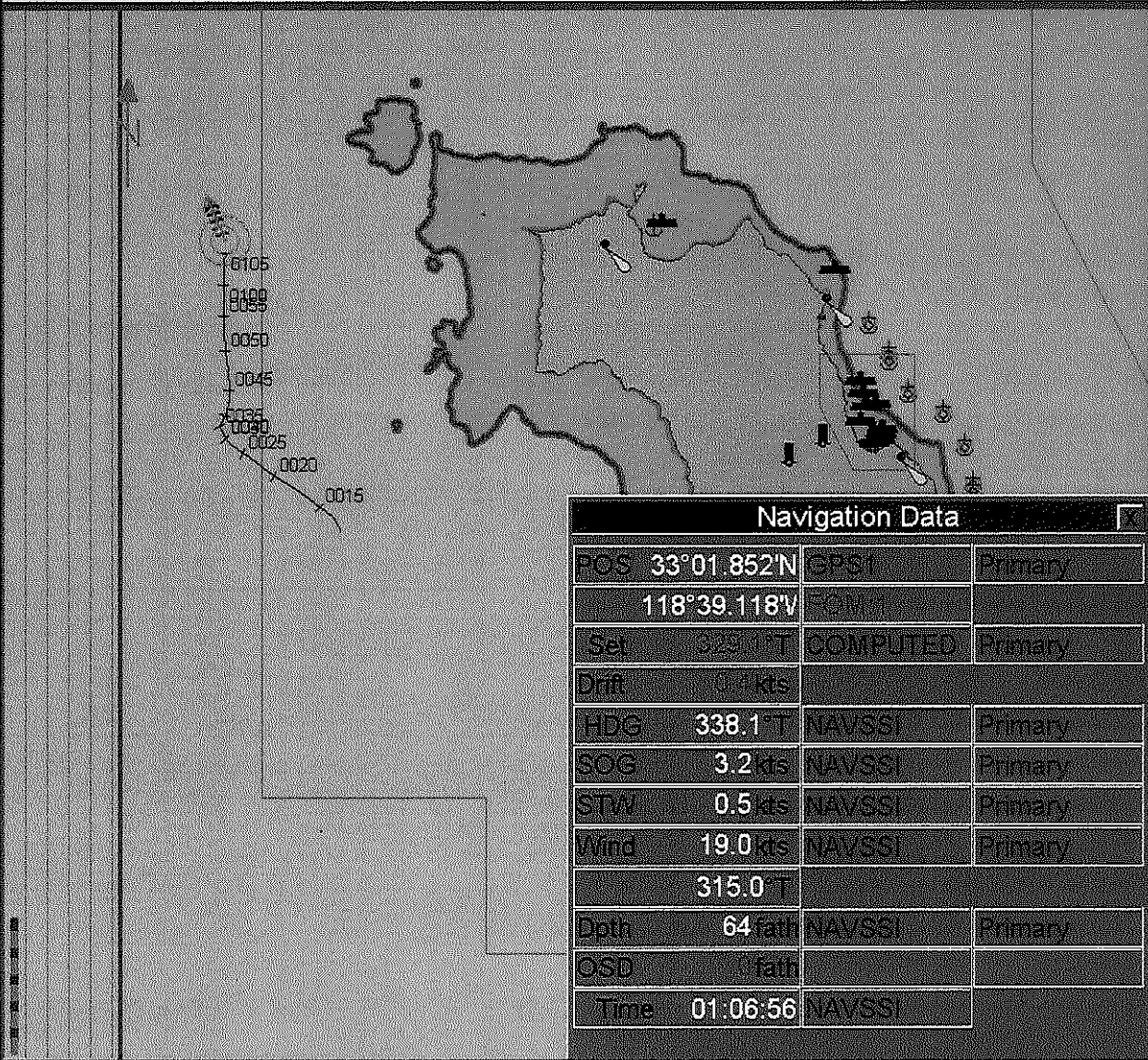
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Set Time 20X RATE Nav Data Features

UNCLASSIFIED APPROVED  STD  ScrCap  Revea  Overlay  Dangers  Alarms

PLAYBACK WINDOW



Navigation Data			
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	118°39.118'W	ECM	
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HDG	338.1 T	NAVSS1	Primary
SOG	3.2 kts	NAVSS1	Primary
STW	0.5 kts	NAVSS1	Primary
Wind	19.0 kts	NAVSS1	Primary
	315.0 T		
Dpth	64 fath	NAVSS1	Primary
OSD		fath	
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ENCLOSURE (2)



UNCLASSIFIED APPROVED

MODE

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ScrCap

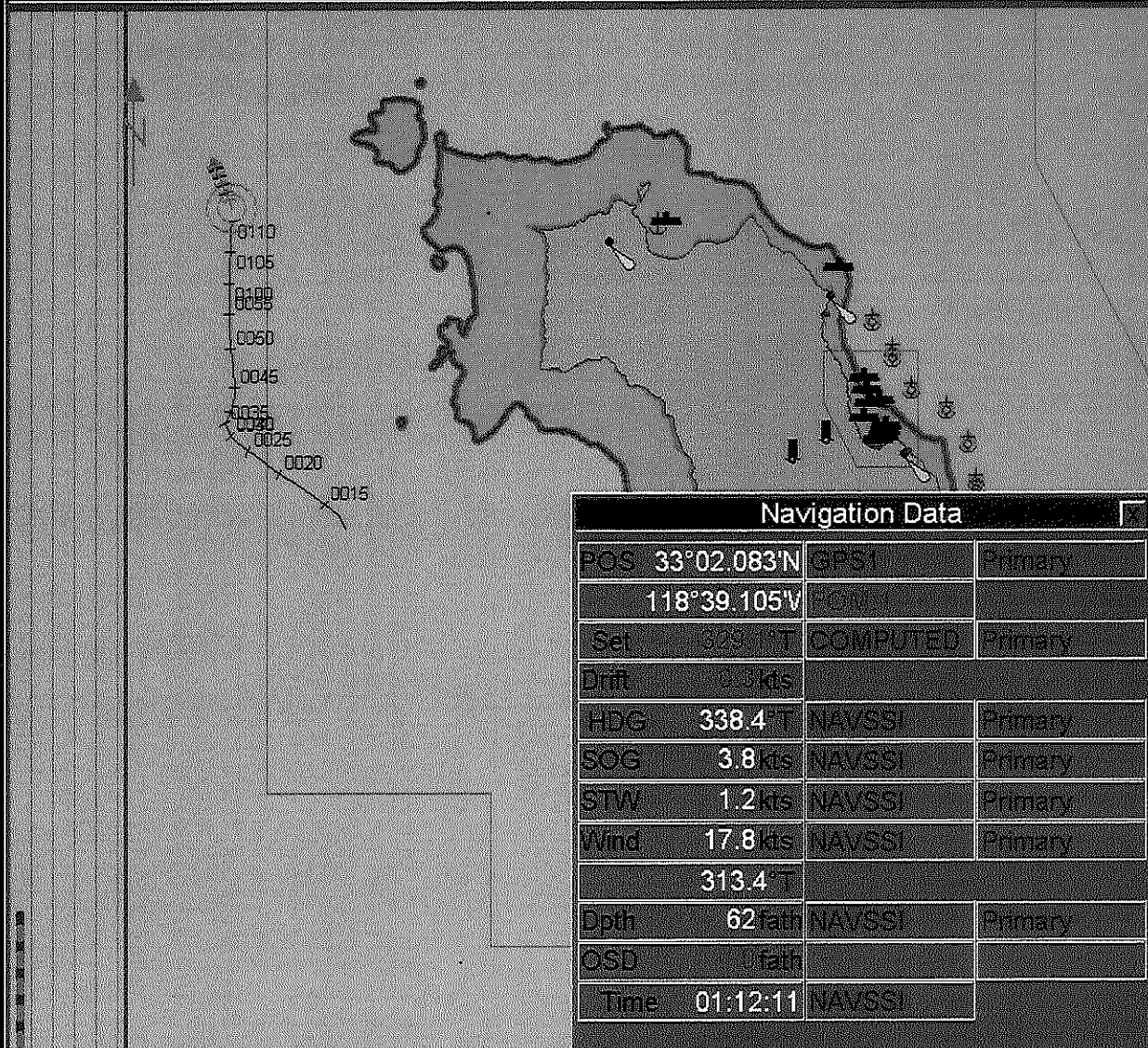
Reveal

Overlay

Dangers

Alarms

### PLAYBACK WINDOW



Z In     Z Out     Window     Default     Onset     Center Ship     Coord     New Chart     Auto

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Set Time    10% RATE    NavData    Features

UNCLASSIFIED

APPROVED

MOB

STD

ScrCap

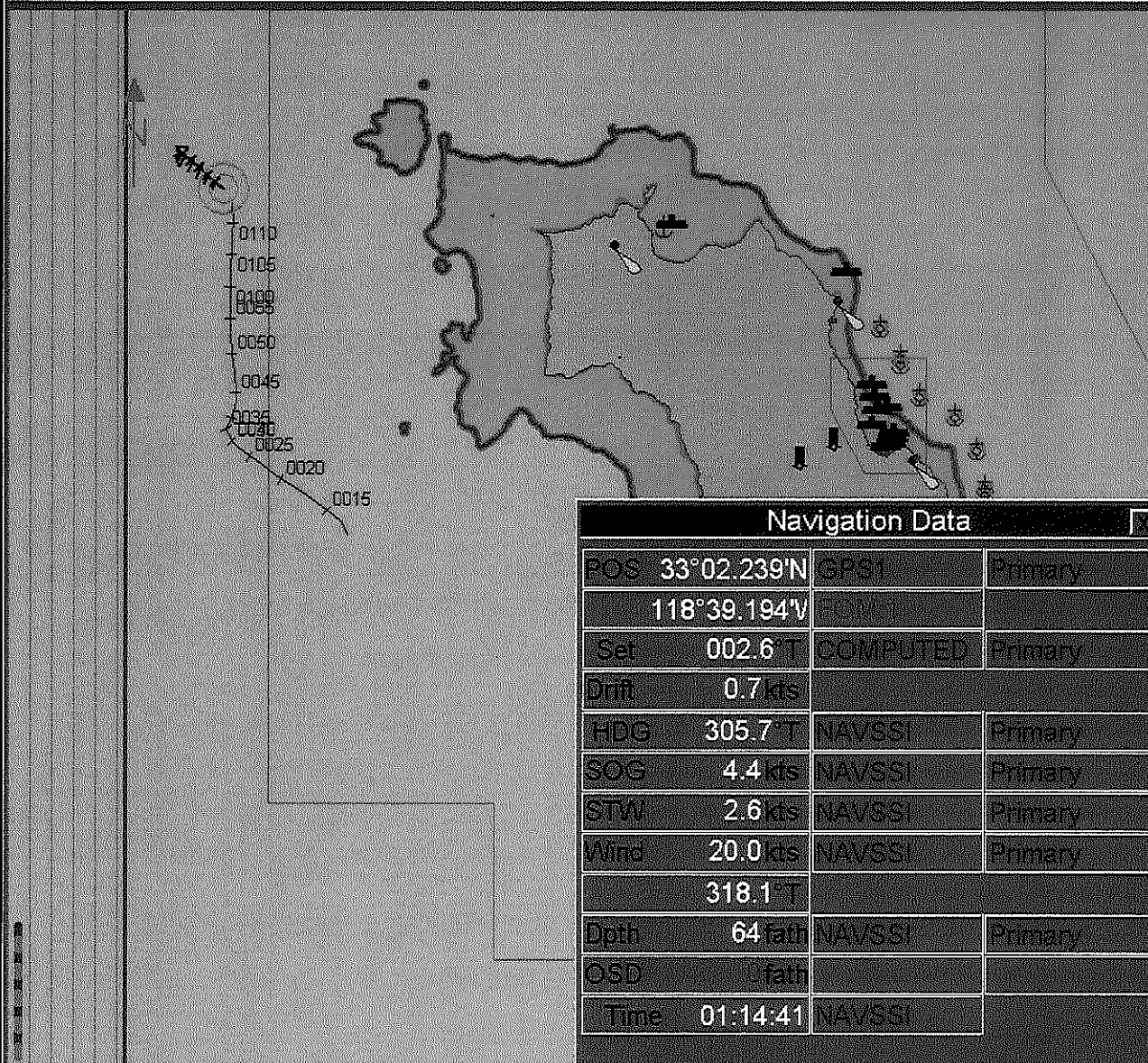
Reveal

Overlay

Dangers

Alarms

### PLAYBACK WINDOW



Z In  Z Out  Window  Default  Orset  Center Shit  Coord  New Chart  Auto

01:14:59      01-JUL-20      Start

Set Time      ZOX RATE      Nav Data      Features

ENCLOSURE (26)

UNCLASSIFIED

APPROVED

DE

STD

ScrCap

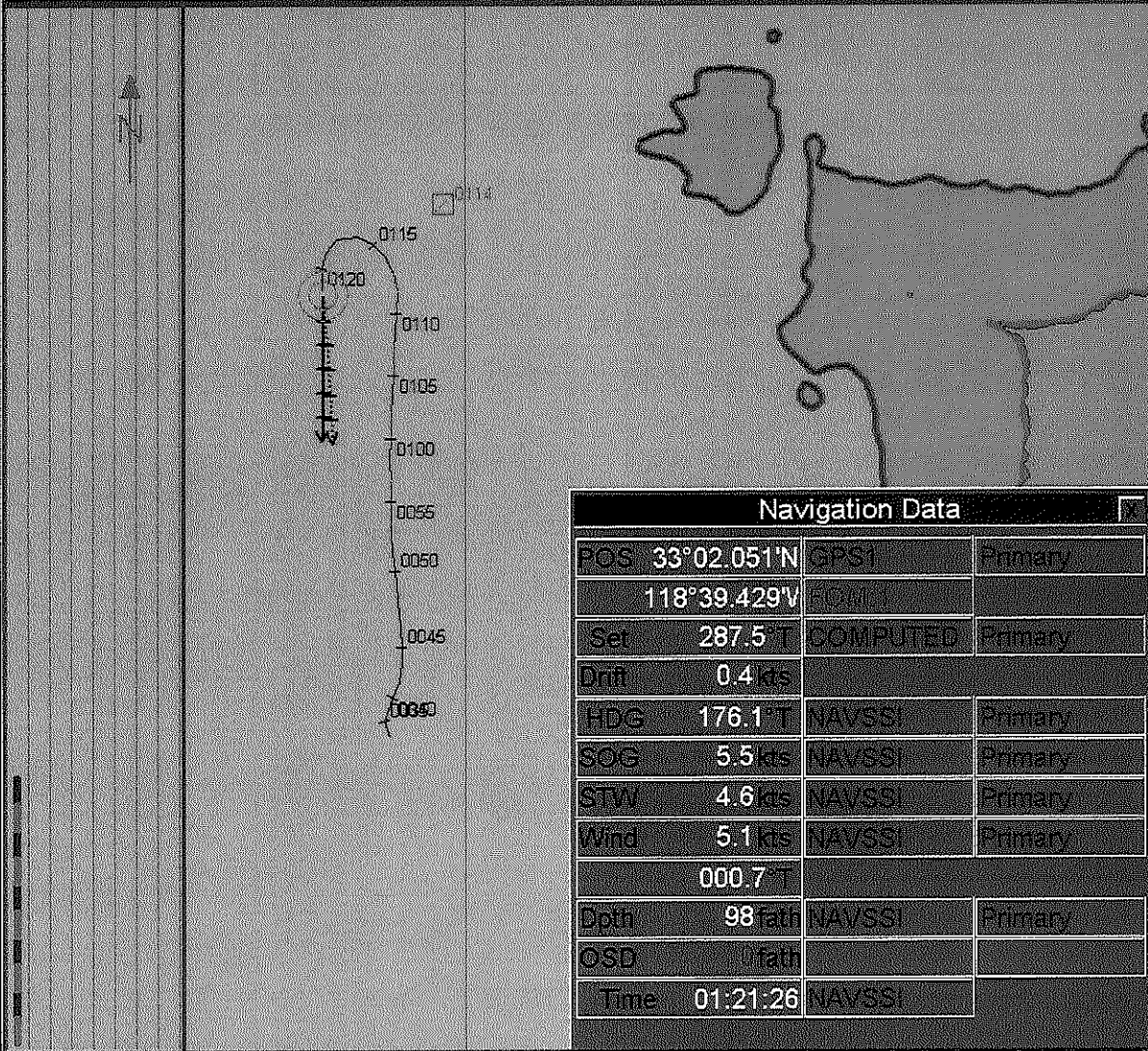
Reveal

Overlay

Dangers

Alarms

### PLAYBACK WINDOW



### Navigation Data

POS	33°02.051'N	GPS1	Primary
	118°39.429'W	GPS1	
Set	287.5 T	COMPUTED	Primary
Drift	0.4 ds		
HDG	176.1 T	NAVSS	Primary
SOG	5.5 ds	NAVSS	Primary
STW	4.6 ds	NAVSS	Primary
Wind	5.1 ds	NAVSS	Primary
	000.7 T		
Dpth	98 fath	NAVSS	Primary
OSD	0 fath		
Time	01:21:26	NAVSS	

ZIn     ZOut     Window     Default     Offset     Center Shic     Coord     New Chart     Auto

01:21:40    31-JUL-20    Start

Set Time    ZOX RATE    Nav Data    Features

UNCLASSIFIED

APPROVED

GOE

STD

ScrCap

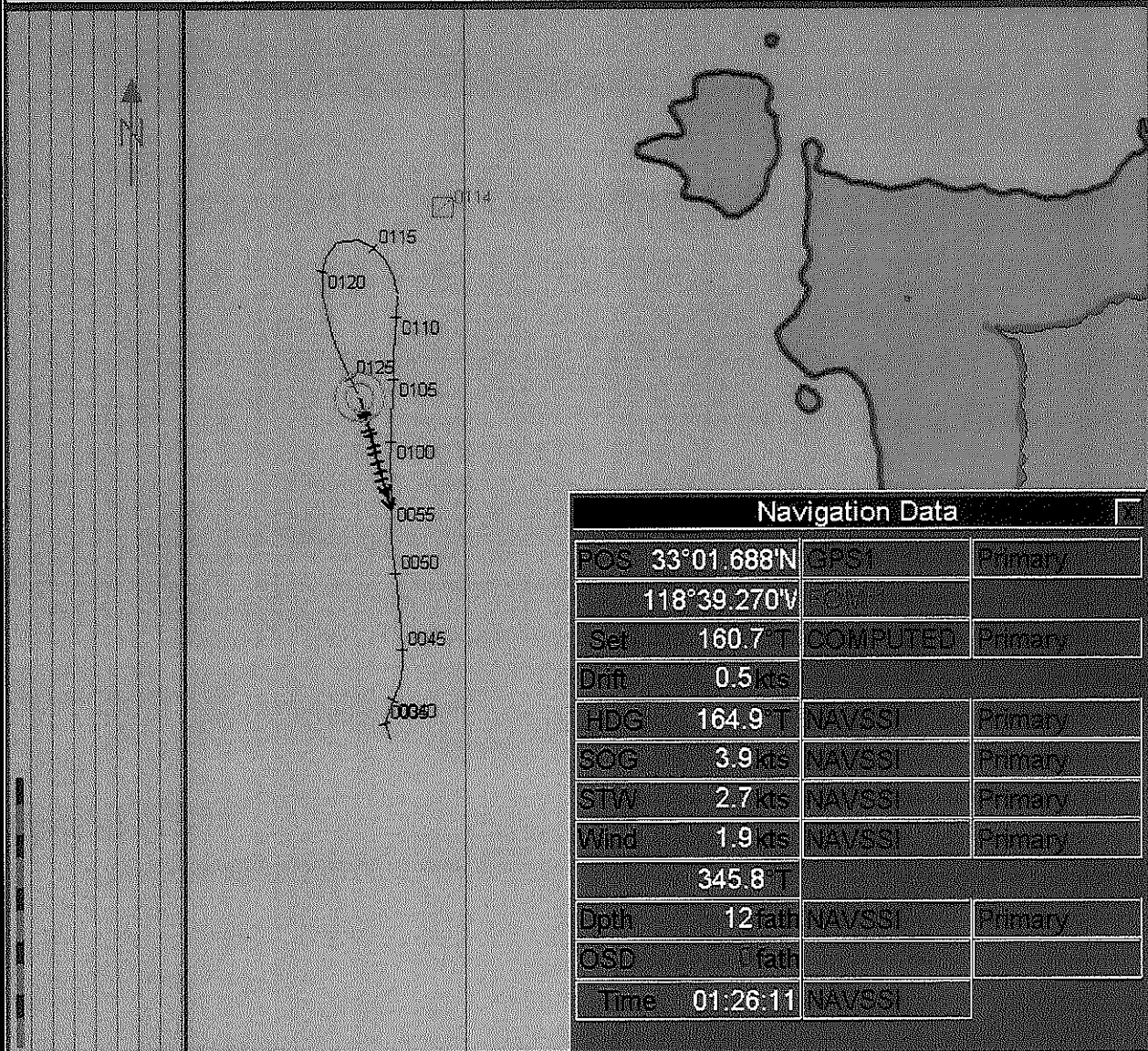
Reveal

Overlay

Dangers

Alarms

### PLAYBACK WINDOW



### Navigation Data

POS	33°01.688'N	GPS	Primary
	118°39.270'W	GPS	
Set	160.7 T	COMPUTED	Primary
Drift	0.5 kts		
HDG	164.9 T	NAVSSI	Primary
SCG	3.9 kts	NAVSSI	Primary
STW	2.7 kts	NAVSSI	Primary
Wind	1.9 kts	NAVSSI	Primary
	345.8 T		
Dpth	12 fath	NAVSSI	Primary
OSD	0 fath		
Time	01:26:11	NAVSSI	

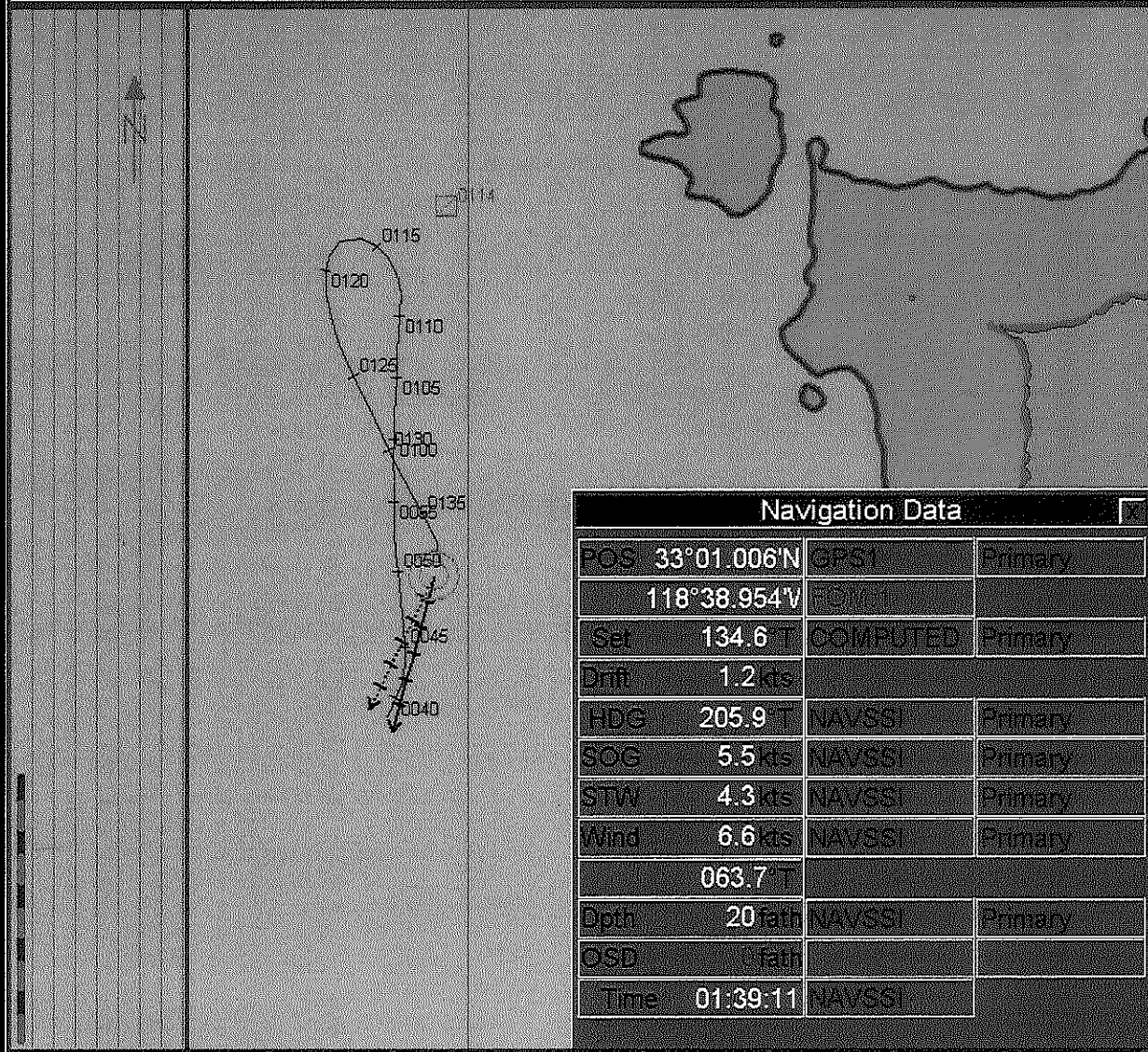
Z In     Z Out     Window     Detail     Offset     Center Ship     Coord     New Chart     Auto

01:26:29    31-JUL-20    Stop

Set Time     ZOX RATE     Nav Data     Features

ENCLOSURE (26)

PLAYBACK WINDOW

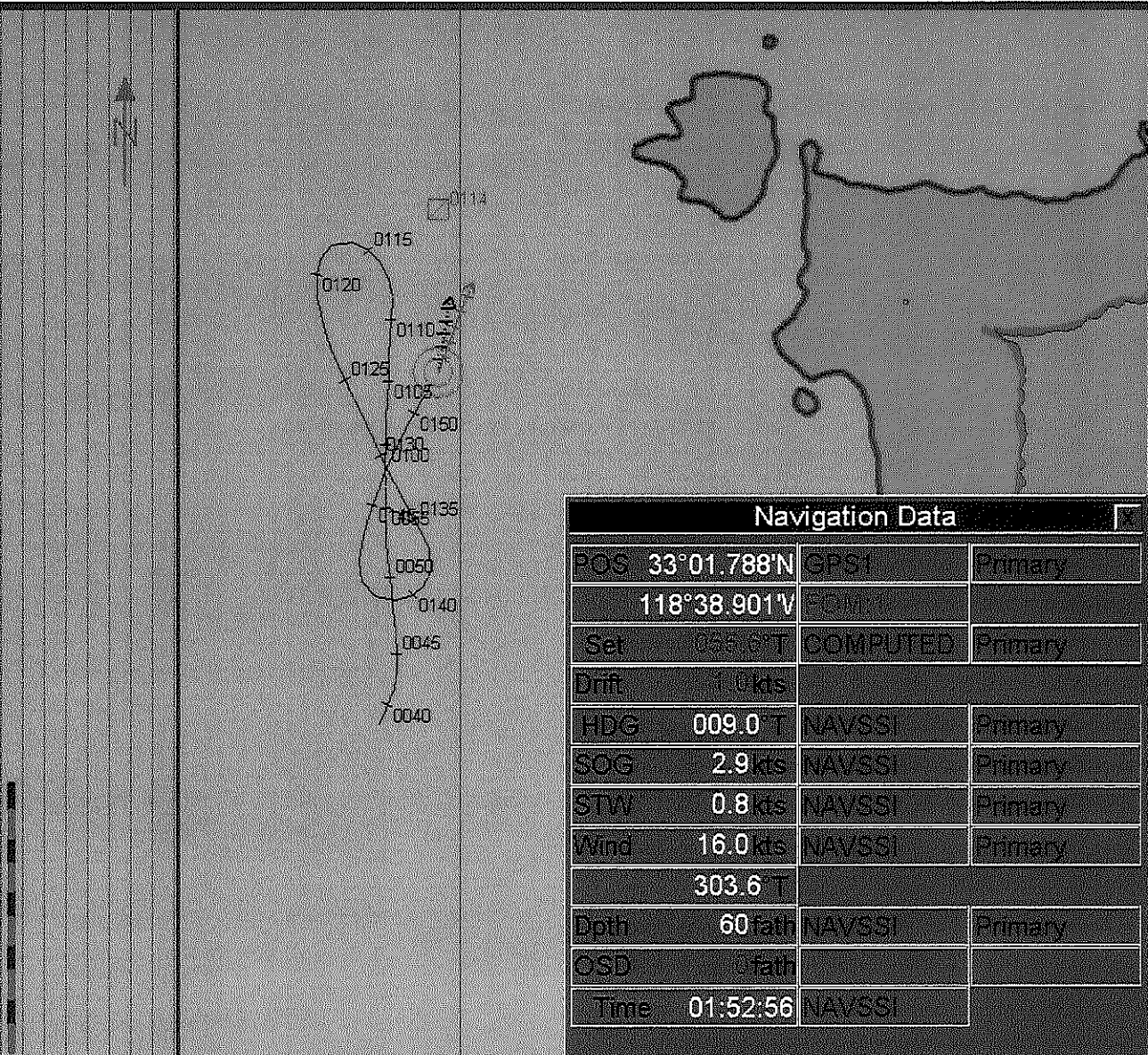


Navigation Data			
POS	33°01.006'N	GPS1	Primary
	118°38.954'W	COMPUTED	
Set	134.6 T	COMPUTED	Primary
Drift	1.2 kts		
HDG	205.9 T	NAVSSI	Primary
SOG	5.5 kts	NAVSSI	Primary
STW	4.3 kts	NAVSSI	Primary
Wind	6.6 kts	NAVSSI	Primary
	063.7 T		
Dpth	20 fath	NAVSSI	Primary
OSD	0 fath		
Time	01:39:11	NAVSSI	

UNCLASSIFIED APPROVED

Map STD ScrCap Reveal Overlay Dangers Alarms

PLAYBACK WINDOW



Navigation Data		
POS	33°01.788'N	GPS1 Primary
	118°38.901'W	ECM
Set	035.6 T	COMPUTED Primary
Drift	1.0 kts	
HDG	009.0 T	NAVSSI Primary
SOG	2.9 kts	NAVSSI Primary
STW	0.8 kts	NAVSSI Primary
Wind	16.0 kts	NAVSSI Primary
	303.6 T	
Depth	60 fath	NAVSSI Primary
OSD	0 fath	
Time	01:52:56	NAVSSI

Z In     Z Out     Window     Default     Offset     Center Ship     Coord     New Chart     Auto

01:53:14    31-JUL-20    Start

Set Time    20X RATE    Nav Data    Features

ENCLOSURE (24)

UNCLASSIFIED

APPROVED

MOB

STD

ScrCap

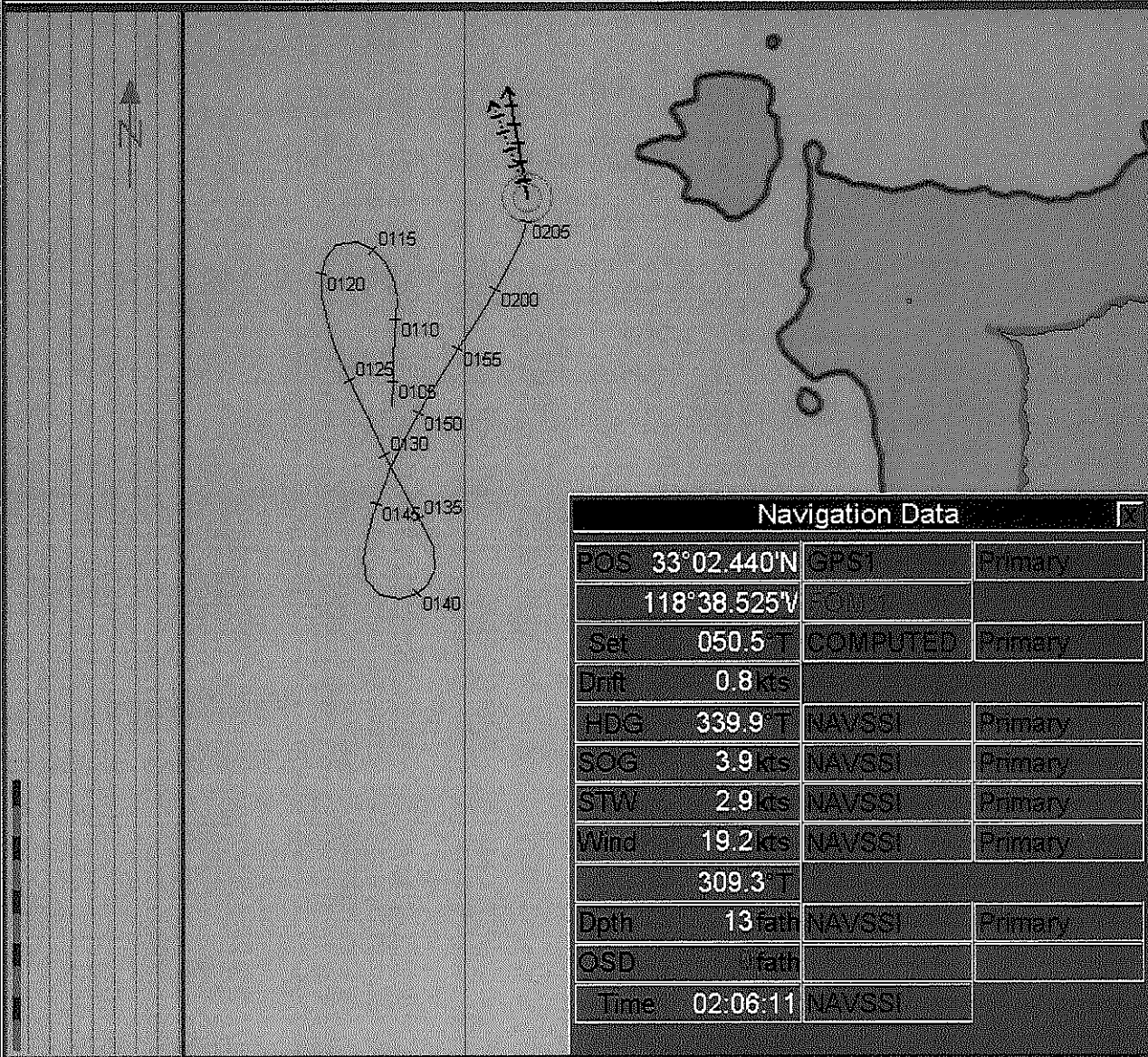
Reveal

Overlay

Dangers

Alarms

### PLAYBACK WINDOW



### Navigation Data

POS	33°02.440'N	GPS1	Primary
	118°38.525'W	GPS1	
Set	050.5 T	COMPUTED	Primary
Drift	0.8 kts		
HDG	339.9 T	NAVSSI	Primary
SOG	3.9 kts	NAVSSI	Primary
STW	2.9 kts	NAVSSI	Primary
Wind	19.2 kts	NAVSSI	Primary
	309.3 T		
Depth	13 fath	NAVSSI	Primary
QSD	fath		
Time	02:06:11	NAVSSI	

Auto

UNCLASSIFIED

APPROVED

LOG

STD

ScrCap

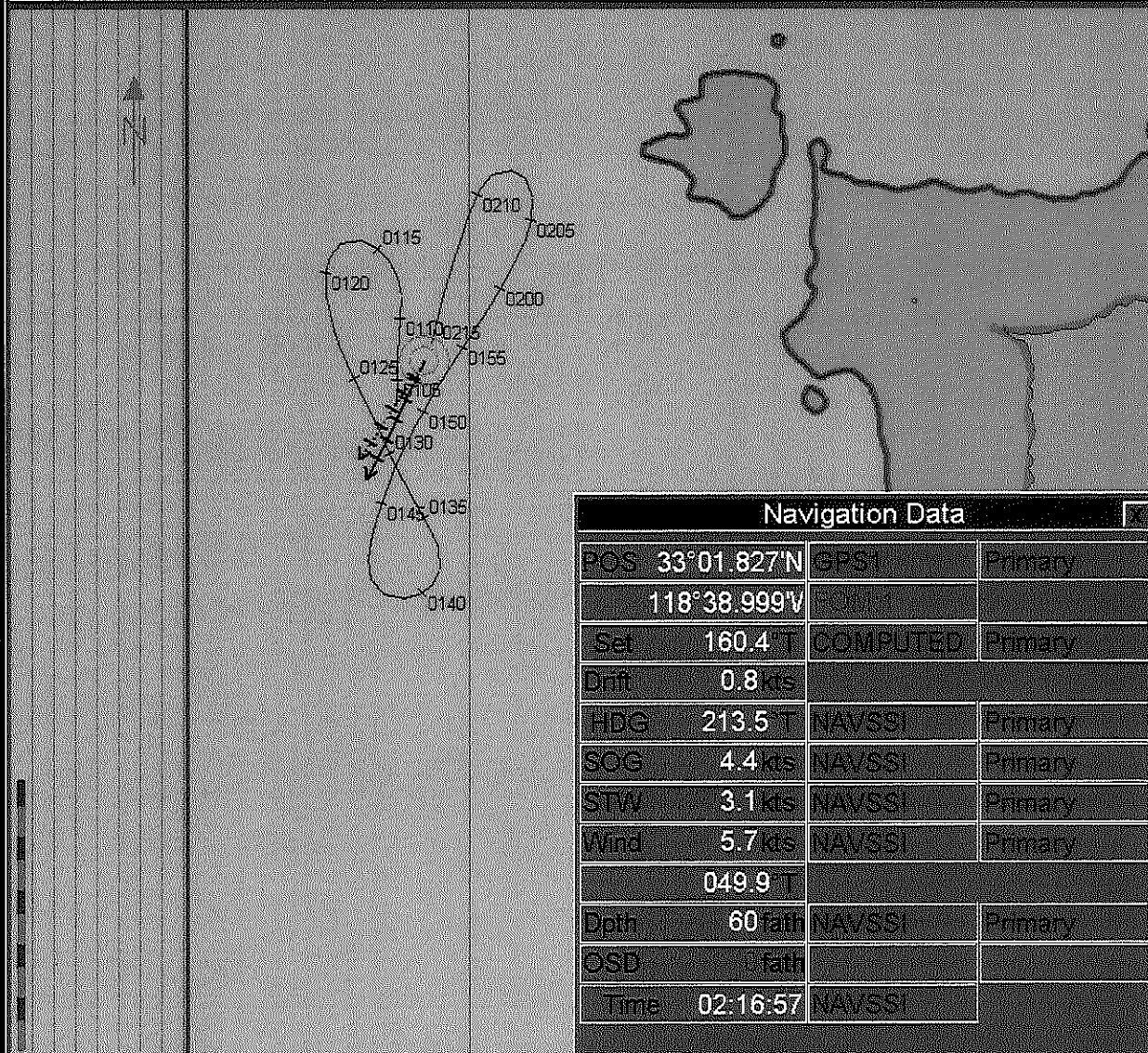
Reveal

Overlay

Dangers

Alarms

### PLAYBACK WINDOW



Z In     Z Out     Window     Default     Offset     Center Ship     Coord     New Chart     Auto

02-17-14    31-JUL-20    Start

Set Time    20X RATE    Nav Data    Features

ENCLOSURE (R)



**PACIFIC DAYLIGHT TIME (PDT) TO ZULU TIME CONVERSION CHART**

<b>PACIFIC DAYLIGHT TIME</b>	<b>ZULU TIME</b>
0000 (midnight) or 1200 am	0700 or 7:00 AM
0100 or 1:00 am	0800 or 8:00 am
0200 or 2:00 am	0900 or 9:00 am
0300 or 3:00 am	1000 or 10:00 am
0400 or 4:00 am	1100 or 11:00 am
0500 or 5:00 am	1200 or 12:00 pm
0600 or 6:00 am	1300 or 1:00 pm
0700 or 7:00 am	1400 or 2:00 pm
0800 or 8:00 am	1500 or 3:00 pm
0900 or 9:00 am	1600 or 4:00 pm
1000 or 10:00 am	1700 or 5:00 pm
1100 or 11:00 am	1800 or 6:00 pm
1200 or 12:00 pm	1900 or 7:00 pm
1300 or 1:00 pm	2000 or 8:00 pm
1400 or 2:00 pm	2100 or 9:00 pm
1500 or 3:00 pm	2200 or 1000 pm
1600 or 4:00 pm	2300 or 1100 pm
1700 or 5:00 pm	0000 (midnight) or 1200 am
1800 or 6:00 pm	0100 or 1:00 am
1900 or 7:00 pm	0200 or 2:00 am
2000 or 8:00 pm	0300 or 3:00 am
2100 or 9:00 pm	0400 or 4:00 am
2200 or 10:00 pm	0500 or 5:00 am
2300 or 11:00 pm	0600 or 6:00 am

Source: National Oceanic and Atmospheric Administration: READY Tools  
- Time Conversion Table: [www.ready.noaa.gov](http://www.ready.noaa.gov)

ENCLOSURE (2)

# SHIP'S DECK LOG SHEET

REPORT SYMBOL OPNAV 3100-10

IF CLASSIFIED STAMP  
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE		HULL NUMBER		YEAR	MONTH	ZONE	DAY
D	A	L, P, D	0, 1, 2, 5	0	0, 7	T	3, 0
1	2	3	4	5	6	7	8

USS SOMERSET

AT / PASSAGE FROM SOLAL OF AREA

TO \_\_\_\_\_

CLASS	HANDL
U	
78	79

POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D.R.
L _____		BY _____	L 32° 56.7	N	BY 2	
λ _____		BY _____	λ 118° 36.7	W	BY 2	

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	77
1200 - 1500					
1158					ASSUMED THE WATCH UNDERWAY AS BEFORE
1200					FLIGHT QUARTERS
1210	R30R	310			
1214		314			207DFGMC
					AMBER DECK
1242	AA1		3		
1248					RED DECK
1306					AMBER DECK
1310					GREEN DECK
1317					MAU SCAT
1318					HEW AWAY STB SIDE
1319					HEW AWAY PORT SIDE
1320	AAZ		10		
	R30R	070			
1327	R5R	088			
1329	AA1		5		
1331					15 HURT
1332	R30R	110			
1334		118			291DFGMC
1335	AA1		4		
1342	R30R	125			
1356	AAZ		10		
1357	R30R	305			293 DFGMC
1406					AMBER DECK
1407	AA1		3		
1427	AA1		4		
1428	R10R	327			
1424					(b)(3), (b)(6), (b)(7)(c) HAS THE CONV
1435	AA1		5		
1438	AAZ		10		

# SHIP'S DECK LOG SHEET

REPORT SYMBOL OPNAV 3100-10

IF CLASSIFIED STAMP  
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE		HULL NUMBER		YEAR	MONTH	ZONE	DAY
D	A	L P D	0 1 2 5	0	0 1	T	3 0
1	2	3	4	5	6	7	8

USS SOMERSET

AT / PASSAGE FROM SO CAL OP AREA

TO \_\_\_\_\_

CLASS	HANDL
U	
78	79

POSITION	ZONE	TIME	LEGEND
0800			1 - CELESTIAL
L _____		BY _____	2 - ELECTRONIC
λ _____		BY _____	3 - VISUAL
			4 - D.R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41
77					
1200 - 1500 (CONT'D)					
1440	AAS		16		
1444	AA2		10		
1448				GREEN	WELL
1451				AWAY	THE VIPER TEAM PORT SIDE
1452				LCTR	CROSSED THE SILL
1500	AAS		13		
1501				WATCH	PROPERLY RELIEVED BY
(b)(3), (b)(6), (b)(7)(c)					
1500 - 1800					
1501				ASSUMED	THE WATCH U/W AS BEFORE
1503				SET	HERO CONDITION 2
1505	AA1		4		
1507				GREEN	DECK
1524				RED	DECK
1530	AA2		10		
	R15R135				
1535	R15R155				
1555	R30R				
	RAMID				
1558	L102165				
1601	R16R				
1602	RAMID				
	L174				
1600	L15R120				
1609	AA1		5		
1614	L16R000				
1619	R108				
1622	L30R325				

# SHIP'S DECK LOG SHEET

REPORT SYMBOL OPNAV 3100-10

IF CLASSIFIED STAMP  
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE				HULL NUMBER			YEAR	MONTH	ZONE	DAY						
D	A	L	P	D	0	2	5	0	0	1	3	0	E			
1	2	3	4				5	-	7	12	13	-14	15	16	-17	22

USS SOMERSET

AT / PASSAGE FROM SO CAL OP AREA

TO \_\_\_\_\_

CLASS	HANDL
✓	/
78	79

POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D.R.
L _____		BY _____	L _____		BY _____	
λ _____		BY _____	λ _____		BY _____	

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY	
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41	77
					1500 - 1800 (CONT'D)	
1633	L15R220					
1642	R15R290					
1647	R305					
1650					GREEN DECK	
1651					RED DECK	
	AA2		10			
	L30R110					
1703	AAS		13			
1705	AAF		12			
1709	L15R					
1714	SAYG305					
	AA1		5			
1715	SAYG302					
1719	AA1		3			
1720					GREEN DECK	
1724					RED DECK	
1737	ASTOP					
	SA		2			
1738	SA		4			
1739	AA1		3			
1740	AA1		5			
1742	CL	340				
1743	SAYG0	338		325		
1745					GREEN DECK	
1746					(b)(3), (b)(6), (b)(7)(c) HAS THE COMM	
1748	AA1		3			
1754					GREEN WELL	
1800					GATOR 3 FEET DRY	
1802					(b)(3), (b)(6), (b)(7)(c) HAS THE DECK	
					^ x (b)(3), (b)(6), (b)(7)(c)	

# SHIP'S DECK LOG SHEET

REPORT SYMBOL OPNAV 3100-10

IF CLASSIFIED STAMP  
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE				HULL NUMBER			YEAR	MONTH	ZONE	DAY	E
D	A	L	P	D	0	25	0	0	T	3	
1	2	3	4	5	6	7	12	13-14	15	16-17	22

USS SOMERSET

AT / PASSAGE FROM SO CAL OPAREA

TO \_\_\_\_\_

CLASS	HANDL
U	/
78	79

POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D.R.
L _____		BY _____	L _____		BY _____	
A _____		BY _____	A _____		BY _____	

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY	77
18-21	23-29	30-32	33-36	37-40	41	
/						
/						
/						
1802					ASSUMED THE WATCH U/W AS BEFORE	
1803					GATOR 4 ACROSS THE SIC	
/					GATOR 4 FEET DRY	
1805					MAN THE BOAT DECK	
1810					CO PRESENTS IS REQUESTED IN CIC	
/					POSSIBLE AAV DOWN	
1812					STERN GATE IS OUT OF WATER	
/					RED WELL	
/	AA2		10			
/	L30R					
/					COMMENCE BALLASTING 6 TO 8 FEET	
1813	L10R					
/	AA1		5			
1815					SET RIVER CITY 1	
/	RAMD					
1818	L30R					
/	L30R	170				
/	AA2		10			
1820	AA1		5			
1821	L10R					
1822	L30R	155				
1823	R30R	155				
1824	STDY	160		147	D F G M C	
/	AA1		3			
1825	CR	165				
1832					STERN GATE IN THE WATER.	
1833					STERN GATE AT STOP	
/					GREENWELL	

# SHIP'S DECK LOG SHEET

REPORT SYMBOL OPNAV 3100-10

IF CLASSIFIED STAMP  
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

D	A	L	P	D	2	5	0	0	7	T	3	0	E	22					
SHIP TYPE					HULL NUMBER		YEAR	MONTH	ZONE	DAY	USS <u>USS SOMERSET</u>								
AT / PASSAGE FROM <u>JC CAL OF ALCA</u>																			
TO _____																			
<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="width: 20px;">CLASS</td> <td style="width: 20px;">HANDL</td> </tr> <tr> <td style="text-align: center;">4</td> <td style="text-align: center;">/</td> </tr> <tr> <td style="text-align: center;">78</td> <td style="text-align: center;">79</td> </tr> </table>														CLASS	HANDL	4	/	78	79
CLASS	HANDL																		
4	/																		
78	79																		

POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D.R.
L _____		BY _____	L _____		BY _____	
λ _____		BY _____	λ _____		BY _____	

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41
					77
					1800 - 2100 (CONT'D)
1834					TWO CASUALTIES ABOARD AAV.
1835					STERNGATE TO 45.
1836	RISR				
1837	AA2		10		
1838	R3OR				
	AAJ		15		
					STARW GATE IS AT 45
1939					2 CASUALTIES REPORTED ON SUMMIT
1840	<del>RISR</del>				
	L3OR				
1840					MEDICAL AWAY STBD SIDE PORT
1843	L3OR				
	AA1		5		
	SAYG				
1844					WEATHER DECKS ARE SECURED FOR NON ESSENTIAL PERSONNEL
1845	AA1		3		
1846					SUMMIT COMING ALONGSIDE
					HELICO COMING IN
1848					2ND CRC IN WATER
1849					MEDICAL STBD SIDE PORT
1850					GREENWELL
1852					TWO CRC'S AWAY STBD SIDE
1853					1ST AAV ACROSS THE SILL
1854					2ND AAV CROSSING THE SILL
1902	AA1		5		
	AA2		10		
1905	L3OR				
					SOUNDED TWO SHORT BLAST

ENCLOSURE (28)

# SHIP'S DECK LOG SHEET

REPORT SYMBOL OPNAV 3100-10

IF CLASSIFIED STAMP  
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE				HULL NUMBER			YEAR	MONTH	ZONE	DAY
D	A	L	P	0	2	5	0	07	T	30
1	2	3	4	5	6	7	12	13-14	15	16-17

USS \_\_\_\_\_

AT / PASSAGE FROM \_\_\_\_\_

TO \_\_\_\_\_

CLASS	HANDL
78	79

POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D.R.
L _____		BY _____	L _____		BY _____	
A _____		BY _____	A _____		BY _____	

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	77
					1800 - 2400 (CONT'D)
1906	AAS		15		
1909	ROR				
1910	RAND				
	CL205			142	DPGMY
1911	AA1		5		
1912	AA1		3		
					4 FEET ABOVE THE SILL
1916	AA1		5		STERN GATE 3 FEET ABOVE THE SILL.
1924					SECURE CHT
					2 FEET ABOVE SILL
1930					SOUND 2 SHORT BLASTS.
1931	AAS		15		
1932					XO HAS THE CONN.
	SAYG				
	AA1		5		
1933	SAYG	198			
1934					(b)(3), (b)(6), (b)(7)(c) HAS THE CONN
1935					GREENDECK
1955					CEASE DEBALLASTING.
1958					OBSERVED SUNSET.
1959					DEENERGIZED NAVIGATION LIGHTS.
2003					MAN OVERBOARD RED OVER RED PULSATING.
2022					1A 2A MPDE STARTED ENGAGE CLUTCH
					RED DECK
2057	LISIL <sup>CSC</sup>				
2100	AA2		10		
2101	AAS		15		
* 2100					EVERETT 3 ASSUMED SQR COMMANDER

# SHIP'S DECK LOG SHEET

REPORT SYMBOL OPNAV 3100-10

IF CLASSIFIED STAMP  
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

D	A	SHIP TYPE L 19 D	HULL NUMBER 125	YEAR 00	MONTH 07	ZONE 13	DAY 0	E
1	2	3 4	5 - 7	12	13 - 14	15	16 - 17	22

USS SCMEPSIT  
 AT / PASSAGE FROM SO CAL CP AREA  
 TO \_\_\_\_\_

CLASS	HANDL
78	79

POSITION	ZONE	TIME	LEGEND
0800 L _____ BY _____			1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D.R.
1200 L _____ BY _____			
2000 L _____ BY _____			
2100 L _____ BY _____			

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	77
					1800-2100 (CONT'D)
2108	L30R				
	AA2		10		
2109	R30R				
	RAND				
2110	AA2				
	AA1		3		
2120				1420	DECK
	AA2		10		
	11511032				
2123	L30R330				
2128	L30R				
2129	AA5		15		
2130					SCANNED TWO SHORT BLAST
2131	L30R120				
2136	R30R300			287	DECK
					SCANNED ONE SHORT BLAST
	AA2		10		
2143	L30R				
2144					SCANNED TWO SHORT BLAST
	AA5		15		
2147	R30R120			100	DECK
2149	AAF		20		
2150					SET AN DIAL 240 & 0.6KTS
	R10R18			100	DECK
					SCANNED ONE SHORT BLAST
2153					(b)(3), (b)(6), (b)(7)(c) HAS THIS COM
2155	AA2		10		
2156	R15R330				
					SCANNED ONE SHORT BLAST
2157					CE ON THE BRIDGE



# SHIP'S DECK LOG SHEET

REPORT SYMBOL OPNAV 3100-10  
IF CLASSIFIED STAMP  
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

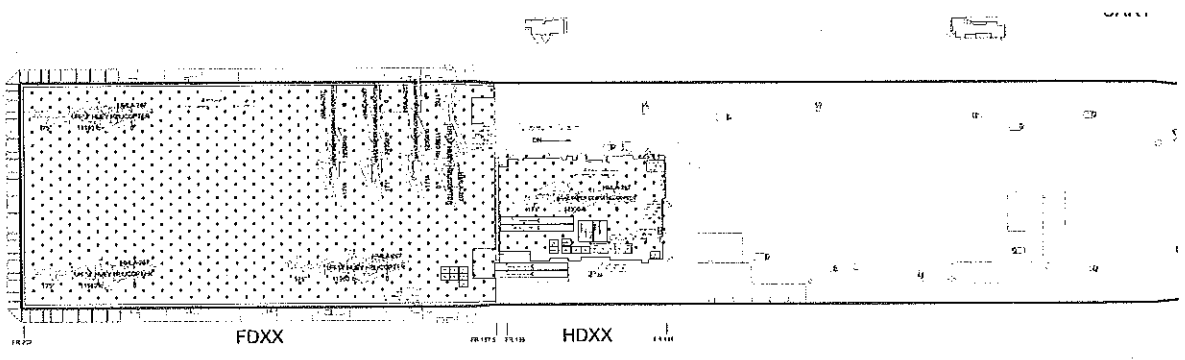
SHIP TYPE				HULL NUMBER			YEAR	MONTH	ZONE	DAY	E
D	A	L	P	D	2	5	0	07	1	30	
1	2	3	4	5	6	7	12	13-14	15	16-17	22

USS SOMERSET  
AT / PASSAGE FROM \_\_\_\_\_  
TO \_\_\_\_\_

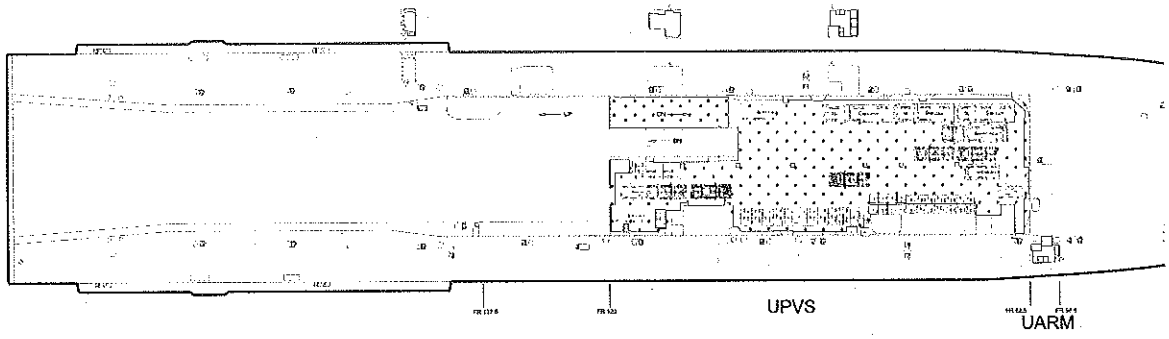
CLASS	HANDL
U	/
78	79

POSITION	ZONE	TIME	POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			2000			1 - CELESTIAL
L _____		BY _____	L _____		BY _____	L _____		BY _____	2 - ELECTRONIC
λ _____		BY _____	λ _____		BY _____	λ _____		BY _____	3 - VISUAL
									4 - D.R.

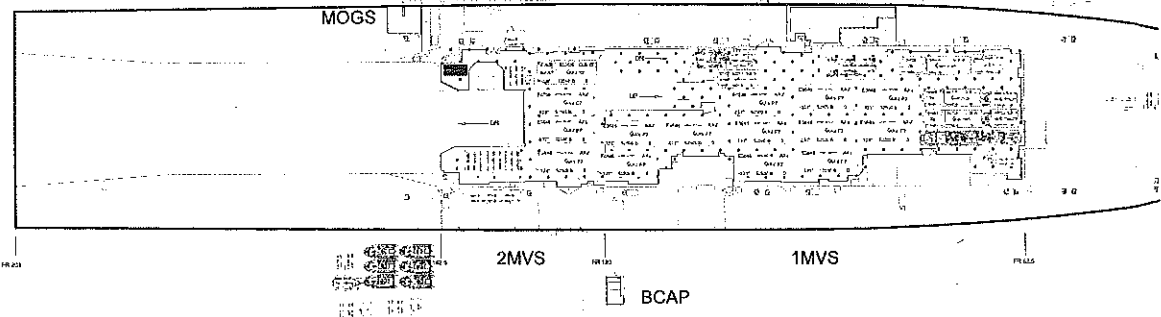
TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41
					1200-2100 (CONT'D)
2201	L10R331			318	DECK
2203					CO ON THE BRIDGE GREEN DECK
2206	R2R346		5		
2207	CR350				
	R2R350				
2209	AA1		3		
2210					GREEN DECK
2211					CO OFF THE BRIDGE
2214					RED DECK
2216					RECEIVED DRAFT REPORT FWD DRAFT 7-14 MEAN DRAFT 7-18 AFT DRAFT 7-22
	AA2		E		
2217	L15TR				SOUNDED TWO SHORT BLAST
2222	SAVG	240			
2228	AA1		5		
2224	AA1		3		
2247					WATCH PROBABLY RECEIVED & (b)(3), (b)(6), (b)(7)(c)
					(b)(3), (b)(6), (b)(7)(c)
2247					ASSUMED THE WATCH O/W AS PERM
2303					SECURE FROM FLIGHT QUARTERS
2340					ENS DYLER HAS THE CONN
2357					CO OFF BRIDGE
					NPCTP



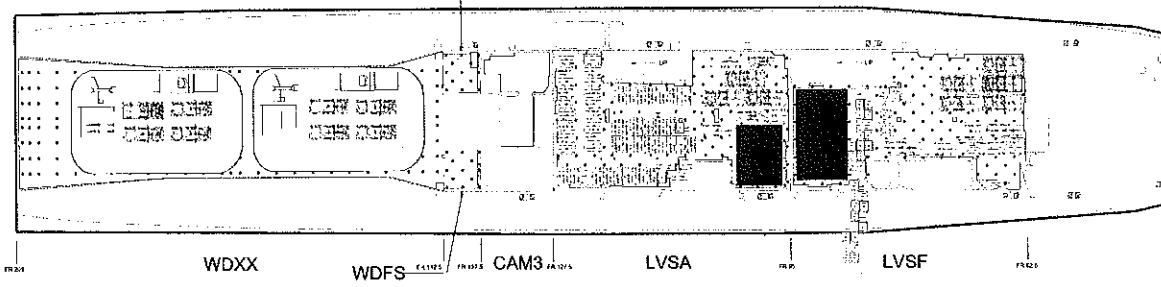
50M2 (SEE AREA 50M2 ONLY) 50MG (SEE AREA 50MG ONLY) SAMG (SEE AREA 50M2 ONLY)

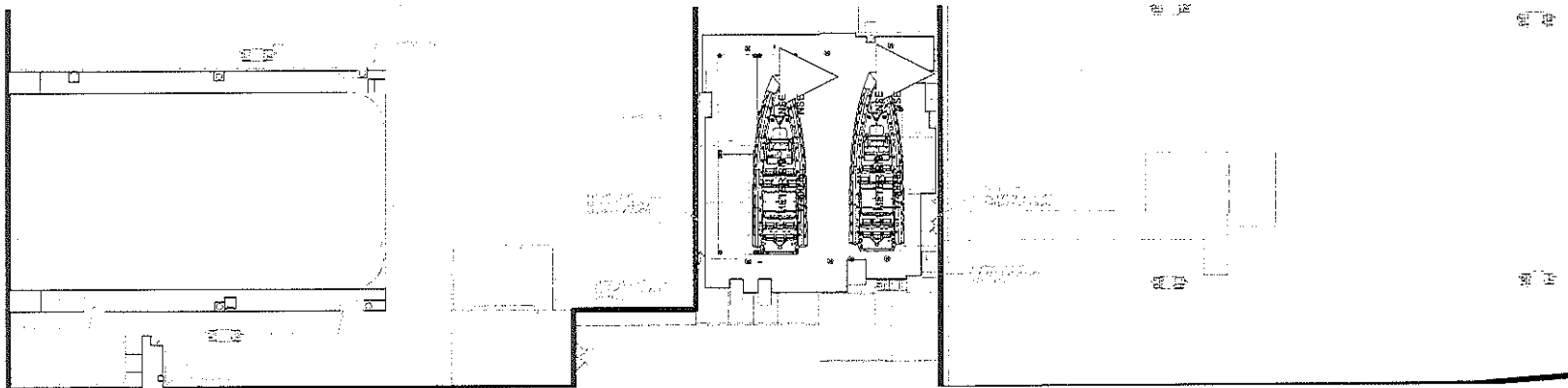


POLL LCAC LRWC ISMT



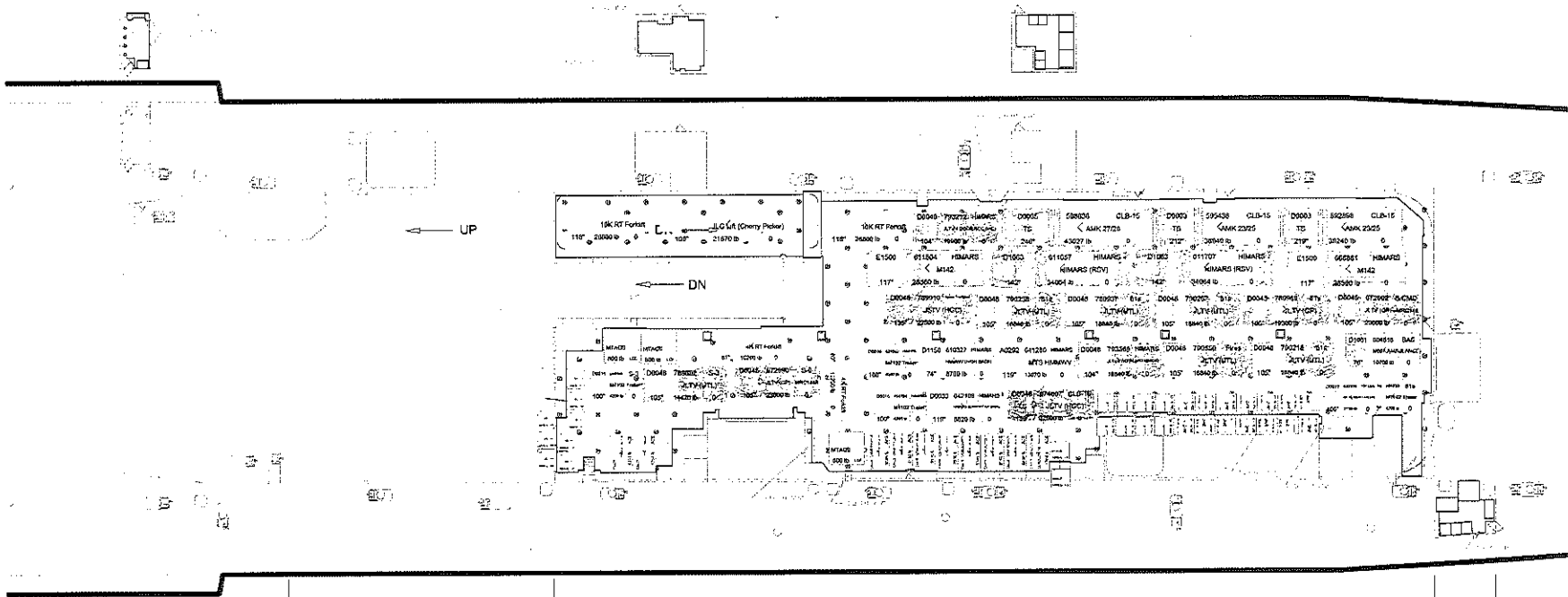
WDFP WDLS





FOR OFFICIAL USE ONLY

ENCLOSURE (24)



FR 137.5

FR 120

UPVS

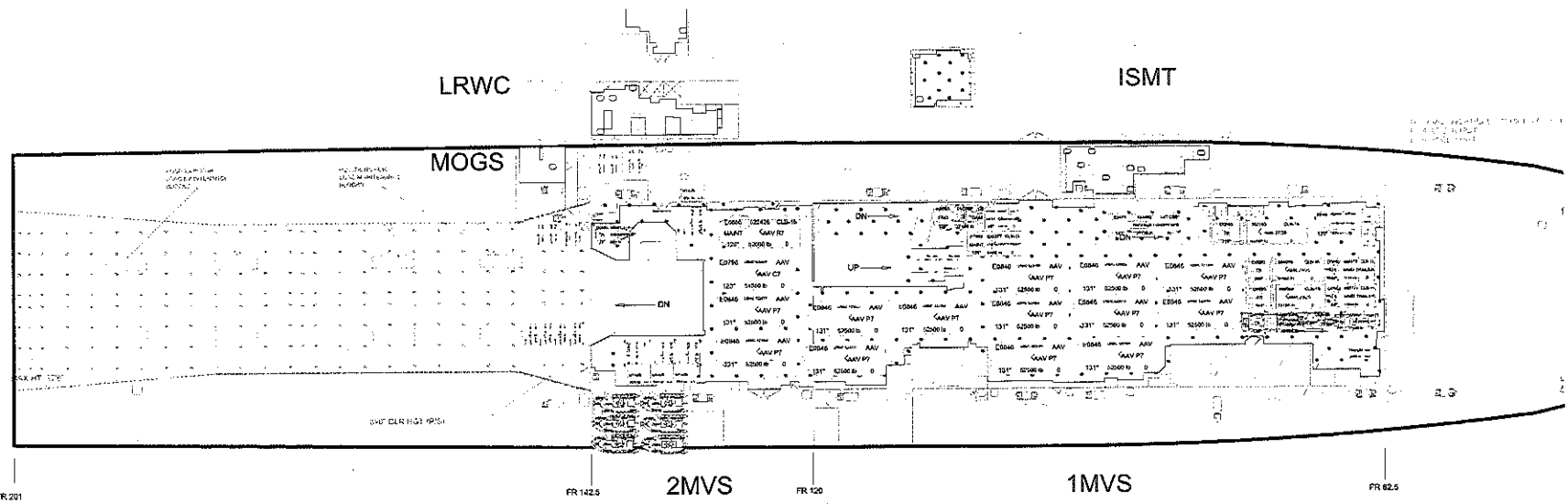
FR 62.5

FR 58.5

UARM

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ENCLOSURE (R9)



WDXX

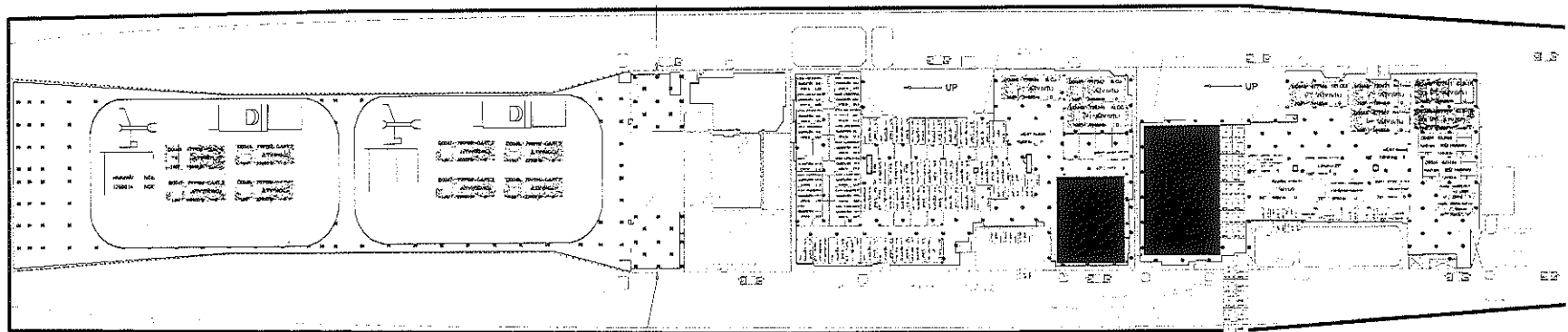
2MVS  
1 MILVAN (1 TEU)

BCAP

1MVS

FOR OFFICIAL USE ONLY

ENCLOSURE (29)



FR 201

WDXX

WDFS

FR 142.5

FR 137.5

CAM3

FR 127.5

LVSA

FR 95

LVSF

FR 62.5

ENCLOSURE (29)

FOR OFFICIAL USE ONLY

20200729-30

1057

Current RFI's are as follows:  
BLT 1/4 S2: Route Study from BLS to SCI N Airfield  
ex: Trafficability of Roads from BLS - Airfield,  
Obstacles, vegetation, slope/gradient  
CE S-4: What NGOs are in the AD<sup>b</sup> working w/ local pop.  
CE S-4: Where is DART team located & who is POC  
CE S-2: Small boat threats to AAV op NO SCI  
BLT 1/4/CE S-2: Routes coming off BLS/Obstacles

1416

CODEWORD ALBANIA

(b)(3), (b)(6), (b)(7)(c)

~~1143~~

2256

CODEWORD ARGENTINA

0004

CODEWORD BAHAMAS

(b)(3), (b)(6), (b)(7)(c)

0652

NO ACTIVITY IN LF OBS 2, LF PLANNED ROUTE HIGHLY

TRAFFICKED AREA, NO OBSTRUCTIONS. REPORTS TO FOLLOW

0652

REV 4 CURRENT LOCATION: IIS LS 5691 4669

(b)(3), (b)(6), (b)(7)(c)

0711

HEAVY AM MARITIME LAYER HAS CUT VISIBILITY TO 25-30M

MOISTURE IS DISRUPTING THE MCOS.

(b)(3), (b)(6)

0738

NO VISUAL ON AIRFIELD IF THE SUN BURNS

THRU THE MIST THEN THEY WILL. PUSHING AN  
ELEMENT THRU COVERED TERRAIN CLOSER TO LF OBS 2

FOC RELAY ANY MOVEMENT WILL PASS EL POS

FOR RELAY TO LF VIA IW.

(b)(3), (b)(6), (b)(7)(c)

0741

Projected AAV feet wet time 0745

0745

updated grid for LF L/V CB CO C/S ("Banana")

CHANGING L/V POINT TO AVOID CROSSING TRUCK

Touch. New L/C IIS 5699 46493. Supports MACHS

EXFIL. FROM S END OF LF OBS 2. WILL RELAY REQUEST POC  
VIA GREEN SMOKE

11

Cavaliers,

(b)(3), (b)(6)

ENCLOSURE (30)

20200730

0754	10-13 AAV INSERTED
0759	ALL AAV IN THE WATER
<del>0804</del> spw	
0821	GATOR 1 FEET DRY
0824	WAVE 1 TOUCHDOWN (2) WHITE TRUCKS & (1) BLACK TRUCK IVO LZ
0827	6/13 GATORS FEET DRY
0835	10/13 GATORS FEET DRY
0838	13/13 GATOR FEET DRY - CELTICS
0850	LC39 & LC79 INTENDED TO BE RECOVERED ONCE SEAROOM HAS BEEN ESTABLISHED
0906	GRIZZLY
0916	CODEWORD HEAT
0940	HORNETS
0957	JAZZ
1041	KNICKS
1641	CODE WORD MAGIC
1819	(1) AAV DOWN <del>LT spw</del>
1950	COAST GUARD AIRCRAFT ON LOCATION
0332Z	(3) RHIBS IN WATER.
0337Z	Bullet 55 inbound for MEDEVAC.
0338	Critical care nurse, PLT CO, <del>S&amp;T</del> Maj on VZZ Cross deck info.
0329	3 Casualties evacuated so far from SAN to Scripps, bullet 55.
0333	2022Z bullet 55 off deck SOM ENR to SCRIPPS 7 souls 4 crew 2 casualties one Corpsman.

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (30)



20200730

0335 Rescue 47 is medevac with 2 casualties  
Bullet 55 still on deck. \_\_\_\_\_

(b)(3), (b)(6), (b)(7)(c)

0336 last know 330152N 1183828W, \_\_\_\_\_

0336 2 NM south of 3256N 11838W BT intent  
to loiter IVO posit to provide flight deck  
support. \_\_\_\_\_

0341 SOM taking (1) Marine to UCSD trauma center  
for level 1 treatment. \_\_\_\_\_

0343 Marine DOC out corpsman going with marine  
to UCSD in 60 on deck. \_\_\_\_\_

0357 Bullet 55 off deck 8 souls, one casualty, one  
doctor, one corpsman, 5 crew. \_\_\_\_\_

0401 BLT CO en route for accountability efforts. \_\_\_\_\_

0403 UCSD alerted for one patient inbound. \_\_\_\_\_

0403 Snoop 12 enroute with BLT CO to SOM. \_\_\_\_\_

0404 (3) medevacs, (2) to SCRIPPS, (1) to UCSD  
5 personnel recovered from water, 8 unaccounted  
for. \_\_\_\_\_

0410 at 2100L CPR3 assumed SMC. Tacron will  
assign control sectors. \_\_\_\_\_

0411 (5) remaining casualties can return to MKI for  
stabilization. \_\_\_\_\_

0417 Snoop 12 on deck. \_\_\_\_\_

04312 CPR3 is SAR mission commander. \_\_\_\_\_

0432 intentions to remain 2 RHIBS in water  
until 2200L, recover 1 RHIB to maintain  
constant operations. \_\_\_\_\_

ENCLOSURE (30) ✓

20200730

0435z SOM De SDG Triton is v/w 4 Souls onboard. (b)(3), (b)(6), (b)(7)(C)

0450 air search sectors primary 1185030W to SCI Coastline, 3300N to 3256N, secondary - 1185030W to SCI Coastline, 3304N to 3300N.

0458 RS11, BL44, USCG RESCU 6603 on station.

0502 Sector assignments: SOM 230-270 MKC: 270-320 SDG 320-350 JFN: 350-030 bases up 3302N 11839W. SNOOP 12 still on SOM.

0511 SDG launch RHEBS, once launched JFN recover yours.

0514 SDG unable to launch more RHEBS. Coordinate with SOM to swap out MRF crews.

0515 SDG troubleshooting KB Crano. once fixed launch RHEBS.

0518 MKC loss of steering, currently on 300 at 2 KTS.

0519 MKC regained steering.

0530 JFN - 2 RHEBS recovered, 1 in water. ops normal safe to remain in water.

0530 SOM: 200-230, MKC: 230-270, JFN: 270-320, SDG 320-000 updated sector assignments.

0533 BLT confirms 8 marines unaccounted for.

0536 CPR3 BWC - B de TB immediately recover all RHEBS in water. will assign a ready ship for RHEBS if need to execute RHEBS at daylight.

0538 MKC remain ACU through night.

0550 MKC NEW SECTORS: 230-300 (5-10NM), JFN NEW SECTORS 300-340, SDG: 340-020, 14.

0757 ARG coordinates updated. ENCLOSURE (30) (b)(3), (b)(6), (b)(7)(C)

20200730

- 0722 LAST RHIB HAS BEEN RECOVERED. (b)(3), (b)(6), (b)(7)(c)
- 0731 MKI, PLANS TO RECOVER LOGS AND PROMPTLY BEGIN CONDUCTING PARALLEL SEARCHES WITHIN SECTOR AS DIRECTED.
- 0735 SDG INTEND TO DRIVE TO SE CORNER OF SECTOR AND COMMENCE PARALLEL SEARCH.
- 0932 MKI, JFN, SDG NEW SECTOR ASSIGNMENTS FROM AAV DATUM ARE AS FOLLOWS. MKI 200-340 5-10nm, JFN 340-020 4-10nm, SDG 020-060 6-10nm, &
- 1030 ARG COORDINATES UPDATED.
- 1530 THE BELOW FEEDS / ENTRIES ARE FROM 20200730 (b)(3), (b)(6), (b)(7)(c)  
FROM OSSO ON.
- 17442 SDG crews have food/water staged along with 850 gallons of fuel for AAV's on beach.
- 1755 STANDBY FOR CH-53 LAUNCH.
- 1809 SDG request guidance for the following, have 1 MV22 ENR with required part from MKI, ESO repairing CH53, 1 CH53 at the beach in CP, waiting to T10 at 1300 with a possible O/H at 1345.
- 1811 Biggie 23 on standby to transport AAV maintenance parts.
- 1944 Dominator will be on scene 1645 local time. the ROV is on board capable of depths 2000 feet with camera and lifting lines.
- 2000 Request if technical drawings can be sent to Dominator or any technical specifications such as weight.
- 2006 RFI'S will be sent over to CPR3 once answered.

ENCLOSURE (30)

20210330

- 2041 CH-53 resupply not needed at this time. (b)(3), (b)(6), (b)(7)
- 2041 BH712 commencing Sector Search at 330507N 1183431W.
- 2059 SDG-MEU APRO - PLACE CH53 on alert 30 to pull Marines and sailors off SCI.
- 1530L BREAK. ALL ENTRIES BELOW ARE NOW CURRENT TIME.
- 1531 15 MEU submits Sitrep to MEF SWO.
- 1603 BLTLNO turnover. (b)(3), (b)(6), (b)(7)(c) new LNO.
- 1610 SNOOP 12 is airborne looking to talk to someone about tasking at 1700 at Nuc.
- 1613 SOM established comms with Dominator.
- 1628 SOM requesting RFI for plan to move personnel from SCI to SOM. (b)(3), (b)(6), (b)(7)
- 1623 Snoop 12 is expecting a 30-40 minute delay until landing on SCI, ETA on SCI 1730-1748.
- 1635 NO comm with SDG or 53 from CPEN with mechanics.
- 1648 ARL location updated.
- 1703 Manifest is being broken into sticks and manifested by (b)(3), (b)(6), (b)(7)(c) acting as MACD on SCI
- 1703 SNOOP 21 ON DECK MKI. Refueling then back to SDG for drop off. SDG's deck was not ready for them to land and get fuel.
- 1715 SNOOP 21 still has 8 Pax remaining. Post refueling on MKI depart of SDG to drop off all pax then to SCI. ESTIMATE for pax ~~pick~~ pick up on SCI is 21 right now. (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c)
- 1717 Correct on last 2 lines. Snoop 12 not 21.
- 1722 Snoop 12 off deck MKI. Enroute to SDG

ENCLOSURE (10)

20200730

1727 SDG Deck is full. Snoop 12 coming back to MKI  
with remaining 6 pax. \_\_\_\_\_

1734 SNOOP 12 on deck MKI. \_\_\_\_\_ (b)(3), (b)(6), (b)(7)

1751 SNOOP 12 off deck MKI to SCI for extract. \_\_\_\_\_

1801 OPCON requesting initial point of AAV when it left  
land and POSIT of the ship it was driving towards  
so DOMINATOR can search along it. ~~OT~~ \_\_\_\_\_  
(b)(3), (b)(6), (b)(7)(c)

1801 URC launched ROV at 1753, commencing initial search. \_\_\_\_\_

1823 LATE ENTRIES: SITREP SUBMITTED AT 1630, 1730. \_\_\_\_\_

1835 SNOOP 12 ON DECK MKI. \_\_\_\_\_

1848 SNOOP 12 OFF DECK MKI 7 PAX DROPPED OFF. \_\_\_\_\_

1919 \_\_\_\_\_ aboard SOM. \_\_\_\_\_  
(b)(3), (b)(6), (b)(7)(c)

1928 SNOOP 12 OFF DECK AT SCI TO SOM W 13 PAX. ALL  
PAX TO BE OFFLOADED AT SOM. \_\_\_\_\_

1940 SN 1400 element command element personnel in stick 1

(b)(3), (b)(6), (b)(7)(c)

1942 SN 1401 \_\_\_\_\_

(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)

1954 SNOOP 12 ON DECK. \_\_\_\_\_

2018 Left over SAEX ammo will move to red beach then  
to ASP. \_\_\_\_\_

2030 The craft does not have a beacon and there were  
no munitions onboard. \_\_\_\_\_

2049 OPCON requests transit lane for AAV and RW point  
per IA plan, request approx time of loss, times  
personnel were recovered, and locations so URC  
can use estimated drift data to start marking  
up a high probability search box. \_\_\_\_\_

ENCLOSURE (3p)

20200731

0315Z

MEU AIRO DE SDG, repairs in progress, trending towards a 1100 overhead time tomorrow, will provide updates as repairs progress.

2210

OPCON de CPR3, are working reconstruction based on blue force tracker and will provide update estimate of where they believe the AAV may have sunk based on ASSESSMENTS.

(b)(3), (b)(6), (b)(7)

2209

OPCON DE TZ THE BOAT LANE DETAILS IS AS FOLLOWS: FIRST FIELD IS THE CENTER REFERENCE POINT ON THE MAP. SECOND FIELD IS THE LENGTH OF THE BOAT LANE. THIRD FIELD IS THE WIDTH OF THE BOAT LANE. LAST FIELD IS THE RETURN LANE FOR THE AAV'S. HOWEVER, THE AAV WAS NOT WITHIN THE BOAT LANE AT TIME OF LOSS. THE AAV WAS LAST KNOWN AT 33°01.49'N 118°39.23'W (279° AT 3NM NORTH WEST FROM BEACH CENTER UPON RETURN TO SUM.)

2222

OPCON de CPR3, BEST ASSESMENT BASED ON RECONSTRUCTION OF TIMELINE AND BLUE FORCE TRACKER IS APPROX 33°00'12.6"N, 118°30'13.6"W. RECOMMEND RETASKING DOM TO BEGIN SEARCH THERE.

(b)(3), (b)(6), (b)(7)

2258

2238

CPR3 de JFN, WE ARE READY TO SEND ENCLOSURE (30) CONTINUING SAR EFFORT, INT ARE THERE  
AIC. 1. INTENTIONAL AIR FOR JFN ATT

(b)(3), (b)(6), (b)(7)

2020 07 31

2244 CPR3 de SDG, STANDING BY FOR UPDATED SEARCH SECTORS

2246 SDG, JFN de CPR3 REMAIN IN CURRENT SECTORS.

~~2247 de CPR3, we'll NOTIFY~~

2247 de CPR3, we'll MODIFY UPON RECEIPT OF UPDATED METOC REPORT.

2303 OPCON de CPR3, has last POSIT WE PASSED BEEN PUSHED TO DOMINATOR? (b)(3), (b)(6), (b)(7)(C)

- 2304 CPR3 de OPCON LAST POSIT HAS BEEN PASSED TO DOM

2305 OPCON de CPR3 DO THEY INTEND TO SEARCH NEAR THAT POSIT?

2306 CPR3 de OPCON, DOM INTENDS TO SEARCH NEAR THAT POSIT.

2343 OPCON de TZ, INT w/C/S,

2347 CPR3 de OPCON, FROM DOM: HOS DOMINATOR IS A DR-2 Capable ship able to maintain position up to sea state 4. No sonar capabilities on board. ROV is a remote operated vehicle with a maximum depth of 2000ft. It is equipped with 2 manipulator arms, and small sonar suite with a range of 300ft. HOS Dominator is not required (b)(3), (b)(6), (b)(7)(C)

equipped with 2 to salvage AAU nor tow. NO items of interest have been found at this time. DOM currently transitioning to last known position based on a B ENCLOSURE (80) (b)(3), (b)(6), (b)(7)(C)

20200801

2350 OPCON de CPR3, What is all after position based on a?

0000 ARG COORDINATES UPDATED

~~0011~~  
20200801  
0011

DOM CURRENTLY TRANSITING TO LAST KNOWN POSITION BASED ON B. THIS WAS YOUR LAST SENTENCE

0018 CPR3 de OPCON, DOM CURRENTLY TRANSITING TO A LAST KNOWN POSITION BASED ON BLUE FORCE LOCATOR POSIT FOR AAV. DOM HAS A DIVE TEAM ONBOARD CERTIFIED FOR DEPTH OF POSIT, WITH ABILITY TO OBTAIN DIVE EQUIPMENT IF NEEDED

0300 ARG COORDINATES UPDATED

0306 CPR3 de OPCON, REQUEST STATUS OF RFI'S STILL OUTSTANDING

~~0308~~

0505 NICAT ECHO > JUST FINISHED SCANNING 0950Z RADAR. NOTHING REMARKABLE

0547 BWC de TACCWO, BLO2 AIRBOURNE IN SUPPORT OF SAR. INTEND TO SEND BLO2 TO EXECUTE AVS AT DATUM PROVIDED AND THEN SEARCH THE WESTERN COASTLINE FROM SOUTH TO NORTH IN SECTOR 9 OF SCT

0714

TB de TACCWO REQ JFN AND SOM PASS SECURITE calls ADVISING NEARBY FISHING VESSELS THAT SAR OPS ARE IN PROGRESS THE NUMBER OF VESSELS I/O BOTH SHIPS IMPEDING SEARCH EFFORTS

(b)(3), (b)(6), (b)(7)

(b)(3), (b)(6), (b)(7)

(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (30)



San Clemente Island Weather Chart

Produced by (b)(3), (b)(6), (b)(7)(c) METOC Platoon Commander, 1st Intel Bn,

DATE OF MISHAP: 20200730

LOCAL TIME OF MISHAP: 1645

LOCATION: SAN CLEMENTE ISLAND (NORTH WEST END OF ISLAND IVO THE NAAIRFIELD) AND BUOY 46086 (APPROX 30MI TO THE SE OF THE MISHAP)

TIME 1556 PST

MISHAP ENVIRONMENT: SAN CLEMENTE ISLAND NAVAL AUX LANDING FIELD (KNUC) AND BUOY 46086 TIME 1556

- A. SEA STATE AND DIRECTION: SS3 (WAVE HEIGHT 3.5FT), DIRECTION: 275° (FROM THE WEST)
- B. WIND DIRECTION AND SPEED: WEST-NORTHWESTERLY (300 DEGREES) AT 14 KNOTS (16 MPH)
- C. AIR TEMPERATURE IN DEGREES FAHRENHEIT: 66°F
- D. WATER TEMPERATURE: N/A
- E. VISIBILITY: 10SM
- F. VISIBILITY REDUCED BY: N/A
- G. LIGHTNING PRESENT (PRODUCED BY STORM)? (Y/N): N
- H. CUMULATIVE PRECIPITATION: N/A
- I. LIGHTING CONDITIONS/AVAILABILITY AT SITE OF MISHAP: Adequate

TIME 1656 PST

MISHAP ENVIRONMENT: SAN CLEMENTE ISLAND NAVAL AUX LANDING FIELD (KNUC) AND BUOY 46086 TIME 1656

- A. SEA STATE AND DIRECTION: SS3 (WAVE HEIGHT 3.5FT), DIRECTION: 270° (FROM THE WEST)
- B. WIND DIRECTION AND SPEED: WEST-NORTHWESTERLY (300 DEGREES) AT 14 KNOTS (16 MPH)
- C. AIR TEMPERATURE IN DEGREES FAHRENHEIT: 66°F
- D. WATER TEMPERATURE: N/A
- E. VISIBILITY: 10SM
- F. VISIBILITY REDUCED BY: N/A
- G. LIGHTNING PRESENT (PRODUCED BY STORM)? (Y/N): N
- H. CUMULATIVE PRECIPITATION: N/A
- I. LIGHTING CONDITIONS/AVAILABILITY AT SITE OF MISHAP: Adequate

TIME 1756 PST

(18) MISHAP ENVIRONMENT: SAN CLEMENTE ISLAND NAVAL AUX LANDING FIELD (KNUC) AND BUOY 46086 TIME 1756

- A. SEA STATE AND DIRECTION: SS3 (WAVE HEIGHT 3.5FT), DIRECTION: 275° (FROM THE WEST)
- B. WIND DIRECTION AND SPEED: WEST-NORTHWESTERLY (290 DEGREES) AT 12 KNOTS (14 MPH)
- C. AIR TEMPERATURE IN DEGREES FAHRENHEIT: 63°F
- D. WATER TEMPERATURE: N/A
- E. VISIBILITY: 10SM
- F. VISIBILITY REDUCED BY: N/A
- G. LIGHTNING PRESENT (PRODUCED BY STORM)? (Y/N): N
- H. CUMULATIVE PRECIPITATION: N/A
- I. LIGHTING CONDITIONS/AVAILABILITY AT SITE OF MISHAP: Adequate

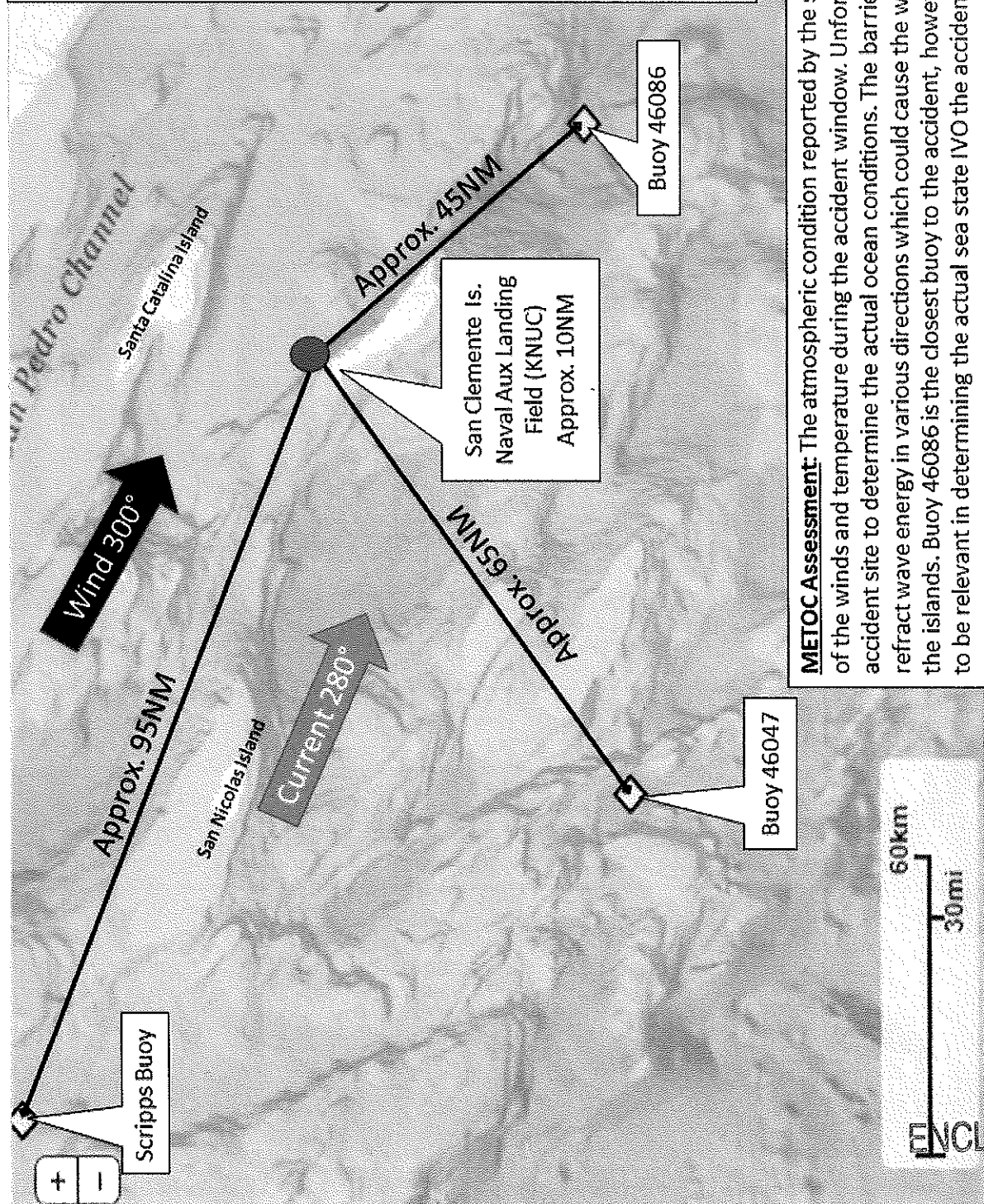
TIME 1856 PST

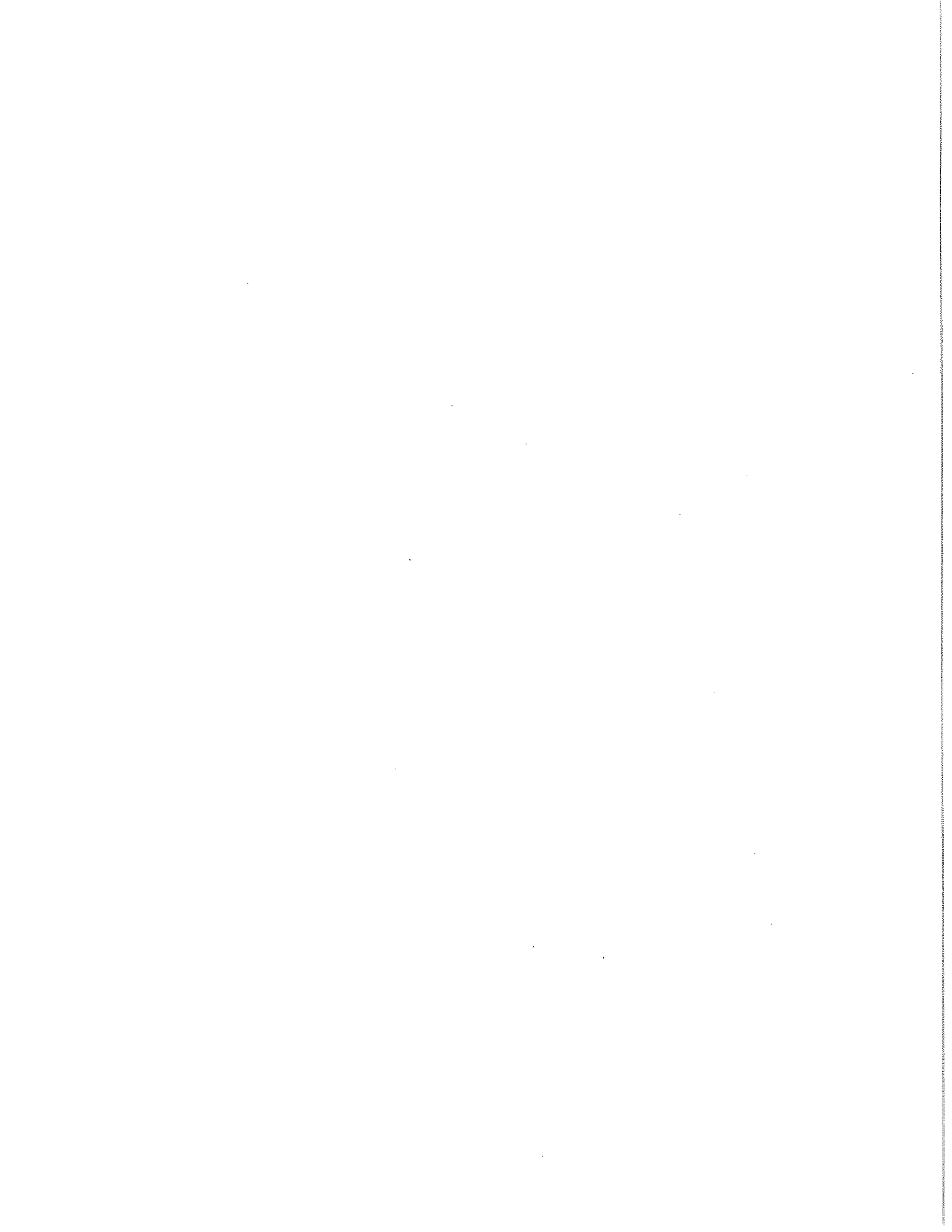
MISHAP ENVIRONMENT: SAN CLEMENTE ISLAND NAVAL AUX LANDING FIELD (KNUC)  
AND BUOY 46086 TIME 1856

- A. SEA STATE AND DIRECTION: SS3 (WAVE HEIGHT 3.5FT), DIRECTION: 280°  
(FROM THE WEST)
- B. WIND DIRECTION AND SPEED: WEST-NORTHWESTERLY (300 DEGREES) AT 12  
KNOTS (14 MPH)
- C. AIR TEMPERATURE IN DEGREES FAHRENHEIT: 63°F
- D. WATER TEMPERATURE: N/A
- E. VISIBILITY: 10SM
- F. VISIBILITY REDUCED BY: N/A
- G. LIGHTNING PRESENT (PRODUCED BY STORM)? (Y/N): N
- H. CUMULATIVE PRECIPITATION: N/A
- I. LIGHTING CONDITIONS/AVAILABILITY AT SITE OF MISHAP: Adequate

**Data Points**

- **San Clemente Island (SCI) Aux Airfield:** Located approximately 10NM from the accident site. This site provides an excellent idea of atmospheric weather conditions (Winds, air temp, etc.) during the time period.
- **NOAA buoy 46086:** Located approximately 45NM from the accident site. The buoy provides the sea state (wave height, current direction, etc.) during the time period. While this is the closest buoy to the accident site, it is located too far to determine the actual sea state IVO the accident site. The wind direction and current were moving from a westerly direction and the buoy is too far downstream to provide an actual depiction of the conditions.
- **NOAA buoy 46047 & Scripps buoy:** Located too far away and well away from the island. The sea conditions are greatly affected by the barrier islands and these buoys are located in open ocean.





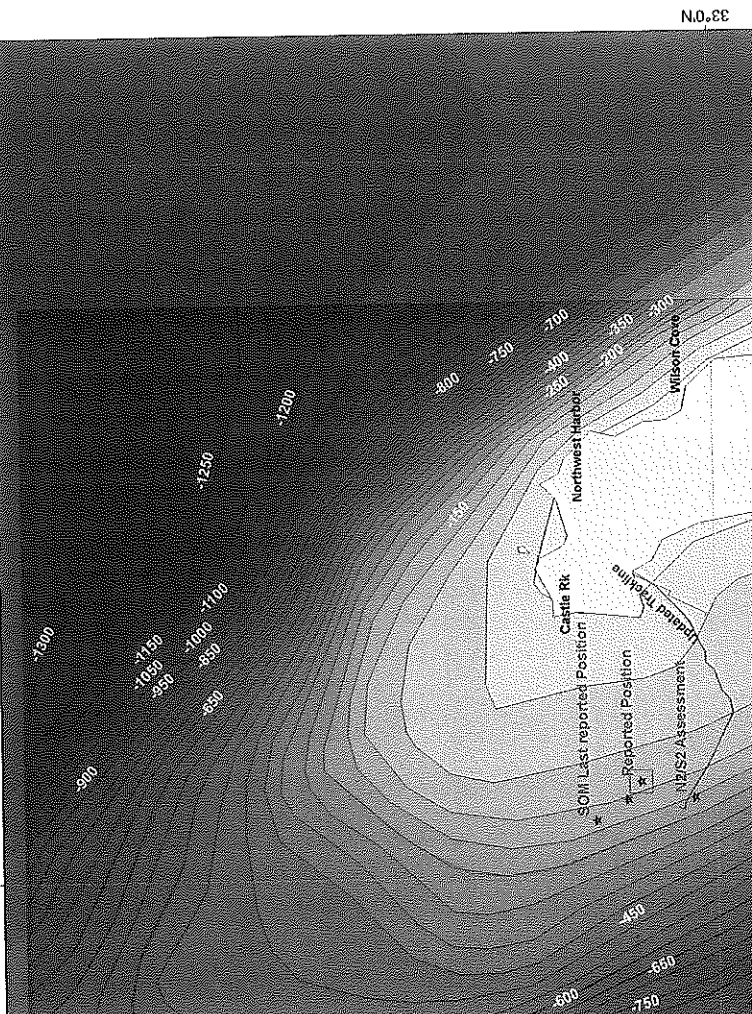
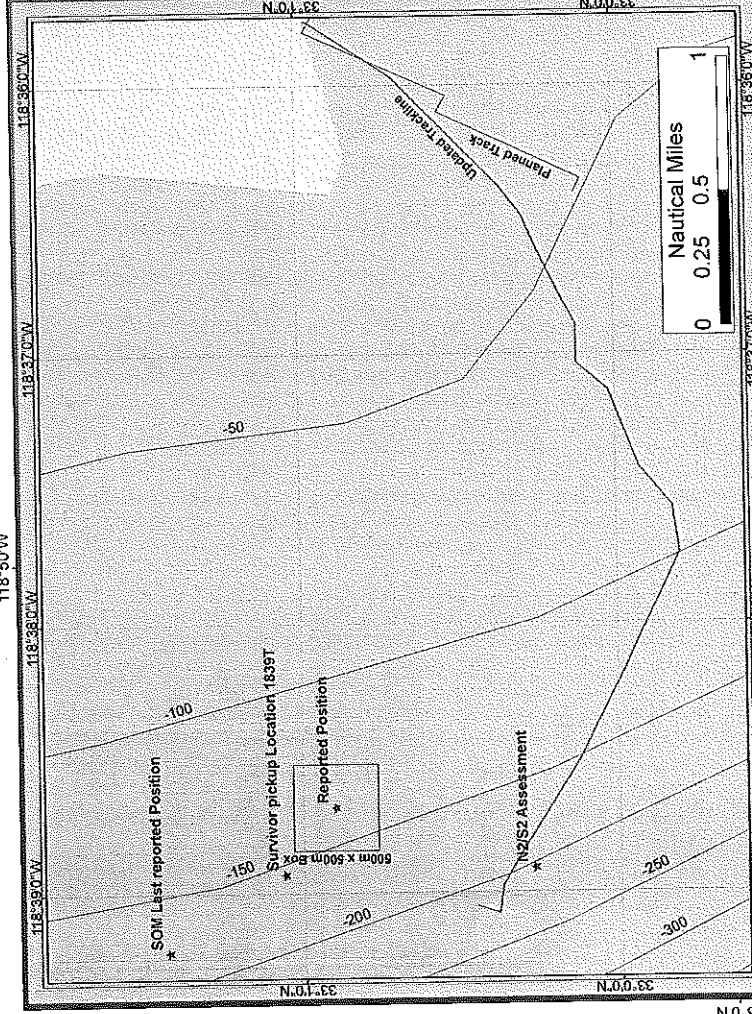
118°30'W

118°40'W

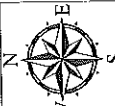
118°50'W

118°30'W

118°40'W



Nautical Miles 0 0.25 0.5 1



Nautical Miles 0 1.5 3 4.5 6  
1:60,000

Coordinate System: WGS 1984 North Meridian  
Projection: UTM  
False Easting: 50000  
Central Meridian: 120.000  
Scale Factor: 0.9996  
Units: Meter

**NAVY**  
SUPSALV



**San Diego Search**  
AAV Search off San Clemente Island.  
Reported Position 33° 00' 54.0000" N, 118° 38' 41.0000" W; depth 117m.  
Depth Soundings in Meters

118°30'W

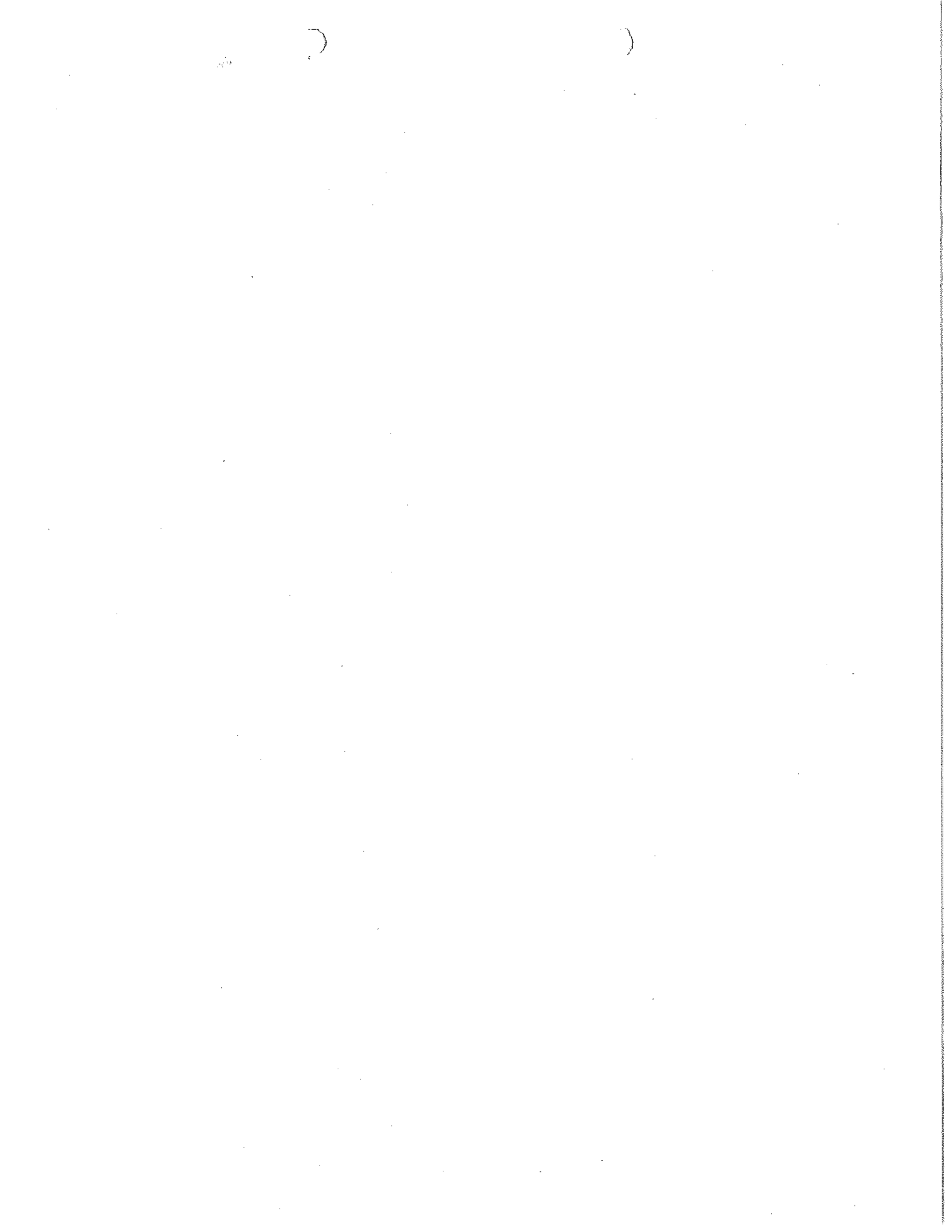
118°40'W

118°50'W

ENCLOSURE (3)

33°N

33°N



SUBSALY VIDEO ON AAY 523519 LOCATION DISCOVERY AND  
VERIFICATION VIDEO, DTD 3 AUG 2020: EXTERNAL HARD DRIVE

ENCLOSURE (33)

THE UNIVERSITY OF MICHIGAN LIBRARY  
ANN ARBOR, MICHIGAN 48106-1000



SUBSALV VIDEO OF AAY 523519 RECOVERY, DTD 7 AUG 2020,  
EXTERNAL HARD DRIVE

ENCLOSURE (34)

THE UNIVERSITY OF CHICAGO  
DEPARTMENT OF CHEMISTRY

(b)(3), (b)(6), (b)(7)(c)

---

**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Friday, September 11, 2020 3:14 PM  
**To:**  
**Cc:** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** RE: AAV Location

Thank you! We appreciate it.

S/F

(b)(3), (b)(6), (b)(7)(c)

-----Original Message-----

**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Friday, September 11, 2020 10:52 AM  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** AAV Location

Sir,

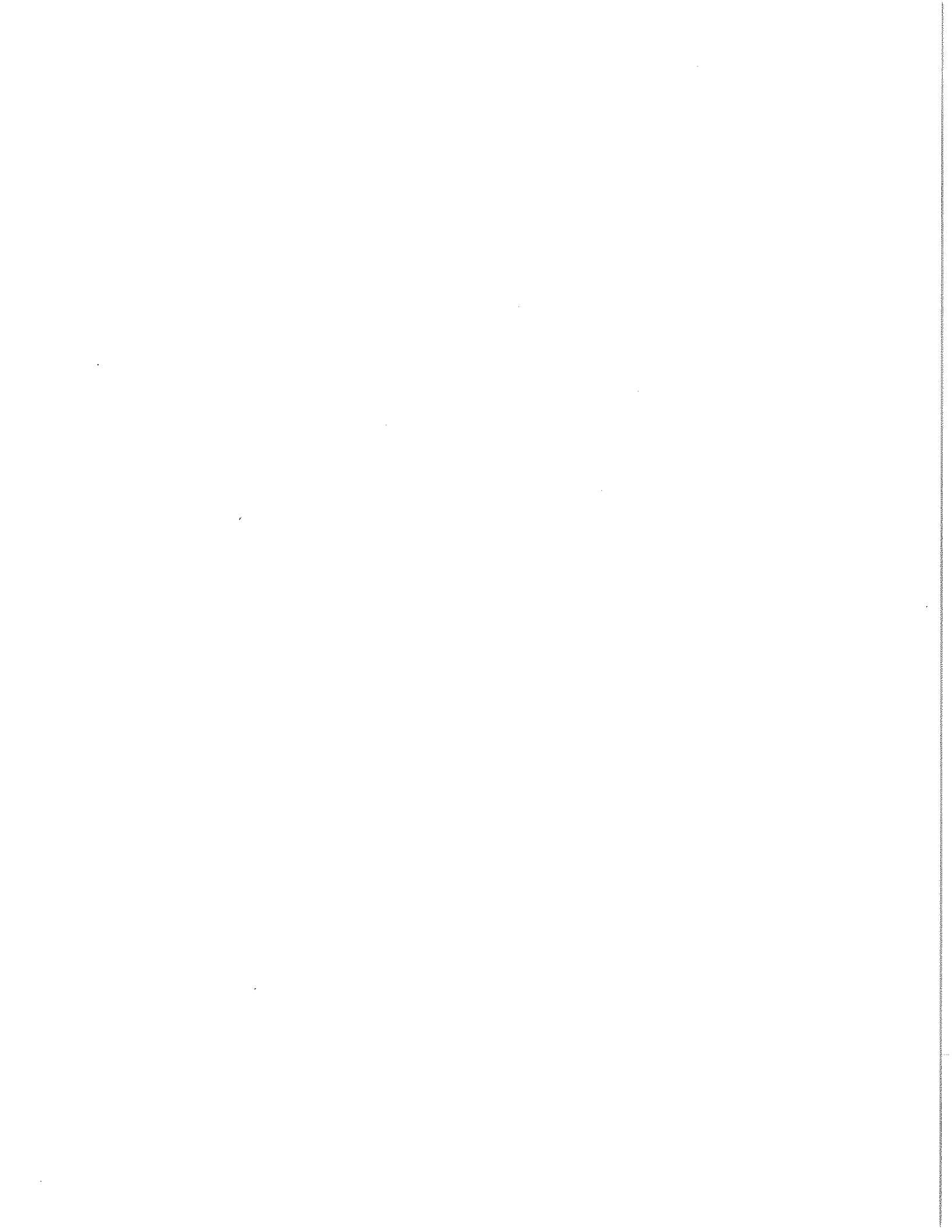
Posit for AAV is below:

33 deg 01.52244' N  
118 deg 38.93274' W

Please let me know if you need anything else.

V/R

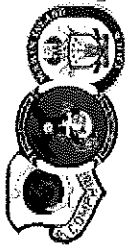
(b)(3), (b)(6), (b)(7)(c)



UNCLASSIFIED



# HSC-23.2 AAV Incident - SAR/MEDEVAC SUPPORT



## HSC-23.2 DET ISO AAV Incident (30JUL-01AUG2020)

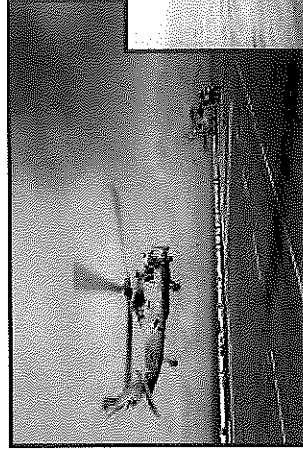
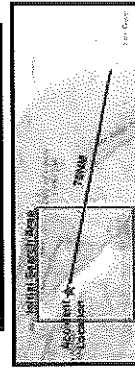
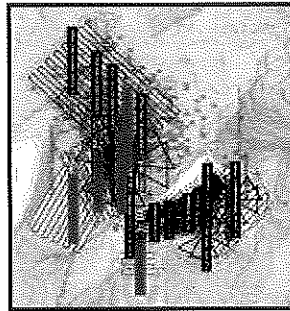
- 15<sup>th</sup> MEU AAV sunk during PMINT training exercise IVO San Clemente Island, 16 personnel embarked (7 recovered, 9 deceased) at ~1824L
- HSC-23.2 executed 40+ flight hours ISO MEDEVAC and search efforts over 2.5 days, embarked on USS Makin Island (LHD 8)
- Three critical patients MEDEVAC to Scripps Memorial Hospital (1 deceased, 2 remain in critical condition)
- First airborne SAR assets ONSTA within 20 minutes of notification.

## 30JUL:

- Bullet 55 (BL55)
  - Re-rolled from PG mission to SAR, ONSTA 1845-2230L
  - MEDEVAC 1x Critical Patient from LPD 25 to Scripps Hospital
- BL47
  - Re-rolled from PMC mission to SAR, ONSTA 1915-2315L
  - MEDEVAC 2x Patients (1 deceased, 1 critical) from USS Somerset (LPD 25) to Scripps Hospital
- BL44
  - Unscheduled alert launch, ONSTA 2200-0400L
  - Identified empty vests, strobe lights, and gear. No personnel
  - 300-500' ceilings, 2-4 miles visibility

## 31JUL-01AUG

- 18 hours of search conducted, interspersed with SAR efforts provided by HSM-49.3, USCG helicopters, HSM-78 (HARP at SCI), and numerous surface vessels.
- Continuous joint airborne SAR
- Dedicated search patterns executed ICW recommendations from USCG LNO
- No personnel located



HSC-23.2 DEUCES WILD

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WILDCARDS NEVER FOLD





DEPARTMENT OF THE NAVY  
USS MAKIN ISLAND LHD 8



HSC-23.2 DETACHMENT FLIGHT SCHEDULE

Thursday, 30 July 2020

JULIAN DATE: 20212  
TYPE: MH-60S  
SDO:  
ADDC

SR/SS: 0602 / 1948  
MR/MS: 1646 / 0211  
ILLUM: 79%  
EENT: 2048

(b)(3), (b)(6), (b)(7)(c)

FLIGHT EVENTS

SIDE #	MSN #	TIMES BRF/LCH/LND	HAC UTILITY CREW	COPILOT SECOND CREW	MISSION	TMR CODE	HOURS SCHED	HOURS FLOWN	NOTES & CONFIG
55	0501	0900 / 1300 / 1930 1305 / 2235			AM A60/PG ___ SAR ___ MEDEVAC ___	1A1 2P1	6.5	9.5	1 C3 FB / RR/ DR AUX(3700)
47	0511	0530 / 0900 / 1000 0900 / 1030			AM A60 ___ VERTREP ___	2P1 2R1	1.0	1.5	2 C3 AUX(2400)
47	0511	0945/ 1245 / 1800 1245 / 2320		(b)(3), (b)(6), (b)(7)(c)	PMC ___ SAR ___ MEDEVAC ___	2R1	5.3	10.6	4, 5, 6, 7, 8 C3 P(8) AUX(3700)
44	0501	2000 / TBD / TBD 2200 / 0100			PM A60 ___ SAR ___	2P1	TBD	3.0	3 C3 AUX(3700)
<b>TOTAL DAILY / FLOWN / DET HOURS</b>							12.8	24.6	54.7

<sup>1</sup> Indicates <10 hours in 30 days. \* Indicates aircrew on schedule multiple times. **BOLD** indicates schedule priority.

ADDITIONAL EVENTS

TIME	EVENT	PERSONNEL	LOCATION
ALL DAY	R2P2		AS REQUIRED
0500 - 0700	BREAKFAST		GALLEY
0800 - 0900	CUB		FLAG B&P
0915	WORKING PARTY		PR SHOP
0930 - 1000	PMC BOARD		FLAG B&P
1000 - 1100	APB	(b)(3), (b)(6), (b)(7)(c)	FLAG B&P
1100 - 1330	LUNCH		GALLEY
1500 - 1600	OPS INTEL		WARDROOM
1600 - 1830	DINNER		GALLEY
2030 - 2200	2P STUDY		WARDROOM LOUNGE
2300 - 0000	MIDRATS	ALL INTERESTED PERSONNEL	GALLEY

MISSION NOTES

All flights originate from USS MAKIN ISLAND (LHD 8), brief in DEBARK CONTROL and HOT PUMP per the AIRPLAN unless otherwise noted.

- Crew to hold alert from 1300 - 2030.
- Crew to hold alert from 0600 - 1300.
- Crew to set PM ALERT 60 from 2030 - 0830.
- (b)(3), (b)(6), (b)(7)(c) ride as PAX from MKI to KNFG
- (b)(3), (b)(6), (b)(7)(c) ride as PAX from SDG to KNZY. VIP kit and helmets/ICS cranials required. Crew to arrive at NASNI PAX Terminal NLT 1400.
- (b)(3), (b)(6), (b)(7)(c) ride as PAX from KNFG to SOM
- (b)(3), (b)(6), (b)(7)(c) to ride as PAX from SDG to SOM
- (b)(3), (b)(6), (b)(7)(c) ride as PAX from SDG to MKI

EP/SYSTEM/SOP NOTES

EP of the Day: Engine Malfunction in Flight  
MH-60S NATOPS: Engine Oil Temperature Limits  
System of the Week: AFCS  
Wing SOP: What emergencies can you not simulate at night?

SUBMITTED BY:

REVIEWED BY:

APPROVED BY:

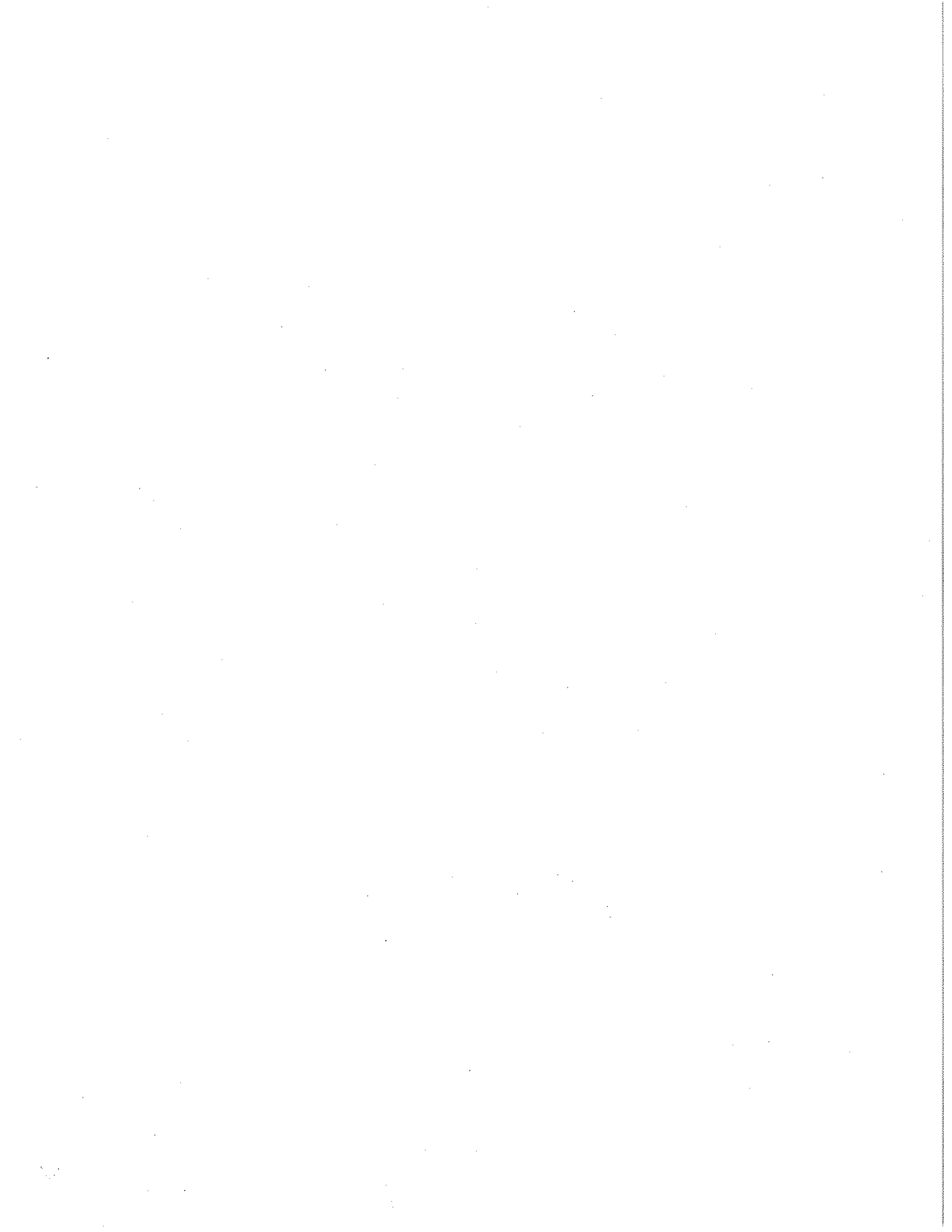
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(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (36)







DEPARTMENT OF THE NAVY  
USS MAKIN ISLAND LHD 8



HSC-23.2 DETACHMENT FLIGHT SCHEDULE

Friday, 31 July 2020

JULIAN DATE: 20213

TYPE: MH-60S

DDO:

ADD: (b)(3), (b)(6), (b)(7)(c)

SR/SS: 0603 / 1947

MR/MS: 1747 / 0301

ILLUM: 88%

EENT: 2048

SIDE #	MSN #	TIMES BRF/LCH/LND	HAC UTILITY CREW	COPILOT SECOND CREW	MISSION	TMR CODE	HOURS SCHED	HOURS FLOWN	NOTES & CONFIG
47		2300 / 0030 / 0400 0030 / 0400			SAR__	2P5 1A1 1A9	3.5	3.5	C3 AUX(3700)
44		0530 / 0600 / 0930 0600 / 0930			SAR__	2P5 1A1	3.5	3.5	C3 AUX(3700)
55		0630 / 0900 / 1230 0915 / 1215	(b)(3), (b)(6), (b)(7)(c)		SAR__	2P5 1A1	3.5	3.5	C3 AUX(3700)
47		1030 / TBD / TBD ___ / ___			AM A60__	2P5 1A1	TBD	0.0	1 C3 AUX(3700)
47		1930 / TBD / TBD ___ / ___			PM A60__	2P5 1A1 1A9	TBD	0.0	2 C3 AUX(3700)
<b>TOTAL DAILY / FLOWN / DET HOURS</b>							10.5	10.0	79.1

† Indicates <10 hours in 30 days. \* Indicates aircrew on schedule multiple times. **BOLD** indicates schedule priority.

ADDITIONAL EVENTS

TIME	EVENT	PERSONNEL	LOCATION
0500 - 0700	BREAKFAST	ALL INTERESTED PERSONNEL	GALLEY
0800 - 0900	CUB		FLAG B&P
0930 - 1000	PMC BOARD		FLAG B&P
1000 - 1100	APB		FLAG B&P
1100 - 1330	LUNCH	(b)(3), (b)(6), (b)(7)(c)	GALLEY
1330 - 1400	DRI PROGRAM UPDATE		02-43-5-1-L
1500 - 1600	OPS / INTEL		WARDROOM
1600 - 1830	DINNER	ALL INTERESTED PERSONNEL	GALLEY
2300 - 0000	MIDRATS	ALL INTERESTED PERSONNEL	GALLEY

MISSION NOTES

All flights originate from USS MAKIN ISLAND (LHD 8), brief in DEBARK CONTROL and HOT PUMP per the AIRPLAN unless otherwise noted.

- Crew to set hold alert from 1230 - 2000
- Crew to set PM ALERT 60 from 2000 - 0830.

EP/SYSTEM/SOP NOTES

EP of the Day: Dual EGI Failure  
MH-60S NATOPS: Transmission Pressure Limits  
System of the Week: AFCS  
Wing SOP: What emergencies can you not simulate at night?

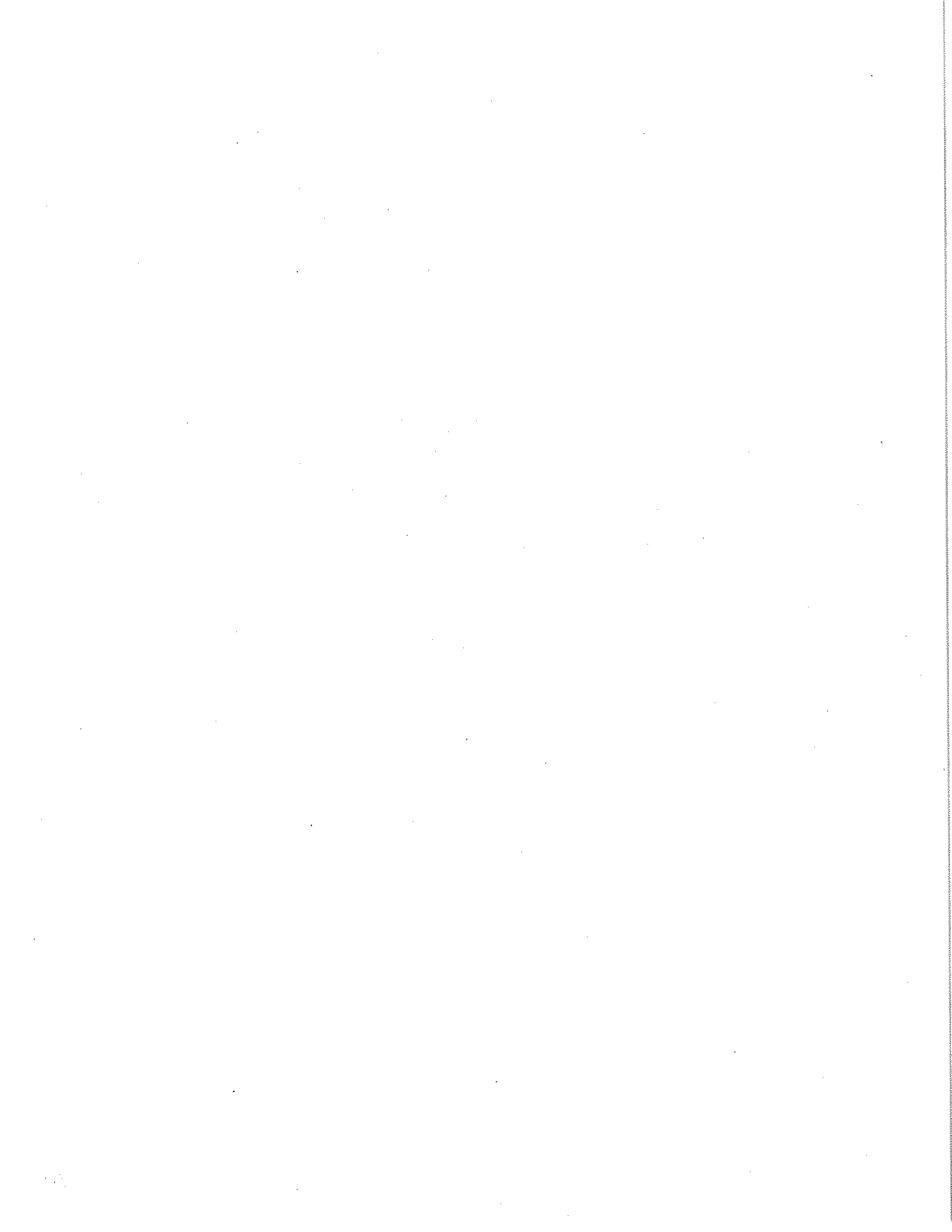
SUBMITTED BY:

REVIEWED BY:

APPROVED BY:

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (36)





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HSC-23.2 Wildcards  
Search and Rescue Event Reconstruction  
30JUL2020



**HSC-23.2 Wildcards SAR Report Log: 30JUL AAV Incident**

-----NARRATIVE-----

An AAV with Marines embarked from the 15th MEU launched from the USS Somerset (SOM) was conducting a training exercise IVO of the northwest side San Clemente Island. On their return from the island to the SOM they rapidly began taking on water. SOM reached out to the USS Makin Island (MKI) to launch multiple embarked MH-60S and MH-60R aircraft. The first MH-60S launched at 1745 from MKI on 30JUL20 to proceed to the area of incident. Once on station they found two AAVs with personnel on top of vehicles (some with flotation) heading towards SOM. Several pieces of equipment were spotted floating in the water IVO of the AAVs. No personnel were recovered from the water by an aircraft. However small boats launched from SOM and San Clemente Island were able to retrieve eight individuals and recover them to SOM. Upon recovery and immediate medical treatment of these individuals it was determined that three personnel required MEDEVAC to trauma capable facilities. Two MH-60S aircraft transferred a total of three patients to Scripps Memorial Hospital in La Jolla, CA. Upon return from Scripps Hospital to MKI, another MH-60S and MH60R were launched to continue searching for more unaccounted personnel on board the sunken AAV. The search continued until 1200 on 31JUL20, thereby relieved by local Coast Guard assets.

-----TIMELINE-----

**30JUL20**

- 1745 – BL (Bullet) 55 called, redirected for SAR effort in support of damaged AAV taking on water IVO of SCI.
- 1820 – BL 47 returns, lands, informed of SAR effort.
- 1848 – BL 47 launches to assist with SAR effort.
- 1845 – BL 55 on station IVO of SCI and USS Somerset (SOM)
- 1915 – BL 47 on station
- 1949 – BL 47 on deck SOM
- 1958 – BL 55 notified of 11 missing souls by SOM TWR.
- 2010 – BL 55 on deck KNUC, refuel.
- 2025 – BL 47 off deck SOM, 2 Medevac patients
  - a) 2 hrs of CPR
  - b) IV placed, bleeding from nose, ear, and vomiting blood
- 2036 – BL 55 on deck SOM.
- 2100 – BL 47 on deck Scripps, drops off both patients.
- 2103 – BL 55 off deck SOM, 1 MEDEVAC patient. 8 souls.
- 2130 – BL 55 on deck Scripps. Patient drop off + 2 HMs.
- 2135 – BL 55 off deck Scripps for MKI (1 HM on board)
- 2205 – BL 47 departs KNZY for MKI (1 HM on board)
- 2200 – BL 44 launches to relieve BL 55 and 47. Performs repeated sectors searches in Box S2 (N33 00 50 W118 32 00, N33 00 50 W118 32 50, N32 56 00 W118 37 00, N32 56 00 W118 32 50), followed by shoreline searches on northwest coast of San Clemente Island.
- 2238 – BL 55 lands, shuts down.
- 2311 – BL 47 lands, crew hotseats.

**31JUL20**

- 0030 – BL 47 relaunches, relieves BL 44. Performs expanding square and sector search at Datum: N33 00.12 W 118 35.94.
  - 0100 – BL 44 lands, shuts down.
  - 0358 – BL 47 lands, shuts down. LPOD.
  - 0630 – 1200 – BL47/55 ONSTA search Box S2 (N33 00 50 W118 32 00, N33 00 50 W118 32 50, N32 56 00 W118 37 00, N32 56 00 W118 32 50) using expanding square search.
- 01AUG20**
- 0530 – BL 44 launches, performs expanding square search at datum N32 49.577 W118 43.603.
  - 1000 – BL 44 returns to MKI, crew hotseats.
  - 1030 – BL 44 relaunches
  - 1230 – BL 44 returns to MKI, shuts down. HSC-23 search efforts conclude.



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Search and Rescue Event Reconstruction  
30JUL2020



-----MEDEVAC FLIGHTS-----

**BULLET 55**

Crew Composition and Names (b)(3), (b)(6), (b)(7)(c)  
Notification of SAR: Re-rolled at approximately 1745 on deck MK1. 1745-2238L  
Launch: 1745, 30JUL20  
On station: Approximately 1845  
Controlling agencies talked to: Beaver Control (OSC) on 266.9, Starburst. SOM TWR at DATUM. San Clemente to coordinate refueling (2010L). Foss Tower (2130L).  
Other players: HSC-23 BT 47 on station. SOM on station. RHIBS on station. Coast Guard aircraft on station (1955L). HSC-21 on deck SCI refueling.  
Area/Coordinates searched: DATUM – 33 1' 118 39' passed by SOM TWR at 1920  
Search Pattern(s) used: Sector, Ladder search, creeping line.  
Aircraft Equipment used: FLIR  
Sightings: Once on station two AAVs with personnel on top of vehicles (some with flotation) heading towards USS Somerset. Several pieces of equipment IVO of AAVs. No personnel recovered from the water by BT 55.  
Recoveries : None.  
Patients on board/injuries: 1 MEDEVAC from SOM to Scripps Hospital.  
Personnel on aircraft (not aircrew): 3 HMs providing care for patient en-route to Scripps.  
Problems encountered (weather, sea state, terrain): Sea Sate 4/5, lower cloud layer as night progressed  
Land: 2238  
Other information: Enroute to DATUM was not able to coordinate going through HOT SHOBA ranges despite relaying to Beaver Control of current SAR. Had to reroute EAST around the SHOBA ranges. On station at DATUM at 1845L and was not notified of 11 missing souls until 1958L.

**BULLET 47**

Crew Composition and Names (b)(3), (b)(6), (b)(7)(c)  
Notification of SAR: Re-rolled at approximately 1830 on deck MKI, 1830-2338  
Launch: 1848, 30JUL20  
On station: Approximately 1915  
Controlling agencies talked to: Starburst (on deck MKI & enroute, called as RESCUE 47), Beaver on 266.9 (RESCUE 47). Checked in with SOM TWR (OSC when we arrived), Beaver on 266.9 enroute Scripps (RESCUE 47), SoCal Approach (RESCUE 47), Foss TWR (RESCUE 47).  
Other players: HSC-23 BT 55 on station; SOM on station; RHIBS in the water from SOM; HSC-21 on deck SCI refueling  
Area/Coordinates searched: DATUM passed from SOM: N33 1' W118 39'  
Search Pattern(s) used: Parallel from the shoreline to the stern of SOM, S to N  
Aircraft Equipment used: Wool blankets  
Sightings: None  
Recoveries: None  
Patients on board/injuries: 2 MEDEVAC from SOM:  
A) Black-tag; had 2 hours of CPR performed on SOM.  
B) 23 yo Male; IV/Saline Drip Right AC. Bleeding from right ear, nose, began vomiting blood in last 20 minutes of flight en route to Scripps. Off deck SOM at 2025. On deck Scripps at 2100.  
Personnel on aircraft (b)(3), (b)(6), (b)(7)(SOM). Dropped off on MKI at 2311.  
Problems encountered (weather, sea state, terrain): WX on return to MKI. Instrument approach, broke out at 275'.  
Land: 2311  
Other information: HAZMAT clean-up after on deck MKI.



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HSC-23.2 Wildcards  
Search and Rescue Event Reconstruction  
30JUL2020



-----SEARCH FLIGHTS-----

**BULLET 44**

Crew Composition and Names (b)(3), (b)(6), (b)(7)(c)  
Launch: 2200, 30JUL20  
On station: 2215- 0045  
Controlling agencies talked to: Raider Tower, ICEPACK, DELTA CONTR, KNUC Tower  
Other players: RS 17, USS Somerset, unidentified USCG Cutter and USN DDG, USCG 0063 Jayhawk Helicopter, Seal Team Seven.  
Area/Coordinates searched: Northeast coast of San Clemente, (N33 02 55, W118 40 55), Box S2 (N33 00 50 W118 32 00, N33 00 50 W118 32 50, N32 56 00 W118 37 00, N32 56 00 W118 32 50) Southwest coast of San Clemente. 30' creeping hover over entire northern half of western coastline of SCI 5X.  
Search Pattern(s) used: Creeping Line, Expanding Square, Sector Pattern  
Aircraft Equipment used: FLIR  
Sightings: Strobe light (flashing) located with corpsman gear. Identified in a tide pool (low tide) just east of datum.  
Medevacs: N/A  
Land: 0100L

**BULLET 47**

Crew Composition and Name (b)(3), (b)(6), (b)(7)(c)  
Launch: 0030, 31JUL20  
On station: 0045  
Controlling agencies talked to: Raider Tower, ICEPACK, DELTA CONTR, KNUC Tower  
Other players: RS 17, USS Somerset,  
Area/Coordinates searched: Datum: N33 00.12 W 118 35.94, Sector1: N33 00 00 W118 40 50, N33 00 00, W118 36 00, N32 56 00 W118 36 00, N32 56 00 W118 40 50; Sector2: N33 00 50 W118 37 00, N33 00 50 W118 32 50, N32 56 00 W118 32 50, N32 56 00 W118 37 00  
Search Pattern(s) used: Creeping Line, Expanding Square, Sector Pattern  
Aircraft Equipment used: FLIR  
Sightings: What looked like a blanket/tarp and some debris in the kelp off the north western coastline of San Clemente at N32 59 30 W118 34 58  
Medevacs: N/A  
Personnel on aircraft (not aircrew): N/A  
Problems encountered: Sea State 5-7 feet cloud ceiling approximately 200 feet and visibility shifting between 3 to 1 mile.  
Land: 0400

**BULLET 44**

Crew Composition and Name: (b)(3), (b)(6), (b)(7)(c)  
Launch: 0600, 31JUL20  
On station: 0630 - 0730 / 0800 - 0915  
Controlling agencies talked to: Raider Tower, ICEPACK, DELTA CONTR, KNUC Tower  
Other players: RS 17, USS Somerset, unidentified USCG Cutter and USN DDG.  
Area/Coordinates searched: Northeast coast of San Clemente, (N33 02 55, W118 40 55), Box S2 (N33 00 50 W118 32 00, N33 00 50 W118 32 50, N32 56 00 W118 37 00, N32 56 00 W118 32 50) Southwest coast of San Clemente  
Search Pattern(s) used: Creeping Line, Expanding Square  
Aircraft Equipment used: FLIR  
Sightings: Several pieces of personal equipment sighted and reported to DELTA CONTR. No recoveries or patients recovered.  
Medevacs: N/A  
Personnel on aircraft (not aircrew): 5 PAX's transferred from MKI to SOM during tasking.  
Problems encountered: Sea State 4/5, winds blowing from the southwest made searching along the north east shore difficult.  
Land: 0930



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HSC-23.2 Wildcards  
Search and Rescue Event Reconstruction  
30JUL2020



BL 47 originally briefed at 0200 to arrive on scene by 0300, however ORM dictated a delay of 3 hrs. BL 47 departed MKI at 0600, arrived on scene by 0615. Immediately tasked by DELTA CONTR to perform a creeping line search along the northwest and northeast coast of San Clemente. Then passed DATUM of (N33 02 55, W118 40 55) and proceeded to perform expanding square pattern for 30 mins prior to returning to MKI for pax transfers. After returning from PAX transfers, BL 47 completed search of coastline and littoral of Southwest shore spotting several equipment items in the water. RTB 0910.

**BULLET 55**

Crew Composition and Name:

(b)(3), (b)(6), (b)(7)(c)

Launch: 0915, 31JUL20

On station: 0930-1200

Controlling agencies talked to: Raider Tower, ICEPACK, DELTA CONTR, KNUC Tower

Other players: Blue Hawk 701, USS Somerset, unidentified USCG Cutter and USN DDG.

Area/Coordinates searched: Northeast coast of San Clemente, (N33 02 55, W118 40 55), Box S2 (N33 00 50 W118 32 00, N33 00 50 W118 32 50, N32 56 00 W118 37 00, N32 56 00 W118 32 50) Southwest coast of San Clemente

Search Pattern(s) used: Creeping Line, Expanding Square

Aircraft Equipment used: FLIR

Sightings: Several pieces of personal equipment sighted and reported to DELTA CONTR. No recoveries or patients recovered.

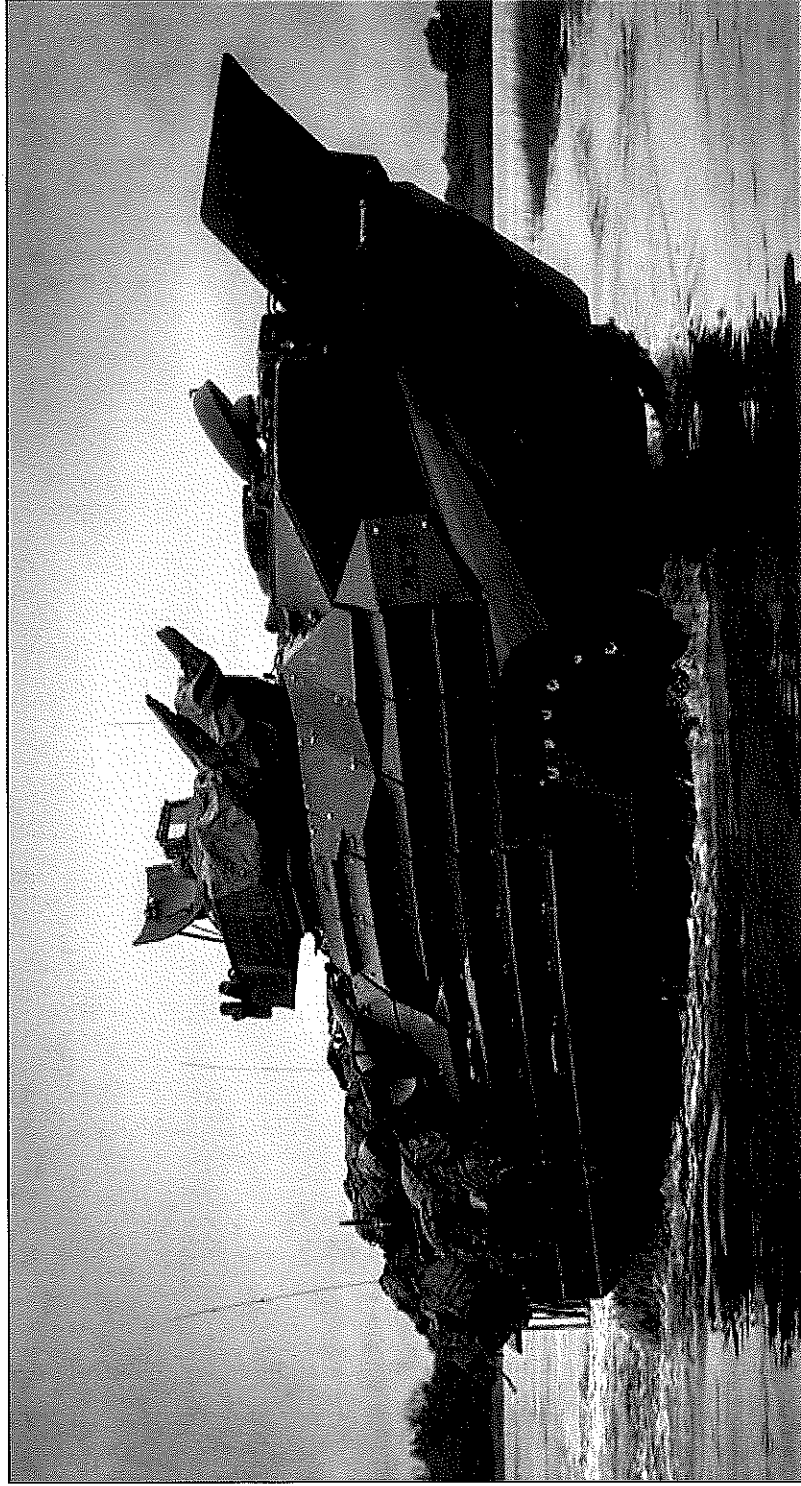
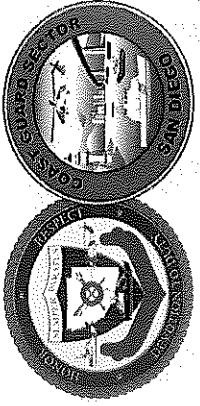
Medevacs: N/A

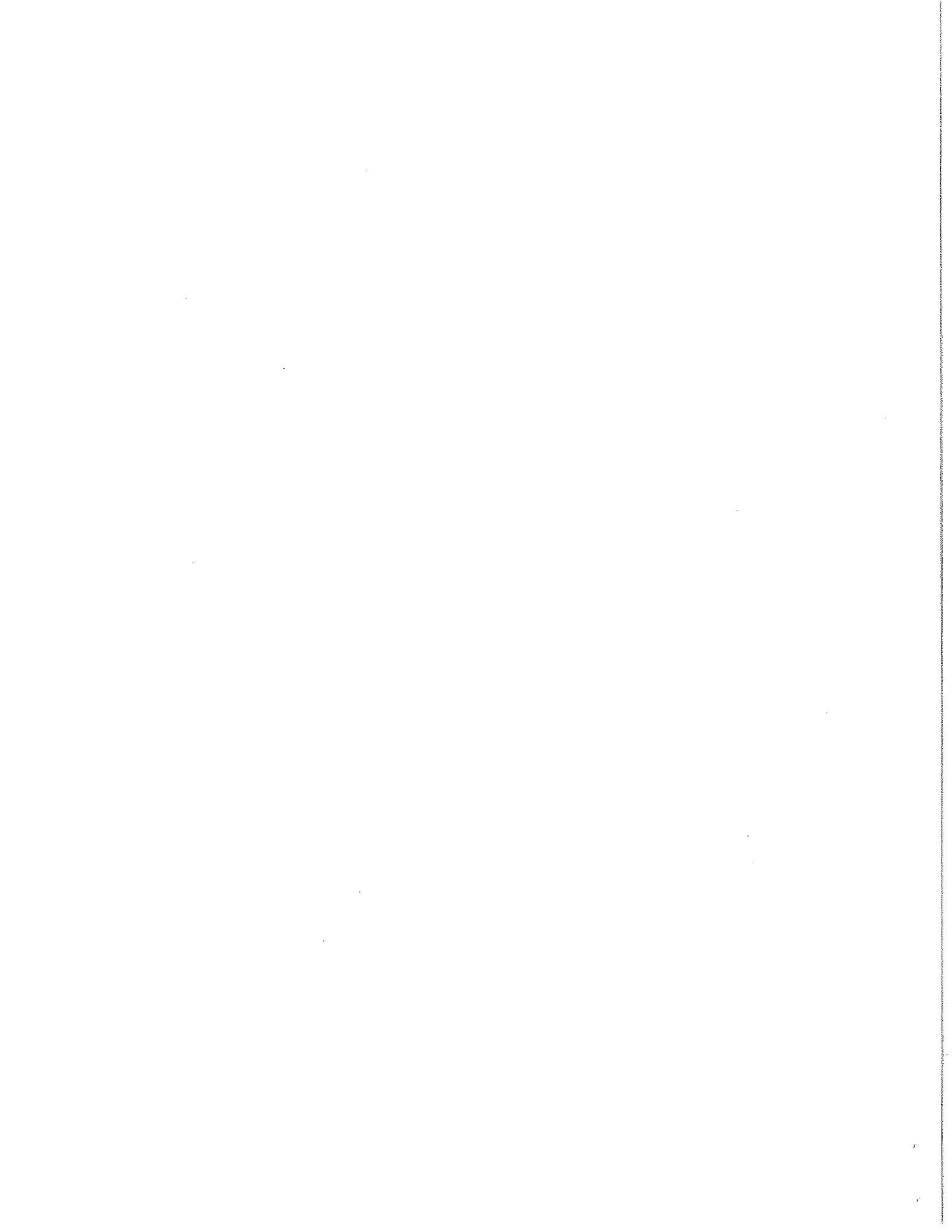
Personnel on aircraft (not aircrew): Combat Cameraman

Problems encountered: Sea State 4/5, winds blowing from the southwest made searching along the north east shore difficult.

Land: 1200

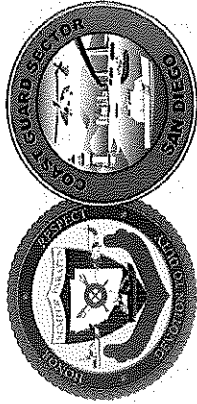
# U.S.M.C. Amphibious Assault Vehicle (AAV) Response



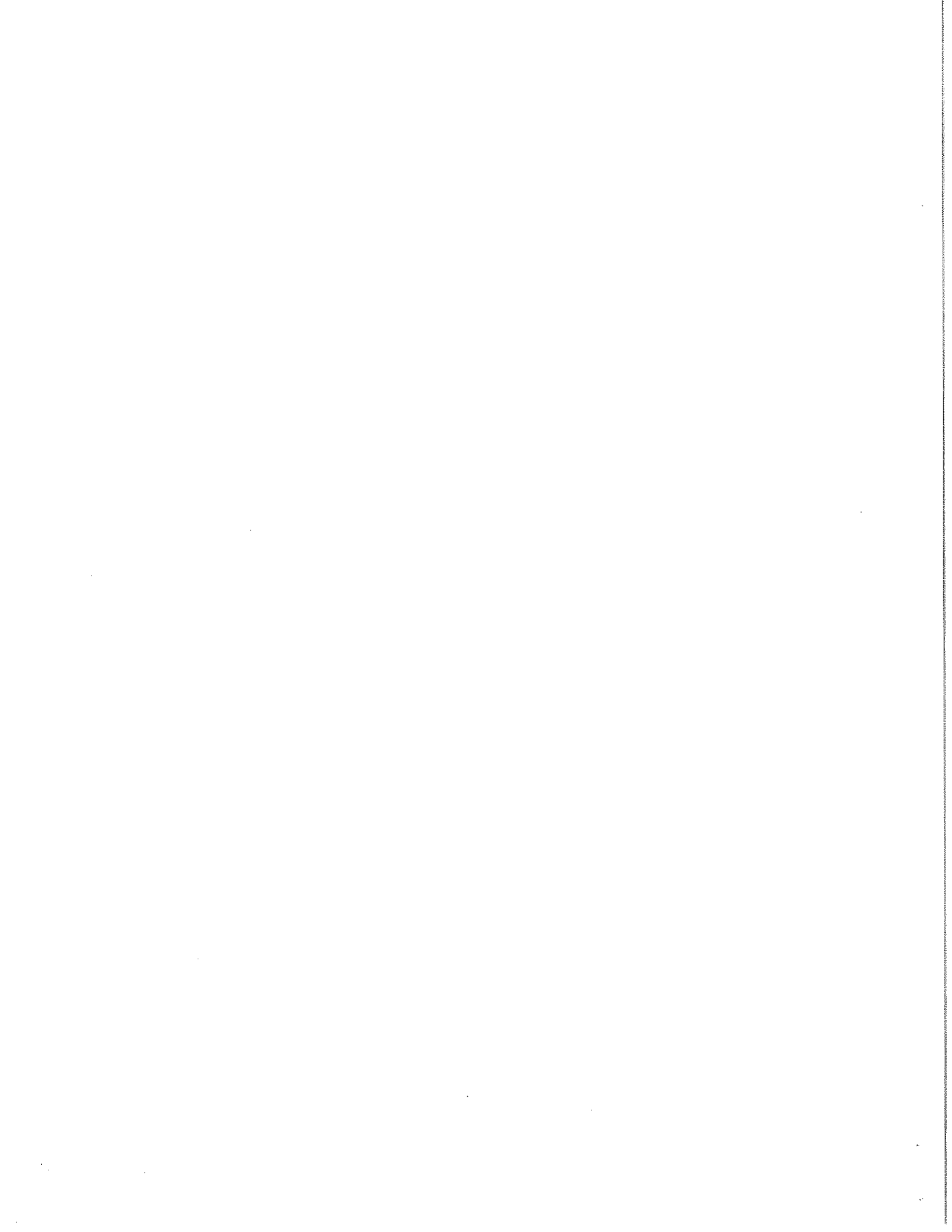


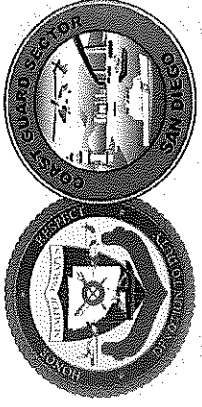


## Summary of Search and Rescue Operations

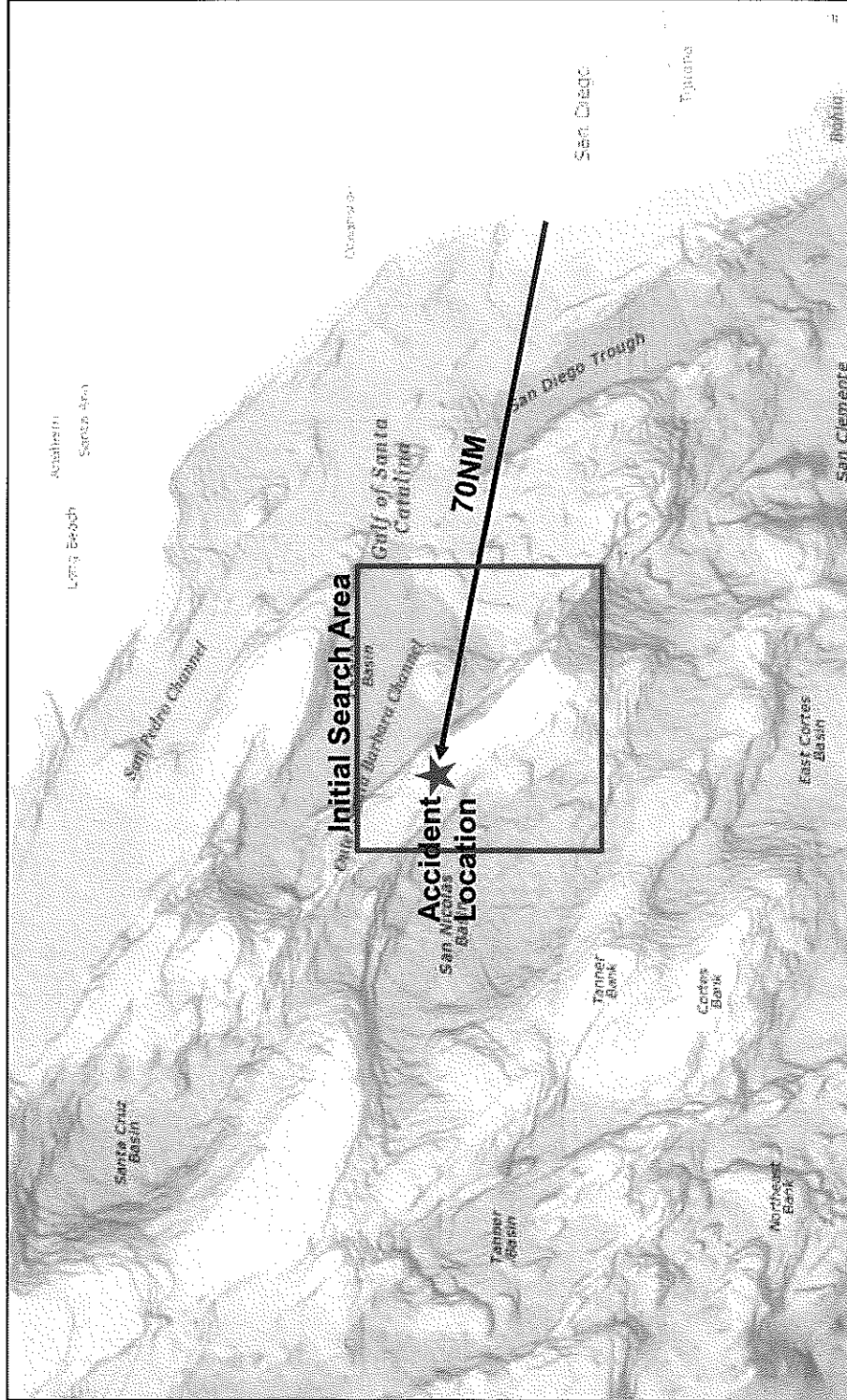


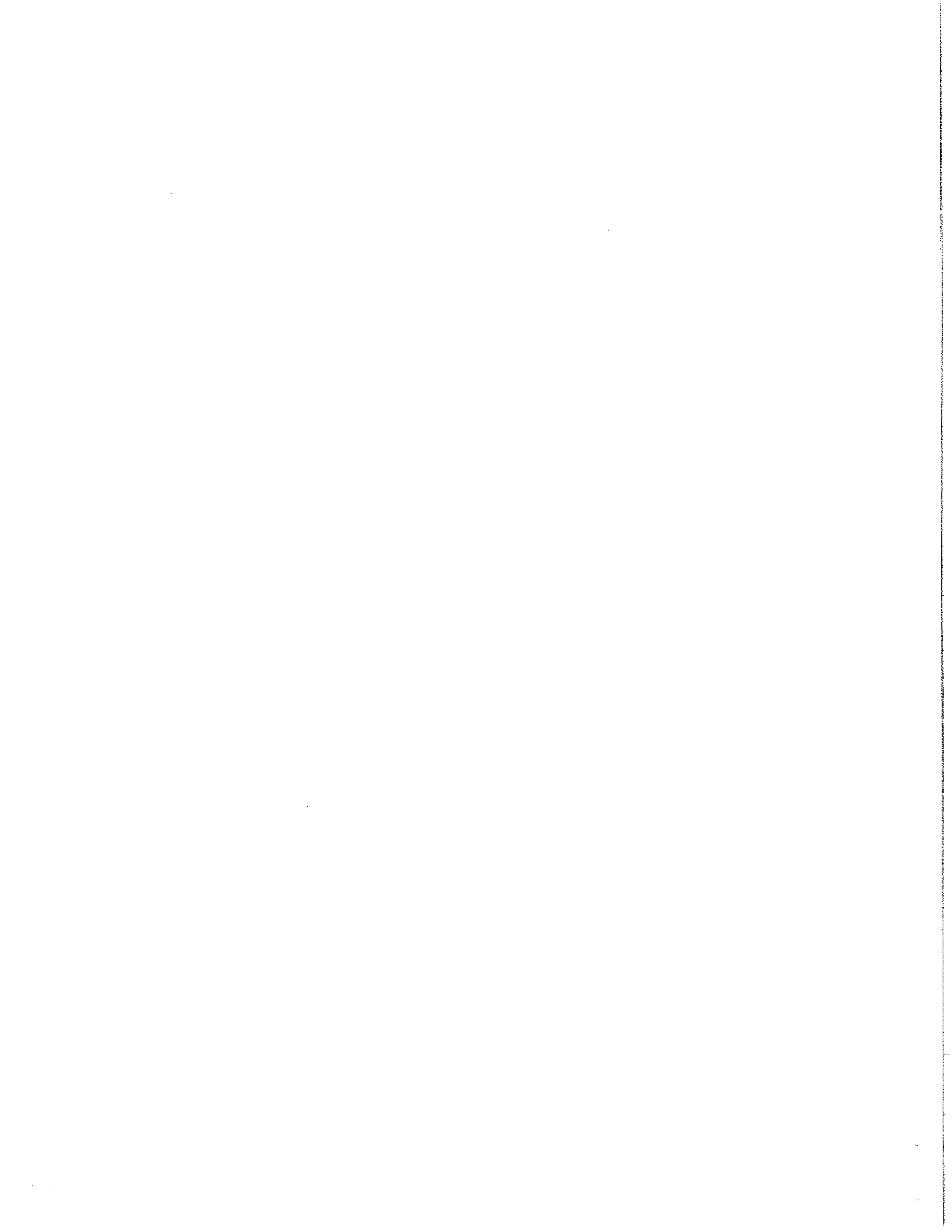
At approximately 1824 pm on Thursday, 30 July 2020 a USMC Amphibious Assault Vehicle operating 1.6 nautical miles West of San Clemente Island with 16 souls aboard took on water and sank in approximately 300 feet of water. Hearing the distress call, the USS MAKIN ISLAND, USS SOMERSET, USCGC FORREST REDNOUR, USCG Sector San Diego MH-60 helicopter, USN SH-60 helicopters, and USN vessels immediately responded the accident location. Eight souls were recovered with three being transported to Scripps Memorial Hospital in La Jolla for medical treatment. Search efforts commenced for the remaining eight souls. Commander Amphibious Squadron 3 aboard the USS MAKIN ISLAND assumed the Search and Rescue Mission Coordinator (SMC). The Coast Guard has sent an SMCLO to assist with technical search and rescue support provided by USCG Rescue Coordination Center Alameda.



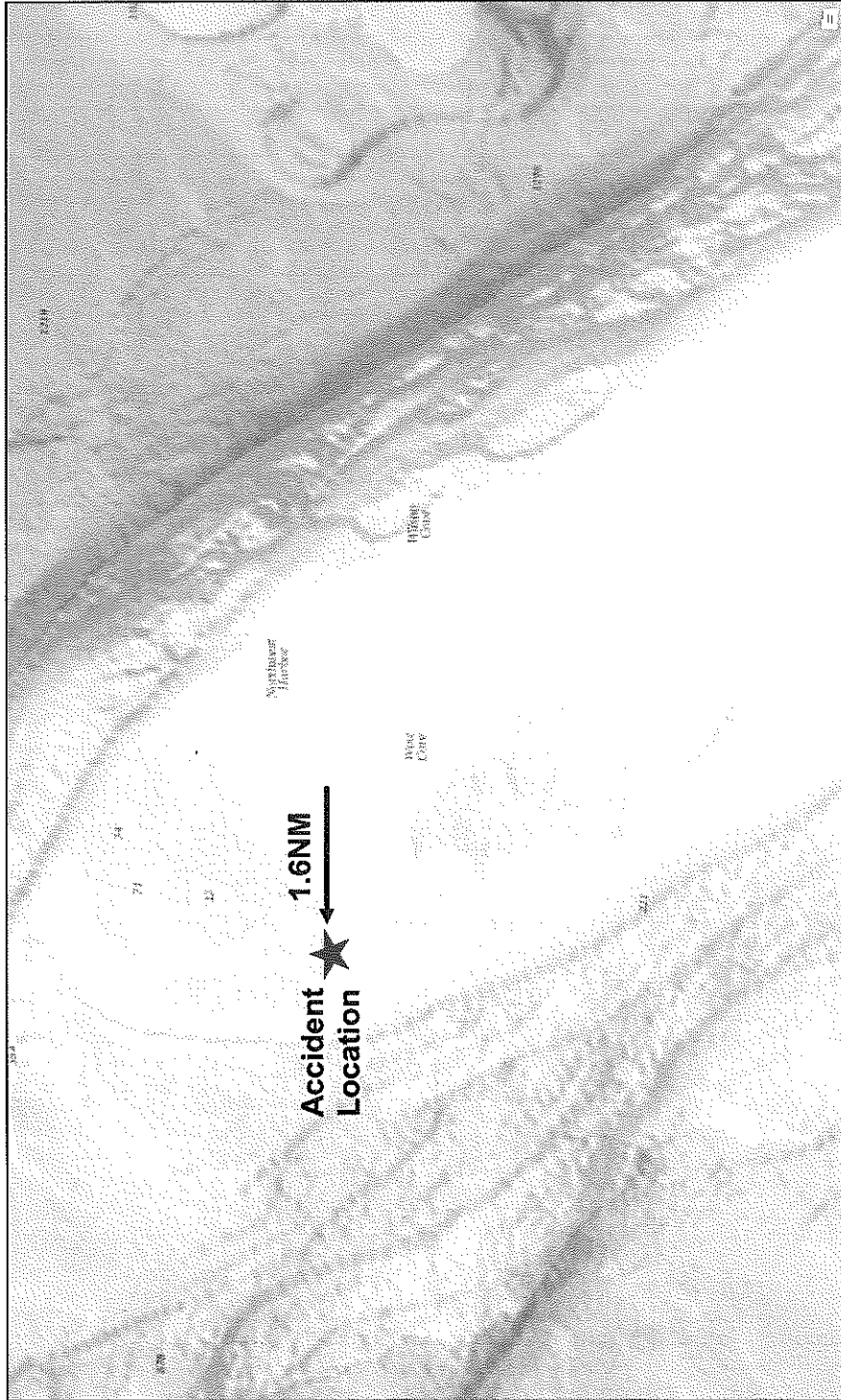
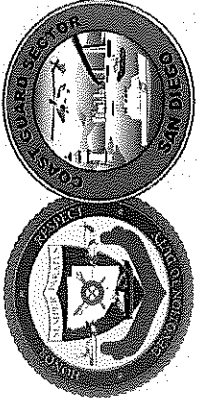


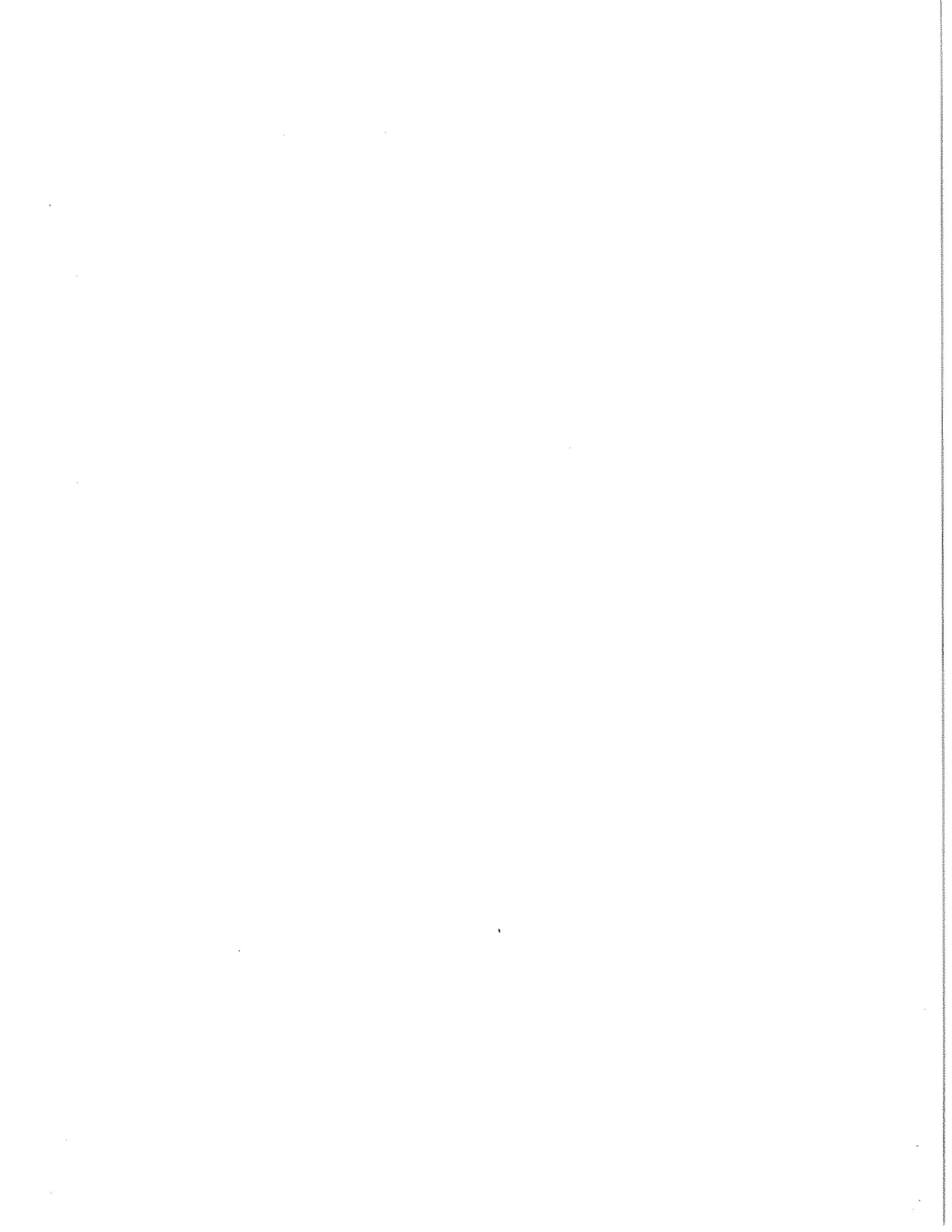
# Area of Operations with initial position



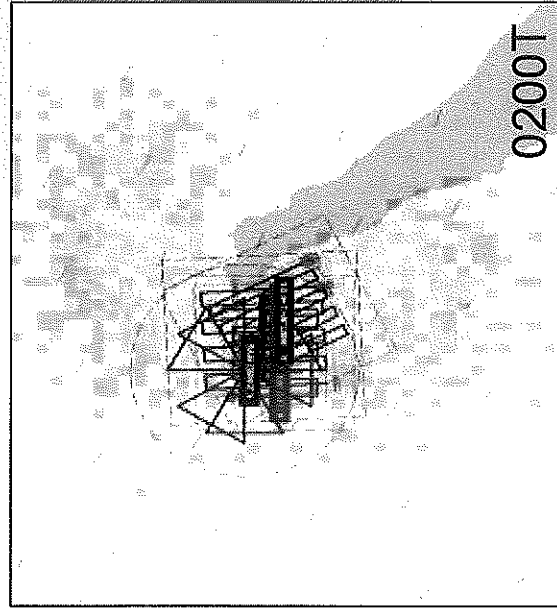
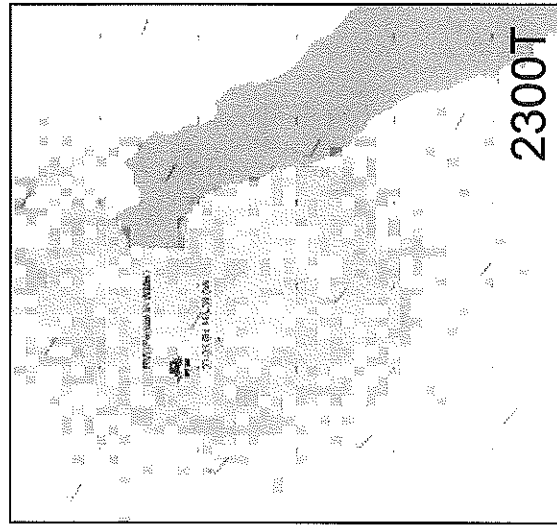
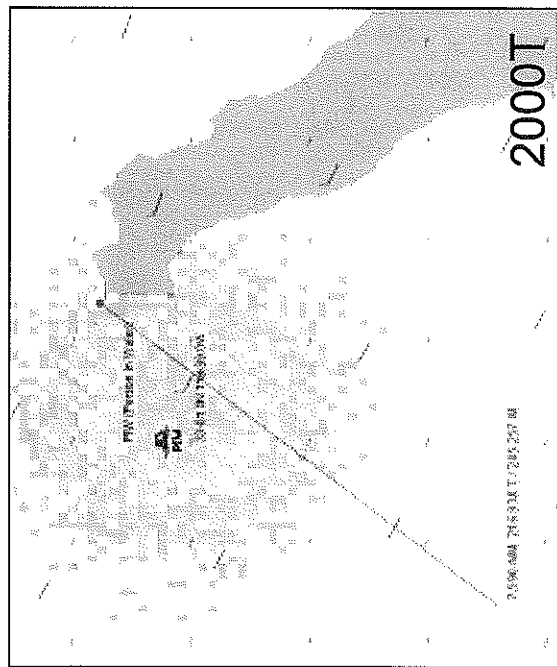
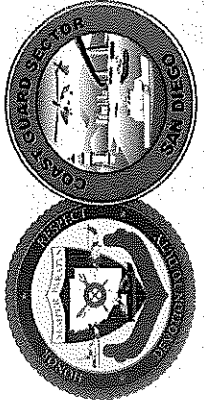


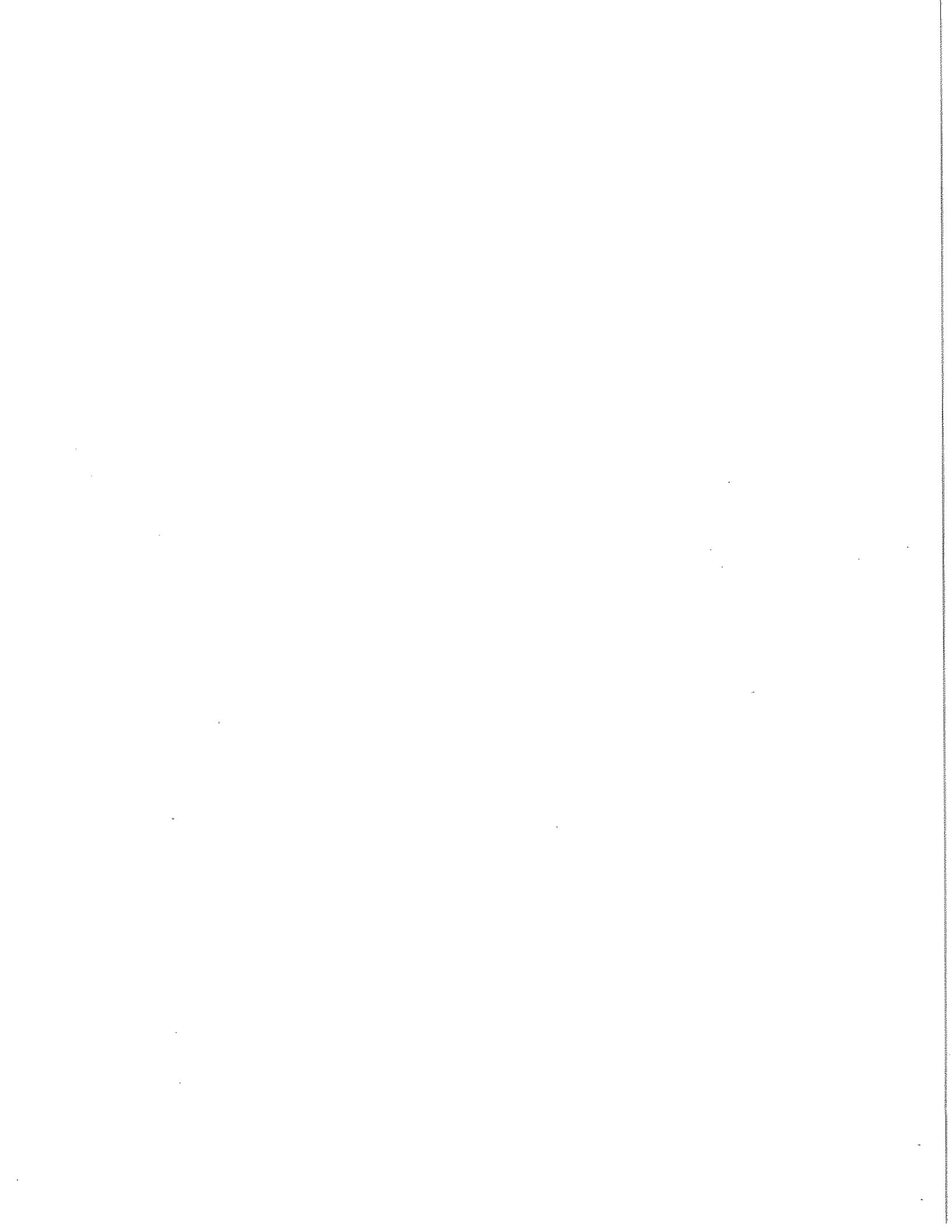
# Area of Operations with initial position





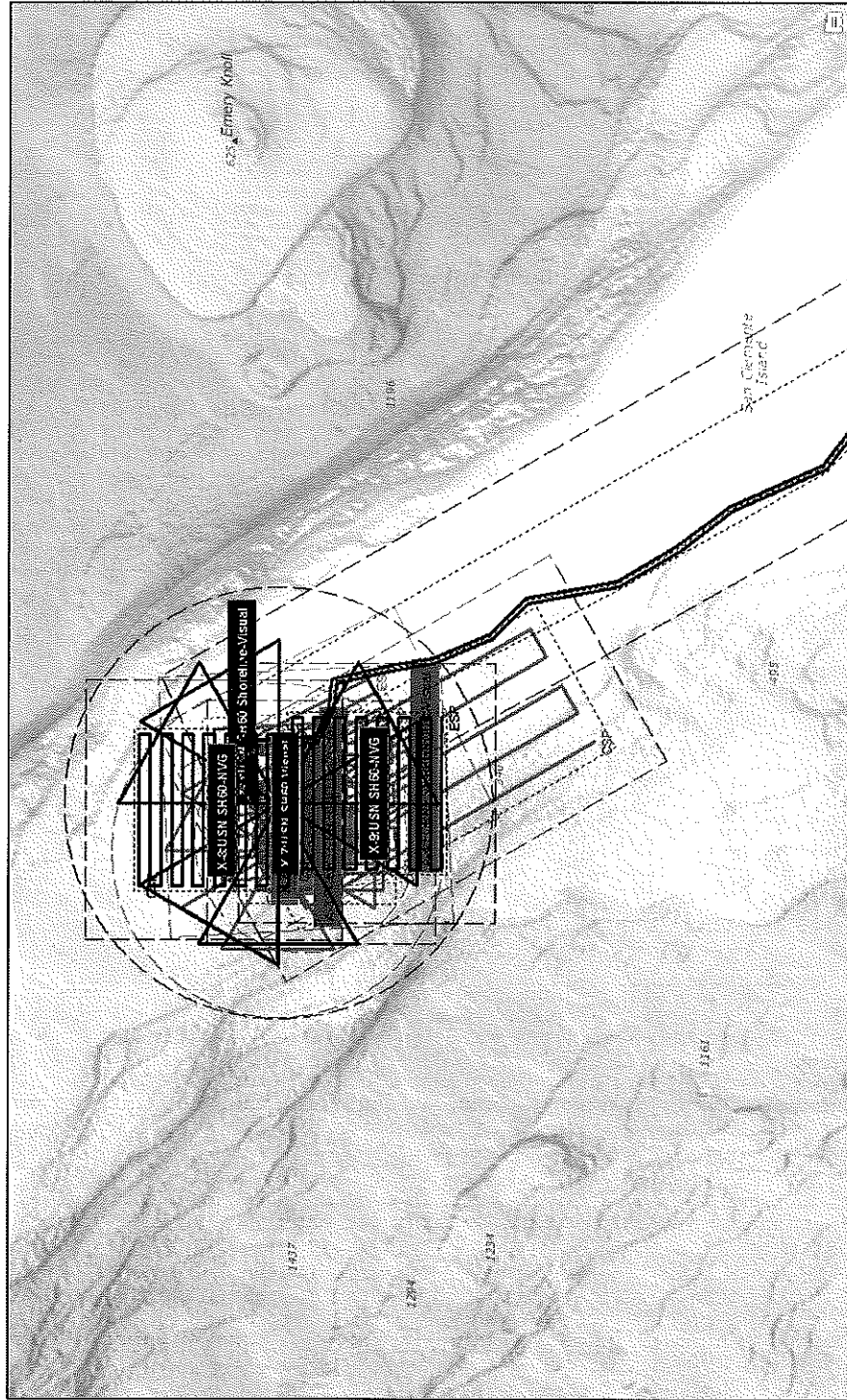
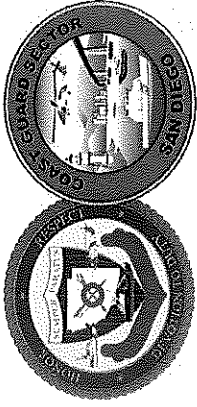
# 30 July Particle Projections

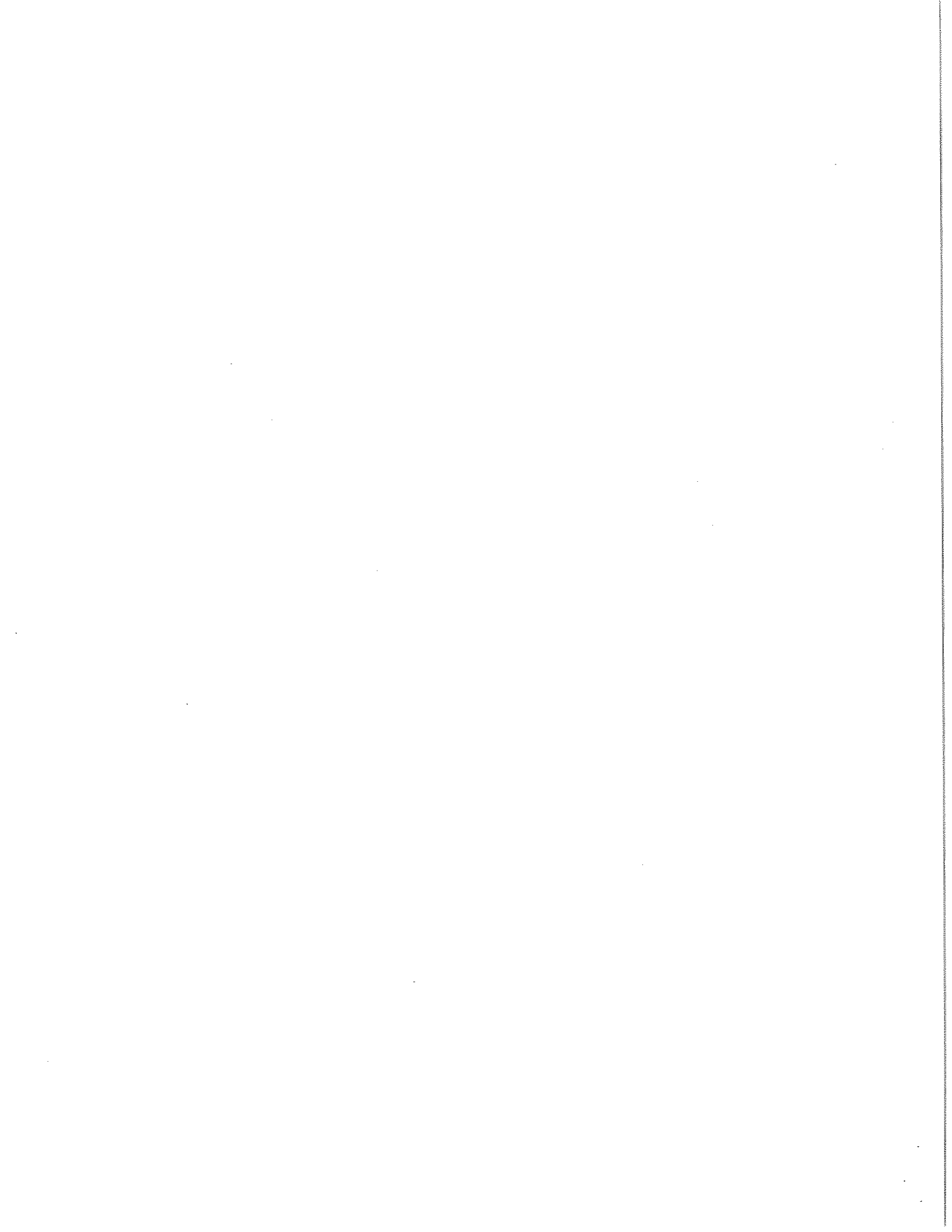




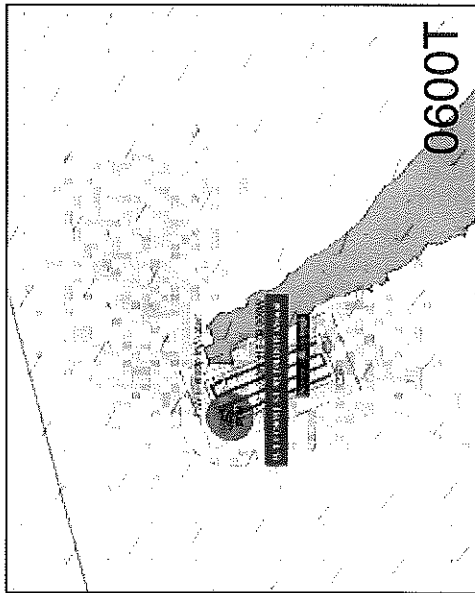
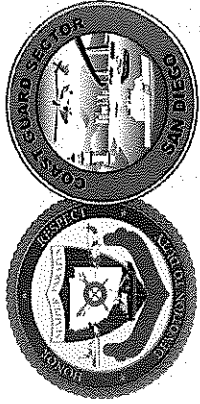


# 30 July Search Efforts

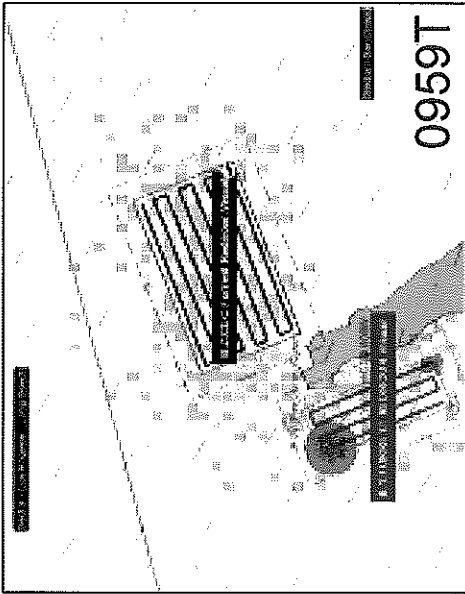




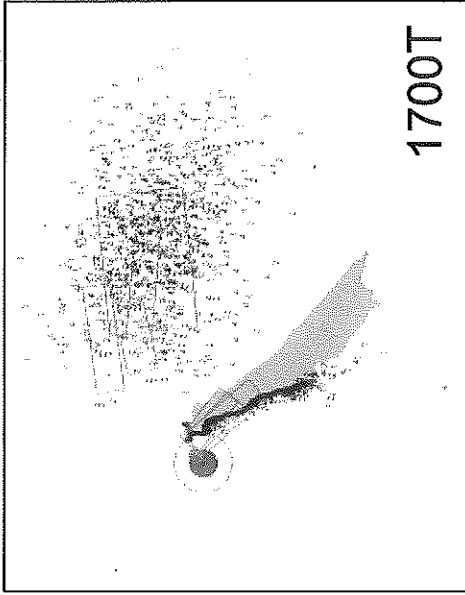
# 31 July Particle Projections



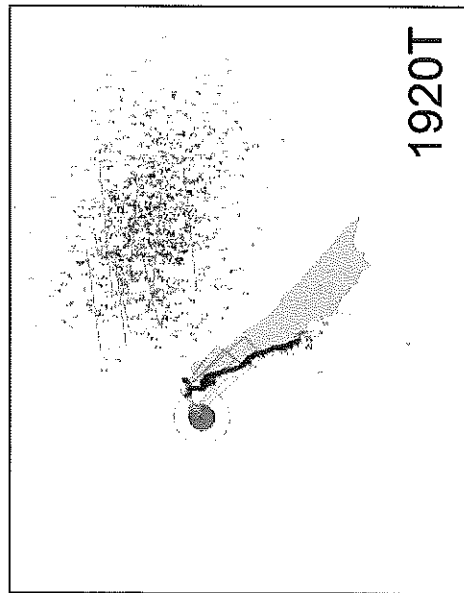
0600T



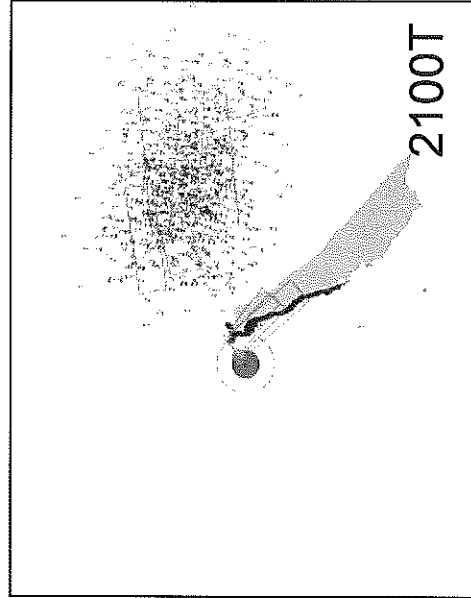
0959T



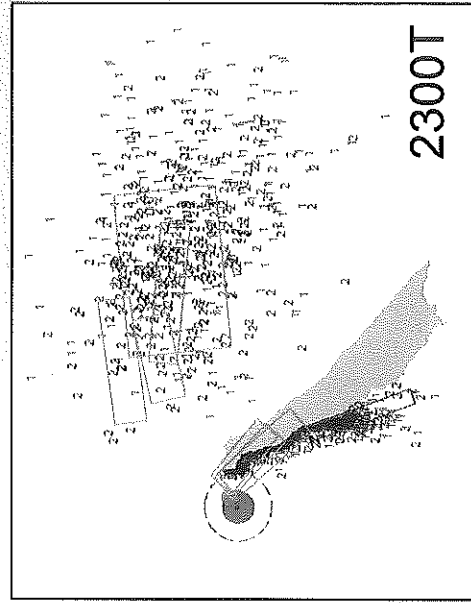
1700T



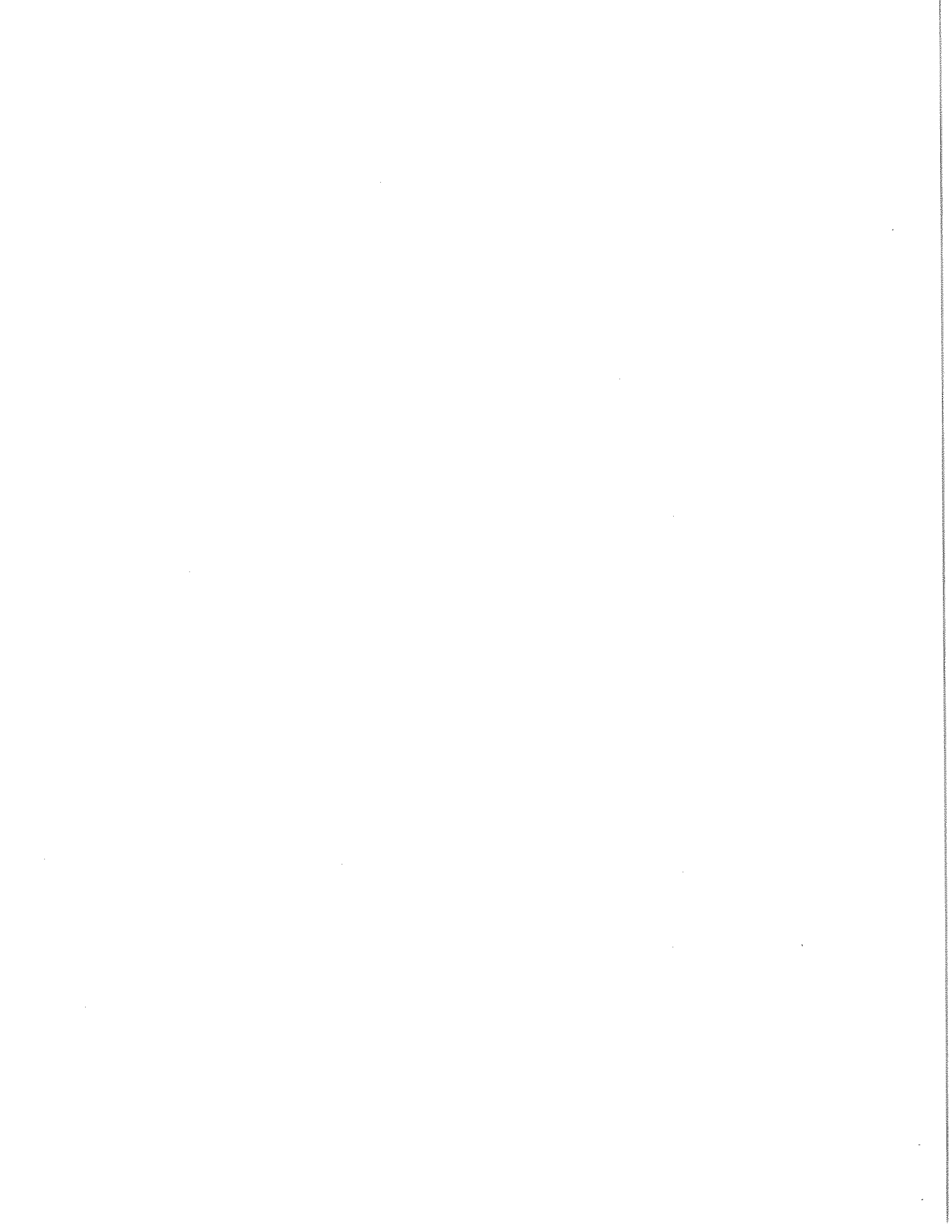
1920T



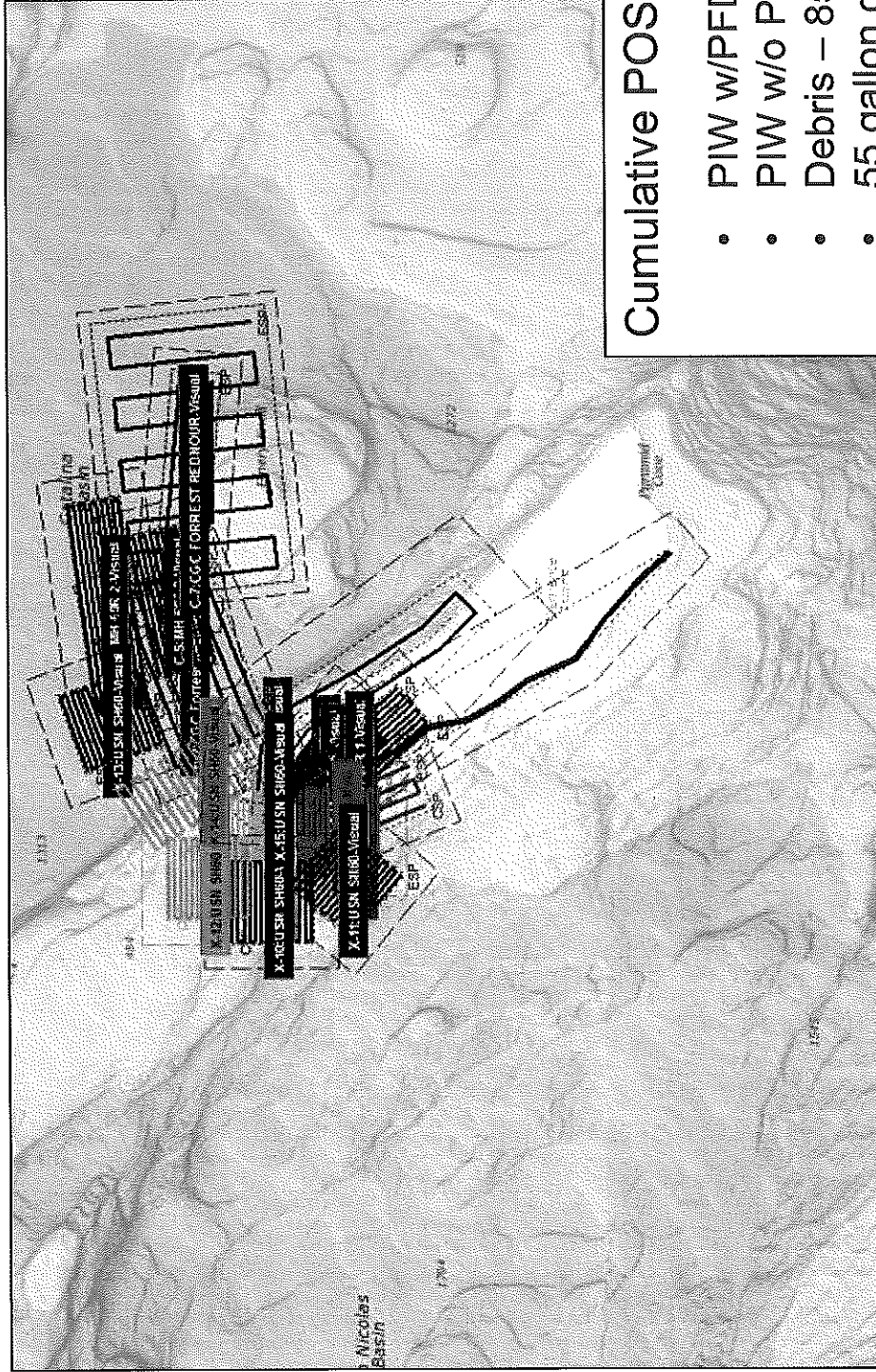
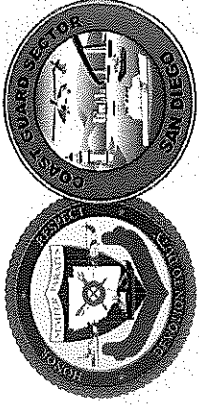
2100T



2300T



# 31 July Search Efforts

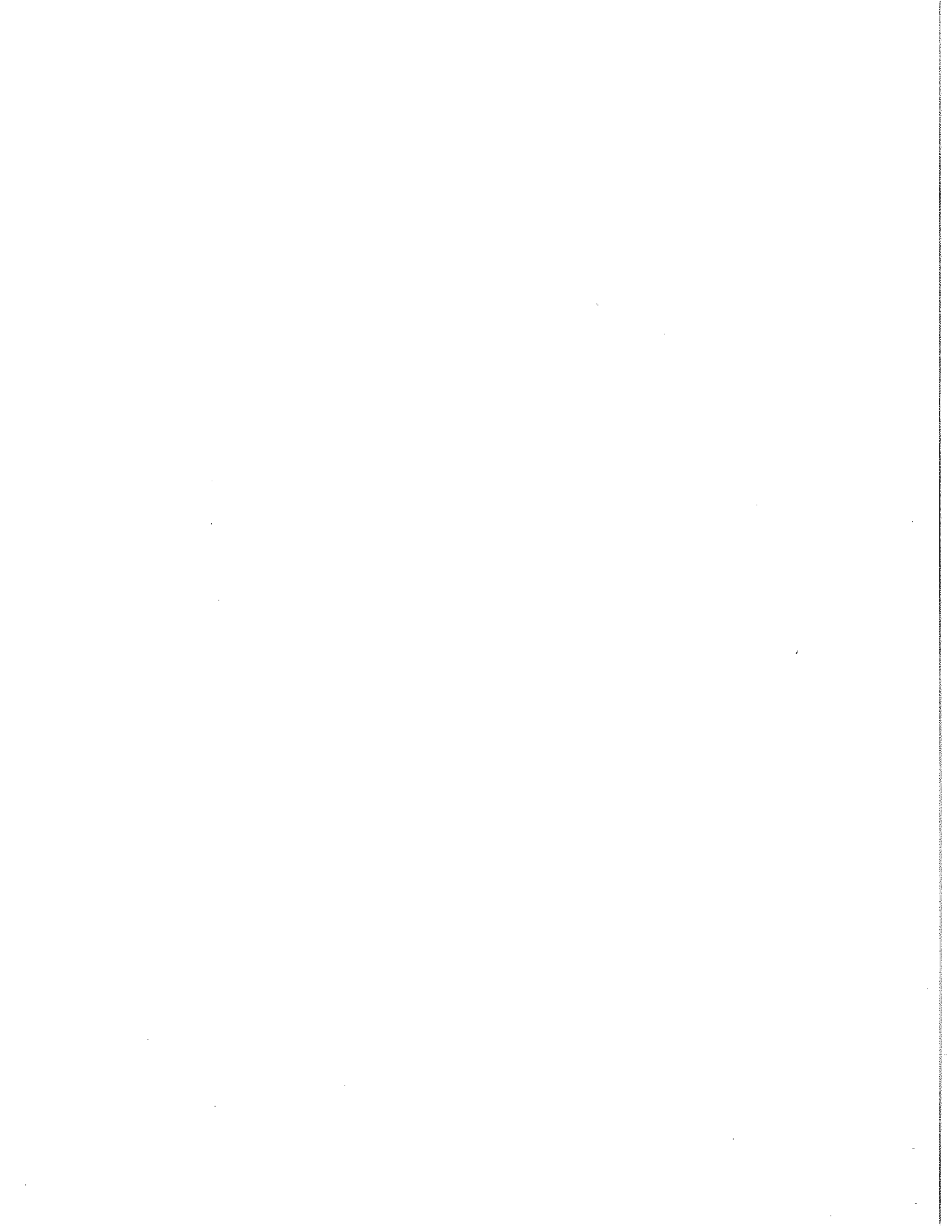


## Cumulative POS at 1530T 31 July

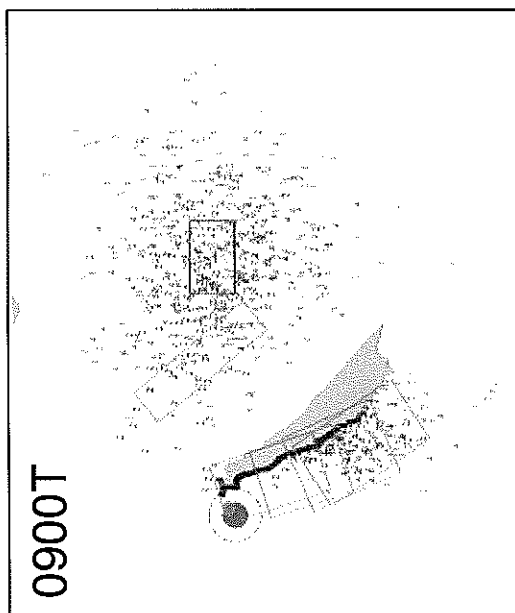
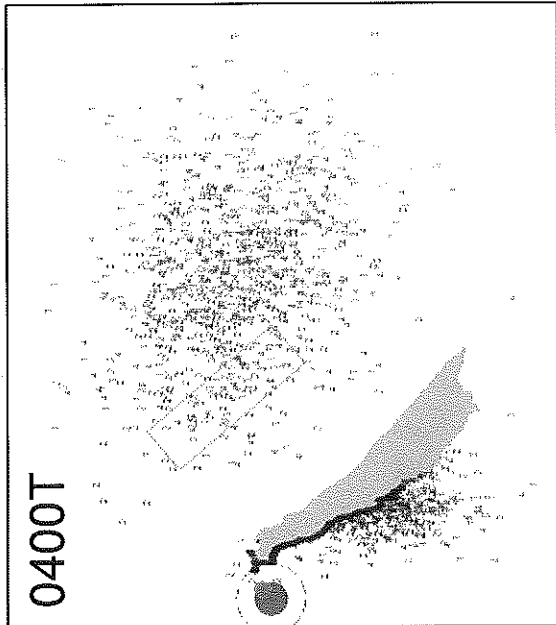
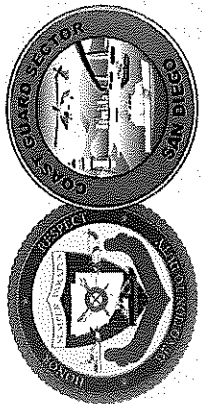
- PIW w/PFD – 86% POS\*
- PIW w/o PFD – 54% POS\*
- Debris – 85% POS
- 55 gallon drum – 84% POS

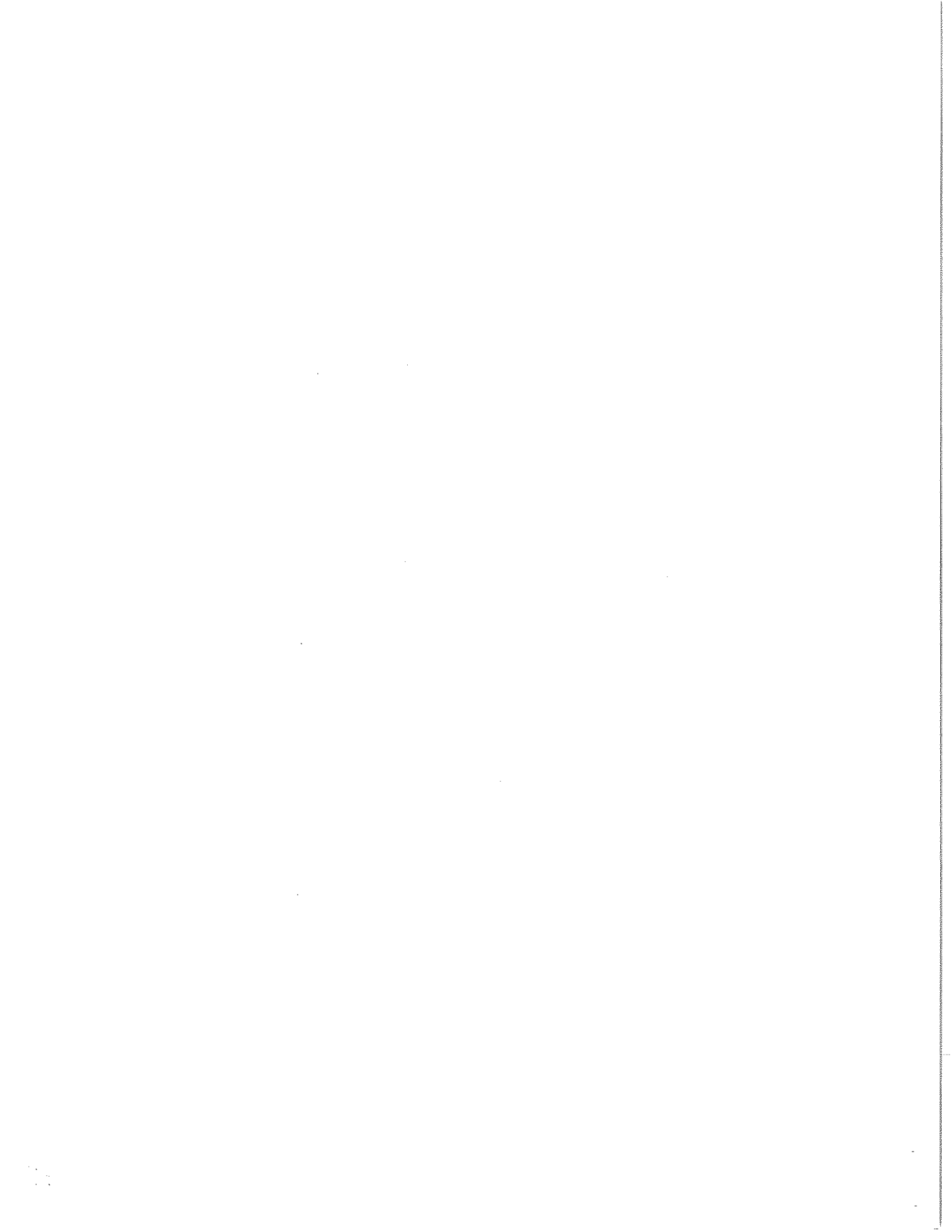
\* Optimized

POS is for CG built patterns only

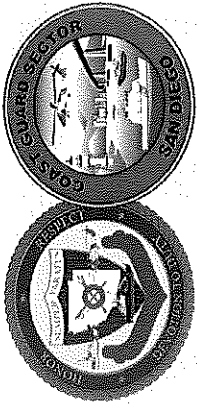


# 01 August Particle Projections

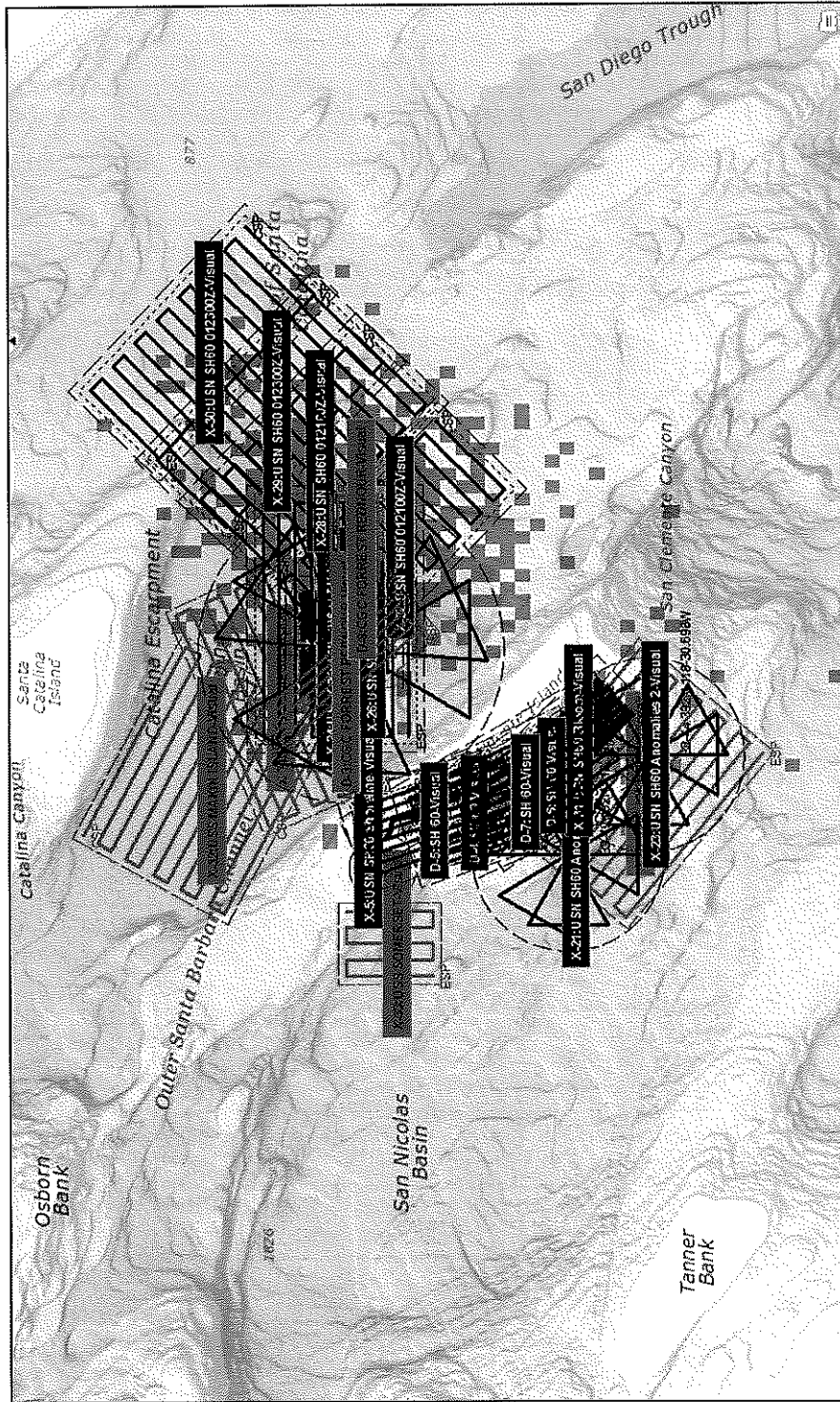


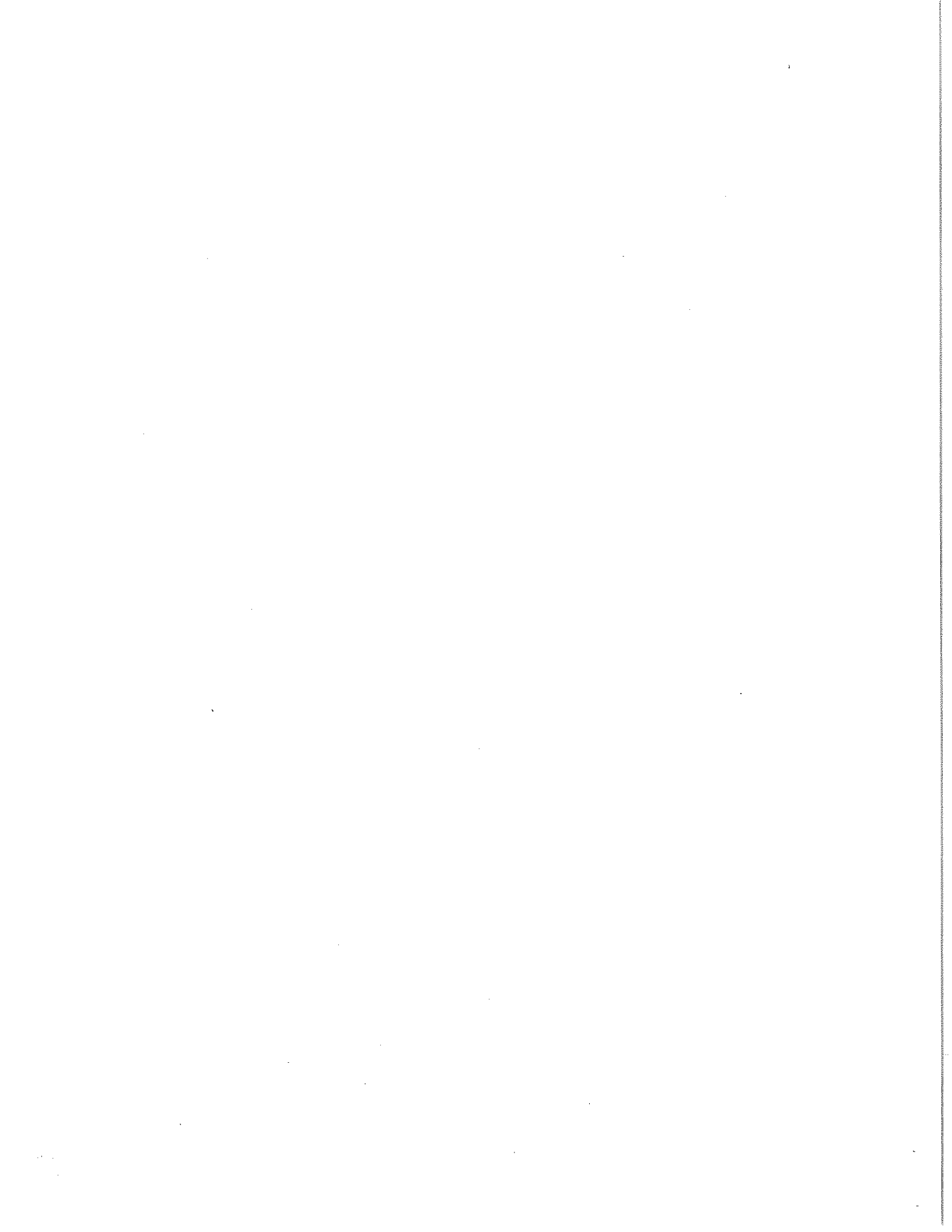




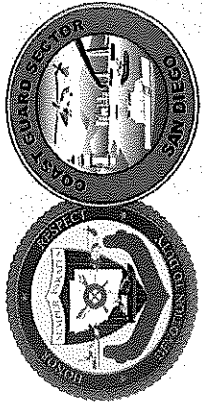


# 01 August Search Efforts





# Summary of Search Effort and Rescue Units



## USS MAKIN ISLAND Search Mission Coordinator (SMC)

- 54 USN & USCG Helicopter Searches
- 135.1 Flight Hours



## USS SOMERSET On Scene Coordinator (OSC)

- Continuous Large Naval Vessel & USCG Cutter Presence



## USS SAN DIEGO

- 5 large assets
- 7 RHIBS\*
- 2 Seal Teams\* (Completed Shore/Surf Searches on the west side of the Island)
- CGLO SME deployed to assist response planning
- CG RCC 24 hr. support w/ particle drifts & pattern planning



## USS JOHN FINN

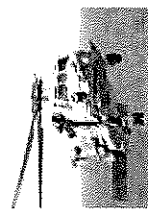


## USCGC FORREST REDNOUR

- 1390 Square Nautical Miles Searched
- 1820 Trackline Miles Searched
- 58.5 Continuous Hours Searched

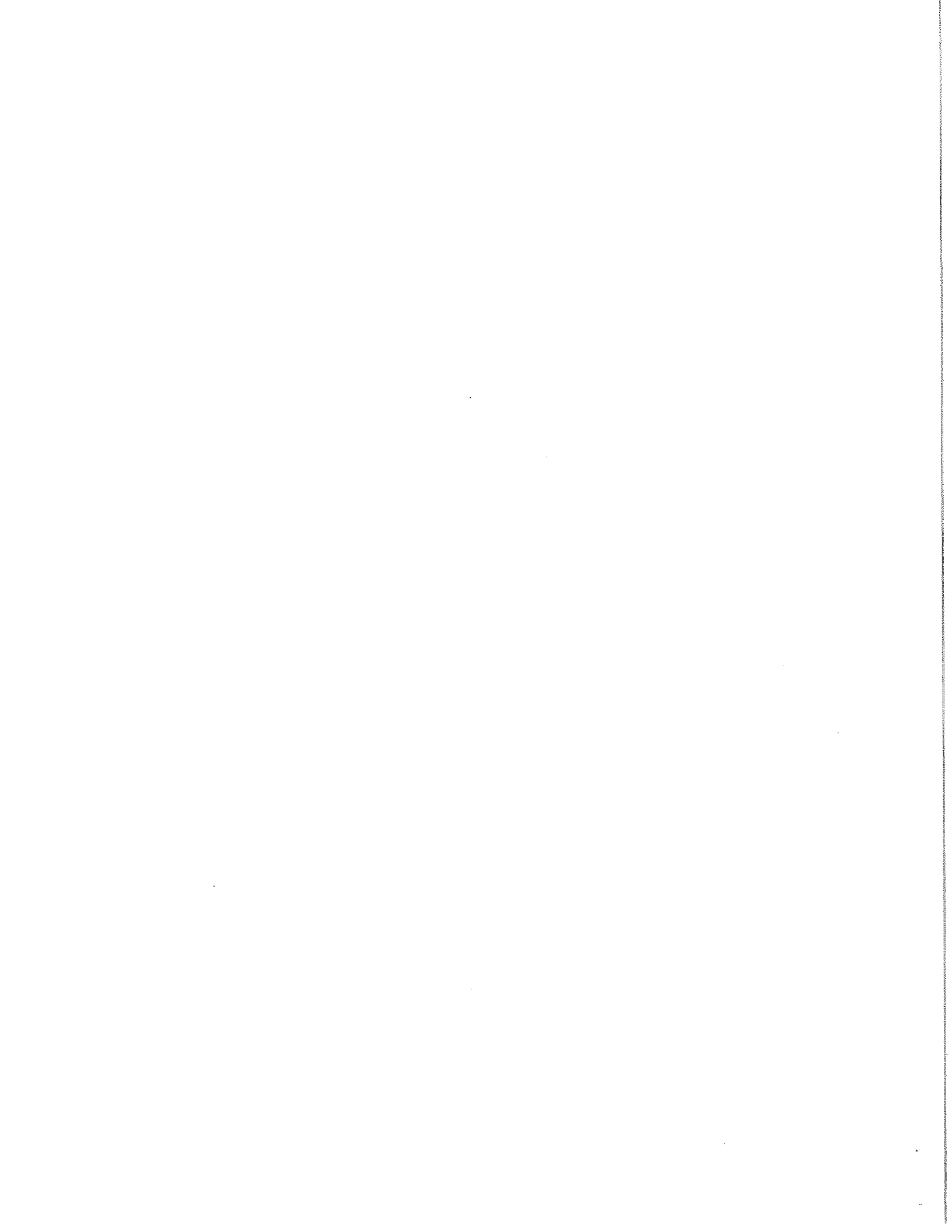


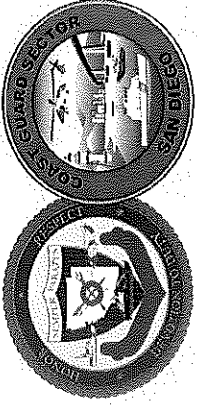
## USCG Sector San Diego MH-60



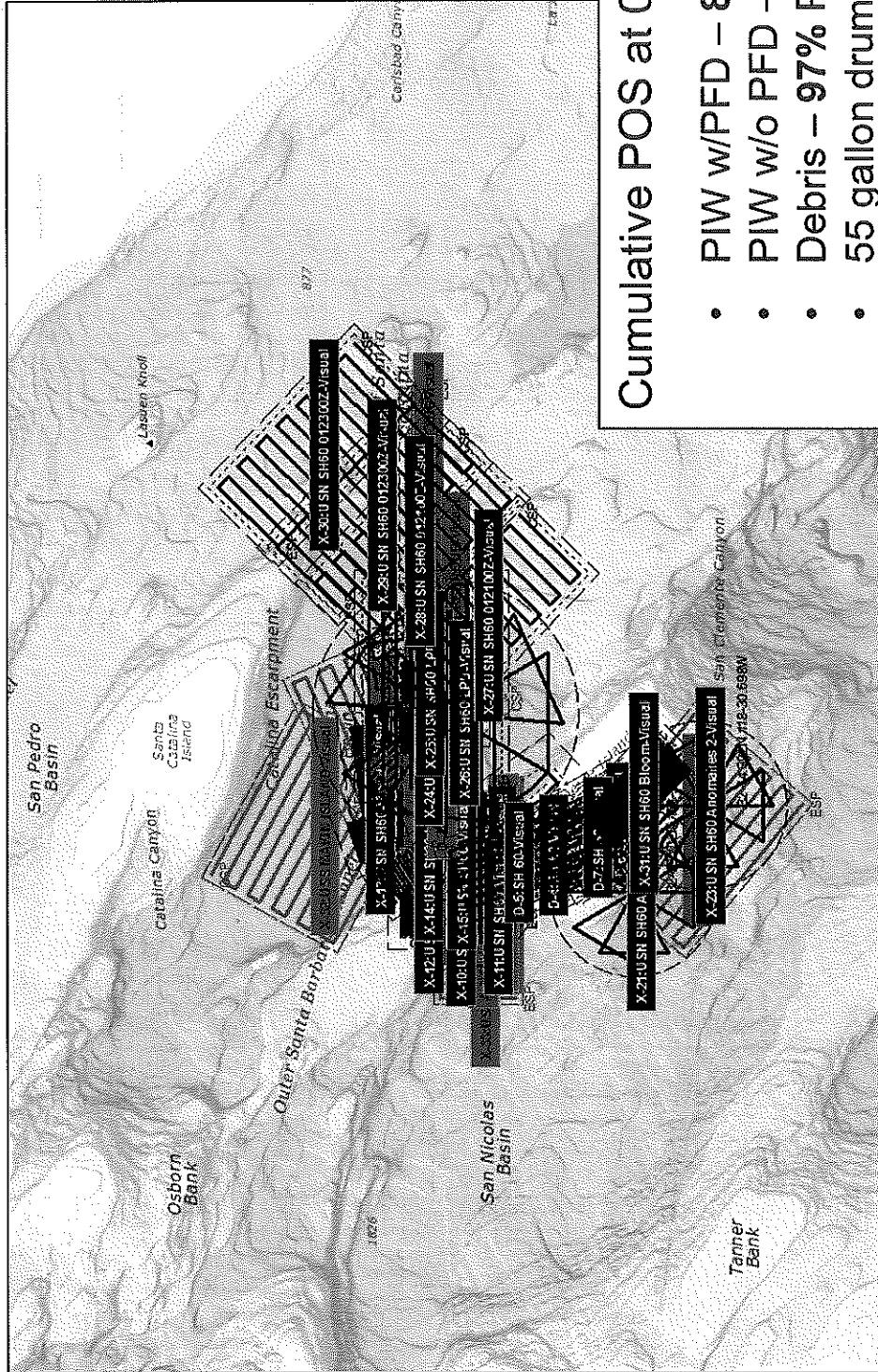
## USN Helicopter Squadrons: HSC-23, HSM-78, HSM-49

\*Not factored into the hours or searches





# Summary of Search Efforts

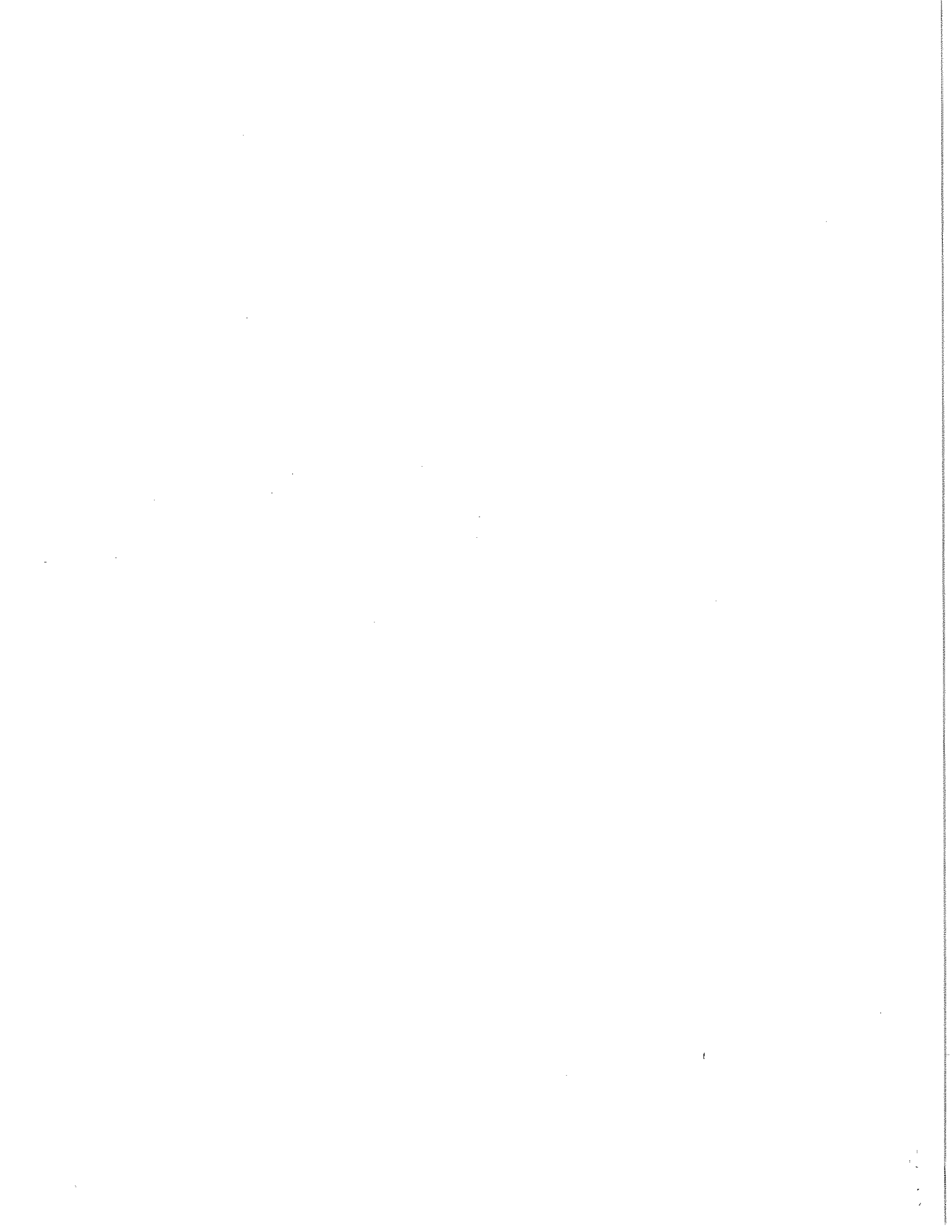


Cumulative POS at 0600T 02 August

- PIW w/PFD – 87% POS\*
- PIW w/o PFD – 52% POS\*
- Debris – 97% POS
- 55 gallon drum – 95% POS

\* Optimized

POS is for CG built patterns only



Assault Amphibian Unit Leader Course (AAUL) CID M1018C3:

Graduated 20180921  
Graduated 20111216  
Graduated 20180921  
Has not Attended AAUL  
Not enlisted (Graduated AAO 20190606)

(b)(3), (b)(6), (b)(7)(c)

Assault Amphibian Vehicle Commanders Course (AAVC) CID M1019Q3:

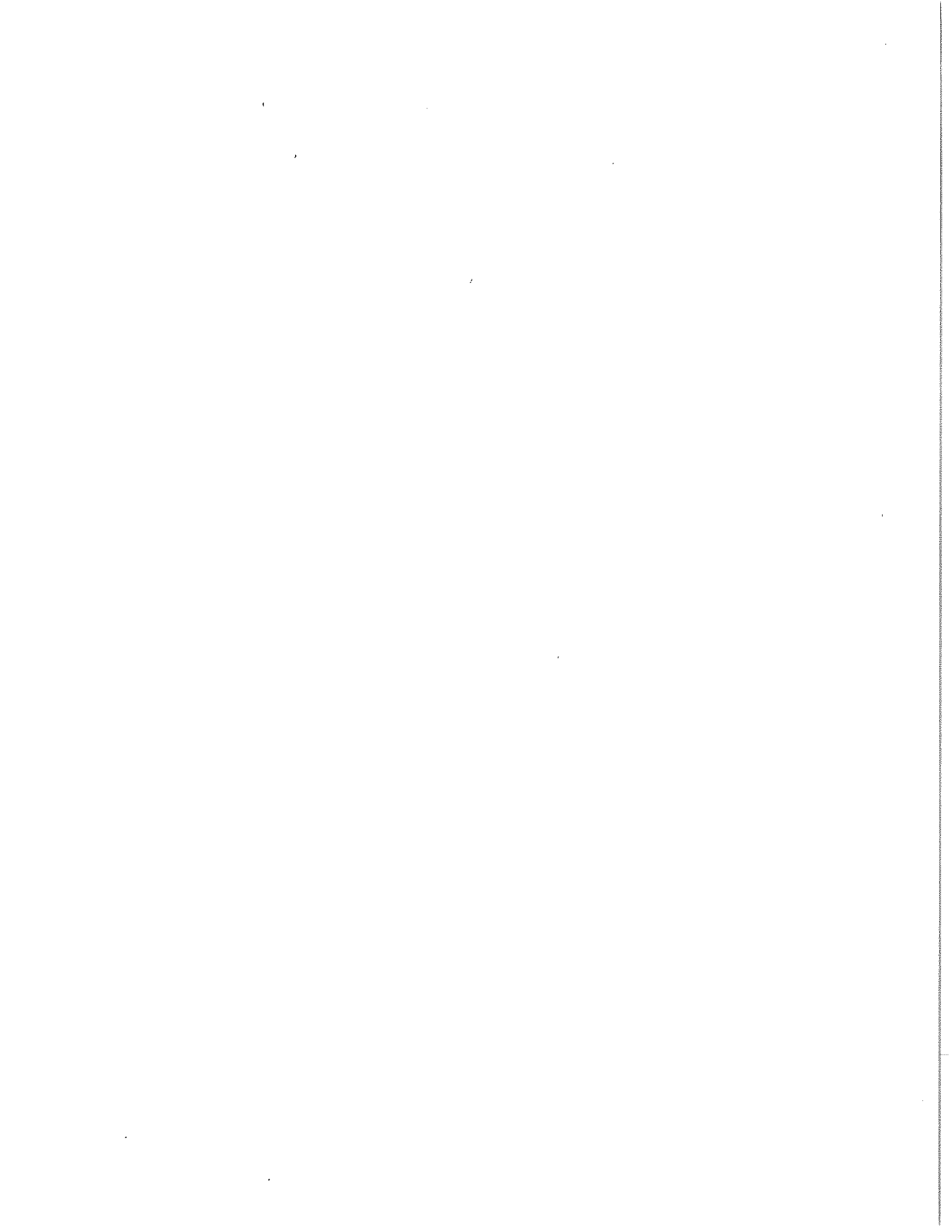
Has not Attended AAVC  
Graduated 20200630  
Has not Attended AAVC  
Has not Attended AAVC  
Graduated 20161116  
Graduated 20200630  
Has not Attended AAVC  
Has not Attended AAVC

(b)(3), (b)(6), (b)(7)(c)

Assault Amphibious Vehicle Repairer Basic Course (AAVRB) CID M1018Y3:

Graduated 20180719  
Graduated 20180719  
Graduated 20090807  
Graduated 20170603

(b)(3), (b)(6), (b)(7)(c)





**CLASS DETAILS**

2018 Course: ASSAULT AMPHIBIAN UNIT LEADER M1018C3 ★ [Link](#)  
 School: ASSAULT AMPHIBIOUS SCHOOL BATTALION Camp Pendleton CA  
 Cognizant Authority: Training Command (TRNGCMD) Length 64  
 OSCN OSLOC Phase  
 Min. Seats 6 Max. Seats 18 Optimum Size 12 Frequency 2  
 Class: ID 2018002 Reporting 7/15/2018 Convening 7/16/2018 Graduating 9/21/2018

**ALLOCATIONS / REGISTRATION**

**CLASS ROSTER**

Cancel Selected Students Force Cancel Selected Students Force Register Selected Students

Registered Wait List Canceled Pending View All Students

Save Completion Codes

Default Completion Codes (Select)

Select	DoD ID	Last Name	First Name	MT	Grade	PHOS	Sponsor	Booking Code	Sub Booking Code	Reg. Date	Funding Status	Funding Type	XOS	Stud. Type	Stud. Qual	Completion Code	Comp. Date	Word	CSV
							POG-50	COMPLETE		20180117 19:16	Approved	PDS		OE	PP	Graduate	2018-09-21		
							POG-50	COMPLETE		20180313 19:46	Approved	PDS		OE	PP	Graduate	2018-09-21		
							POG-50	COMPLETE		20180604 23:16	Rejected	PDS		OE	PP	Graduate	2018-09-05		
							POG-50	COMPLETE		20180604 23:09	Approved	PDS		OE	PP	Graduate	2018-09-21		
							POG-50	COMPLETE		20180123 19:47	Approved	PDS		OE	PP	Graduate	2018-09-21		
							POG-50	COMPLETE		20180619 19:47	Approved	PDS		OE	PP	Graduate	2018-09-21		
							POG-50	COMPLETE		20180604 23:09	Approved	PDS		OE	PP	Graduate	2018-09-21		
							POG-50	COMPLETE		20180813 14:00	Approved	PDS		OE	PP	Graduate	2018-09-21		
							POG-50	COMPLETE		20180113 19:46	Approved	PDS		OE	PP	Graduate	2018-09-21		
							POG-50	COMPLETE		20180619 19:46	Rejected	PDS		OE	PP	Graduate	2018-09-21		
							POG-50	COMPLETE		20180117 19:15	Approved	PDS		OE	PP	Graduate	2018-09-21		
							MUSCC	COMPLETE		20170728 13:27				SE		Graduate	2018-09-21		

(b)(3), (b)(6), (b)(7)(c)

**2012**

Course: ASSAULT AMPHIBIAN UNIT LEADER M1018C3 ★ [Link](#)  
 School: ASSAULT AMPHIBIOUS SCHOOL BATTALION Camp Pendleton CA  
 Cognizant Authority: Training Command (TRNGCMD) Length 64  
 OSCN OSLOC Phase  
 Min. Seats 6 Max. Seats 18 Optimum Size 12 Frequency 2  
 Class: ID 2012001 Reporting 10/3/2011 Convening 10/4/2011 Graduating 12/16/2011

**ALLOCATIONS / REGISTRATION**

**CLASS ROSTER**

Cancel Selected Students Force Cancel Selected Students Force Register Selected Students

Registered Wait List Canceled Pending View All Students

Save Completion Codes

Default Completion Codes (Select)

Select	DoD ID	Last Name	First Name	MT	Grade	PHOS	Sponsor	Booking Code	Sub Booking Code	Reg. Date	Funding Status	Funding Type	XOS	Stud. Type	Stud. Qual	Completion Code	Comp. Date	Word	CSV
							POG-23	COMPLETE		20110909 08:01				OE	FL	Graduate	2011-12-16		
							POG-23	COMPLETE		2011024 12:37				OE	FL	Graduate	2011-12-16		
							POG-23	COMPLETE		20110926 16:53				OE	PP	Graduate	2011-12-16		
							POG-23	COMPLETE		20110926 17:02				OE	PP	Graduate	2011-12-16		
							POG-23	COMPLETE		20110926 17:09				OE	PP	Graduate	2011-12-16		
							POG-23	COMPLETE		20110919 15:42				OE	PP	Graduate	2011-12-16		
							POG-23	COMPLETE		2011024 12:38				OE	FL	Graduate	2011-12-16		
							POG-23	COMPLETE		20110923 18:02				OE	PP	Graduate	2011-10-24		
							POG-23	COMPLETE		20110923 18:02				OE	PP	Graduate	2011-12-16		
							POG-23	COMPLETE		20110921 21:15				OE	PP	Graduate	2011-12-16		
							POG-23	COMPLETE		2011024 12:36				OE	FL	Graduate	2011-12-16		
							POG-23	COMPLETE		2011024 12:33				OE	FL	Graduate	2011-12-16		
							POG-23	COMPLETE		2011024 12:33				OE	FL	Graduate	2011-12-16		
							POG-23	COMPLETE		20110923 22:40				OE	PP	Graduate	2011-12-16		
							POG-23	COMPLETE		20110923 08:01				OE	FL	Graduate	2011-12-16		

(b)(3), (b)(6), (b)(7)(c)

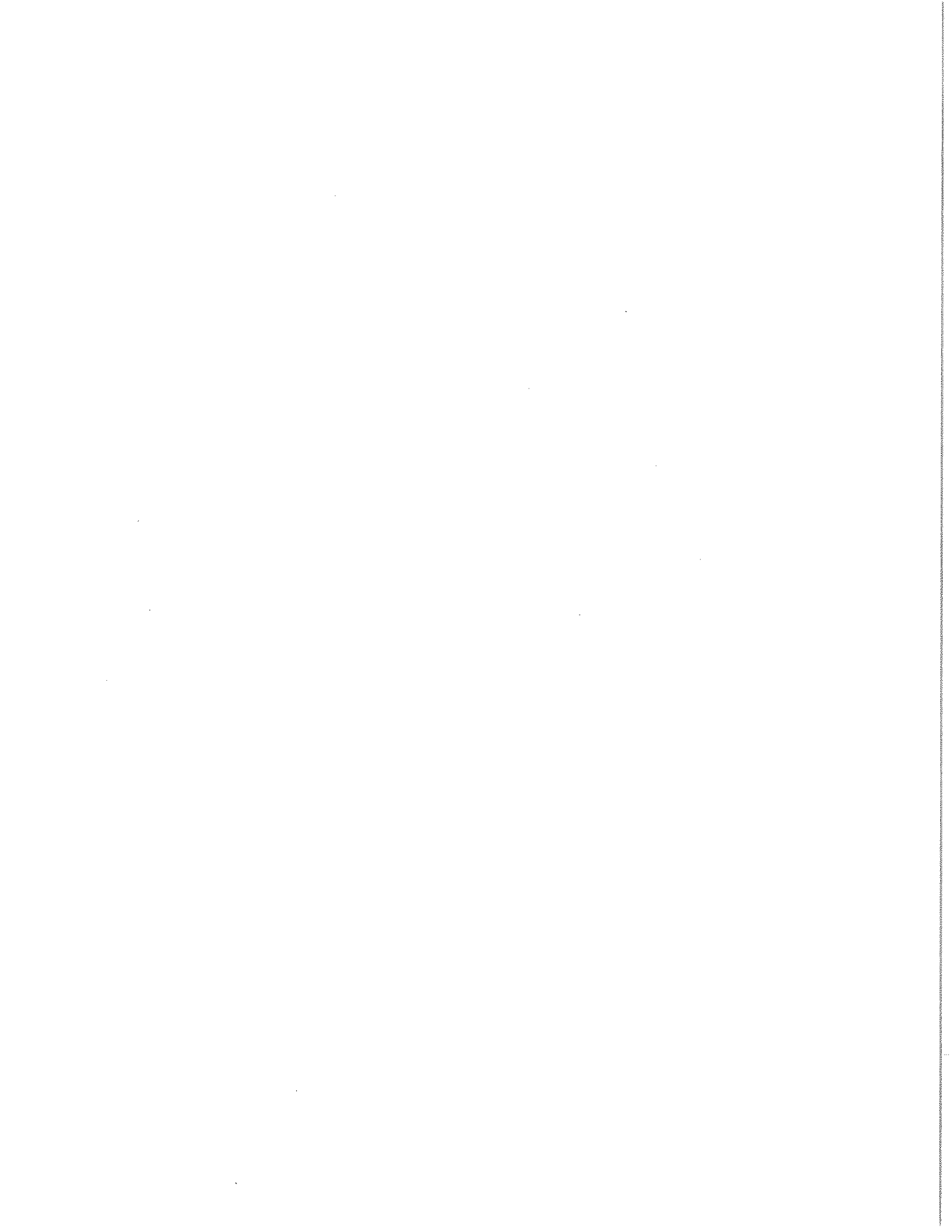
ENCLOSURE (38)

Class Status: Validated



Undo Validation

Class Status: Validated

Undo Validation



2018

Course: ASSAULT AMPHIBIOUS VEHICLE REPAIRER BASIC M1018Y3  

School: ASSAULT AMPHIBIOUS SCHOOL BATTALION Camp Pendleton CA

Cognizant Authority: Training Command (TRNGCMD) Length 110

OSCR Phase OSLOC Phase 6

Min. Seats 15 Max. Seats 35 Optimum Size 18 Frequency 6

Class: ID 2018003 Reporting 3/25/2018 Converting 3/26/2018 Graduating 7/19/2018

Class Status: Validated

Undo Validation

ALLOCATIONS | REGISTRATION

CLASS ROSTER

Cancel Selected Students Force Cancel Selected Students Force Register Selected Students



Registered Wait List Cancelled Pending View All Students

Save Completion Codes Default Completion Code: (Select) Date: Apply Default

Select	DoD ID	Last Name	MI	Grade	PMOS	Sponsor	Booking Code	Sub Booking Code	Req. Date	Funding Status	Funding Type	NOS	Stud. Type	Stud. Qual.	Completion Code	Customize Columns	XLSX	PDF	Word	CSV
						MPS-20	COMPLETE		20180223 15:28			2143	08E		Graduate					2018-07-19
						RAP	COMPLETE		20180319 24:53			2143	2E		Graduate					2018-07-19
						FAE	COMPLETE		20171112 14:31			2143	3EP		Graduate					2018-07-19
						MPS-20	COMPLETE		20180227 20:17			2143	08E		Academic d. exp. will be resched					2018-06-18
						MPS-20	COMPLETE		20171220 00:08			2143	08E		Graduate					2018-07-19
						MPS-20	COMPLETE		20171220 00:08			2143	08E		Graduate					2018-07-19
						MPS-20	COMPLETE		20171220 00:08			2143	08E		Graduate					2018-07-19
						MPS-20	COMPLETE		20180130 18:50			2143	08E		Graduate					2018-07-19

(b)(3), (b)(6), (b)(7)(c)

2017

Course: ASSAULT AMPHIBIOUS VEHICLE REPAIRER BASIC M1018Y3  

School: ASSAULT AMPHIBIOUS SCHOOL BATTALION Camp Pendleton CA

Cognizant Authority: Training Command (TRNGCMD) Length 110

OSCR Phase OSLOC Phase 6

Min. Seats 15 Max. Seats 35 Optimum Size 18 Frequency 6

Class: ID 2017004 Reporting 4/9/2017 Converting 4/20/2017 Graduating 8/3/2017

Class Status: Validated

Undo Validation

ALLOCATIONS | REGISTRATION

CLASS ROSTER

Cancel Selected Students Force Cancel Selected Students Force Register Selected Students

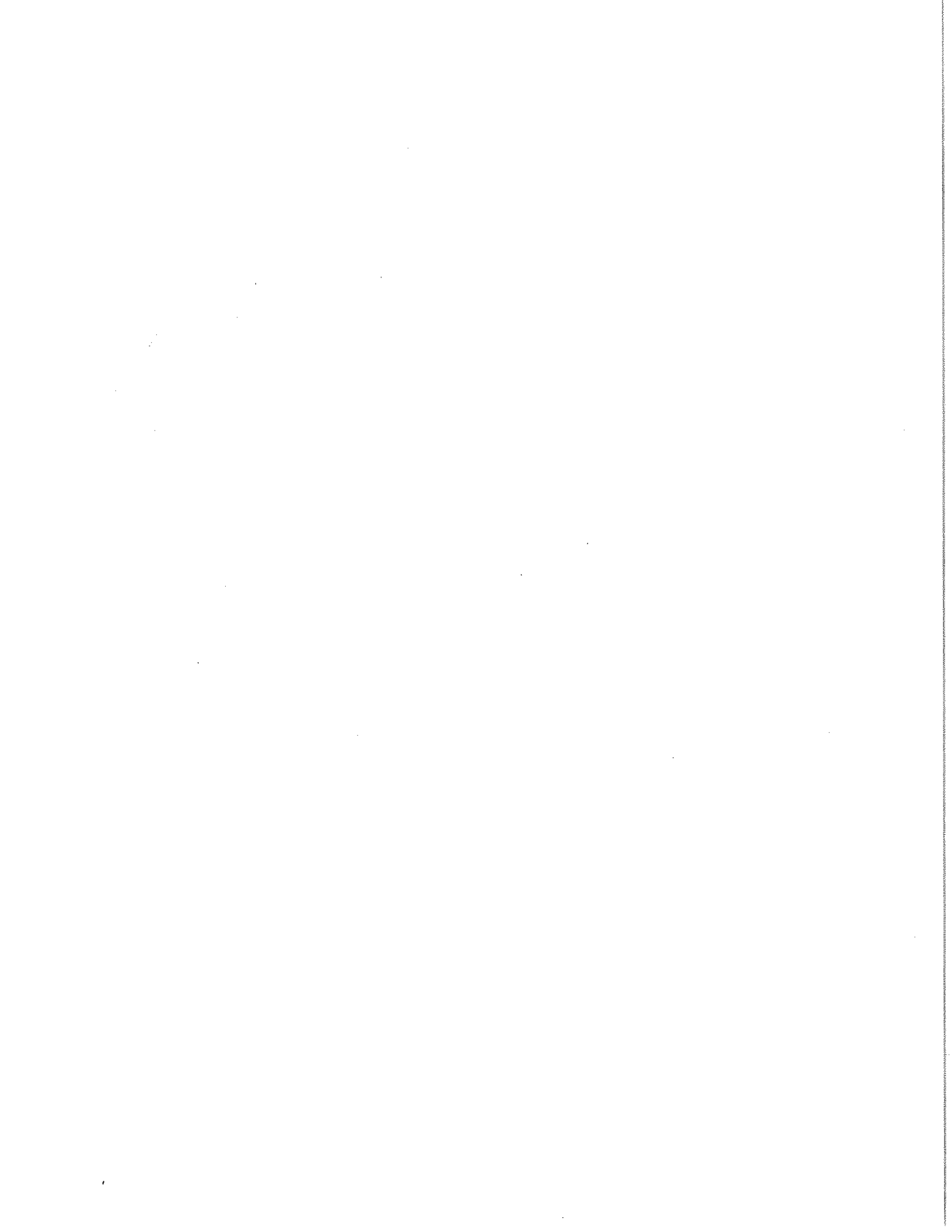
Registered Wait List Cancelled Pending View All Students

Save Completion Codes Default Completion Code: (Select) Date: Apply Default

Select	DoD ID	Last Name	MI	Grade	PMOS	Sponsor	Booking Code	Sub Booking Code	Req. Date	Funding Status	Funding Type	NOS	Stud. Type	Stud. Qual.	Completion Code	Customize Columns	XLSX	PDF	Word	CSV
						SEP	COMPLETE		20161220 14:19			2111	2E		Academic d. exp. will be resched					2017-08-03
						MPS-20	COMPLETE		20170118 00:04			2111	08E		Graduate					2017-08-03
						MPS-20	COMPLETE		20161222 08:52			2111	08E		Graduate					2017-08-03
						MPS-20	COMPLETE		20170207 00:00			2111	08E		Graduate					2017-08-03
						MPS-20	COMPLETE		20170118 00:03			2111	08E		Graduate					2017-08-03
						MPS-20	COMPLETE		20170118 00:03			2111	08E		Graduate					2017-08-03
						SEP	COMPLETE		20161228 11:21			2111	2E		Graduate					2017-08-03
						MPS-20	COMPLETE		20170116 00:02			2111	08E		Graduate					2017-08-03
						SEP	COMPLETE		20161228 18:46			2111	2E		Graduate					2017-08-03
						MPS-20	COMPLETE		20170116 00:03			2111	08E		Graduate					2017-08-03
						MPS-20	COMPLETE		20170116 15:03			2111	08E		Graduate					2017-08-03
						SEP	COMPLETE		20170113 00:03			2111	08E		Graduate					2017-08-03
						SEP	COMPLETE		20161229 14:21			2111	2E		Graduate					2017-08-03
						MPS-20	COMPLETE		20170116 00:02			2111	08E		Graduate					2017-08-03
						SEP	COMPLETE		20170225 21:16			2111	2E		Graduate					2017-08-03
						MPS-20	COMPLETE		20170118 00:03			2111	08E		Graduate					2017-08-03
						MPS-20	COMPLETE		20170118 00:03			2111	08E		Graduate					2017-08-03
						SEP	COMPLETE		20170225 22:03			2111	2E		Graduate					2017-08-03
						MPS-20	COMPLETE		20170116 00:05			2111	08E		Graduate					2017-08-03
						MPS-20	COMPLETE		20170118 00:01			2111	08E		Graduate					2017-08-03
						MPS-20	COMPLETE		20161222 00:05			2111	08E		Graduate					2017-08-03
						MPS-20	COMPLETE		20170116 00:01			2111	08E		Graduate					2017-08-03

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE 38



Course: ASSAULT AMPHIBIAN VEHICLE COMMANDER M1018Q3 [url](#)  
 School: ASSAULT AMPHIBIOUS SCHOOL BATTALION Camp Pendleton CA  
 Oppizant Authority: Training Command (TRNGCMD) Length 33  
 OSCN OSLOC Phase  
 Min. Seats 9 Max. Seats 24 Optimum Size 24 Frequency 5  
 Class: ID 2020004 Reporting 5/26/2020 Convening 5/27/2020 Graduating 6/30/2020

Class Status: Validated

[Undo Validation](#)

ALLOCATIONS | REGISTRATION

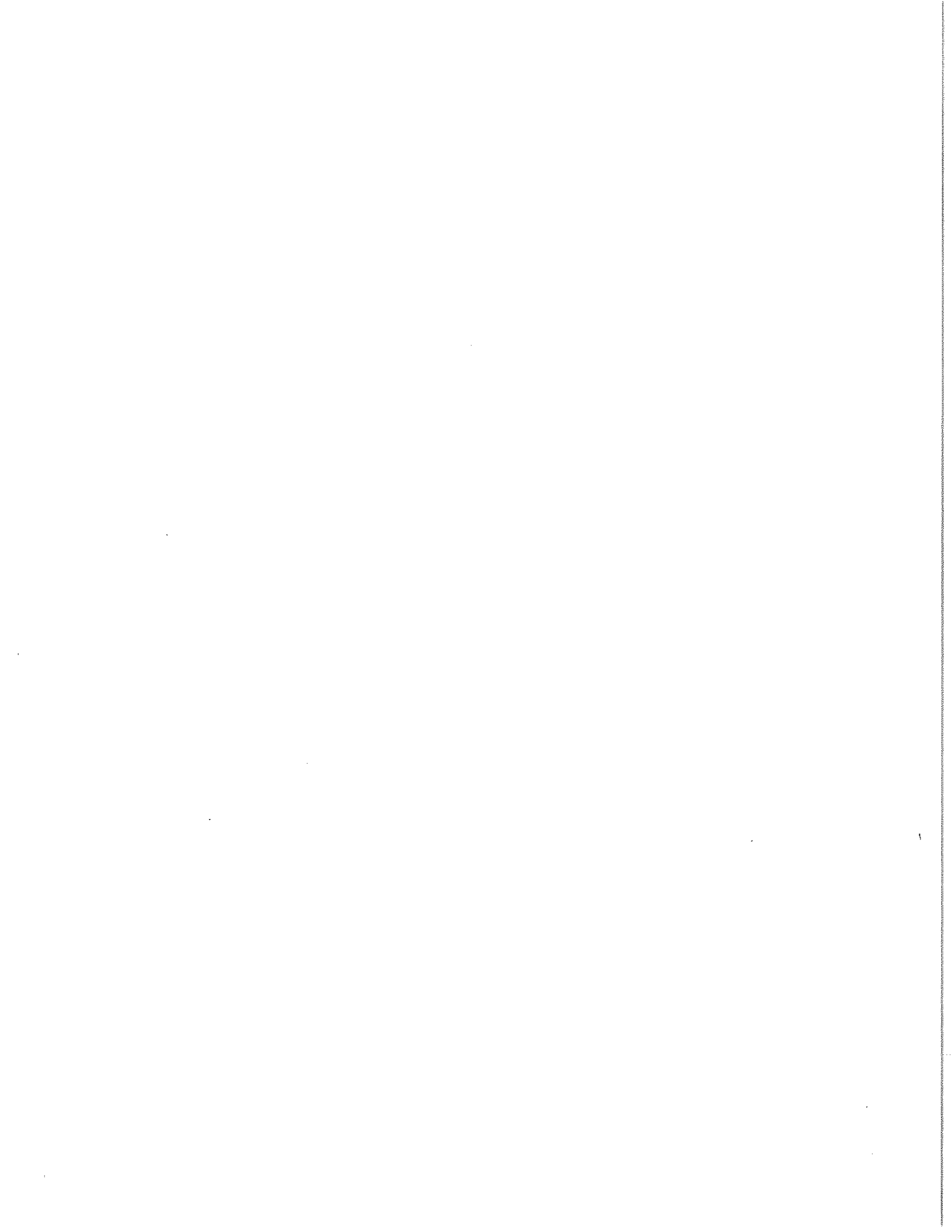
CLASS ROSTER


Save Completion Codes

Default Completion Code: (Select)

Select	DoD ID	Last Name	First Name	NI	Grade	PMOS	Sponsor	Booking Code	Sub Booking Code	Reg. Date	Funding Status	Funding Type	MOS	Stud. Type	Stud. Qual.	Completion Code	Comp. Date	XLIX	PDF	Word	CSV
								COMPLETE		20200327 17:24				OE		Graduate	2020-06-30				
								COMPLETE		20200317 14:55				OE		Graduate	2020-06-30				
								COMPLETE		20200413 18:25				OE		Graduate	2020-06-30				
								COMPLETE		20200506 20:04				OE		Graduate	2020-06-30				
								COMPLETE		20200421 19:19				OE		Graduate	2020-06-30				
								COMPLETE		20200421 19:19				OE		Graduate	2020-06-30				
								COMPLETE		20200430 14:49				OE		Graduate	2020-06-30				
								COMPLETE		20200413 18:25				OE		Graduate	2020-06-30				
								COMPLETE		20200520 21:28				OE		Graduate	2020-06-30				
								COMPLETE		20200527 17:25				OE		Graduate	2020-06-30				
								COMPLETE		20200421 19:19				OE		Exp. on request	2020-06-15				
								COMPLETE		20200413 18:25				OE		Graduate	2020-06-30				
								COMPLETE		20200317 14:55				OE		Graduate	2020-06-30				
								COMPLETE		20200413 18:25				OE		Graduate	2020-06-30				
								COMPLETE		20200413 18:25				OE		Graduate	2020-06-30				
								COMPLETE		20200327 14:55				OE		Graduate	2020-06-30				
								COMPLETE		20200413 18:25				OE		Administration desc. will be provided	2020-06-23				
								COMPLETE		20200327 17:24				OE		Graduate	2020-06-30				
								COMPLETE		20200413 18:25				OE		Graduate	2020-06-30				
								COMPLETE		20200506 20:04				OE		Graduate	2020-06-30				
								COMPLETE		20200317 14:55				OE		Graduate	2020-06-30				
								COMPLETE		20200527 17:24				OE		Graduate	2020-06-30				
								COMPLETE		20200421 19:19				OE		Graduate	2020-06-30				
								COMPLETE		20200413 18:25				OE		Graduate	2020-06-30				

(b)(3), (b)(6), (b)(7)(c)



Course: ASSAULT AMPHIBIAN VEHICLE COMMANDER M1018Q3  [\[url\]](#)  
 School: ASSAULT AMPHIBIOUS SCHOOL BATTALION Camp Pendleton CA  
 Cognizant Authority: Training Command (TRAGCOWD) Length 33  
 OSCN OSLOC Phase  
 Min. Seats 9 Max. Seats 18 Optimum Size 18 Frequency 6  
 Class: ID 2017001 Reporting 10/10/2016 Converting 10/11/2016 Graduating 11/15/2016

Undo Validation

ALLOCATIONS | REGISTRATION

CLASS ROSTER

Cancel Selected Students Force Cancel Selected Students Force Register Selected Students

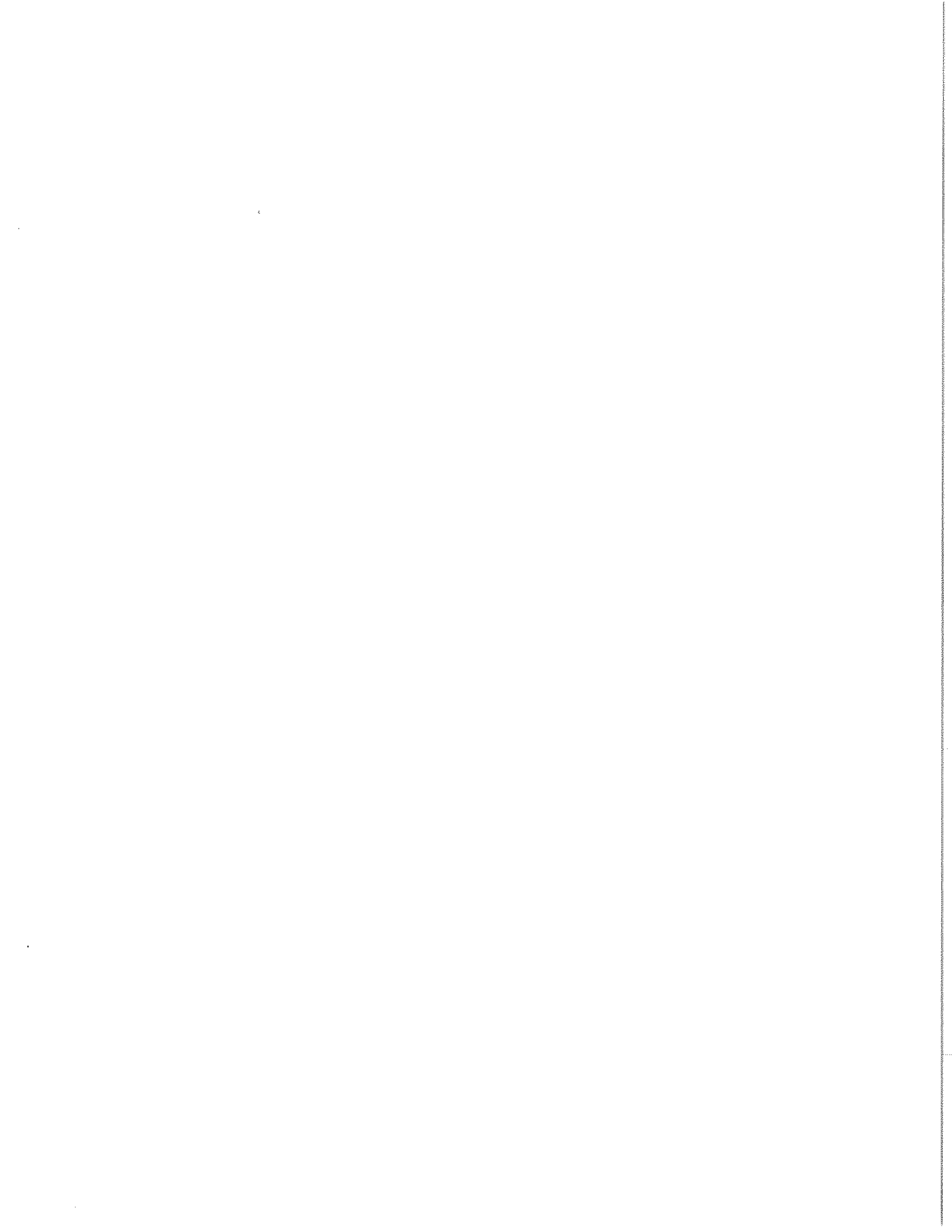
Registered Wait List Cancelled Pending View All Students

Save Completion Codes

Default Completion Code: (Select) Apply Default

Select	DOD ID	Last Name	First Name	MI	Grade	PNOS	Sponsor	Boating Code	Sub Boating Code	Reg. Date	Funding Status	Funding Type	NOS	Stud. Type	Stud. Qual.	Completion Code	Comp. date	Customize Columns	XLSX	PDF	Word	CSV
							EOG-50	COMPLETE		2016:004 14:28				OE		Graduate	2016-11-15					
							EOG-50	COMPLETE		2016:004 14:28				OE		Graduate	2016-11-15					
							EOG-50	COMPLETE		2016:004 14:28				OE		Graduate	2016-11-15					
							EOG-50	COMPLETE		2016:004 14:28				OE		Graduate	2016-11-15					
							EOG-50	COMPLETE		2016:004 14:28				OE		Graduate	2016-11-15					
							EOG-50	COMPLETE		2016:004 14:28				OE		Graduate	2016-11-15					
							EOG-50	COMPLETE		2016:004 14:28				OE		Graduate	2016-11-15					
							EOG-50	COMPLETE		2016:004 14:29				OE		Graduate	2016-11-15					
							EOG-50	COMPLETE		2016:004 14:29				OE		Graduate	2016-11-15					
							EOG-50	COMPLETE		2016:004 14:29				OE		Emergency Leave App. will be provided	2016-11-04					
							EOG-50	COMPLETE		2016:004 14:29				OE		Graduate	2016-11-15					
							EOG-50	COMPLETE		2016:004 14:29				OE		Graduate	2016-11-15					
							EOG-50	COMPLETE		2016:004 14:29				OE		Graduate	2016-11-15					
							EOG-50	COMPLETE		2016:004 14:29				OE		Graduate	2016-11-15					
							EOG-50	COMPLETE		2016:004 14:29				OE		Graduate	2016-11-15					
							EOG-50	COMPLETE		2016:004 14:29				OE		Graduate	2016-11-15					
							EOG-50	COMPLETE		2016:004 14:29				OE		Graduate	2016-11-15					
							EOG-50	COMPLETE		2016:004 14:29				OE		Graduate	2016-11-15					
							EOG-50	COMPLETE		2016:004 14:29				OE		Graduate	2016-11-15					

(b)(3), (b)(6), (b)(7)(c)





Course: ASSAULT AMPHIBIAN OFFICER M1018J3 ★ Unit  
 School: ASSAULT AMPHIBIOUS SCHOOL BATTALION Camp Pendleton CA  
 Organizational Authority: Training Command (TRNGCMD) Length 77  
 OSCN OSLOC Phase  
 Min. Seats 6 Max. Seats 12 Optimum Size 12 Frequency 2  
 Class: ID 2019001 Reporting 3/31/2019 Convening 4/1/2019 Graduating 6/26/2019

Unit Validation

# Officers do not attend AAUL, they attend AAO

## ALLOCATIONS | REGISTRATION

### CLASS ROSTER

Cancel Selected Students Force Cancel Selected Students Force Register Selected Students

Registered Wait List Cancelled Pending View All Students

Save Completion Codes

Default Completion Codes: (Select)

Select	DoD ID	Last Name	First Name	NIJ	Grade	PMOS	Sponsor	Booking Code	Sub Booking Code	Reg. Date	Enrolling Status	Funding Type	MOS	Stud. Type	Stud. Qual.	Completion Code	Comp. Date	XLSX	PDF	Word	CSV
								COMPLETE		20181127 13:09	Approved	POS	1802	OOE		Graduate	2019-06-26				
							MFP-20	COMPLETE		20181204 14:33	Approved	TEMINS	1802	OOE		Graduate	2019-06-26				
							MFP-20	COMPLETE		20181127 13:09	Approved	POS	1802	OOE		Graduate	2019-06-26				
							MFP-20	COMPLETE		20180904 18:56	Approved	POS	1802	OOE		Graduate	2019-06-26				
							MFP-20	COMPLETE		20181012 02:48	Approved	POS	1802	OOE		Graduate	2019-06-26				
							MFP-20	COMPLETE		20181204 14:33	Approved	POS	1802	OOE		Graduate	2019-06-26				
							MFP-20	COMPLETE		20190226 15:38	Approved	POS	1802	OOE		Graduate	2019-06-26				
							RAP	COMPLETE		20180208 13:02	Approved	POS	1802	OOE		Graduate	2019-06-26				
							RAP	COMPLETE		20181022 13:42	Approved	POS	1802	OOE		Graduate	2019-06-26				
							MFP-20	COMPLETE		20181130 19:33	Approved	POS	1802	OOE		Graduate	2019-06-26				
							MFP-20	COMPLETE		20180226 19:38	Approved	POS	1802	OOE		Graduate	2019-06-26				
							RAP	COMPLETE		20190208 13:02	Approved	POS	1802	OOE		Graduate	2019-06-26				
							MFP-20	COMPLETE		20181012 02:48	Approved	POS	1802	OOE		Graduate	2019-06-26				
							MFP-20	COMPLETE		20181204 14:33	Approved	POS	1802	OOE		Graduate	2019-06-26				

(b)(3), (b)(6), (b)(7)(c)

(b)(3)

(b)(6)

## USMC

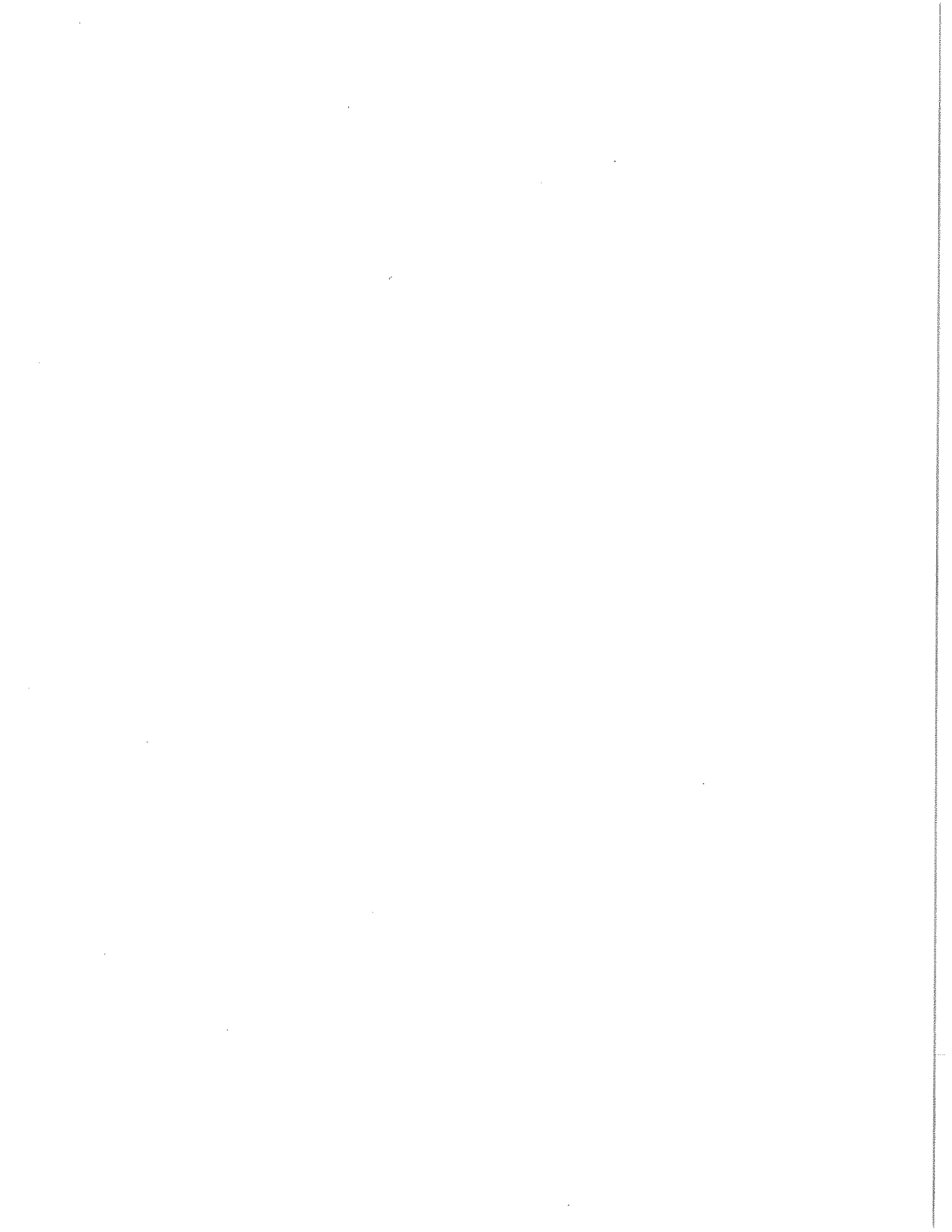
Unit: KUAL21820 3D AAV BN 1ST (BRDIV)  
 PMOS:1833 Assault Amphibian Vehicle (AAV) Crewmember

## 1st Amphibian Unit Leaders Course

Electronic Training Jacket (ETJ)

CID	Course#	Class Code	Registered	Booking Status	Booking Sub Code	Funding Status	Funding Type	Report	Convene	Graduate	Comp Code	Comp Date
182523	COMMON LOGISTICS COMMAND AND CONTROL SYSTEM (CLCS) OPERATOR	2015001	9/17/2019	Class Completed				9/12/2019	9/12/2019	Graduate	Graduate	9/12/2019
182523	MK134 LHC HORLS TRAINING TEAM	2015002	7/15/2018	Class Completed				7/13/2018	7/16/2018	Graduate	Graduate	7/27/2018
182523	BASIC RECRUITER	2015002	2/27/2015	Class Completed				3/17/2015	3/2/2015	Graduate	Graduate	4/22/2015
182523	BASIC RECRUITER	2015002	1/25/2015	Registration Cancellation	REGIST CANCELED			3/1/2015	3/2/2015			
182523	SERGEANTS SCHOOL	2011211	3/16/2011	Class Completed				6/22/2011	6/23/2011	Graduate	Graduate	8/10/2011
182523	MARINE COMBAT TRAINING (MCT)	2002755	3/29/2007	Class Completed				3/16/2007	3/17/2007	Graduate	Graduate	2/27/2007
182523	ASSAULT AMPHIBIAN CREWMEMBER	2002905	1/12/2007	Class Completed				1/12/2007	4/1/2007	Graduate	Graduate	6/9/2007
182523	RECRUIT TRAINING MASTER (HALF)	2002938	11/6/2006	Class Completed				10/24/2006	10/24/2006	Graduate	Graduate	1/28/2007

ENCLOSURE (38)





# No Assault Amphibian Vehicle Commander Course

Unit PHOS:1833 Assault Amphibian Vehicle (AAV) Crewmember

Electronic Training Jacket (ETJ)

CID	Course	Class Code	Registered	Booking Status	Booking Sub Code	Funding Status	Funding Type	Report	Convene	Convene	Graduate	Comp Code	XLSX	PDF	Word	CSV
M100008	INTERMEDIATE COMBAT HUNTER	2010008	6/11/2020	Class Completed				6/11/2020	6/11/2020	6/11/2020	6/18/2020	Graduate				6/18/2020
M100002	ASSAULT AMPHIBIAN CREWMEMBER	2010002	11/7/2017	Class Completed				11/26/2017	11/27/2017	11/27/2017	3/1/2018	Graduate				3/1/2018
M100002	MARINE COMBAT TRAINING (MCT)	2010002	10/5/2017	Class Completed				10/2/2017	10/3/2017	10/3/2017	10/21/2017	Graduate				10/21/2017
M100002	ASSAULT AMPHIBIAN CREWMEMBER	2010002	6/2/2017	Cancelled	DDI_NOT_ATTEND			10/29/2017	10/30/2017	10/30/2017	2/7/2018	Graduate				2/7/2018
M100002	RECRUIT TRAINING (FEMALE)	2010002	6/27/2017	Class Completed				7/5/2017	7/4/2017	7/4/2017	9/22/2017	Graduate				9/22/2017



# No Assault Amphibian Vehicle Commander Course

Unit RUC:21820 3D AAV BN 1ST MARDIV  
PHOS:1833 Assault Amphibian Vehicle (AAV) Crewmember

Electronic Training Jacket (ETJ)

CID	Course	Class Code	Registered	Booking Status	Booking Sub Code	Funding Status	Funding Type	Report	Convene	Convene	Graduate	Comp Code	XLSX	PDF	Word	CSV
M100002	MARINE COMBAT TRAINING (MCT)	2010002	1/4/2018	Class Completed				12/19/2017	12/19/2017	12/19/2017	1/20/2018	Graduate				1/20/2018
M100002	ASSAULT AMPHIBIAN CREWMEMBER	2010002	11/2/2017	Class Completed				3/4/2018	3/5/2018	3/5/2018	5/22/2018	Graduate				5/22/2018
M100002	ASSAULT AMPHIBIAN CREWMEMBER	2010002	9/6/2017	Class Completed				9/5/2017	9/6/2017	9/6/2017	12/1/2017	Graduate				12/1/2017

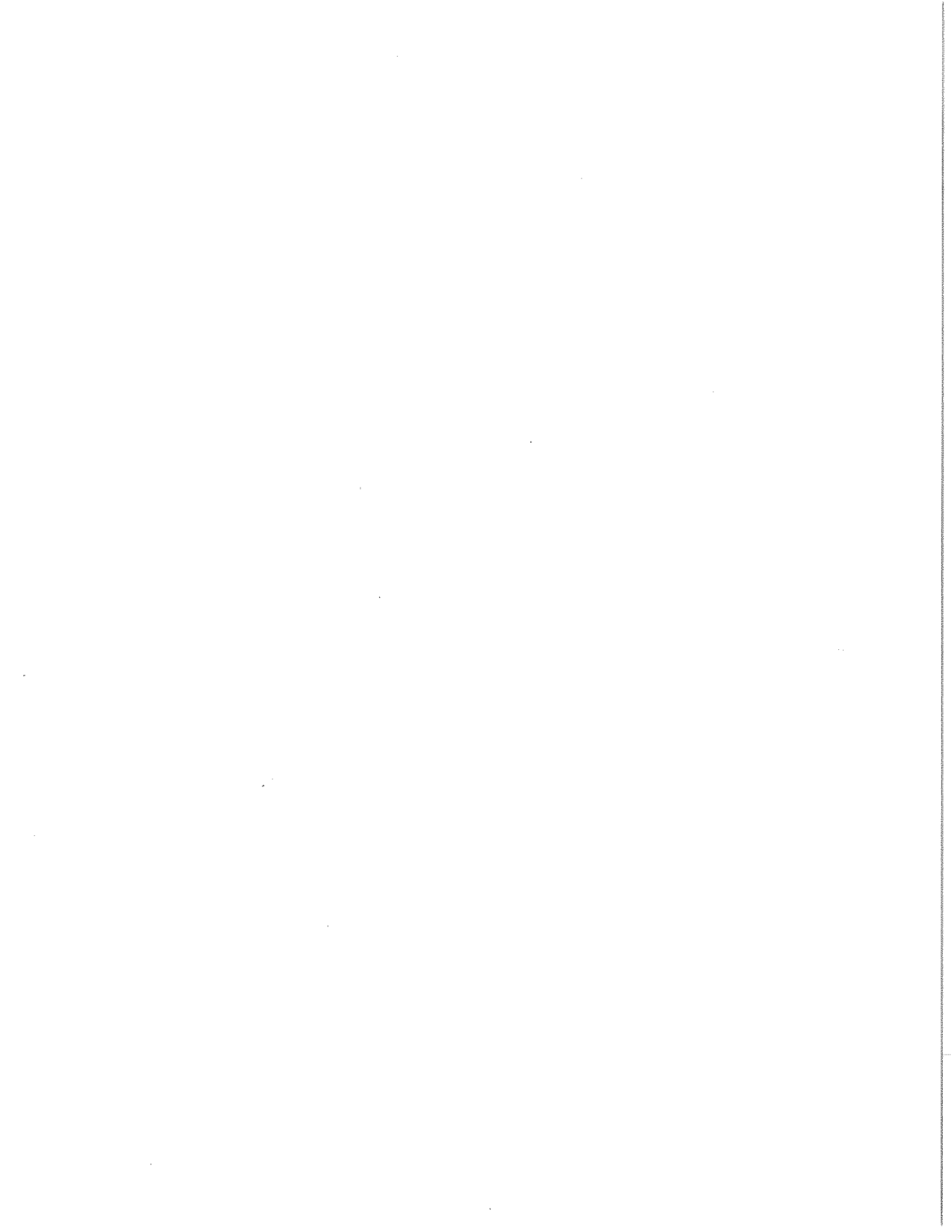


# No Assault Amphibian Vehicle Commander Course

Unit RUC:21820 3D AAV BN 1ST MARDIV  
PHOS:1833 Assault Amphibian Vehicle (AAV) Crewmember

Electronic Training Jacket (ETJ)

CID	Course	Class Code	Registered	Booking Status	Booking Sub Code	Funding Status	Funding Type	Report	Convene	Convene	Graduate	Comp Code	XLSX	PDF	Word	CSV
M100002	MARINE COMBAT TRAINING (MCT)	2010002	1/4/2018	Class Completed				12/19/2017	12/19/2017	12/19/2017	1/20/2018	Graduate				1/20/2018
M100002	ASSAULT AMPHIBIAN CREWMEMBER	2010002	11/2/2017	Class Completed				3/4/2018	3/5/2018	3/5/2018	5/22/2018	Graduate				5/22/2018
M100002	ASSAULT AMPHIBIAN CREWMEMBER	2010002	9/6/2017	Class Completed				9/5/2017	9/6/2017	9/6/2017	12/1/2017	Graduate				12/1/2017



# No Assault Amphibian Vehicle Commander Course

Unit: RUC21820 3D AVN BN 1ST BATTALION  
PHOS:1833 Assault Amphibian Vehicle (AAV) Crewmember

### Registrations

CID	Course	Class Code	Registered	Booking Status	Booking Sub Code	Funding Status	Funding Type	Report	Converse	Graduate	Camp Code	Customize Columns		
												Word	PDF	XLSX
M03A02	ASSAULT AMPHIBIAN CREWMEMBER	2018010	7/19/2018	Class Completed				7/8/2018	7/9/2018	9/25/2018	Graduate			
M03B02	MARINE COMBAT TRAINING (MCT)	2018002	6/14/2018	Class Completed				6/12/2018	6/12/2018	7/10/2018	Graduate			
M03A03	ASSAULT AMPHIBIAN CREWMEMBER	2018011	5/2/2018	Cancelled				5/2/2018	6/6/2018	10/29/2018	Graduate			
M03B03	RECRUIT TRAINING MASTER (MALE)	2018150	3/6/2018	Class Completed				3/5/2018	3/6/2018	6/7/2018	Graduate			

# No Assault Amphibian Vehicle Commander Course

Unit: RUC21820 3D AVN BN 1ST BATTALION  
PHOS:1833 Assault Amphibian Vehicle (AAV) Crewmember

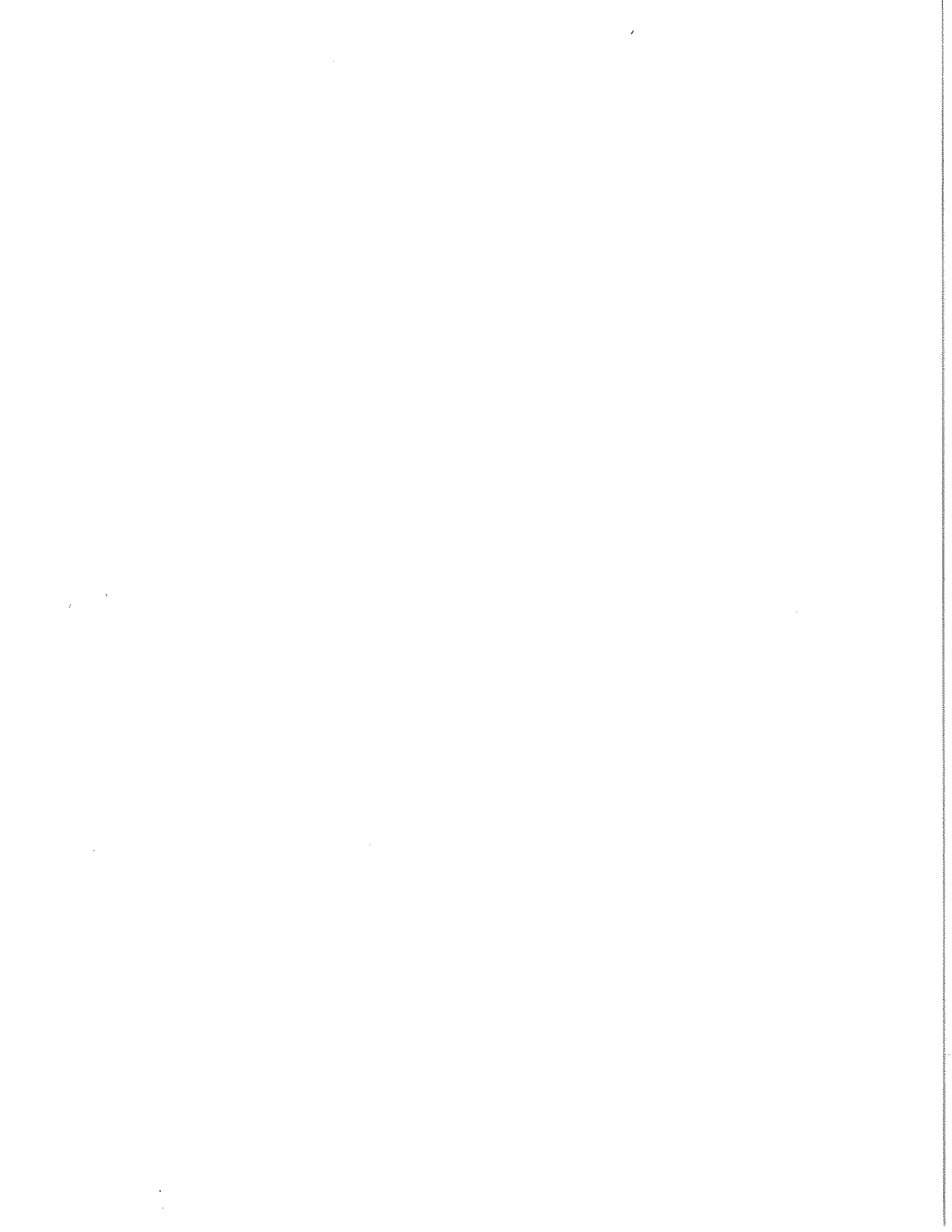
### Registrations

CID	Course	Class Code	Registered	Booking Status	Booking Sub Code	Funding Status	Funding Type	Report	Converse	Graduate	Camp Code	Customize Columns		
												Word	PDF	XLSX
M03A03	ASSAULT AMPHIBIAN CREWMEMBER	2018002	5/28/2018	Class Completed				6/4/2017	6/5/2017	8/23/2017	Graduate			
M03B03	COMBAT MARKSMANSHIP COACH (CMC)	2018006	5/2/2018	Class Completed				3/23/2018	3/12/2018	3/20/2018	Graduate			
M03A02	ASSAULT AMPHIBIAN CREWMEMBER	2017002	6/28/2017	Waiting List Expiration	EXPIRED_WAITINGLIST			6/4/2017	6/5/2017	8/23/2017	Graduate			
M03A02	ASSAULT AMPHIBIAN CREWMEMBER	2017002	5/19/2017	Class Completed				3/14/2017	3/12/2017	8/23/2017	Medical drop, will be recycled			
M03B02	MARINE COMBAT TRAINING (MCT)	2017002	4/14/2017	Class Completed				4/10/2017	4/11/2017	5/9/2017	Graduate			
M03A02	ASSAULT AMPHIBIAN CREWMEMBER	2017002	3/9/2017	Cancelled				6/4/2017	6/5/2017	8/23/2017	Graduate			
M03B02	RECRUIT TRAINING MASTER (MALE)	2017002	1/4/2017	Class Completed				1/7/2017	1/10/2017	3/31/2017	Graduate			

ID	SPNDR	LAST NAME	FIRST NAME	MID GRADE	SPONSOR	BOOKING CODE	REG. DATE	REGISTRATION CODE	CAMP DATE	
						MPP-20	COMPLETE	20170309 0604	Graduate	8/23/2017
						RAP	COMPLETE	20170516 1942	Graduate	8/23/2017
						MPP-20	COMPLETE	20170507 2845	Graduate	8/23/2017
						RAP	COMPLETE	20170423 1335	Graduate	8/23/2017
						MPP-20	COMPLETE	20170529 0604	Graduate	8/23/2017
						MPP-20	COMPLETE	20170509 0604	Graduate	8/23/2017
						MPP-20	COMPLETE	20170607 2112	Graduate	8/23/2017
						MPP-20	COMPLETE	20170509 0604	Graduate	8/23/2017
						MPP-20	COMPLETE	20170510 1238	Graduate	8/23/2017
						MPP-20	COMPLETE	20170509 0604	Graduate	8/23/2017
						MPP-20	COMPLETE	20170607 2112	Graduate	8/23/2017
						MPP-20	COMPLETE	20170304 0604	Graduate	8/23/2017
						RAP	COMPLETE	20170516 1942	Graduate	8/23/2017
						MPP-20	COMPLETE	20170607 2112	Graduate	8/23/2017
						MPP-20	COMPLETE	20170621 2112	Graduate	8/23/2017
						RAP	COMPLETE	20170521 0604	Graduate	8/23/2017
						RAP	COMPLETE	20170511 2813	Graduate	8/23/2017
						MPP-20	COMPLETE	20170511 2813	Graduate	8/23/2017
						MPP-20	COMPLETE	20170607 2112	Graduate	8/23/2017
						MPP-20	COMPLETE	20170607 2045	Graduate	8/23/2017

This roster to the left is the Class historical documents  
 Graduation Roster verified he did AAC 09-17.  
 I noticed his registration was expired in MCTIMS and he did not  
 get completion coded for this class, so I retroactively did it since  
 I had proof he completed the course.

(b)(3), (b)(6), (b)(7)(c)

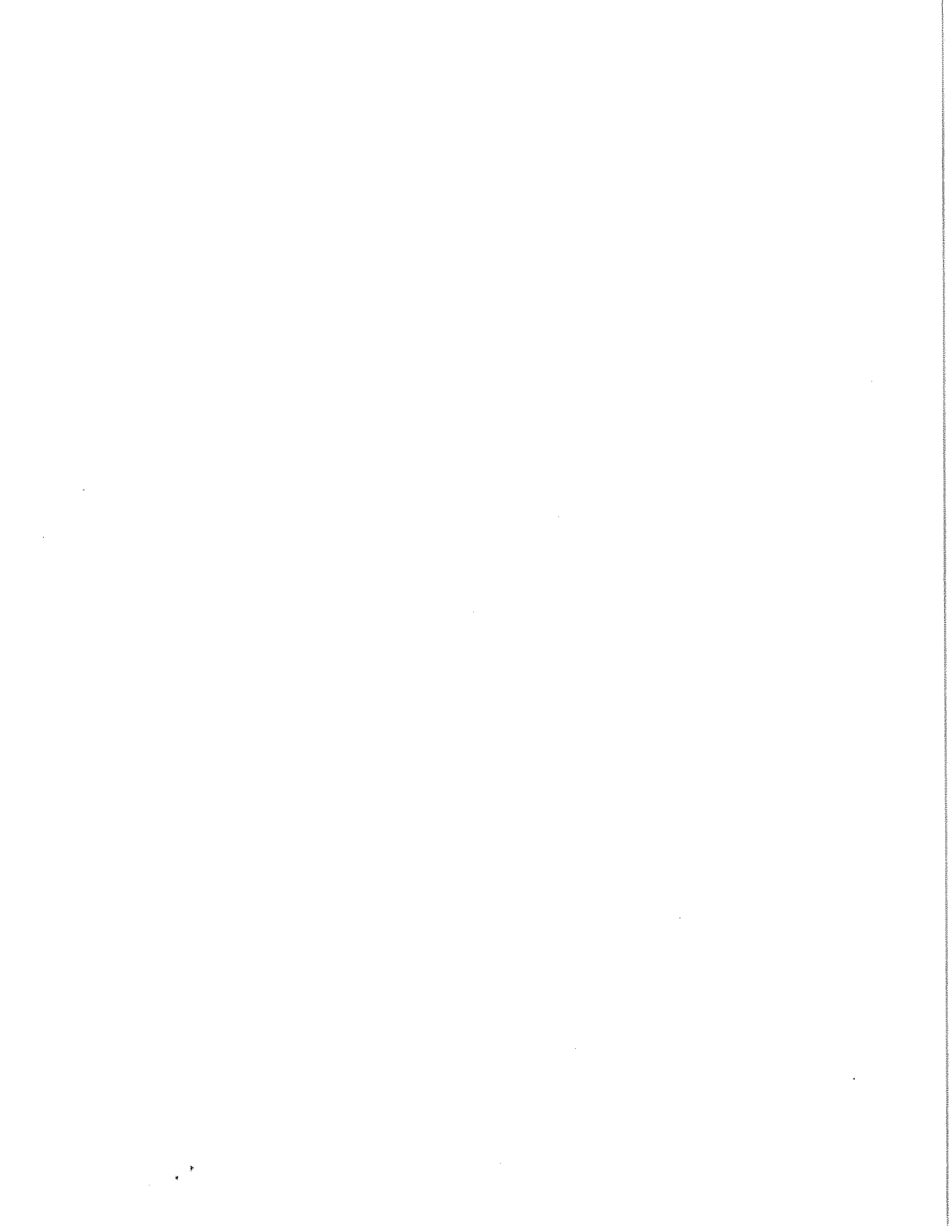


ALLOCATIONS/REGISTRATION

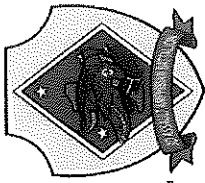
CLASS ROSTER

Shkcd	Org ID	Last Name	First Name	MI	Grade	PMOS	Sponsor	Booking Code	Sub Booking Code	Rep. Date	Ending Status	Ending Date	Encl. Type	MOS	Sch. Type	Sch. Qual	Completion Code	Comp. Date
MPB-20								COMPLETE		20090819 2113				21LS	0EE		Scholar	2009-08-07
MPB-20								COMPLETE		20090123 0815				21LS	0EE		Scholar	2009-08-07
MPB-20								COMPLETE		20090107 0815				21LS	0EE		Scholar	2009-08-07
MPB-20								COMPLETE		20090107 0815				21LS	0EE		Scholar	2009-08-07
MPB-20								COMPLETE		20090130 0815				21LS	0EE		Scholar	2009-08-07
MPB-20								COMPLETE		20090417 0815				21LS	0EE		Scholar	2009-08-07
MPB-20								COMPLETE		20090107 0815				21LS	0EE		Scholar	2009-08-07
MPB-20								COMPLETE		20090107 0815				21LS	0EE		Scholar	2009-08-07
MPB-20								COMPLETE		20090107 0815				21LS	0EE		Scholar	2009-08-07
MPB-20								COMPLETE		20090815 1641				21LS	0EE		Scholar	2009-08-07
MPB-20								COMPLETE		20090107 0816				21LS	0EE		Scholar	2009-08-07
MPB-20								COMPLETE		20090816 0731				21LS	0EE		Scholar	2009-08-07
MPB-20								COMPLETE		20090107 0815				21LS	0EE		Scholar	2009-08-07
MPB-20								COMPLETE		20090107 0816				21LS	0EE		Scholar	2009-08-07
MPB-20								COMPLETE		20091201 1538				SE	SE		Scholar	2009-08-07
MPB-20								COMPLETE		20090123 0816				21LS	0EE		Scholar	2009-08-07
5466								COMPLETE		20091231 0918				SE	SE		Scholar	2009-08-07
MPB-20								COMPLETE		20090107 0815				21LS	0EE		Scholar	2009-08-07
MPB-20								COMPLETE		20090823 0735				21LS	0EE		Scholar	2009-08-07

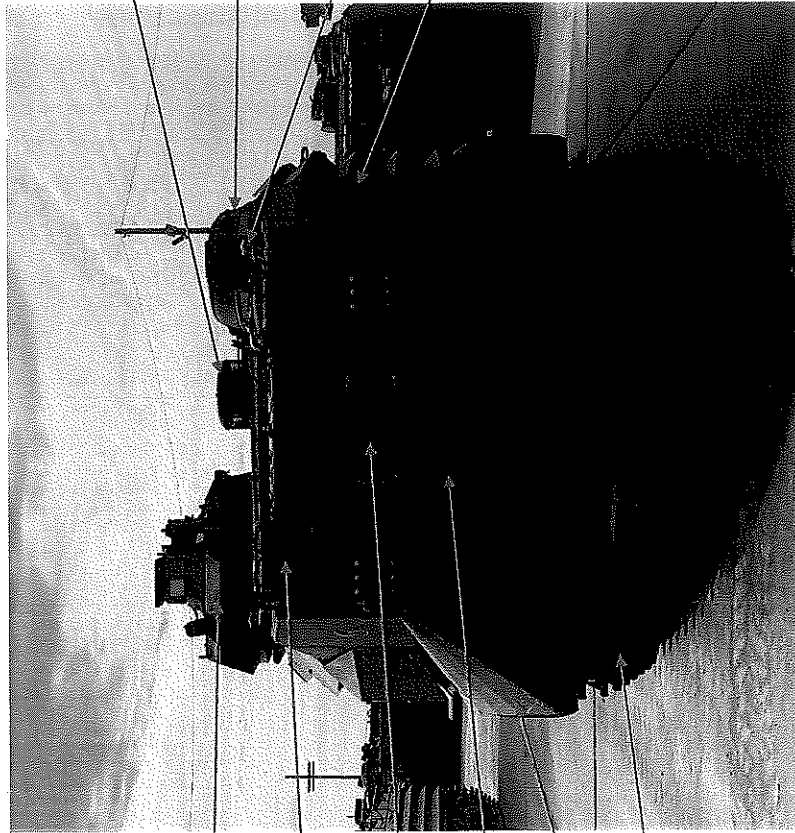
(b)(3), (b)(6), (b)(7)(c)







# FRONT EXTERIOR



Ventilator Aspirator

Drivers Hatch

Mooring Cleat

Enhanced Applique Armor

Turret

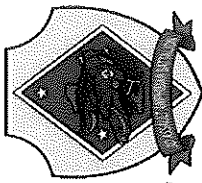
Headlight Housing

Bowplane Cylinder

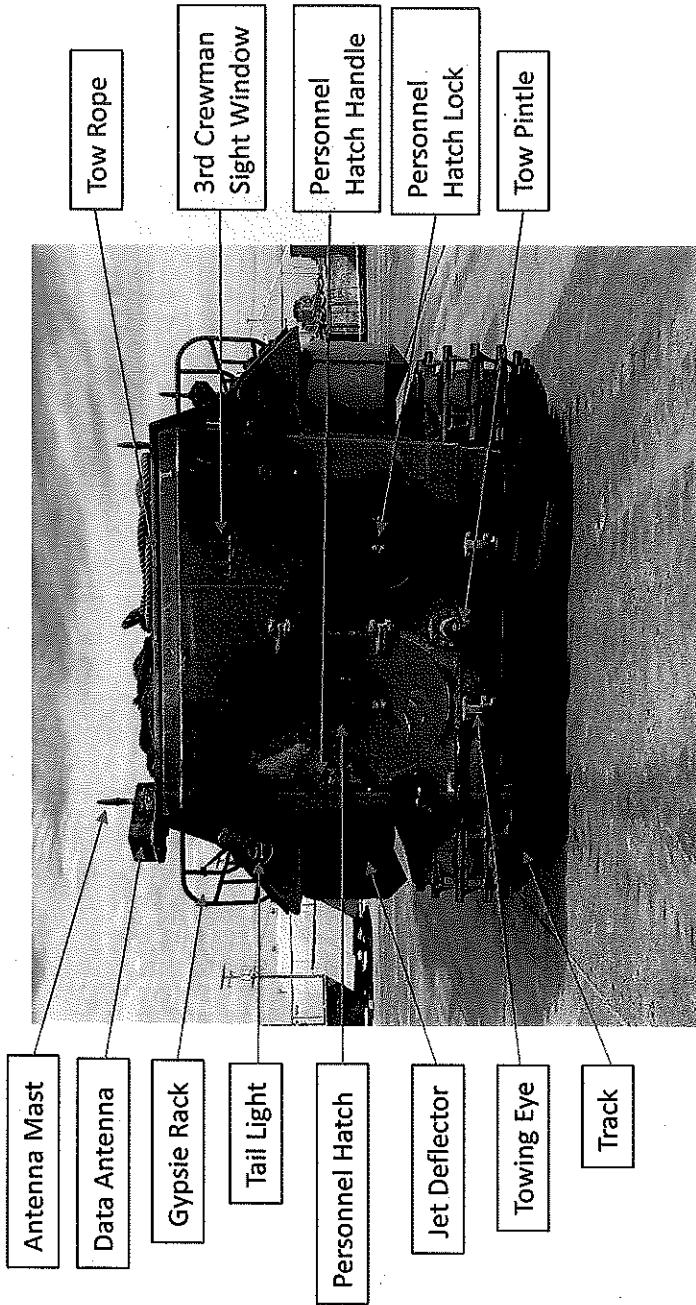
Bowplane

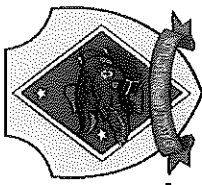
Pontoon

Track



# REAR EXTERIOR





# PORT EXTERIOR



Troop  
Commanders  
Hatch

Drivers Hatch

Mooring Cleat

External Fire  
Extinguisher  
Handle

Sprocket Carrier

Track

Road Wheel

Mooring Cleat

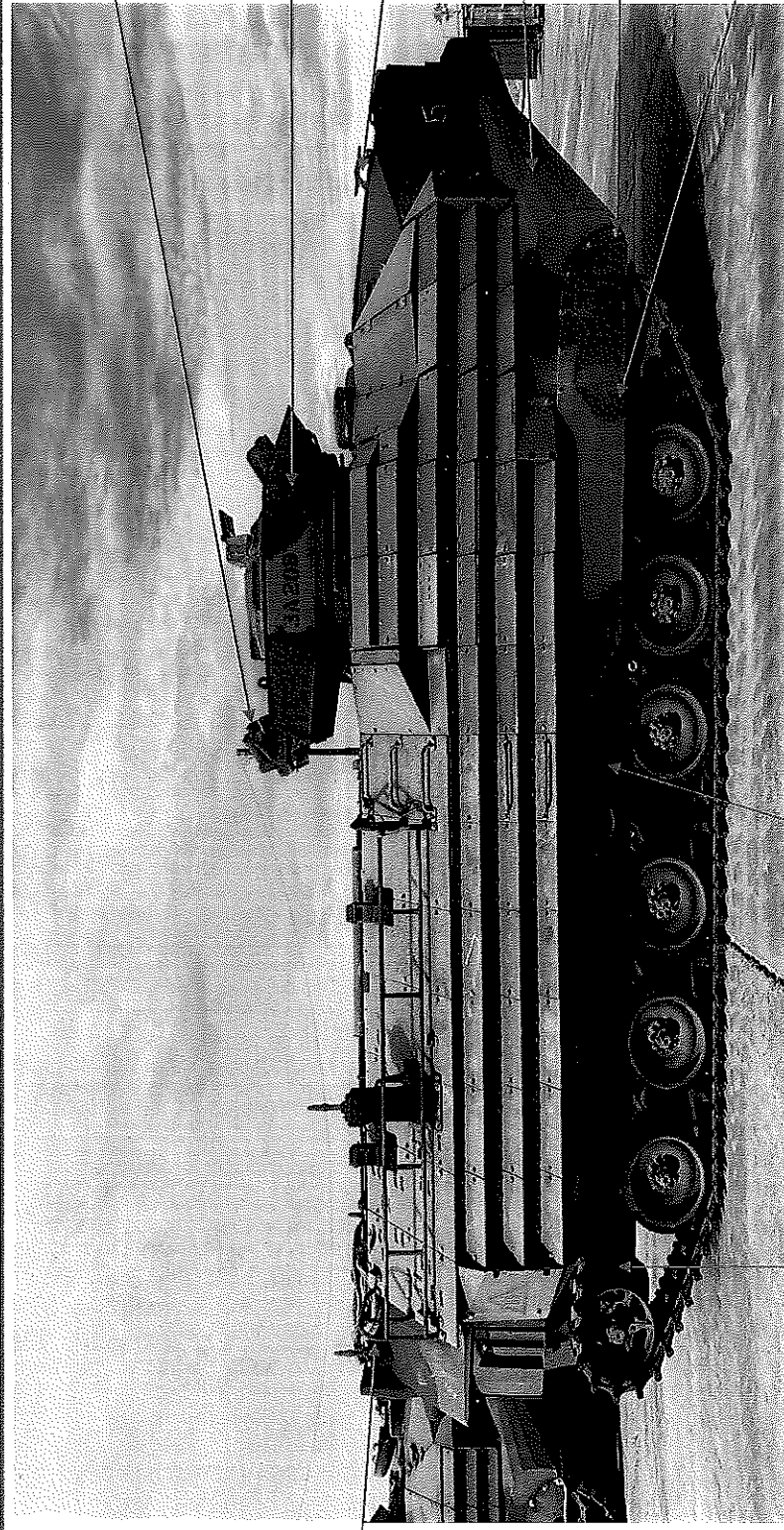
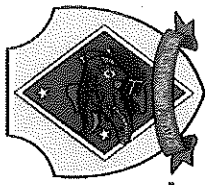
Single Support Roller

Dual Support Roller

Road Wheel Hub

Idler Wheel

# STARBOARD EXTERIOR



Smoke  
Grenade  
Discharger

Turret

Mooring  
Cleat

Pontoon

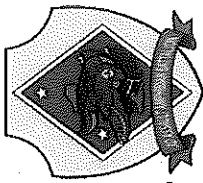
Pontoon  
Plug

Track  
Shroud

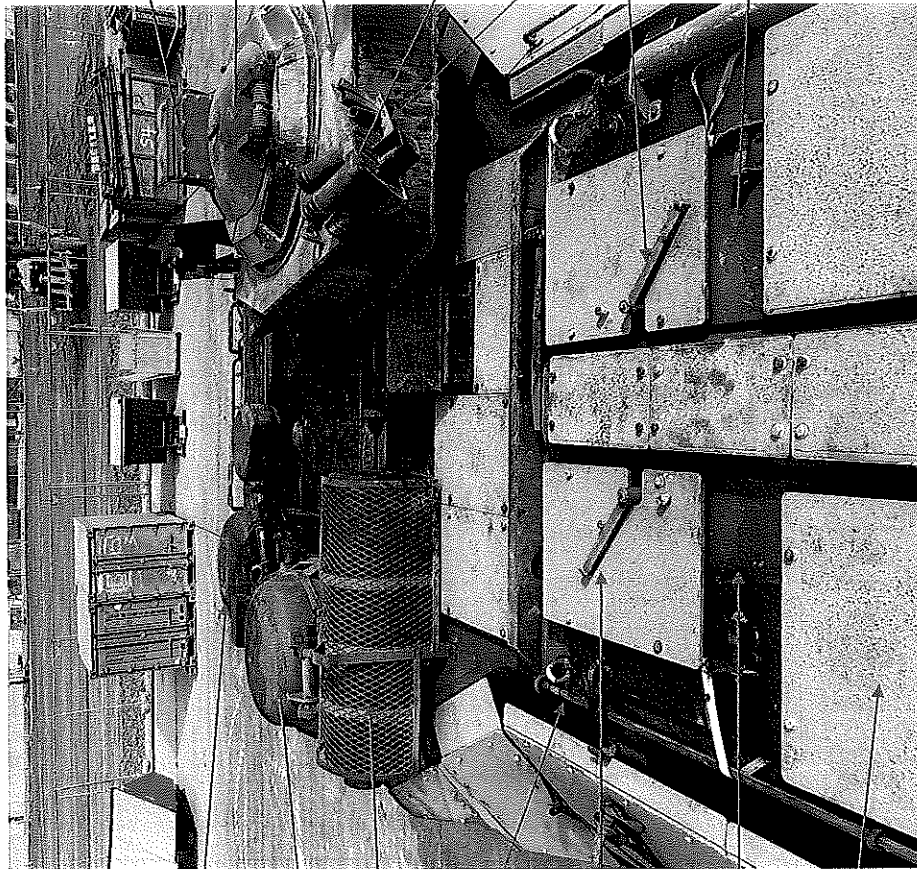
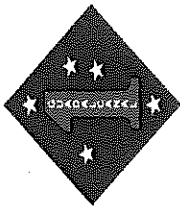
Mooring  
Cleat

Shock

Track Tension Adjuster

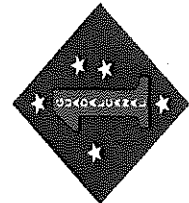


# EXTERIOR TOP VIEW HATCHES CLOSED

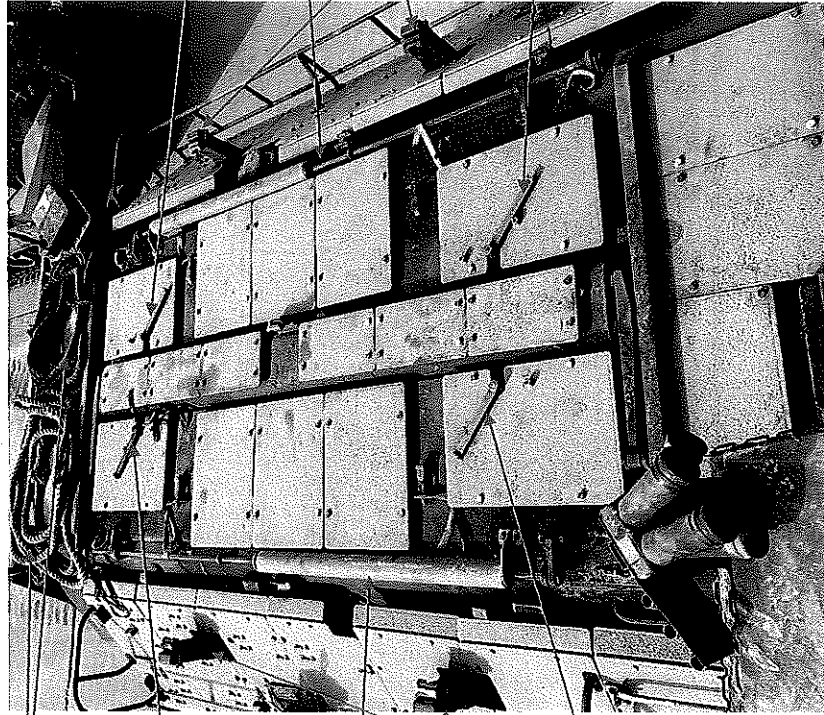
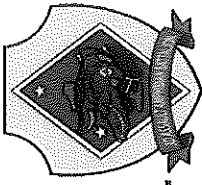


- Sight Block
- Turret Hatch
- Turret
- Smoke Grenade Launcher
- Range Flag Holder
- Starboard Side Cargo Hatch Forward Handle
- Starboard Side Cargo Hatch

- Drivers Hatch
- Troop Commanders Hatch
- Exhaust
- Cargo Hatch Torsion Bar Spring
- Port Side Cargo Hatch Forward Handle
- Port Side Cargo Hatch
- Enhanced Applique Armor Panel



# EXTERIOR TOP VIEW HATCHES CLOSED CONT.



Water Towing Ropes

Starboard Side Aft Cargo Hatch Handle

Cargo Hatch Torsion Bar Spring

Cargo Hatch Support

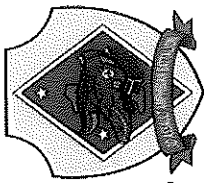
Starboard Side Forward Cargo Hatch Handle

Port Side Aft Cargo Hatch Handle

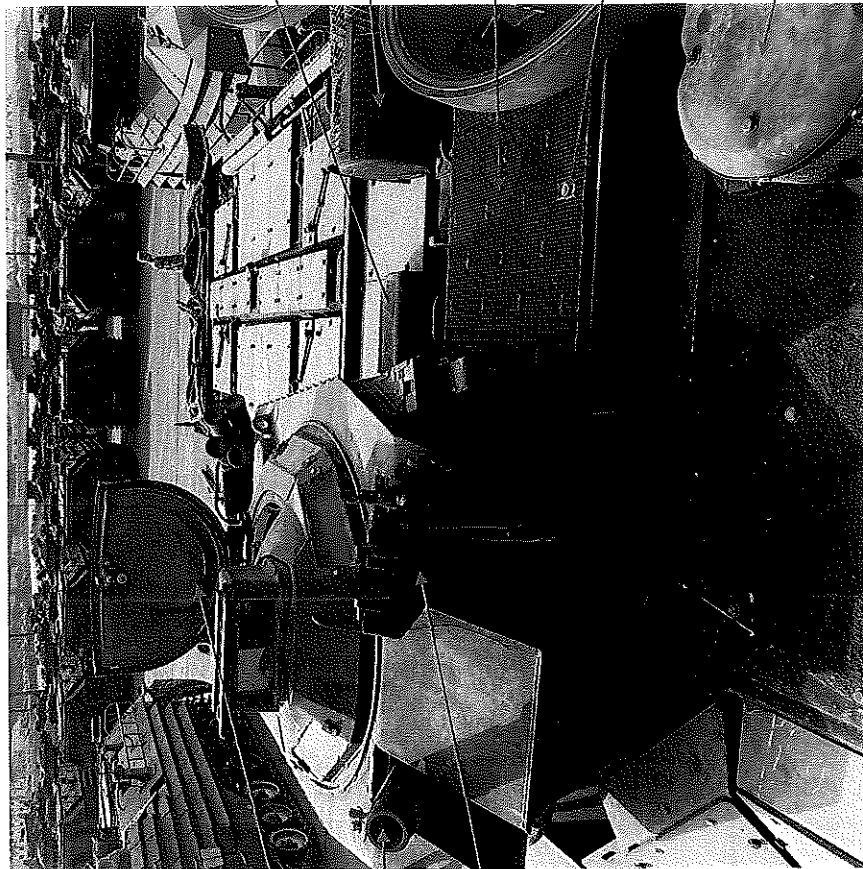
Cargo Hatch Torsion Bar Spring

Cargo Hatch Support

Port Side Forward Cargo Hatch Handle



# TURRET HATCH OPEN



Engine Compartment  
Ventilation Air Outlet

Exhaust

Exhaust Plenum

Exhaust Plenum Indicator

Ventilator Aspirator

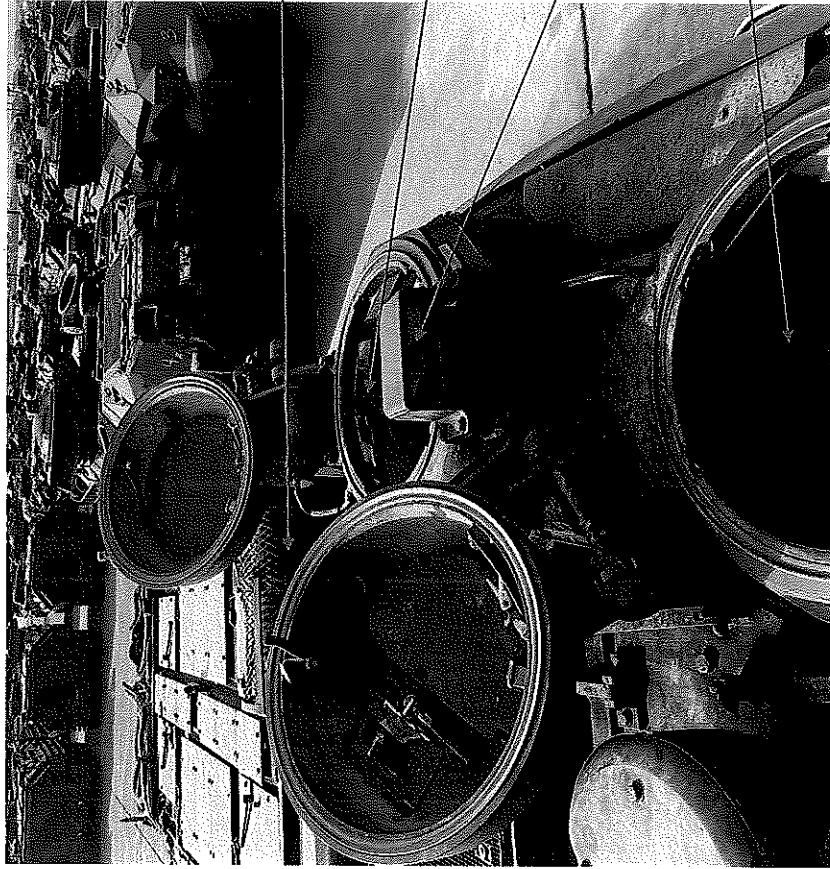
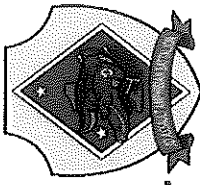
Vehicle Commanders Hatch

M2 .50 Caliber Machine  
Gun Mount

MK-19 Automatic Grenade  
Launcher Mount



# DRIVER AND TROOP COMMANDER HATCHES OPEN



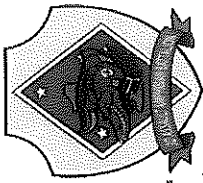
Exhaust

Troop Commanders Hatch

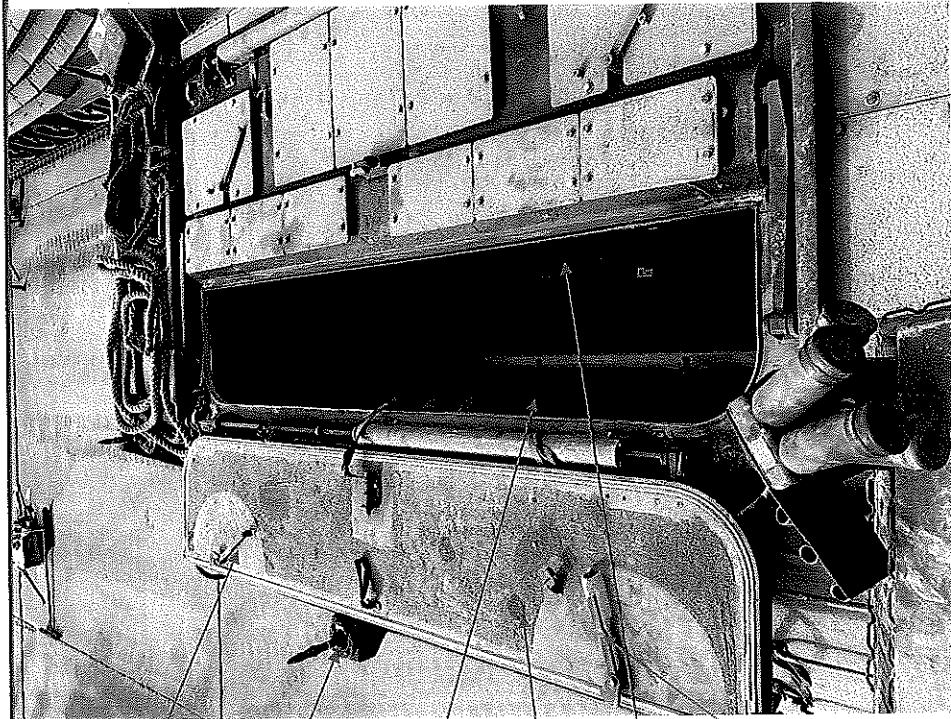
Troop Commanders Sight Block

Drivers Hatch





# STARBOARD CARGO HATCH OPEN



Starboard Side Aft  
Cargo Hatch Handle

Antenna Mount

Starboard Side Bench  
Seat

Starboard Side  
Cargo Hatch (Open)

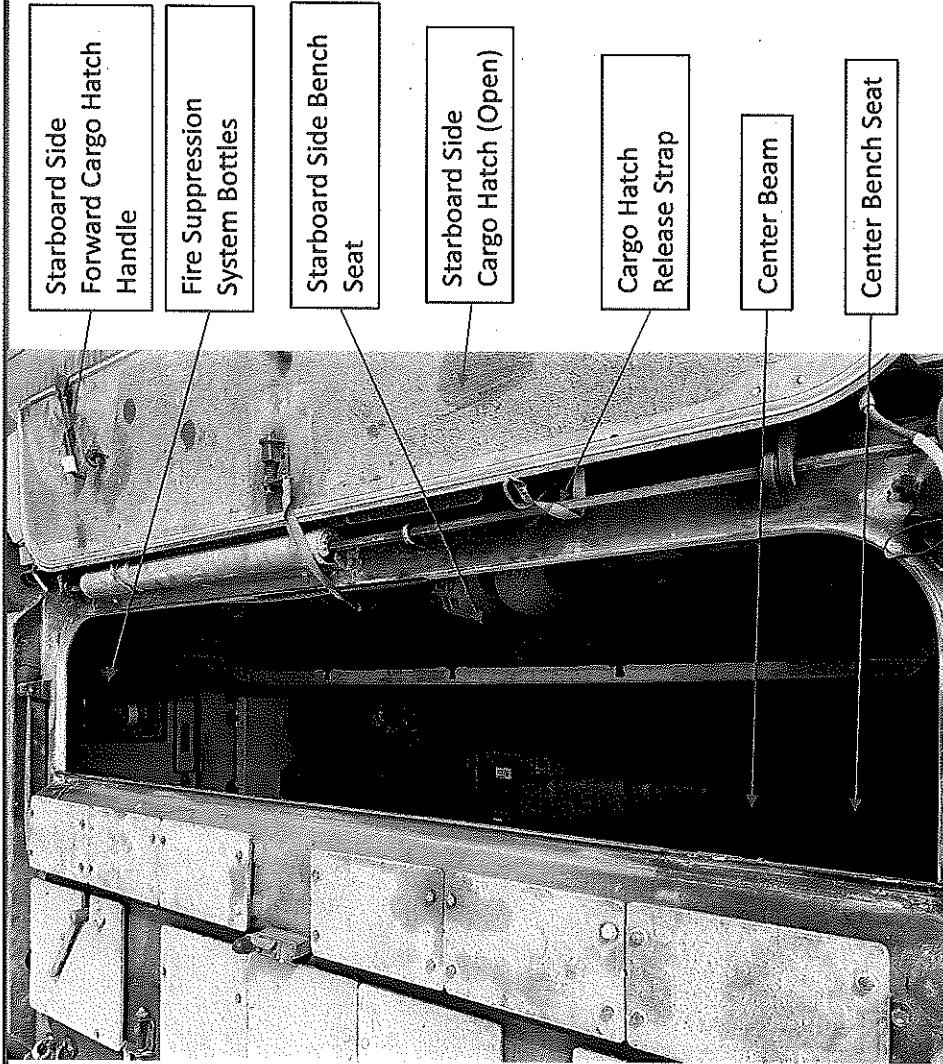
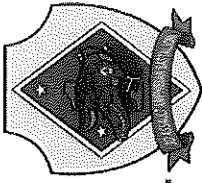
Center Bench Seat

Starboard Side  
Forward Cargo Hatch  
Handle





# STARBOARD CARGO HATCH OPEN CONT.



Starboard Side  
Forward Cargo Hatch  
Handle

Fire Suppression  
System Bottles

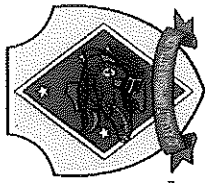
Starboard Side Bench  
Seat

Starboard Side  
Cargo Hatch (Open)

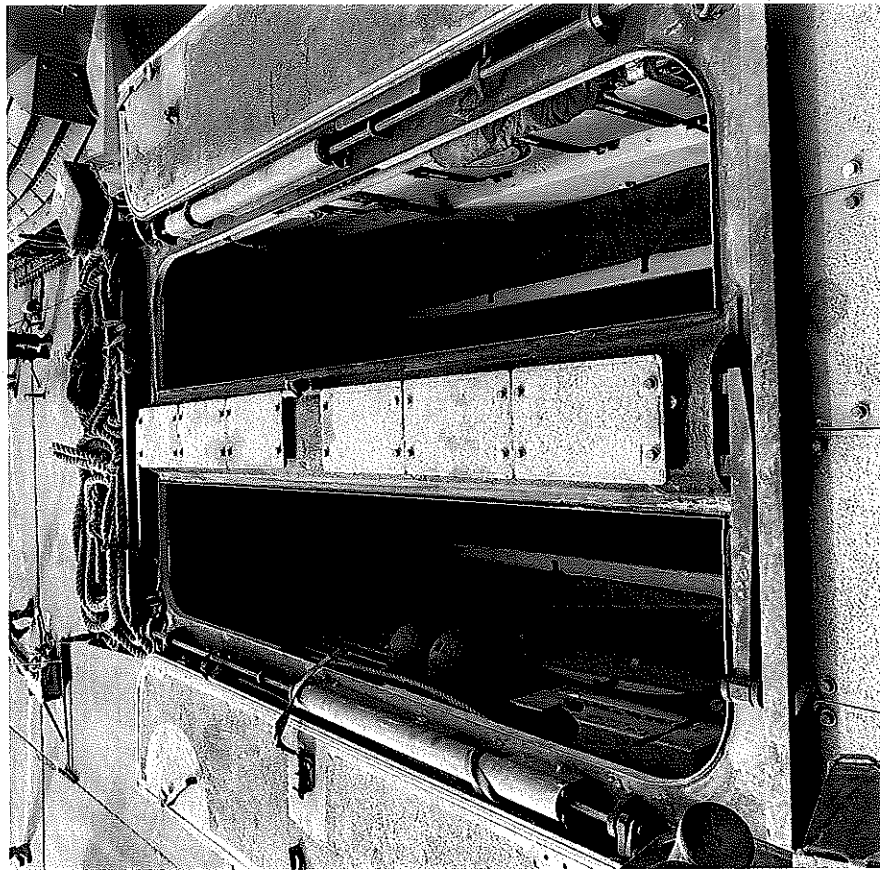
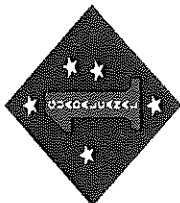
Cargo Hatch  
Release Strap

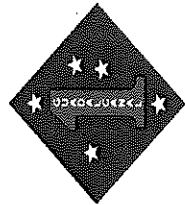
Center Beam

Center Bench Seat

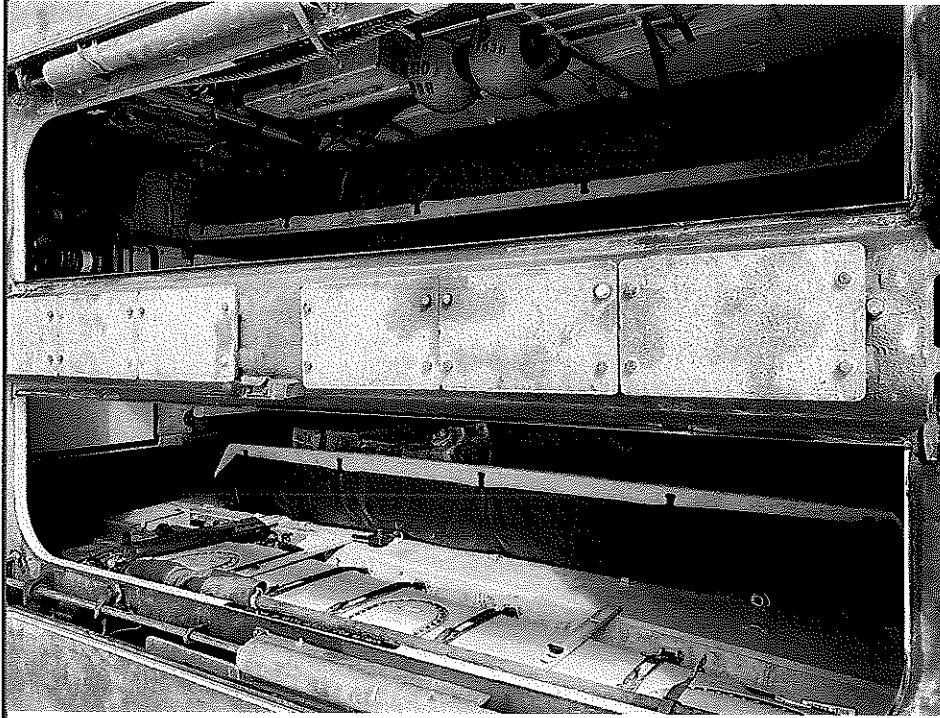
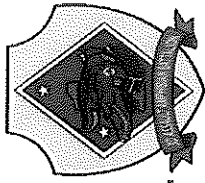


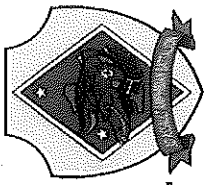
**PORT / STARBOARD CARGO HATCHES OPEN**



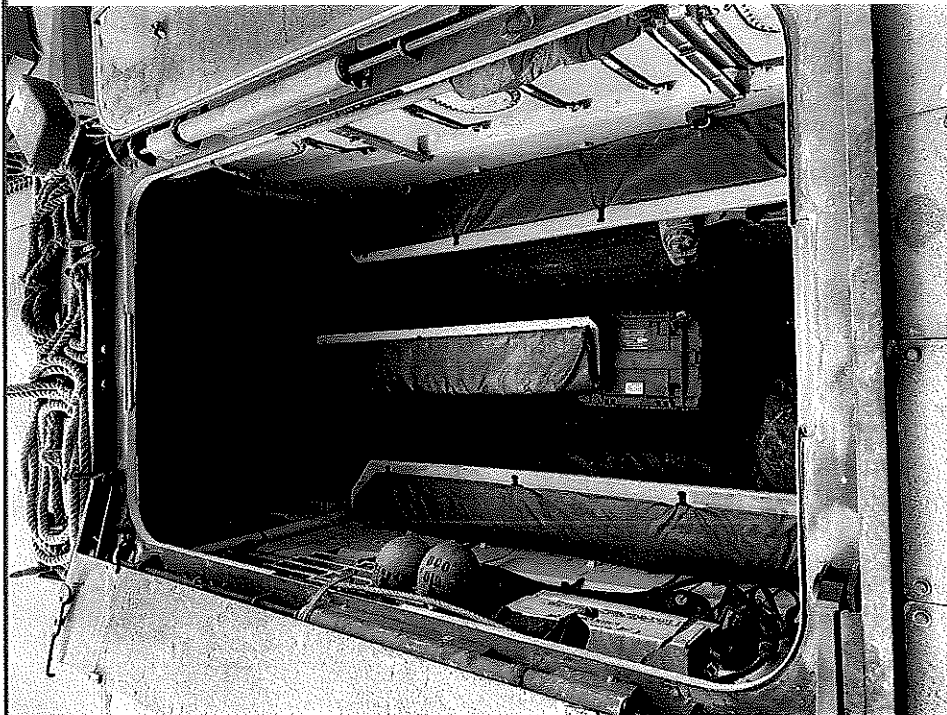


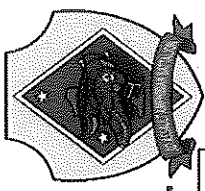
**PORT / STARBOARD CARGO HATCHES OPEN CONT.**



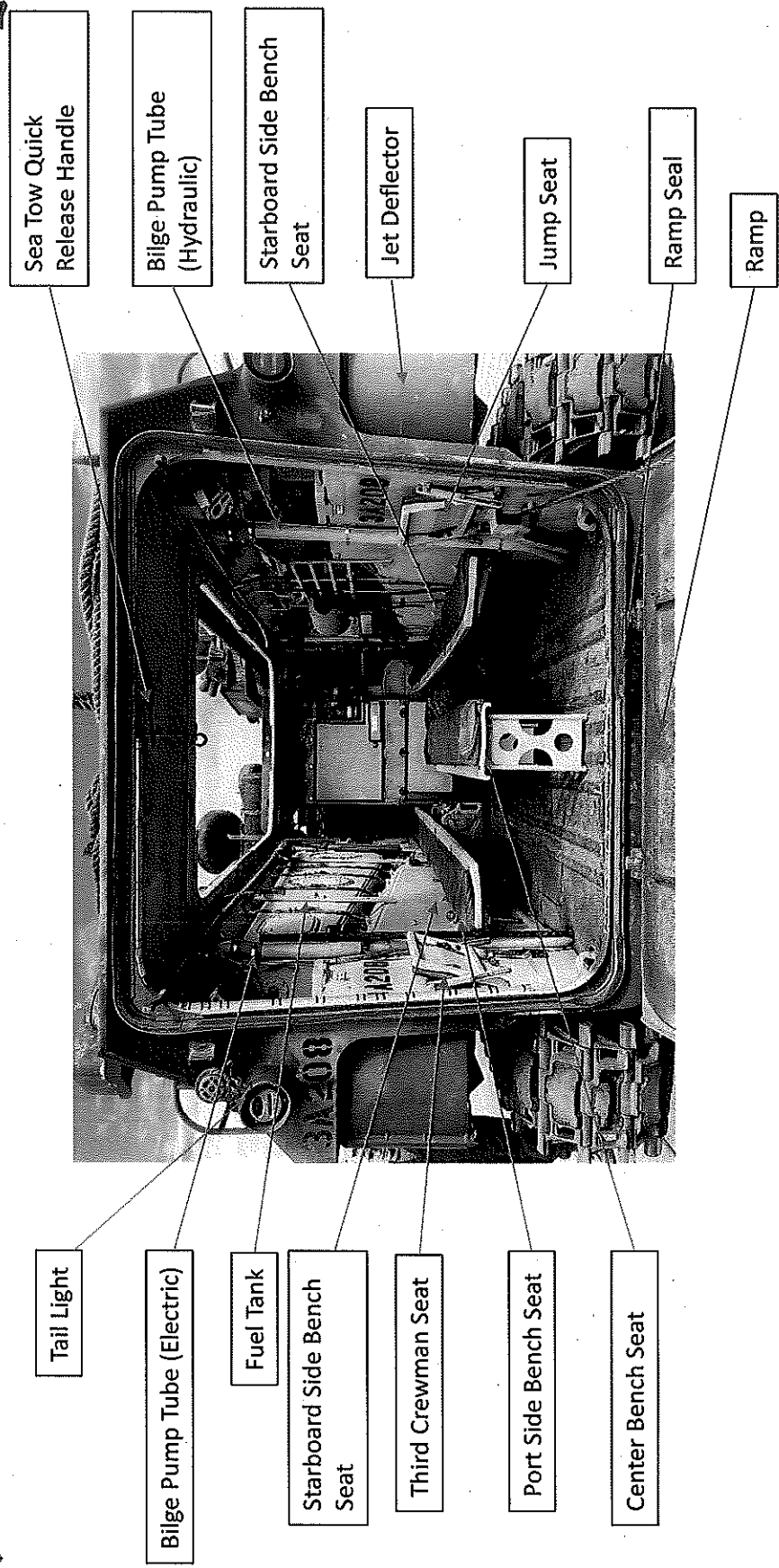


**PORT / STARBOARD / CENTER CARGO HATCHES OPEN**





# RAMP DOWN INTERIOR VIEW



Sea Tow Quick Release Handle

Bilge Pump Tube (Hydraulic)

Starboard Side Bench Seat

Jet Deflector

Jump Seat

Ramp Seal

Ramp

Tail Light

Bilge Pump Tube (Electric)

Fuel Tank

Starboard Side Bench Seat

Third Crewman Seat

Port Side Bench Seat

Center Bench Seat

RATE BENEATH A STREAM OF WATER FROM THREE OVERHEAD FAN-SHAPED NOZZLES WITH A TOTAL DISCHARGE OF 400 ± 10 GALLONS PER MINUTE. THE TESTING PERIOD, WHICH REPRESENTS THE TIME TO PULL THE VEHICLE LENGTHWISE AT A CONSTANT RATE BENEATH THE NOZZLE FLOW, SHALL BE 12 MINUTES ± 30 SECONDS.

LEAKAGE FROM THE CARGO HATCH SHALL BE SEGREGATED AND COLLECTED SEPARATELY. ALL OTHER LEAKAGE SHALL AGGREGATE INTO THE BILGE. ALLOWABLE TOTAL LEAKAGE FOR THE CARGO HATCH SHALL NOT EXCEED 9 GALLONS AND FOR THE REMAINING AGGREGATE SHALL NOT EXCEED 18 GALLONS.

4.5.2.6 STOWAGE CHECK. TO DETERMINE CONFORMANCE TO 3.4.11. ALL MANUFACTURER AND DEPOT INSTALLED COLLATERAL EQUIPMENT SHALL BE STOWED (COMBAT LOADED) ON THE SELECTED VEHICLE. ALL INTERIOR AND EXTERIOR ITEMS SHALL FIT IN THE SPACES PROVIDED. THOSE SMALL ITEMS SUCH AS WRENCHES, SOCKETS, PAINT BRUSHES, SCRIBES, ETC., THAT WOULD SERVE NO FUNCTION OR PURPOSE IN THE STOWAGE CHECK MAY BE OMITTED AND THOSE NOT PHYSICALLY STOWED SHALL BE VISUALLY CHECKED FOR STOWABILITY. THE EQUIPMENT SHALL BE REMOVED AFTER THE TEST. THE COLLATERAL EQUIPMENT USED SHALL BE OF THE LATEST PRODUCTION AVAILABLE TO THE CONTRACTOR. THE CONTRACTOR SHALL BE PERMITTED TO UNPACK AND REPACKAGE EQUIPMENT USED FOR TEST.

4.5.2.7 DRIVERS NIGHT VISION DEVICE (AN/VVS-2). TO DETERMINE CONFORMANCE TO 3.4.13, UNITS SHALL BE INSTALLED IN THEIR PROPER RECEPTACLE AND CHECKED FOR BINDING AND INTERFERENCE.

SIZE	CODE IDENT NO.	DRAWING NO.
A	80064	2600170
SCALE	REV E	SHEET 40

OD 3025 (12/84)

ENCLOSURE (40)

4.5.2.1 FREQUENCY. THE FIRST VEHICLE OFF THE PRODUCTION LINE AND THEREAFTER ONE PER MONTH SHALL BE CHECKED IN ACCORDANCE WITH THE FOLLOWING CONTROL TESTS, EXCEPT FOR CLOSURE WATER TIGHTNESS (4.5.2.5) WHICH SHALL OCCUR ON ONE (1) OUT OF EVERY EIGHT (8) VEHICLES.

4.5.2.2 TEST FAILURE. IF A VEHICLE FAILS TO PASS ANY CONTROL TEST SPECIFIED HEREIN, THE GOVERNMENT INSPECTOR MAY STOP ACCEPTANCE OF SUBSEQUENT LOTS UNTIL EVIDENCE HAS BEEN PROVIDED BY THE CONTRACTOR THAT CORRECTIVE ACTION HAS BEEN TAKEN.

4.5.2.3 SPECIAL MISSION KITS CHECK. (WHEN REQUIRED, SEE 6.2).

4.5.2.3.1 LITTER KIT. THE LITTER KIT SHALL BE INSTALLED PER DETAIL DRAWING AND CHECKED FOR FIT.

4.5.2.4 FUEL TANK CHECK. TO DETERMINE CONFORMANCE TO 3.4.4.1 THE TANK SHALL BE FILLED TO CAPACITY AT A RATE OF NOT LESS THAN 50 GALLONS PER MINUTE. THE TANK AND LINES SHALL BE CHECKED FOR LEAKS BEFORE AND AFTER A ROAD TEST ON SMOOTH, LEVEL HARDSURFACED ROADS.

4.5.2.5 CLOSURE WATER TIGHTNESS. TEST METHOD AND APPARATUS SHALL CONFORM TO TEST AND INSPECTION PROCEDURE 53711-5429064. TO DETERMINE CONFORMANCE TO 3.4.7, ALL HATCHES, DOORS AND PLENUMS SHALL BE CLOSED AND LOCKED, AND THE ENGINE EXHAUST, ASPIRATOR, ENGINE COMPARTMENT VENTILATION OUTLET, BILGE PUMP OUTLET AND ANY OPENINGS NORMALLY HAVING EQUIPMENT INSTALLED SHALL BE SEALED. THE VEHICLE SHALL BE TOWED AT A CONSTANT

SIZE	CODE IDENT NO.	DRAWING NO.
A	80064	2600170
SCALE	REV E	SHEET 39

00 3025 (12/84)



#83

APPLICATION		REVISIONS			
NEXT ASSY	USED ON	LTR	DESCRIPTION	DATE	APPROVED
2600000	AAVP7A1		REDRAWN AND REVISED ECP E02090 SEE NOR 51900 ECP E02083 SEE NOR 51422 ECP E02134 SEE NOR 52172 ECP E02126 SEE NOR 52078 ECP M31166 SEE NOR 70462 ECP M31258 SEE NOR 71232 ECP M31236 SEE NOR 71151	8-20 89	
	<input type="checkbox"/> 35	E	ECP E02124 SEE NOR 52681	4-26 87	(b)(3), (b)(6), (b)(7)(c)
	<input type="checkbox"/> 35	F	ECP 5050R1C1 SEE NOR 80310	89- 01-06	
		G	ECP 5139 SEE NOR 81640	12-24-90 20740	

NOTES:

- INTERPRET DRAWING IN ACCORDANCE WITH STANDARDS PRESCRIBED BY MIL-STD-100
- CODE IDENT  
53711-NAVAL SEA SYSTEMS COMMAND, WASHINGTON D.C. 20362  
19204-ROCK ISLAND ARSENAL, ROCK ISLAND, IL 61201  
19207-U.S. ARMY TANK AUTOMOTIVE COMMAND, WARREN, MI 48090

REV	E	G	E	E	E	E	F	F	E	E	E	E	E	E	E	E	E	E	E			
SHEET	41	42	43	44	45	46	47	48	49	50	51	52										
REV	D	D	D	D	D	D	D	D	D	D	D	D	G	E	D	D	F	F	F	G	E	E
SHEET	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40		
REV STATUS OF SHEETS	REV	G	D	F	G	F	D	D	D	F	F	F	D	D	D	D	D	D	D	D	D	D
	SHEET	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES TOLERANCES ON ANGLES DECIMALS = .XX ± .XXX ±

CONTRACT NUMBER  
**NO0024-77-C-2028**  
FMC Corporation CIN 80212  
Ordnance Engineering Division  
San Jose California 95108

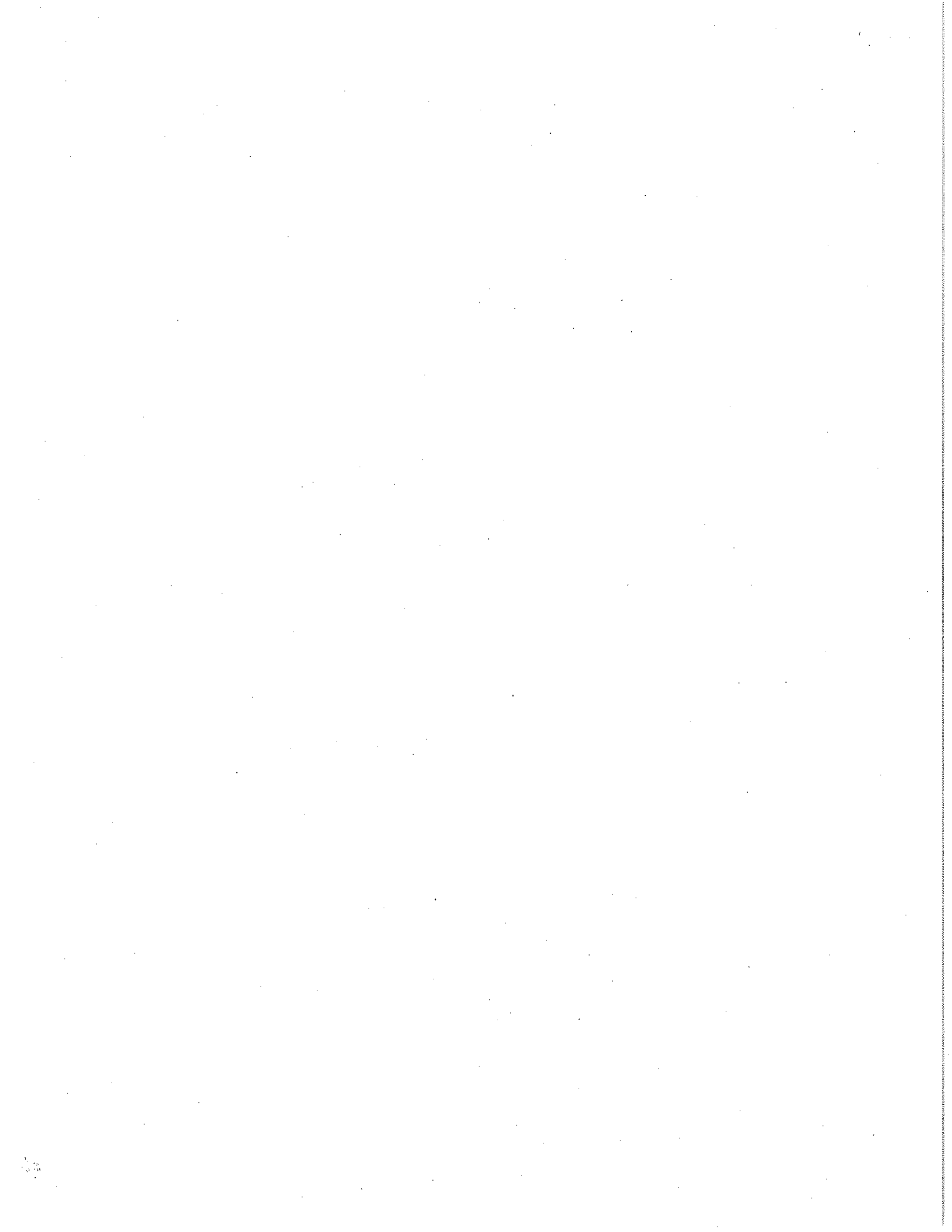
DEPARTMENT OF THE NAVY  
**NAVAL SEA SYSTEMS COMMAND**  
WASHINGTON, D.C. 20362

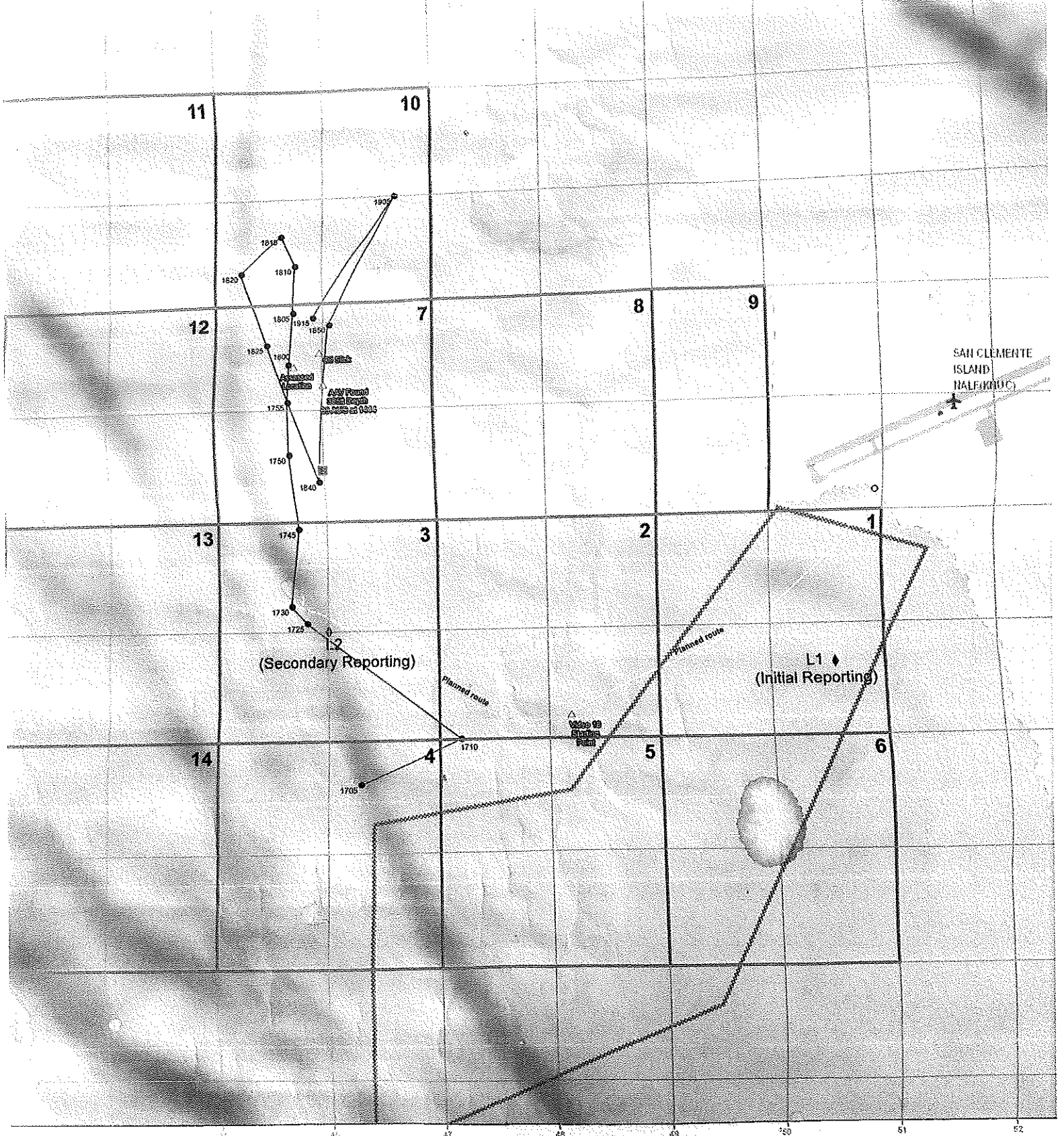
ASSAULT AMPHIBIOUS  
PERSONNEL CARRIER (AAVP7A1)  
SPECIFICATION FOR

MATERIAL (b)(3), (b)(6), (b)(7)(c)  
INSPECTION ENGR (b)(3), (b)(6), (b)(7)(c)  
MATERIAL ENGR WELDING ENGR (b)(3), (b)(6), (b)(7)(c)

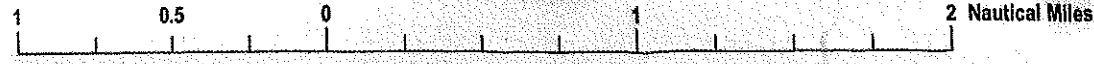
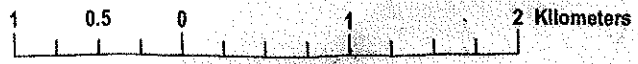
DATE OF ORG  
6 JUNE 79

SIZE	CODE IDENT NO.	DRAWING NO.
A	80064	2600170
SCALE	NONE	UNIT WT — LB
		SHEET OF 52





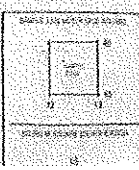
SCALE: 1:25,000



PROUS SOURCES.

**LEGEND**

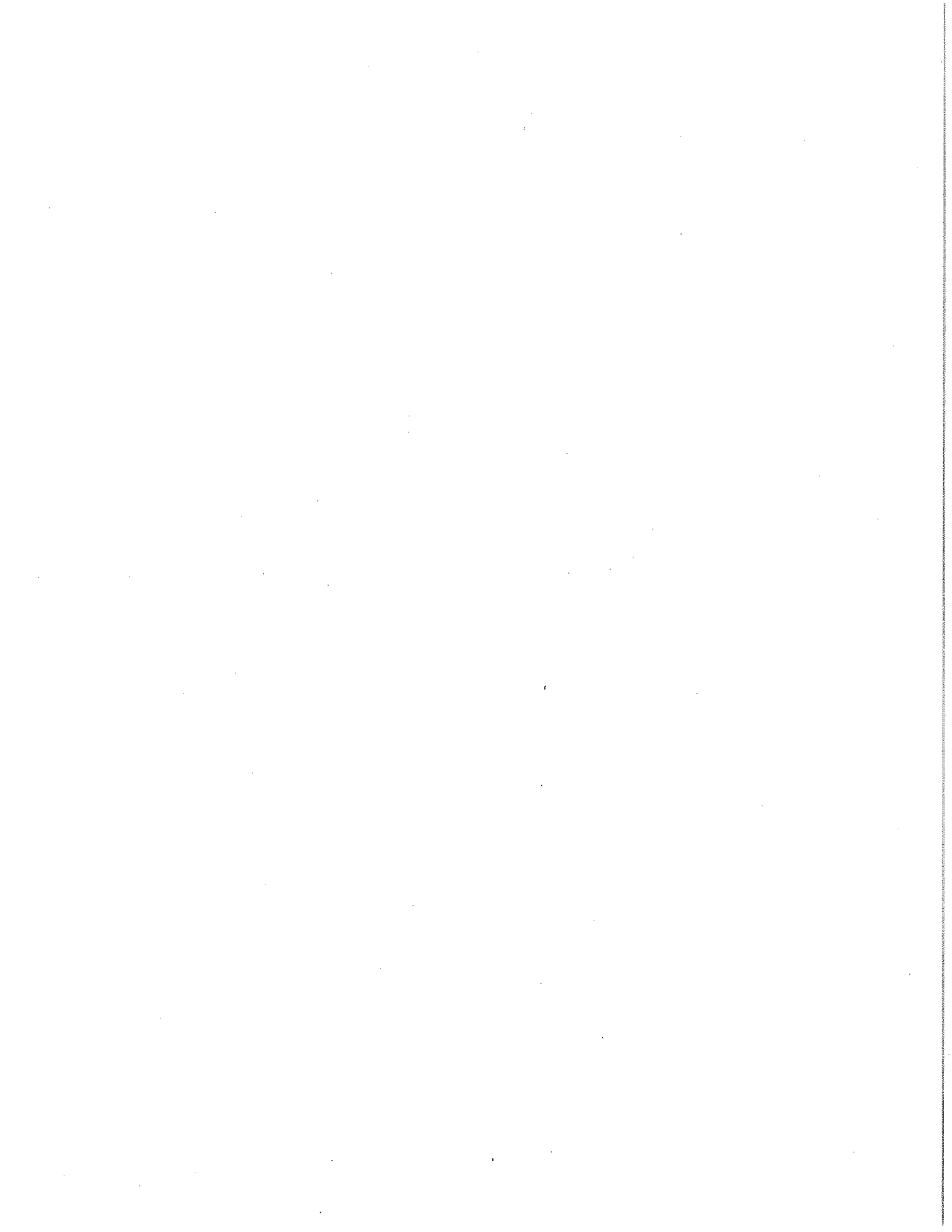
- △ Location of Interest
- ◆ Reported Locations
- Survivor Pick-Up Location (1830)



**ENCLOSURE (41)**  
 This enclosure contains a copy of the report and supporting information for the search area. It is intended for use by the search parties. The report is the property of the search parties and should not be distributed outside the search area.



**ENCLOSURE (41)**

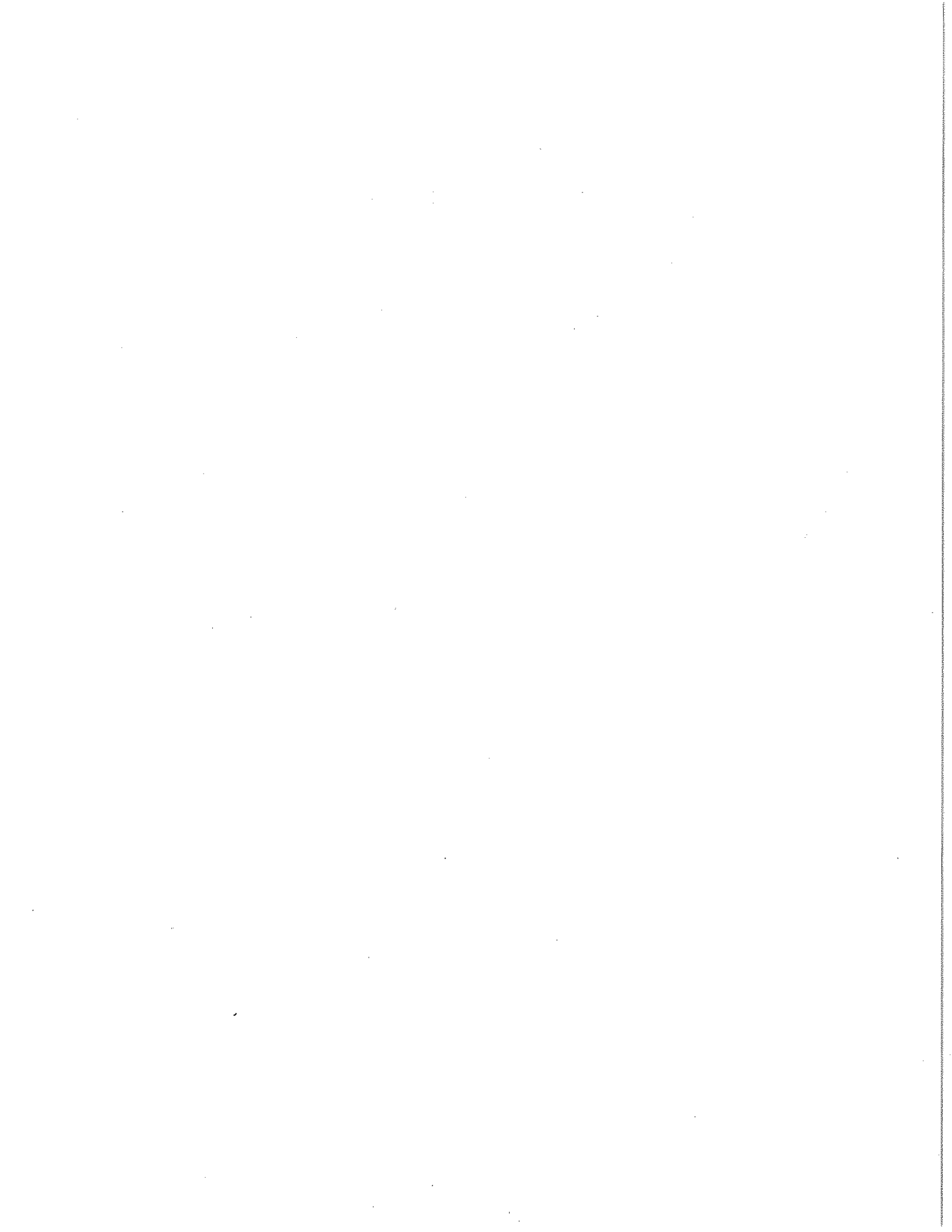


AAV WATER SPEED ESTIMATES

(b)(6), (b)(7)(c) from Naval Surface Warfare Center, Carderock Division (NSWCCD) and (b)(6), (b)(7)(c) an Engineer from Program Management, Advanced Amphibious Assault, developed an estimate for the time required for AAV to traverse 1 Nautical Mile in Sea States 1 - 4.

<u>Sea State</u>	<u>AAV Speed (Knots)</u>	<u>1 NM Traverse Time*</u>
1	6.5	9 min 12 sec
2	6.2	9 min 42 sec
3	5.5	10 min 54 sec
4	4.0	15 min 0 sec

\* Sea States 3 and 4 can include randomly occurring waves of 10 and 16 feet high (respectively), which will increase the time.





# (U) Unclassified Waterlines at Various Weight Conditions



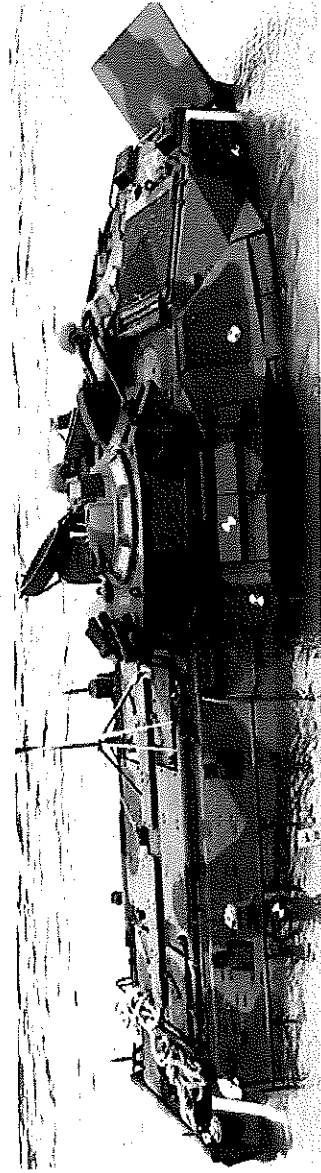
## Crew Loaded Weight

This is the equivalent of Combat Equipped Weight  
52,120 Lbs



## Troop Loaded Weight

58,105 Lbs



## Troop Loaded Flooded to EELS Weight

EELS Weight

\*This is equivalent to boot ankle height

63,500 Lbs

(U) Unclassified



(U) Unclassified



# Freeboard and Reserve Buoyancy

Condition	Weight (lbs)	Freeboard: Port Forward (in.)	Freeboard: Starboard Forward (in.)	Freeboard: Port Aft (in.)	Freeboard: Starboard Aft (in.)
Combat Equipped	52,120	16.6	16.0	29.0	28.3
Troop Loaded (TL)	58,105	16.8	16.6	19.6	19.3
TL-Flooded to Deckplate*	60,305	17.3	17.3	15.4	15.4
TL- Flooded to EELS	63,500	15.6	15.4	11.9	11.6

As seen in the lower picture on the previous slide, as the weight of the vehicle increases, there is a significant loss of freeboard as the trim angle changes.

(U) Unclassified



# 3d AABN Water Tight Integrity Checklist

Vehicle USMC # 523519 Vehicle Tac # \_\_\_\_\_

#	DESCRIPTION	SERVICEABLE	UNSERVICEABLE	DEGRADED	REMARKS
1	<b>RAMPS AND RAMP SEALS:</b> Inspect ramp and ramp seal surfaces and seals for damage per TM 09674A-25&P/4C Chapter 8 PAR. 8-27 pg. 8-110 through pg. 8-117 with table 8-15 and FOV LTI.	✓			
2	<b>PERSONNEL HATCH AND PERSONNEL HATCH SEAL:</b> Inspect personnel hatch and personnel hatch seal per TM 09674A-25&P/4C Chapter 8 PAR. 8-31 pg. 8-136 through pg. 8-140 with table 8-21 and FOV LTI.	✓		✓	
3	<b>HULL PLUGS, CONTACT COOLER PLUGS AND PONTOON PLUGS:</b> Inspect plugs per TM 09674A-10/3C Chapter 2 PAR. 2-9 pg. 2-74 with appendix I pg. 5 and FOV LTI.	✓			
4	<b>WATER PROPULSION SYSTEM (INTERNAL):</b> Inspect water propulsion system per TM 09674A-25&P/4C Chapter 9 PAR. 9-16 and 9-17 pg. 9-45 through pg. 9-68 with table 9-19 and FOV LTI.	✓			
5	<b>WATER PROPULSION SYSTEM (EXTERNAL):</b> Inspect water propulsion system per TM 09674A-25&P/4C Chapter 9 PAR. 9-20 and 9-21 pg. 9-90 through 9-108 with tables 9-24/25 and FOV LTI.	✓			
6	<b>MID-SHIP SEALS AND BEARINGS:</b> Inspect mid-ship seals and bearings per TM 09674A-25&P/4C Chapter 9 PAR. 9-18 pg. 9-69 through pg. 9-71 with tables 9-20 and FOV LTI.	✓			
7	<b>BILGE PUMPS:</b> Inspect bilge pumps per TM 09674A-10/3C Chapter 2 PAR. 2-19 pg. 2-74&75 with appendix I pg. 5 and FOV LTI.	✓			
7A	<i>Forward-Port:</i> Hydraulic Bilge Pump.	✓			
7B	<i>Forward-Starboard:</i> Electric Bilge Pump.	✓			
7C	<i>Aft-Port:</i> Electric Bilge Pump.	✓			
7D	<i>Aft-Starboard:</i> Hydraulic Bilge Pump.	✓		✓	
8	<b>FINAL DRIVE MATING SURFACE:</b> Visually inspect the final drive to hull mating surfaces for any cracks or separation.				
9	<b>DRIVER, TROOP COMMANDER, TURRET AND CARGO HATCHES AND SEALS:</b> Inspect drivers, troop commander, turret and cargo hatches and seals per TM 09674A-25&P/4C Chapter 8 PAR. 8-21, 8-23 and TM 1004A-25&P/2D PAR. 6-19 with FOV LTI.	✓			Small Cargo Hatch Leak

(b)(3), (b)(6), (b)(7)(c)

Date

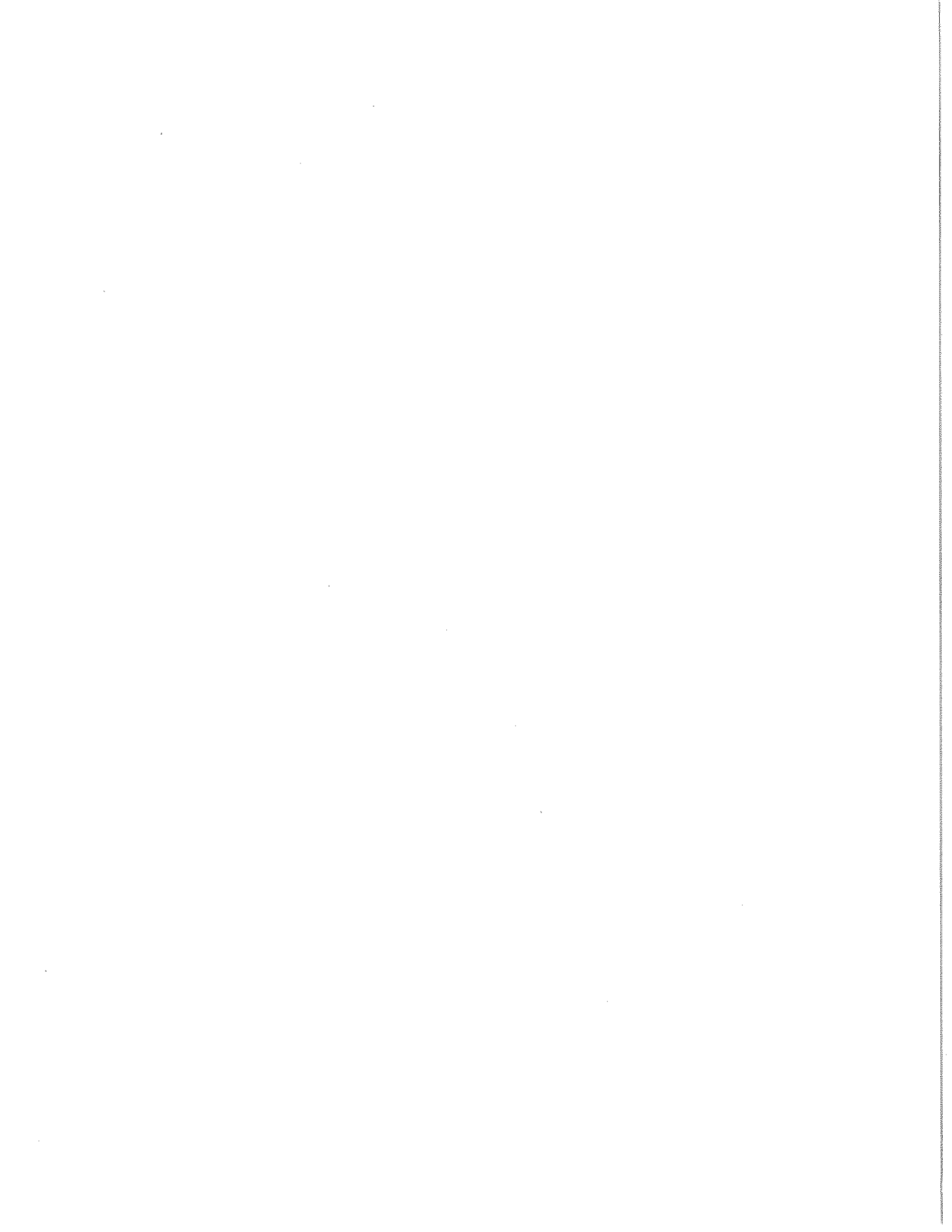
20060407

Inspected by:

Platoon Commander:

Maintenance Officer:

Company Commander:



Skylla Engineering Ltd  
407 E Main St.  
Humble TX, 77338

19 Aug 2020

From: (b)(6), (b)(7)(c) Field Service Representative PMAAVS

Subj: SINKING OF VEHICLE 523519 ON 30 JULY 2020

Encl: Limited Technical Inspection (LTI)

I (b)(3), (b)(6), (b)(7)(c) was requested to provide a Limited Technical Inspection (LTI) and provide findings and opinions on the mechanical state of the vehicle listed above. The vehicle hull was checked for water intrusion by spraying water over top deck of vehicle to check hatches and plenum doors. Vehicle was then backed into water until buoivant. Ramp seal, door seal, and lower hull were checked for leaks. I was assisted by (b)(6), (b)(7)(c) during this inspection. The findings are as follows:

**a. Positions of vehicle controls/switches:**

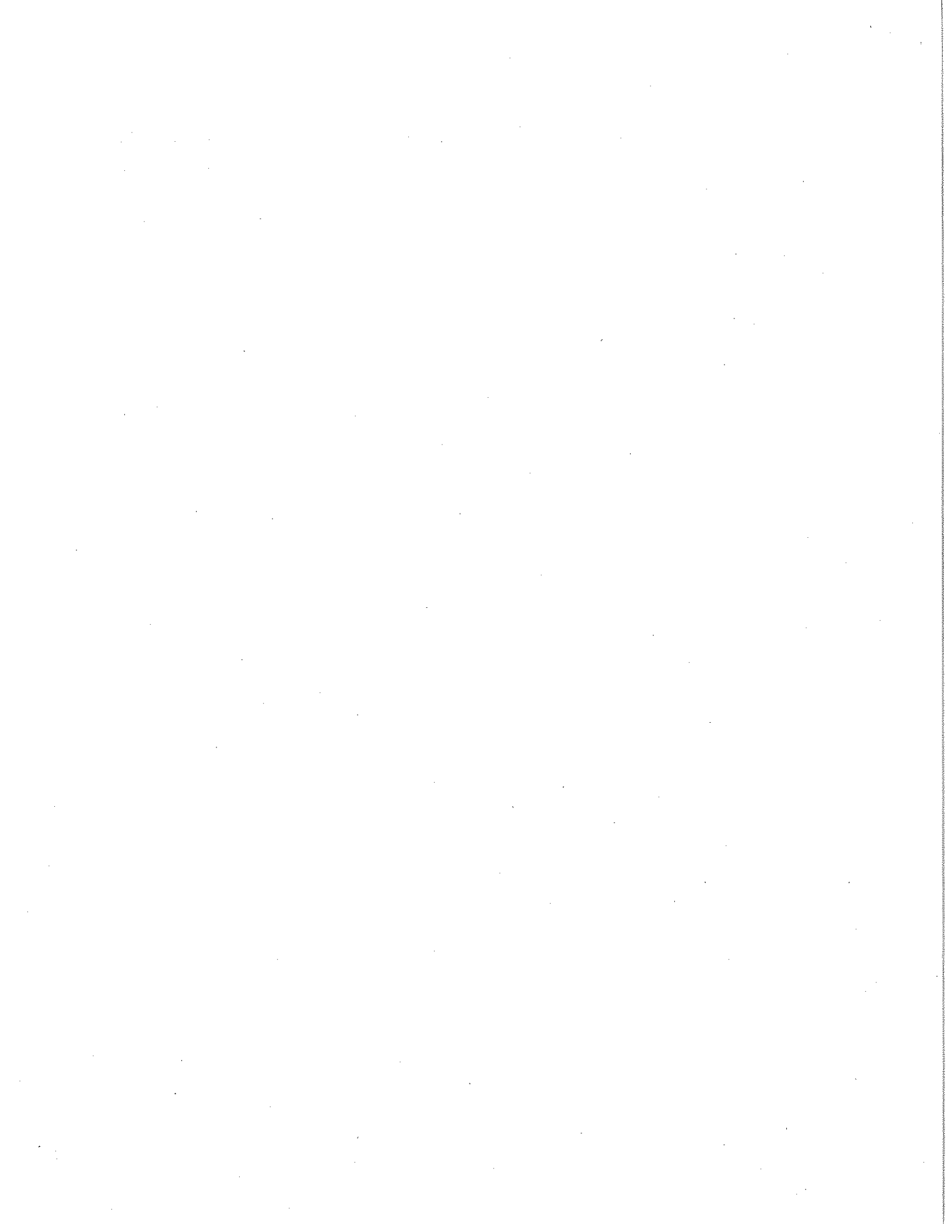
1. Master Switch was in ON position
2. Power Train Switch in ON position
3. Mode selector Switch in "Water Jets"
4. Electric Bilge pumps in ON position
5. Vent Fan was on and in HIGH position
6. Emergency Egress Lighting system (EELS) was in disable position
7. Gear Sector was in 4th gear forward position
8. Ramp Lock Handle was unlatched, ramp dogs were still engaged to ramp.

**Note:** All switches were in the correct position for water operations. Gear selector is usually in neutral but can be placed in gear during rough seas to keep vehicle bow up. By the deadline criteria for this vehicle, EELS is not required to be operational to conduct water operations.

**b. Vehicle Discrepancies found during LTI:**

1. Port headlight electrical thru-hull connector not properly installed leaving opening for water to get inside hull. Opening is approximately 1 inch in diameter.
2. Ramp Personnel Door Handle loose, door does not close tight. Thru hole in ramp for handle shaft has excess play.
3. Both forward Bow Pods have damage. Starboard side has a 12" by 12" square piece of metal plate missing. Port side is damaged in the same area as starboard side but is still intact.
4. Ramp has damage on the inside starboard side flat plate. Outside starboard edge of ramp cracked. Ramp is leaking water from this area.
5. Suspension support plates had cracks on Starboard number 2,3,4,5 and Port number 4.
6. EEAK armor missing mounting hardware securing plates to hull in multiple areas.

ENCLOSURE (45)



Subj: SINKING OF VEHICLE 523519 ON 30 JULY 2020

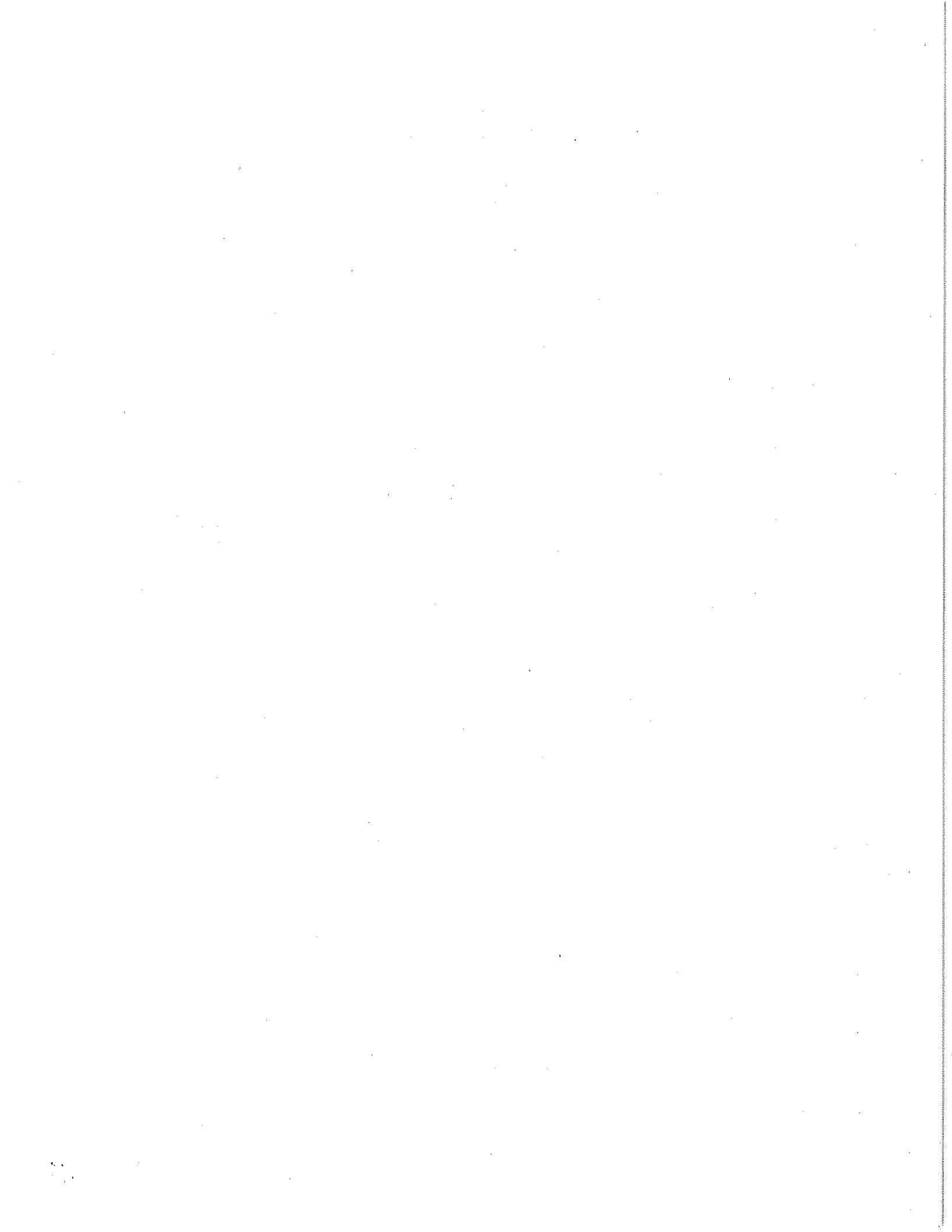
7. Plenum center plate had 1 bolt not tight.
8. Missing DVE drivers hatch plug.
9. Starboard rear Hydraulic Bilge pump possibly not pumping. No oily residue on cover.
10. Starboard cargo hatch seal needs replaced.
11. Ventilator/Aspirator was sticking, should have free movement.
12. Cooling Tower not installed correctly. Cooling tower seal was not sealing against center plate. Missing all mounting hardware to secure cooling tower to power plant.
13. Components that were contaminated with sea water are engine, final drives, right angle drives.
14. Transmission had no visible oil on dipstick.
15. Engine and Transmission drain lines were not stored correctly and were laying on the deck. Transmission drain plug was loose.
16. Water pump belt was not at the correct belt tension.
17. Air Cleaner housing was not bolted in rear mounts.
18. Missing all fire bottle tags for weight and date.
19. Rear AFSSS sensor wiring harness unplugged.
20. Turret sight is unserviceable, broken sight glass.
21. Crossbar arm for Elevation Mechanism upper mount bent.
22. Port side smoke grenade mount bent.
23. Flag bracket corroded and bent.
24. Sight power cable not installed correctly.
25. Elevation Mechanism not mounted at top mount to arm.

**Note:** Vehicle and Turret operation section of the LTI were not performed due to not being able to start vehicle because of no electrical power.

**c. Water intrusion tests:**

1. Water was sprayed on intake and exhaust plenum grills. Water leakage was not measured, but a significant amount of water was leaking through both grills.
2. Water was sprayed over the port and starboard cargo hatch area. Water leakage was minimal.
3. Water was sprayed into missing headlight connector in front bow. Water leakage was not measured but a significant amount of water leaked through bow pod drain into vehicle engine compartment.
4. Vehicle was backed into jetty to test the ramp seal and ramp personnel door seal. Water leakage was minimal on ramp seal. Personnel door seal was leaking significant more than allowed.
5. Internal ramp face did not leak inside vehicle.
6. Lower Hull was inspected for leaks. Leaks were found on the number 2 port side road arm assembly to hull area. Number 4 port torsion bar anchor area also had minor leaking.
7. Port and Starboard midship seals had minor leaks.

ENCLOSURE (45)



Subj: SINKING OF VEHICLE 523519 ON 30 JULY 2020

**d. Plenum inspection:**

1. Vehicle plenum was removed and using a donor vehicle to power the hydraulic cylinders, the exhaust and intake plenums were function tested. Internal door hinges, seals, cylinders, and the locking roller assembly were inspected on both intake and exhaust sides.
2. Internal door seals were not torn, although one of the seals (intake side) had a slight roll/cup. Using feeler gauges, the fit between the internal door and seal was checked for contact. It was found that there were areas that did not seem to make contact. This would be a cause for a leak.
3. Plenum housing seal to hull was inspected with no significant findings found.

**e. Propulsion shafts will not turn:**

1. Disconnected propulsion system at the lateral drive shaft to right angle drive units. Once disconnected the propulsion system would rotate from the right angle drive units. The Power Take-off (PTO) marine drive clutch was frozen and the cause of shafts not rotating.

**f. Rear Hydraulic Bilge Pump:**

1. Hydraulic bilge pump was pulled and inspected to see if it was frozen. Pump was not frozen. Inspected Inlet screen and discharge tube and no discrepancies were found.

**g. Opinion:**

The above listed findings can be found on any vehicle out in the fleet. This vehicle had "no one" discrepancy that would of caused it to sink. There had to be a sequence of failure of components and or changes in sea conditions. My synopsis of the events would be as follows:

1. The first component that failed was the transmission. The failure was caused by the loose drain line plug allowing the oil to leak out at a slow steady pace.
2. When the Transmission lost enough oil, the Marine Drive clutch would have failed causing the propulsion units to quit working.
3. The driver would have then put the transmission into 4th gear to gain movement in the water. Oil is still leaking out of the drain line because of loose plug.
4. Once vehicle lost momentum in the water because of complete transmission failure due to lack of oil, the engine was probably put at an idle. The forward hydraulic bilge pump would not be pumping out water due to low engine speed. Max output for bilge pump is when the engine is operating above 2200 rpms.
5. Water is still coming in the vehicle at the same rate and vehicle went from 3 bilge pumps to 2. Incoming water is now greater than what is being pumped out.
6. Once water level reaches the deck plates, water level in the engine compartment is now rising. Generator belt starts to sling water up and out of engine panel and also onto the generator. Generator now fails.
7. Vehicle now only has batteries for electrical source. Electric bilge pumps will run at a degraded status until power is depleted from batteries.

ENCLOSURE (45)

Subj: SINKING OF VEHICLE 523519 ON 30 JULY 2020

8. Vehicle hatches should now be open and crew should be evacuating vehicle. Water would be able to enter hatch openings as waves break against/on vehicle.
9. Vehicle now has no way to pump out incoming water. It is only a matter of time before vehicle sinks.

**note:** The damage to the inside of ramp and both pontoons was likely caused by overpressure while the vehicle was sinking. The missing piece of metal out of the starboard pontoon was likely a past repair. No documentation of repairs could be found from maintenance records.

Respectively Submitted.

(b)(6), (b)(7)(c)

ENCLOSURE (45)





## APPENDIX E LIMITED TECHNICAL INSPECTION

E-1. AAV7A1 LIMITED TECHNICAL INSPECTION.

Table E-1. AAV7A1 Limited Technical Inspection

ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) LIMITED TECHNICAL INSPECTION	
MODEL (CIRCLE ONE)	REFERENCES
<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">AAVP7A1</div> AAVC7A1 AAVR7A1	TM 07007/07267/07268-25/1 TM 07267C-25/1 TM 07268C-25/1 <span style="float: right;">TM 07007/07267/07268-25/2</span>
TAC NO. <u>3-15-05</u>	MILES <u>1531.2</u>
U.S.M.C. NO. <u>523519</u>	HOURS <u>329.92</u>
HULL NO. <u>Rain-Y-009</u>	
ENGINE NO. <u>37222121</u>	
TRANSMISSION NO. <u>2004-225</u>	
INSPECTOR'S NAME/RANK/SIGNATURE	DATE INSPECTED
(b)(6), (b)(7)(c)	<u>8-10-2020</u>

**NOTE:** The following inspection sheets are divided into seven columns. The inspector will place a check in the column which best describes the condition of the item being inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the remarks column.

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
I. Outside of Vehicle (Forward and Port)								
1. Hull Forward End. Check for damage and bare metal.	X							
2. Towing Eyes. (Para. 8-33)								
a. Port.	X							
b. Starboard.	X							
3. Headlights. (Para. 11-32)								
a. Port.					X			Three wiring harness plug inside bow
b. Starboard.	X							
c. Headlight Guards.	X							
4. Bow Plane. (Para. 10-14)								
a. Hinges and Mounting Hardware. (Para. 10-17)	X							

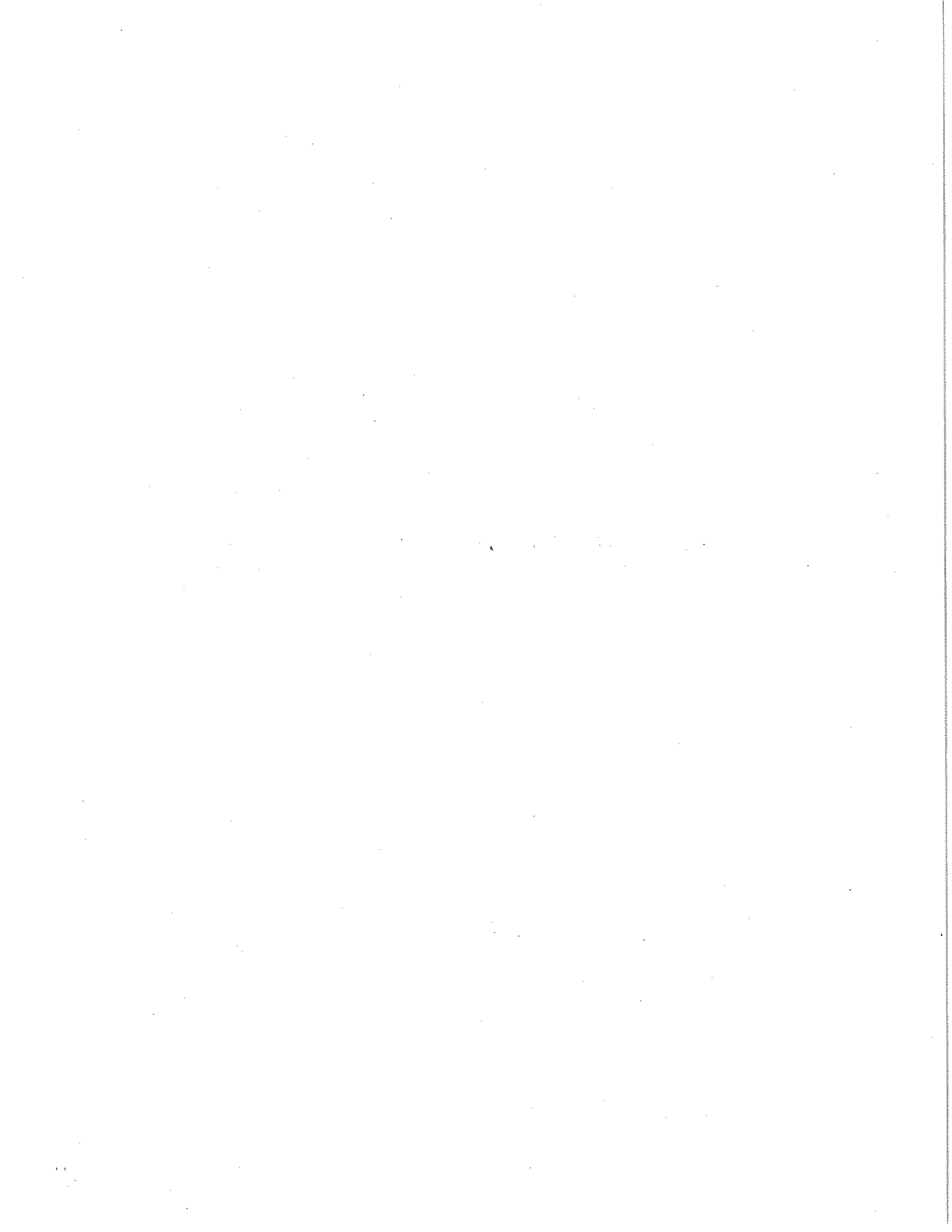


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
b. Bow Plane. (Para. 10-17)	X							missing paint in areas
c. Hydraulic Tubes and Fittings. (Para. 10-16)	X							
d. Pivot Actuator. (Para. 10-18)	X							
5. Hull Port Side. Check for damage and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 17-26a)	X							
b. Steps. (Para. 17-29)	X							
c. Slope Rack Kit (SRK). (Para. 8-49)						X		Rack bent/broke
d. Stowage Provisions. (Para. 17-37)	X							
e. Fairings. (Para. 17-28)	X							
f. Standoff Brackets. (Para. 17-27)	X	X						missing 12 bolts (a man to stand off)
g. Hull Bosses. (Para. 17-36)	X							
6. Port Track Shroud. Check for loose mounting hardware and damage. (Para. 17-28)								missing 6 out of 12 bolts
7. Port Final Drive. (Para. 7-18)								
a. Outer Housing.	X							
b. Bolts.	X							
8. Port Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)								
9. Port Sprockets. (Para. 7-16)								
a. Inner.	X							
b. Outer.	X							
10. Port Track. (Para. 7-7) Use track wear gauge to measure wear. Mark each unserviceable track shoe.								inner pads 50% missing
a. Track Shoes.						X		
b. Track Pads.						X		
c. Track Pins.	X							
d. Track Wear.						X		
e. Track Adjustment.				X				



Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
11. Port Road Wheels and Hubs. (Para. 7-12) Circle those numbers that are unserviceable.								
a. Road Wheel Cracks/Damage. 1 2 3 <u>4</u> 5 6	X							# 4 outside wheel chunking
b. Road Wheel Wear Rings. 1 2 3 4 5 6								NA
c. Hub Oil Leaks. 1 2 3 4 5 6	X							
d. Hub Oil Level. 1 2 3 4 5 6	X							
e. Mounting Hardware. 1 2 3 4 5 6	X							
12. Port Support Arms. (Para. 7-13) Circle those numbers that are unserviceable. 1 2 3 4 5 6	X							
13. Port Torsion Bars. (Para. 7-13) Circle those numbers that are unserviceable. a. Torsion Bars. 1 2 3 4 5 6	X							
b. Retaining Screws. 1 2 3 4 5 6	X							
14. Port Shock Absorbers. (Para. 7-11)								
a. No. 1 Shock.		X						
b. No. 2 Shock.		X						
c. No. 3 Shock.		X						
d. No. 4 Shock.	X							
e. Mounting Hardware.		X						on # 1, 2, 3 shocks
15. Port Front Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	X							
b. Hub Oil Leaks.	X							
c. Hub Oil Level.			X		X			contaminated
d. Mounting Hardware.	X							

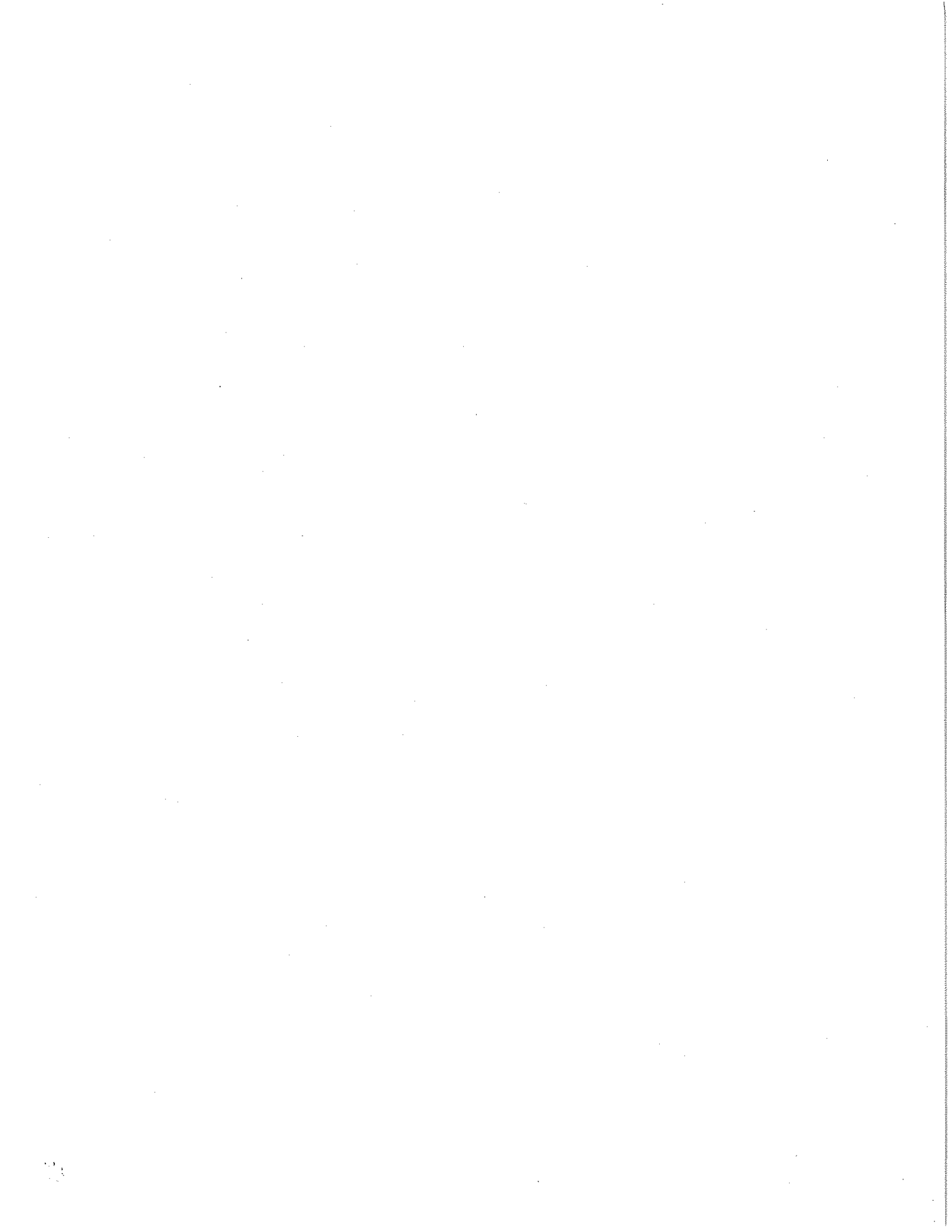


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
16. Port Dual Support Roller. (Para. 7-15)								
a. Support Wheel Cracks/Damage.	X							
b. Hub Oil Leaks.	X							
c. Hub Oil Level.	X							
d. Mounting Hardware.	X							
17. Port Rear Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	X							
b. Hub Oil Leaks.	X							
c. Hub Oil Level.	X							
d. Mounting Hardware.	X							
18. Port Slap Guard. (Para. 7-10)								
Check for wear and loose mounting hardware.	X							
19. Port Idler Wheel and Hub. (Para. 7-9)								
a. Idler.	X							
b. Outer Wheel.	X							
c. Inner Wheel.	X							
d. Mounting Hardware.	X							
e. Oil Level.			X		X			oil contaminated
20. Port Track Tension Adjuster. (Para. 7-8)								
a. Track Adjuster Support.	X							
b. Track Adjuster.	X							
c. Bleeder Valve.	X							
d. Grease Fitting.	X							
21. Port Anode. (Para. 8-54) Check for tightness of mounting screw. Make sure there is no paint on anode.	X							
22. Port Midships Bearing. (Para. 9-18) Check for signs of leaks.	X							
23. Drive Shaft. (Para. 9-17) Check for signs of damage.	X							
24. Footman Loop. (Para. 8-50) Check for weld cracks.	X							



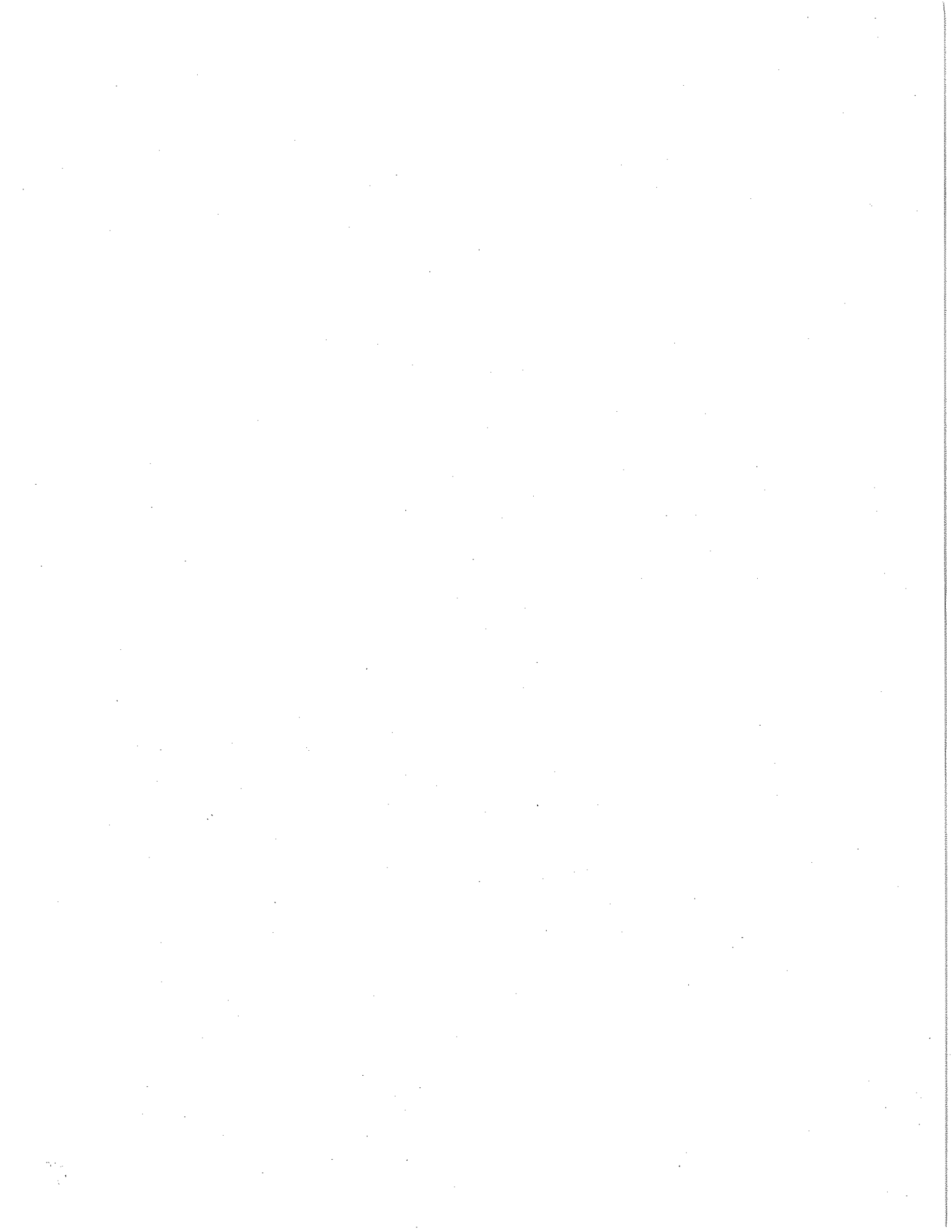


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
25. Port Handrails. (Table 3-1) Check for weld cracks.	X							
26. Port Cargo Hatch Supports. (Para. 8-26)	X							
a. Forward Support.	X							
b. Aft Support.	X							
27. Fuel Tank Pressure Relief Valve (Para. 12-18) and Outlet Cover (Para. 12-12). Check cover and mounting screws for damage. Check relief opens.	X							
28. Check fuel filter cap. (Para. 12-9)						X		rusted
29. Stowage Brackets. Check for weld cracks.	X							
30. Bilge Pump Outlets.								
a. Hydraulic Pump Outlet. (Para. 8-47)	X							oil residue on inside of cover
b. Electric Pump Outlet. (Para. 8-46)	X							oil residue on inside of cover
31. Personnel Heater Exhaust Outlet. (Para. 14-14)	X							
a. Outlet Cap.	X							
b. Outlet Adapter.	X							
32. Exterior Fire Extinguisher Pull Handle. (Para. 15-13)								
a. Handle.	X							
b. Wire Seal.						X		broken
33. External Fuel Tank Drain. Check plug for tightness and leaks. (Para. 12-18)	X							
34. Port Deflector. (Para. 9-21) Check for warping and cracks. Check mounting hardware for tightness and damage.	X							
35. Port Reverse Flow Duct. Check for damage and tight mounting hardware. (Para. 9-20)	X							
36. Port Propulsion Unit. (Para. 9-20) Check unit for damage and mounting hardware for tightness. Rotate drive shaft to check for free movement of impeller.					X			Can not rotate

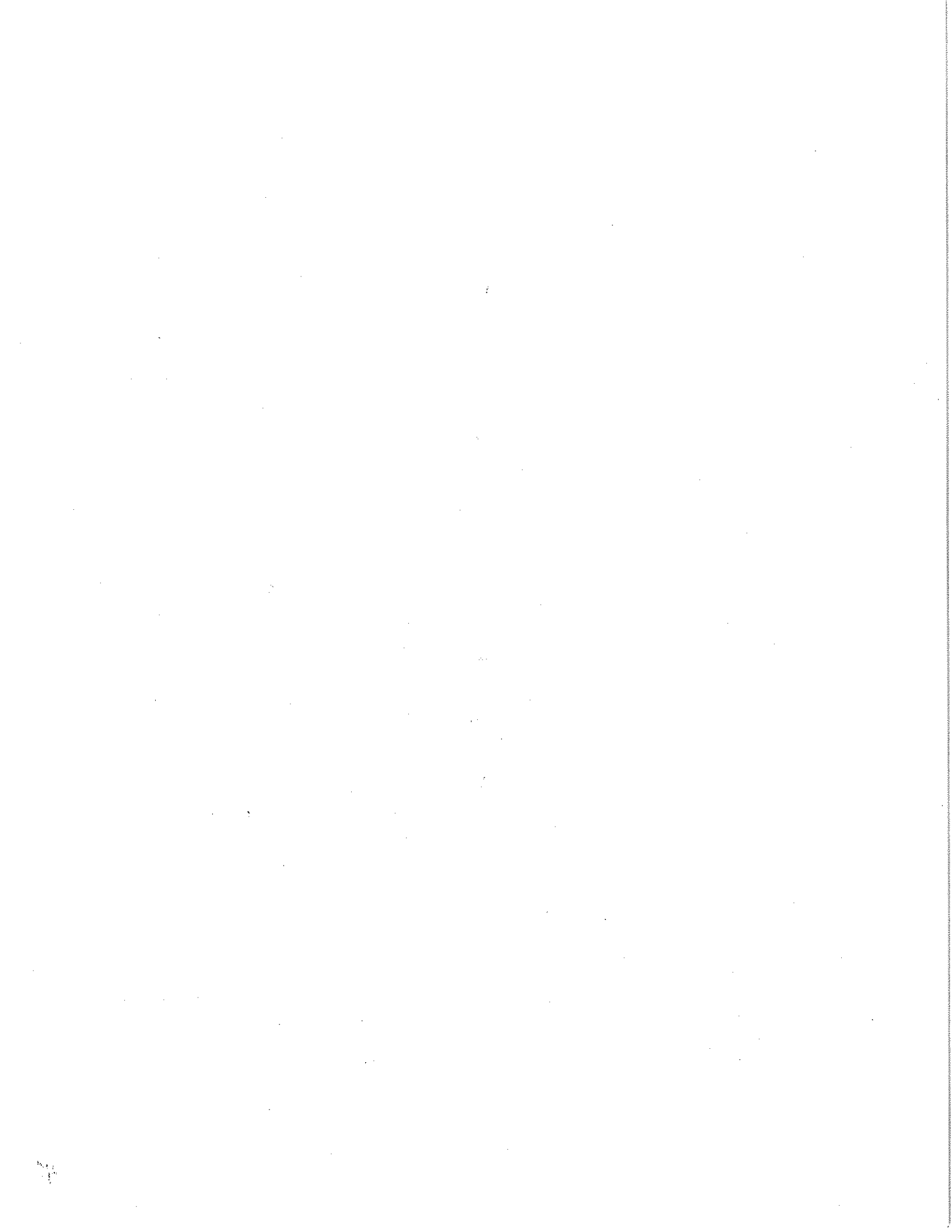


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
II. Outside of Vehicle (Aft and Starboard)								
1. Taillights.								
a. Port Taillight. (Para. 11-53)	X							
b. Starboard Taillight. (Para. 11-59)	X				X	X		lens broke
c. Taillight Guards.	X							
2. Horn. (Para. 11-54) Check for loose mounting hardware, corrosion, and proper electrical connections.	X							
3. Tow Cable Stowage Brackets. (Para. 8-27) Check for cracked or bent brackets.	X							
4. Towing Pintle. (Para. 8-41) Check for loose mounting hardware. Check pintle for free rotation and proper quick-release operation.	X							
5. Ramp Plugs. (Para. 8-27) Check for tightness.	X							
6. Ramp Hinges and Towing Eyes. (Para. 8-27) Check mounting hardware for tightness.	X							
7. Vision Block and Guard. (Para. 8-30)								
a. Vision Block Guard.	X							
b. Vision Block.	X							
8. Personnel Hatch. (Para. 8-31)								
a. Personnel Hatch Handle (inner and outer).					X	X		handle thru hole loose, handle needs adj.
b. Personnel Hatch Seal.	X							
c. Hook and Damper.	X							
d. Mounting Hardware.	X							
9. Starboard Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage. (Para. 9-20)								
10. Trailer Receptacle.								
a. Cover.	X							
b. Retainer Chain.	X							
11. Starboard Reverse Flow Duct. Check for damage and tight mounting hardware. (Para. 9-20)			X					upper bolt loose.

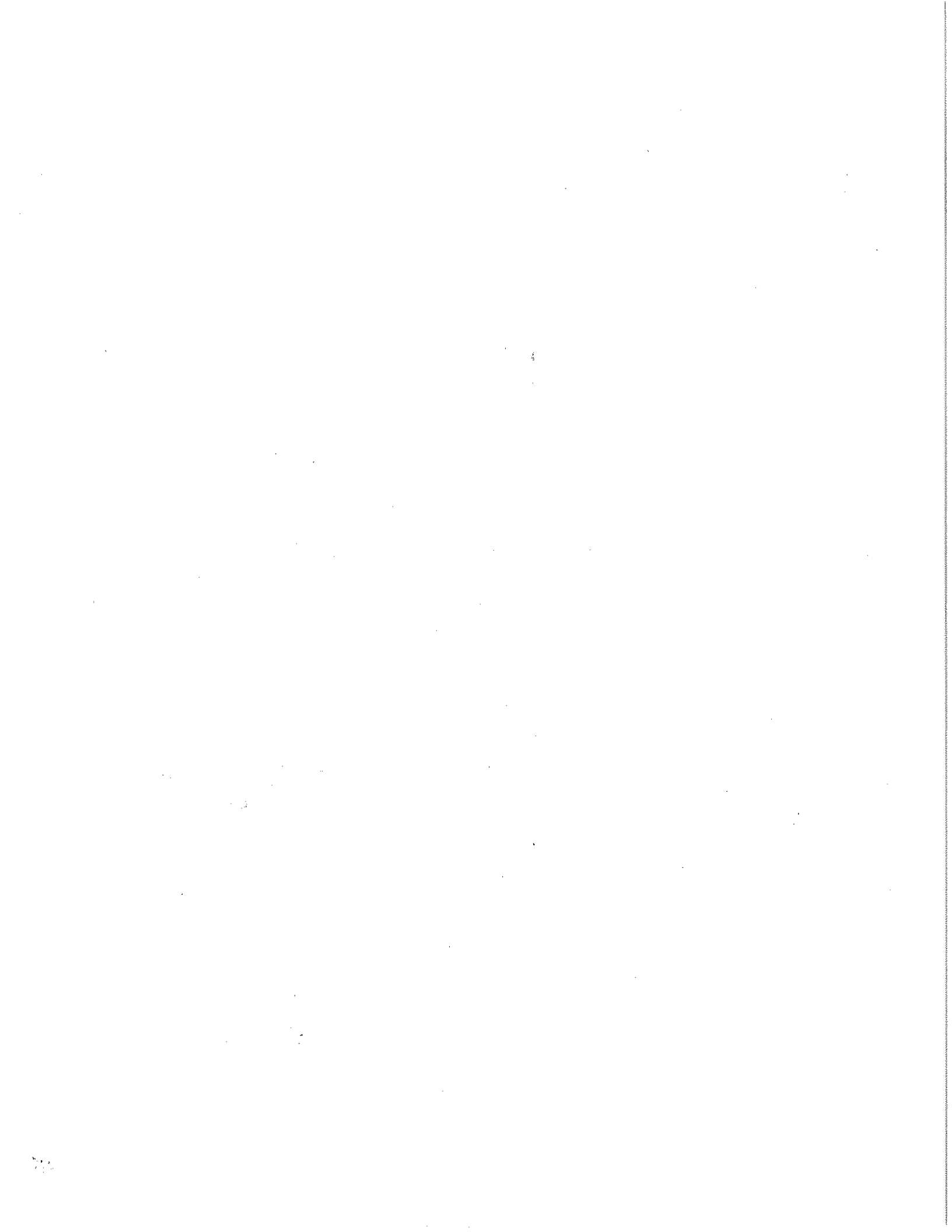


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
12. Starboard Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate drive shaft to check for free movement of impeller. (Para. 9-20)	X							
13. Drive Shaft. Check for signs of damage.	X							
14. Footman Loop. Check for weld cracks.	X							
15. Starboard Idler Wheel and Hub. (Para. 7-9)								
a. Idler.	X							
b. Outer Wheel.	X							
c. Inner Wheel.	X							
d. Mounting Hardware.	X							
e. Oil Level.	X							
16. Starboard Track Tension Adjuster. (Para. 7-8)								
a. Track Adjuster Support.	X							
b. Track Adjuster.	X							
c. Bleeder Valve.	X							
d. Grease Fitting.	X							
17. Starboard Anode. Check for tightness of mounting screw. Make sure there is no paint on anode. (Para. 8-54)	X							
18. Starboard Midships Bearing. Check for signs of leaks. (Para. 9-18)	X							
19. Starboard Road Wheels and Hubs. Check those numbers which are unserviceable. (Para. 7-12)	X							
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	X							
b. Road Wheel Wear Rings. 1 2 3 4 5 6								NA
c. Hub Oil Leaks. 1 2 3 4 5 6	X							
d. Hub Oil Level.	X							
e. Mounting Hardware. 1 2 3 4 5 6	X							

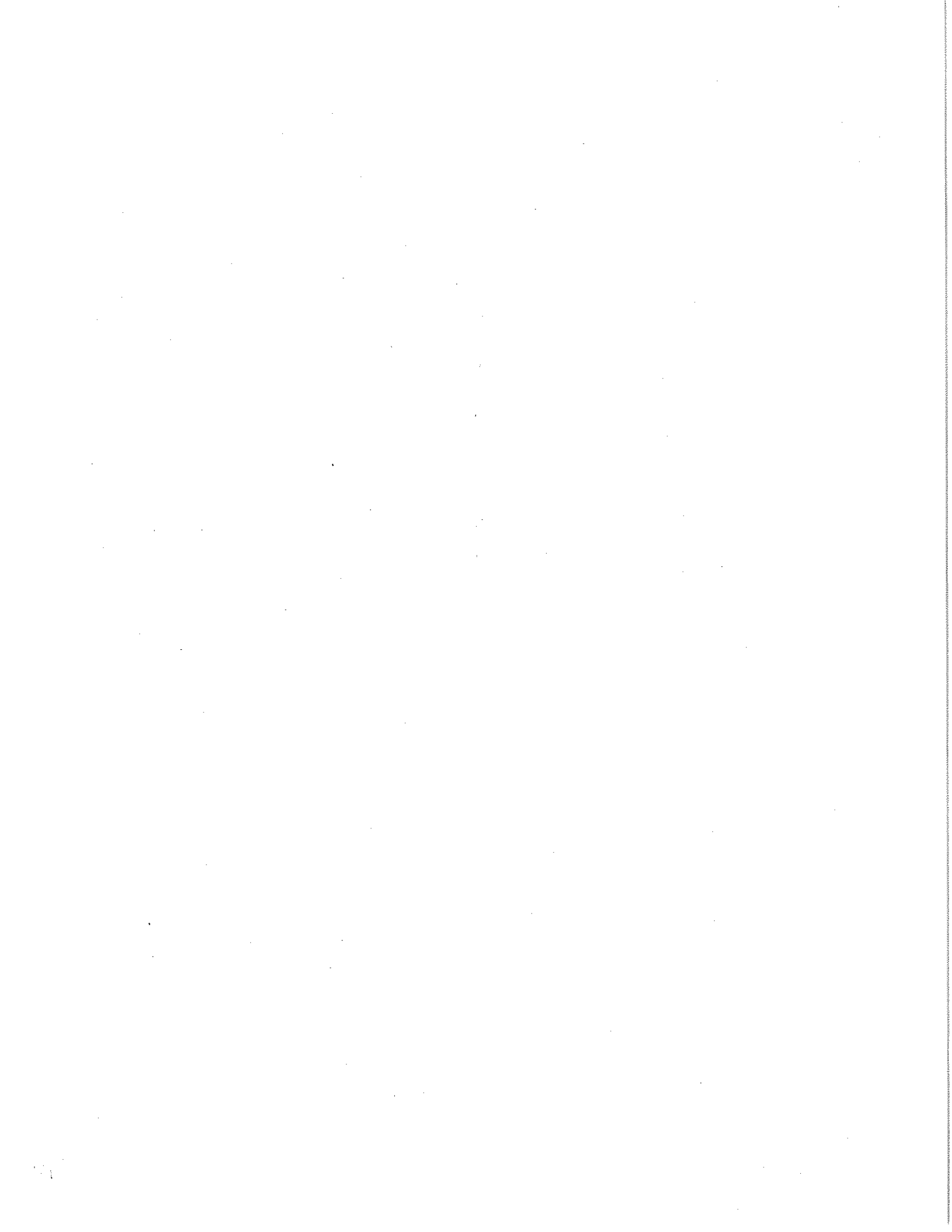


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
20. Starboard Support Arms. Circle those numbers that are unserviceable.								
1 2 3 4 5 6	X							
21. Starboard Torsion Bars. Check for broken bar and loose retaining screws. Circle those numbers that are unserviceable.								
1 2 3 4 5 6	X							
22. Starboard Shock Absorbers. (Para. 7-11)								
a. No. 1 Shock.	X							
b. No. 2 Shock.	X							
c. No. 3 Shock.	X							
d. No. 4 Shock.	X							
e. Mounting Hardware.	K							
23. Starboard Front Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	X							
b. Hub Oil Leaks.	K							
c. Hub Oil Level.	X							
d. Mounting Hardware.	X							
24. Starboard Dual Support Roller. (Para. 7-15)								
a. Support Wheel Cracks/Damage.	X							
b. Hub Oil Leaks.	K							
c. Hub Oil Level.	X							
d. Mounting Hardware.	X							
25. Starboard Rear Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	X							
b. Hub Oil Leaks.	K							
c. Hub Oil Level.	X							
d. Mounting Hardware.	X							



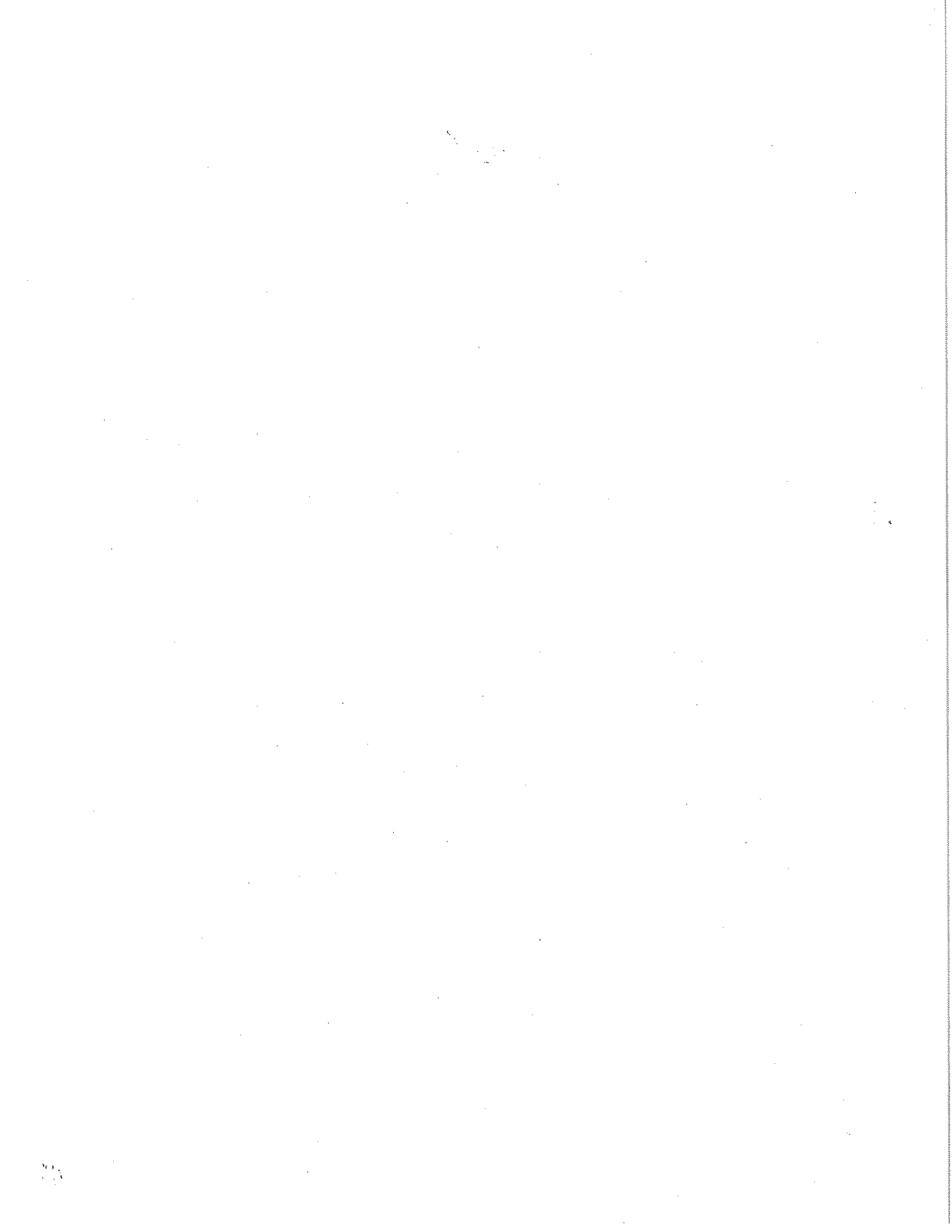


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
26. Starboard Slap Guard. Check for wear and loose mounting hardware. (Para. 7-10)	X							
27. Starboard Track. Use track wear gauge to measure wear. Mark each unserviceable track shoe. (Para. 7-7)								<i>replace tracks</i>
a. Track Shoes.						X		
b. Track Pads.						X		
c. Track Pins.						X		
d. Track Wear.						X		
e. Track Adjustment.				X				
28. Starboard Sprocket Rings. (Para. 7-16)								
a. Inner.	X							
b. Outer.	X							
29. Starboard Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)								
30. Starboard Final Drive. (Para. 7-18)								
a. Outer Housing.					X			<i>oil leaking out of output shaft</i>
b. Bolts.	X							
31. Starboard Side Pontoon. Remove drain plug and check for water. (Para. 8-44)					X			<i>12" x 12" square section missing from pontoon</i>
32. Starboard Track Shroud. Check for loose mounting hardware and damage. (Para. 8-34)					X			<i>7 out of 12 bolts missing</i>
33. Starboard Bilge Pump Outlets. (Para. 8-46)								
a. Hydraulic Pump Outlet.					X			<i>dry on inside of cover</i>
b. Electric Pump Outlet.	X							<i>oil on inside cover</i>
34. Stowage Brackets. Check for weld cracks.	X							
35. Heater Exhaust Outlet. Check for loose mounting hardware and damage.	X							
36. Starboard Cargo Hatch Supports. (Para. 8-26)	X							

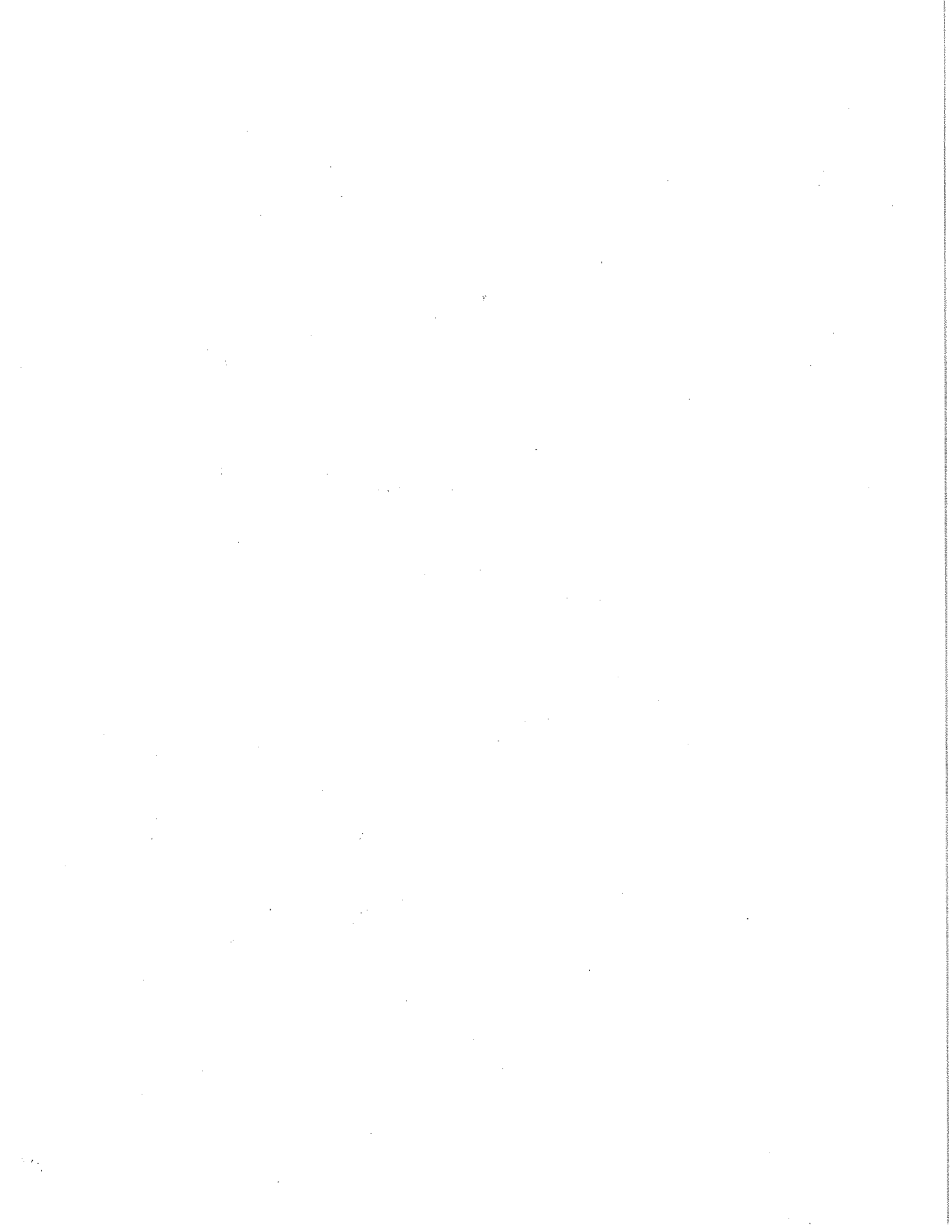


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
a. Forward Support.	X							
b. Aft Support.	X							
c. Hand Rails.	X							
37. Footman Loop. Check for weld cracks. (Para. 8-50)	X							
38. Starboard Side Hull. Check for damaged and bare metal.	X							
a. Armor Piercing Protection Plates Kit (APK). (Para. 17-26a)					X			near plate missing bolt + bent. missing numerous mounting bolts
b. Steps. (Para. 17-29)	X							
c. Slope Rack Kit (SRK). (Para. 8-49)	X							
d. Stowage Provisions. (Para. 17-37)	X							
e. Fairings. (Para. 17-28)					X			Front + Rear missing bolts
f. Standoff Brackets. (Para. 17-27)	X							
g. Hull Bosses. (Para. 17-36)	X							
III. Bottom of Vehicle								
1. Hull. Check bottom of vehicle for damage.					X			# 2, 3, 4, 5 Starb support plates checked # 2 port support plate checked
2. Drain Plugs. Check for missing, tight, or damaged plugs.								
a. Hull. (Para. 8-42)	X							
b. Ramp. (Para. 8-27)	X							
c. Contact Cooler. (Para. 8-43)	X							
IV. Outside of Vehicle (Topside)								
1. Hand Rail (forward). Check for weld cracks or other damage.	X							
2. Mooring Cleats/Lifting Fixtures. Check for damage. (Para. 8-34)								
a. Forward (port and starboard).	X							
b. Aft (port and starboard).	X							

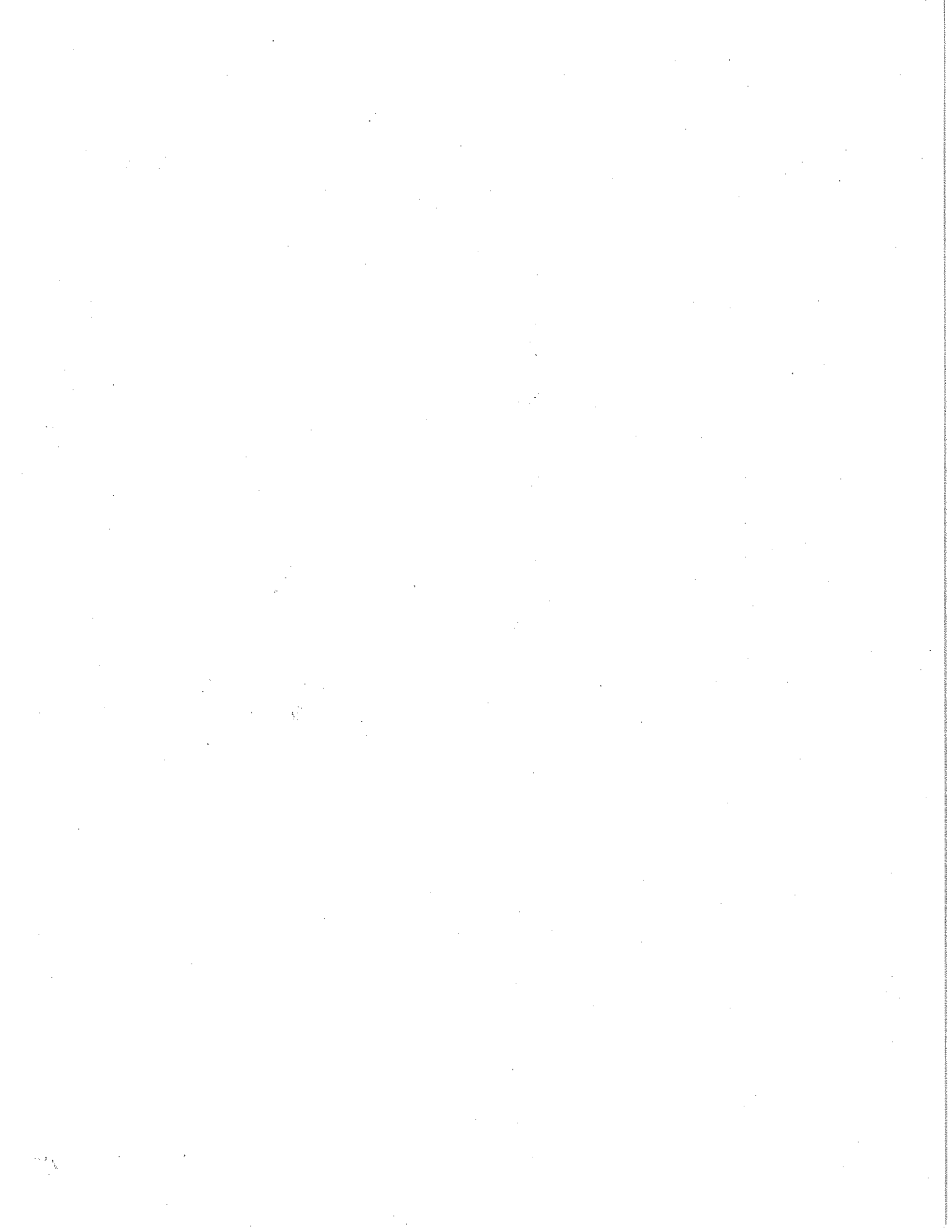


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
3. Intake Grille.  NOTE  Make sure intake grille is secured properly in raised position. (Para. 8-13)								
a. Screen.	X							
b. Brace Rod.	X							
c. Cam Lock Handles/Stop Screws.					X	X		8 to b side missing stop screws part handle needs adj
d. Torsion Bar Assembly. (Para. 8-17)	X							
e. Mounting Hardware.	X							
f. Seal.	X							
4. Ventilator-Aspirator. Check that valve works properly and inlet screen is clean and not damaged. (Para. 8-18)			X					sticking / frozen
5. Radiator Cover and Cap. Check ballistic cover for damage and radiator cap for proper sealing. (Para. 8-19)	X							
6. Center Plate. Check sealing surface for tight fit and retaining screws for tightness.					X			1 bolt not tightened
7. Exhaust Grille. (Para. 8-14)  NOTE  Make sure that exhaust grille is secured properly in raised position.								
a. Screen.	X							
b. Seal.	<del>X</del>							did not check
c. Brace Rod.								not installed inside vehicle
d. Lugs (Dogs).	X							
e. Mounting Hardware.	X							
8. Plenum Indicators. (Para. 8-16)								
a. Intake.					X	X		bent
b. Exhaust.	X							
9. Searchlight Mount and Receptacle. Check for damage.		X						missing cap & chevin
10. Driver's Hatch. (Para. 8-21)								

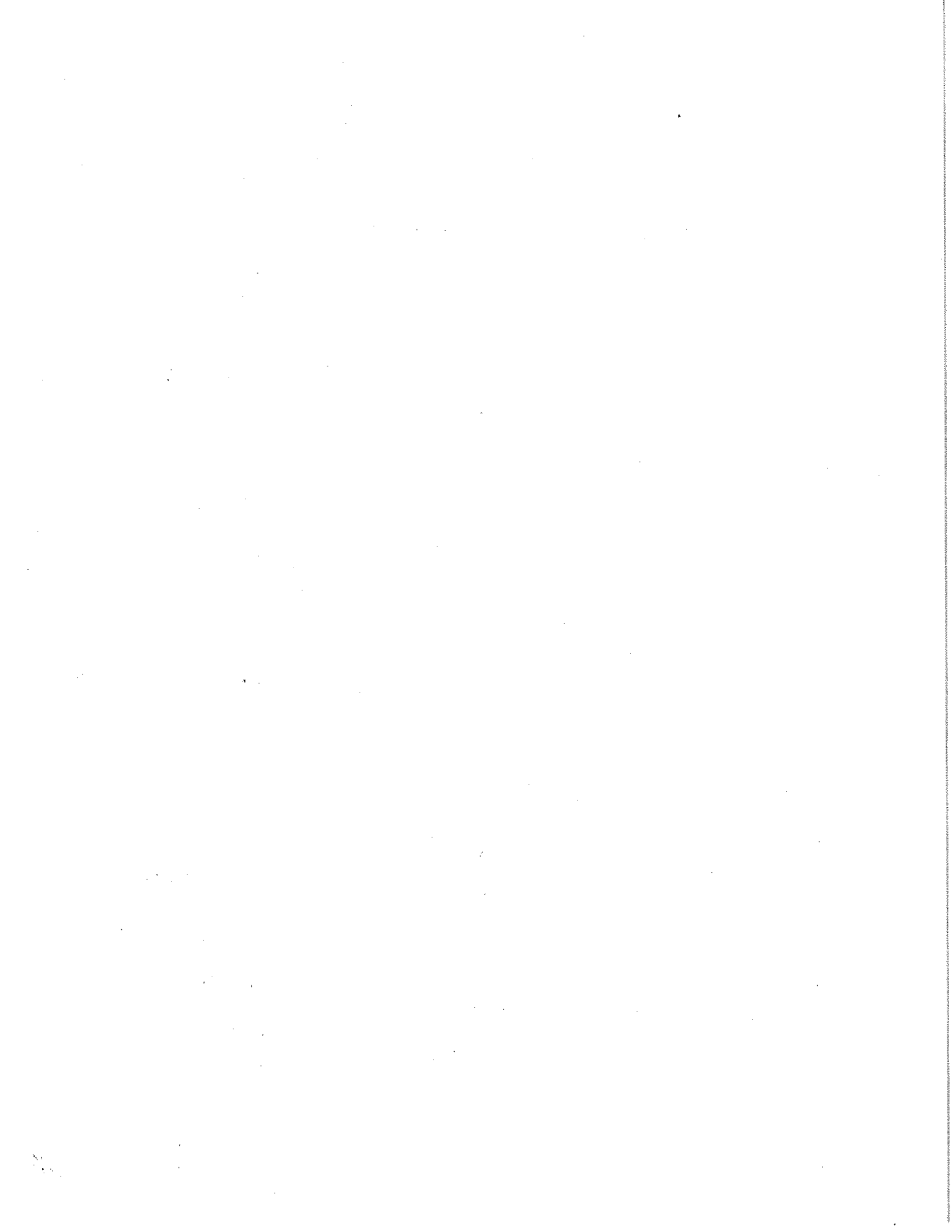


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
a. Cover and Hinges.	X							
b. Torsion Bar.	X							
c. Latches (open and closed).				X				Hatch pops open when closed
d. Seals and Pads.						X		
e. Vision Blocks.	X							
f. DVE Adapter Assembly.		X						missing hatch plug for IOR
11. Periscope and Support. Check periscope for breaks and chips and support for damage. (Para. 8-24)								
12. Commander's Hatch. (Para. 8-23)								
a. Cover and Hinges.	X							
b. Torsion Bar.	X							
c. Latches (open and closed).				X				
d. Seals and Pads.						X		Hatch ring pad needs replaced
e. Vision Blocks.	X							
13. External Exhaust system. Check the external muffler, muffler guard, for damage and operation. (TM 07007/07267/07268-25/2)								
a. Muffler.	X							
b. Guard.					X	X		damaged
c. Pipes/Clamp.	X							
14. Ventilation Exhaust Outlet. Check ballistic cover for damage and tight retaining screws. Check screen for damage.	X							
15. Overhead Protection Kit (OPK).								
a. OPK Tiles.	X							missing bolts
b. Torsion Bar Assist Mechanism (TBAM) Cover.	X							
c. TBAM.	X							
d. Bosses.	X							
16. Cargo Hatches.								
a. Covers and Hinges.	X							
b. Torsion Bar.	X							





Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
c. Latches (open and closed).	X							
d. Seals.						X		strb seal
17. Antenna Mounts.						X		
a. Receiving Mount.	X							
b. Port Sending Mount.	X							
c. Starboard Sending Mount.	X							
d. PLRS Antenna Mount.	X							
e. DACT Antenna Mount.	X							
18. Sea Tow Quick-Release. Check assembly for damage and proper operation.				X	X			handle Bent
V. Engine Compartment (Forward)								
1. Forward Bulkhead, Bow Pod Access Cover, and Bow Pod.								4 cases of MREs stored in Bow, Access cover bolts are missing.
NOTE Make sure intake grille is properly secured in raised position.					X			
a. Bow Plane Velocity Fuse Valves.	X							
b. Bow Pod Access Cover.	X							
c. TACNAV Sensor.	X							
2. Intake Plenum Actuating Cylinder.								
a. Cylinder.	X							
b. Hydraulic Hoses.	X							
3. Cam Roller Lock. Check condition of each latch roller.	X							
4. Cooling Fan.								no mounting nuts
a. Guard.	X							
b. Shroud.	X							
c. Fan.	X							
d. Bearings.	X							
e. Belt Adjustment.	X							
f. Seals.				X				Top seal not seating to top plate
g. Fan Cartridge Bearing.	X							

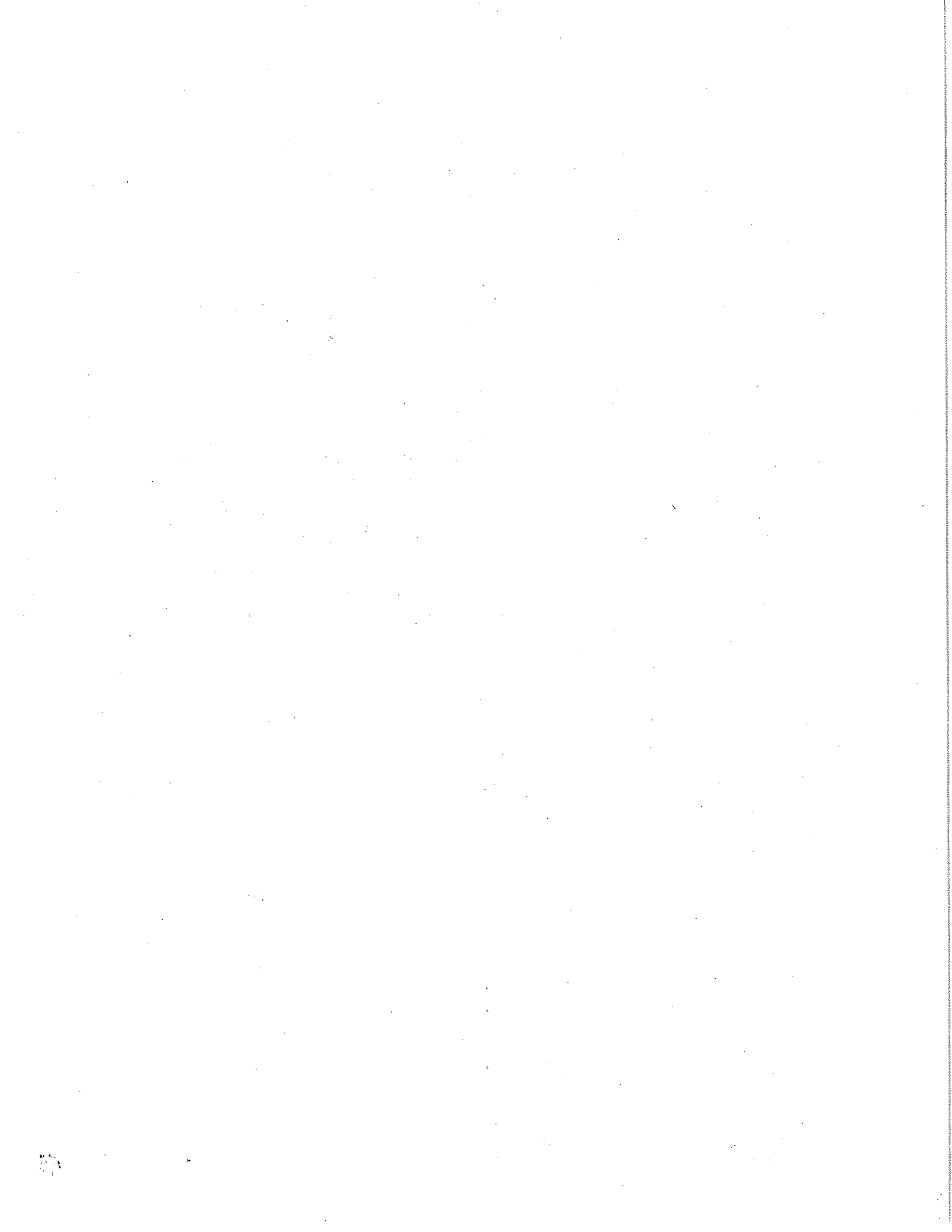


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
h. Drain Tube.	X							
5. Surge Tank.								
a. Tank.	X							
b. Valve.	X							
c. Hose and Tubes.	X							
d. Mounting Hardware.	X							
6. Crew Ventilation.								
a. Ducts, Clamps, and Hoses.	X							
b. Drain Tube.	X							
7. Control Linkages.								
a. Brake Linkage.	X							
b. Steering Linkage.	X							
c. Throttle Linkage.	X							
d. Brake Flood Control Valve Linkage.								
<p><b>NOTE</b></p> <p>Make sure flood valve spindle moves freely.</p>	X							
e. Engine Compartment Exhaust Fan Linkage.	X							
8. Transmission Mounts. Check mounts for loose mounting hardware. Check transmission guide and guide rollers for damage.	X							
9. Electrical Wiring and Connections.								
a. Bulk Head Connectors.	X							
b. Power Plant Wiring.	X							
c. Crew Vent Fan.	X							
d. Electrical Bilge Pump.	X							
10. Hydrostatic Steering Disconnect Lever. Check lever for correct operation, damage, and wear. Check for leaks.	X							
11. Port Final Drive.								
a. Oil/Oil Level.			X					oil contaminated



Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
b. Oil Leaks/Seals.	X							
c. Mounting Hardware.	X							
d. Speedometer Adapter/Cable.	X							
12. Port U-Joint. Check for wear, tight screws, and proper safety wiring.	X							
13. Port Hydraulic Bilge Pump. Check for oil leaks, loose mounting hardware, damaged screen, and debris.	X							
14. Bilge Pump Bypass Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connections.	X							
15. Plenum Solenoid Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connection.	X							
16. Bow Plane Hydraulic tubes. Hoses and Fittings. Check for leaks, loose fittings and loose mounting hardware.	X							
17. Fuel Manifold. Check for fuel leaks and loose mounting hardware.	X							
18. Forward Engine Compartment Fire Extinguisher Discharge Nozzle. Check for damage and debris.	X							
19. Port Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper lock wire.	X							
20. Port right-angle drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	X							
21. Starboard Final Drive.								
a. Oil/Oil Level.		X						oil contaminated
b. Oil Leaks/Seals.				X				output shaft seal leaking
c. Mounting Hardware.	X							
22. Starboard U-Joint. Check for wear, tight screws, and proper safety wiring.	X							
23. Starboard Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper lock wire.	X				X			Missing lock wire on bolts.



Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
24. Starboard Electrical Bilge Pump. Check screen for debris and damage. Check mounting hardware for tightness.					X			mounting mount clamp loose
25. Precleaner. Check cleaner for damage, loose mounting hardware, and loose clamps. Check screen for damage and debris.					X			missing clamp for tube hold down.
26. Crew Ventilation Fan. Check mounting hardware for looseness. Check ducts and clamps for damage and tightness.	X							
27. Starboard right-angle drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	X				X			oil contaminated
28. Starboard Right-Angle Drive Shaft. Check condition of shaft coupling for damage. Check coupling bolts for tightness and proper lock wire.	X							
29. Fan Drive Shaft. Check shaft and coupling for damage or wear. Check lock wire for damage.	X							
30. Fuel Filter.								
a. Fuel Leaks.	X							
b. Drain Cock/Contamination.	X							
c. Electrical Leads/Transducer.	X							
d. Mounting Hardware/Air Valve.	X							
31. Power Takeoff Unit.								
a. Oil Leaks.			X					oil all over Power Plant
b. Mounting Hardware.				X				double nutted on mounting studs
c. Electrical leads/Connections.	X							
32. Starter. Check that starter is mounted properly. Check electrical leads and connections for damage and proper connections.	X							
33. Transmission Oil Cooler. Check for oil and water leaks. Check electrical leads and connections for damage. Check oil lines, hoses, and clamps for tightness.	X							
34. Exhaust Manifold (starboard side). Check for cracks, holes, and corrosion. Check mounting hardware for tightness.	X							





Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
35. Transmission. Check for overall cleanliness and damage.								
a. Leaks.			X					oil all over power plant
b. Torque converter to engine mounting screw for tightness.	X							
c. Range selector valve for leaks and lock wire.	X							
d. Oil Leaks.			X					oil all over power plant
e. Left and right brake and steer sections for leaks and loose mounting bolts.	X							
f. Check brakes for proper adjustment.	X							
g. Check transmission drain line for leaks, damage, and loose drain plug.				X				drain plug was loose
VI. Engine Compartment (Aft)								
1. Exhaust Plenum. Check actuating cylinder and oil lines for leaks. Check condition of plenum seal.								Plenum not lifted N/A
2. Components Bolted on to the Engine. Check for tight mounting hardware, proper electrical connections, damaged hoses and electrical leads, and leaks.								
a. Turbocharger.	X							
b. PT Pump.	X							
c. Exhaust Manifold (Port Side).	X							
d. Engine Oil Cooler.	X							
e. Engine Oil Filter.	X							
f. Intake Manifold.	X							
g. Smoke Generation Components.	X							
h. Cold-Start Components.	X							
i. Crankcase Breathers.	X							
3. Transmission Oil Filter.	X							
a. Mounting Hardware.	X							
b. Leaks.	X							
c. Check Electrical Connections.	X							

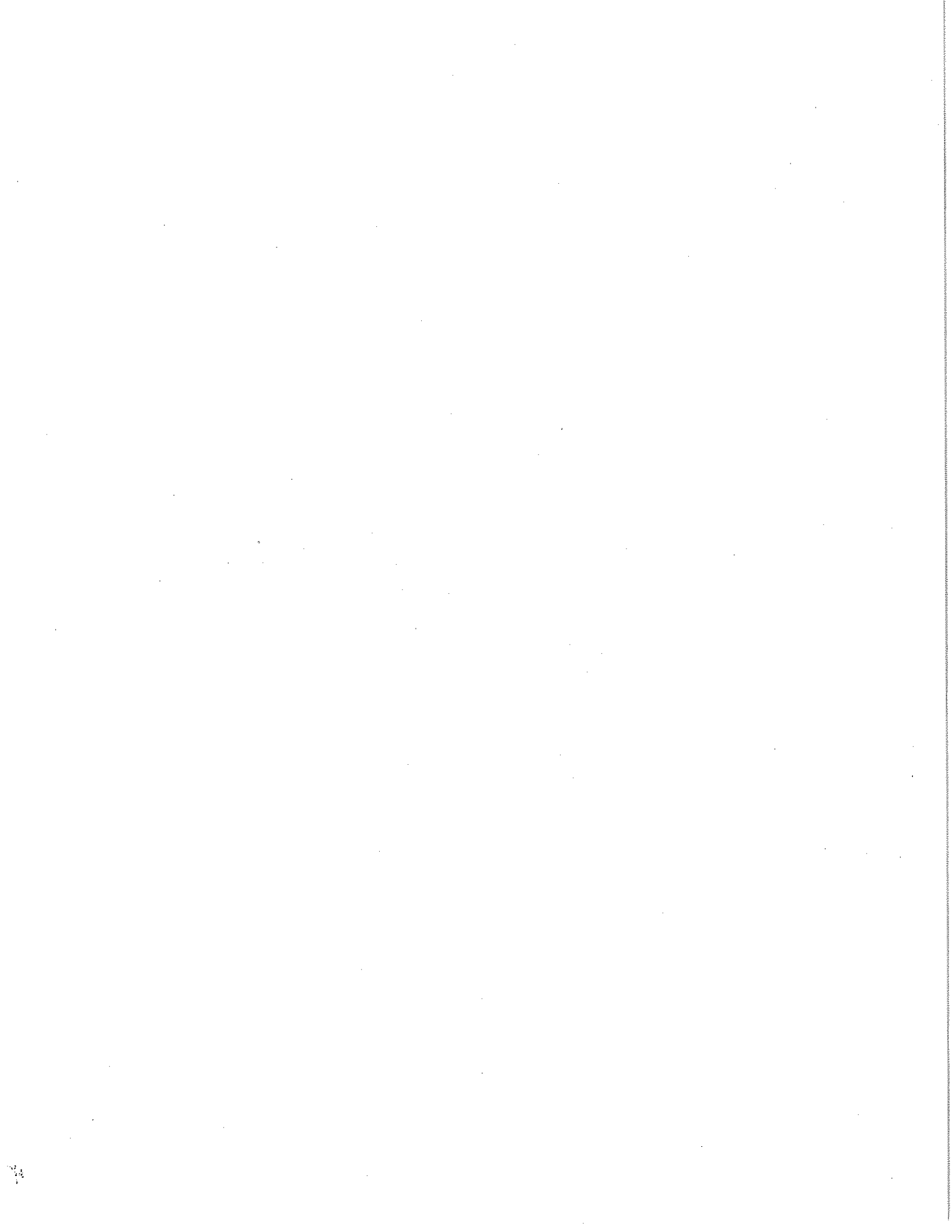


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
4. Engine Oil Level. Check for correct level and signs of contamination. Check dipstick for damage.					X			<i>Engine full of water</i>
5. Transmission Oil Level. Check for correct level and signs of contamination. Check fill tube and dipstick for damage.					X			<i>no oil noted on dipstick.</i>
6. Tachometer Drive Shaft. Check for adapter and cable damage.	X							
7. Radiator. Check for radiator damage. Check for water leaks on radiator and coolant tubes.	X							
8. Exhaust System. Check condition of insulation. Check for loose mounting hardware and damaged scavenging system check valve and for leaks.	X							
9. Engine Compartment Exhaust Duct. Check for cracks or other damage. Check mounting hardware and clamps for tightness. Check tubes for proper mounting.	X							
10. Engine. Check overall condition of engine for cleanliness and fuel, coolant, and oil leaks.					X			
11. Generator.								
a. Bracket and Hardware.	X							
b. Pulley and Belt.	X							
c. Adjustment.	X							
d. Voltage Regulator	X							
12. Water Pump. Check for leaks.								
a. Pump.	X							
b. Hoses and Tubes.	X							
c. Belt and Adjustment.				X				<i>belt loose</i>
13. Fire Extinguisher Discharge Nozzle. Check for damage, debris, and condition of lock wire.	X							
14. Engine Oil Heat Exchanger. Check mounting hardware for tightness. Check for oil leaks. Check electrical leads for damage and tight connections.	X							

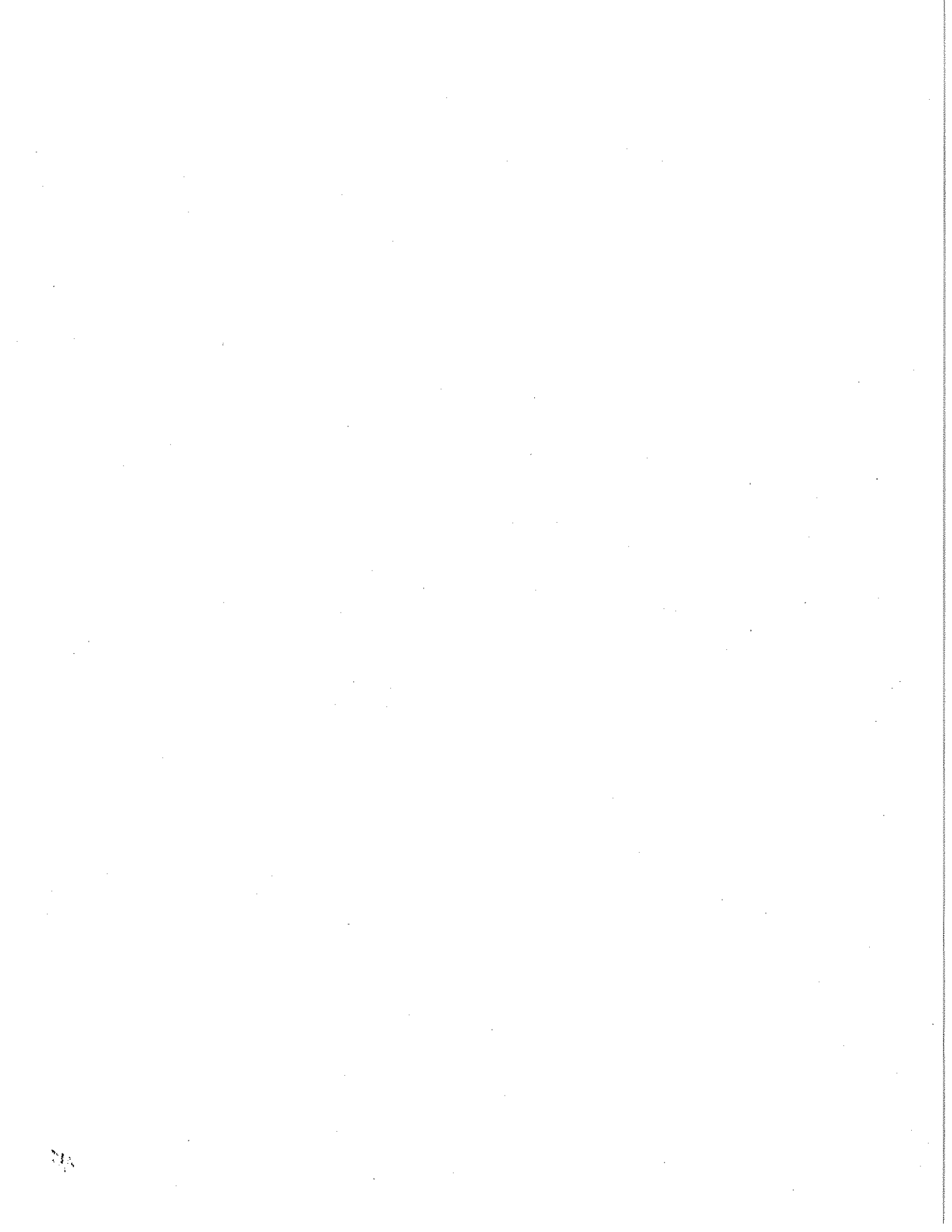


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
15. Cold-Start Disconnect Lever. Check for proper operation, damage, and corrosion.	X							
16. Hydraulic Reservoir.								
a. Oil Leaks.	X							
b. Mounting Hardware.	X							
c. Oil Level.	X							
d. Dipstick for damage.	X							
<p>VII. Troop Compartment</p> <p style="text-align: center;">NOTE</p> <p>Before inspecting troop compartment, open cargo hatches. Sound horn and lower ramp.</p>								<p>did not do vehicle had no power to raise ramp</p>
1. Engine Compartment Access Covers (aft). Check all thumbscrews and clamps for damage and operation. Check covers for correct mating and damage.								
a. Aft Upper.					X			Bent
b. Aft Center.	X							
c. Aft Lower.	X							
d. Port Upper.	X							
e. Port Lower.	X							
f. Smoke Generation.	X							
2. Smoke Generation Fuel Control Valve. Check to see if valve operates freely. Check for any damaged components and leaks.	X							
3. Engine Compartment Fire Extinguisher.								
a. Bottle and Tag.	X	X						No Tag on bottle
b. Control Valve.	X							
c. Clamps.	X							
4. Troop Ventilation Outlets. Check for free movement and damaged louvers.	X							
5. Coolant Bypass Tube. Check to see if tube is mounted properly in retaining brackets.	X							

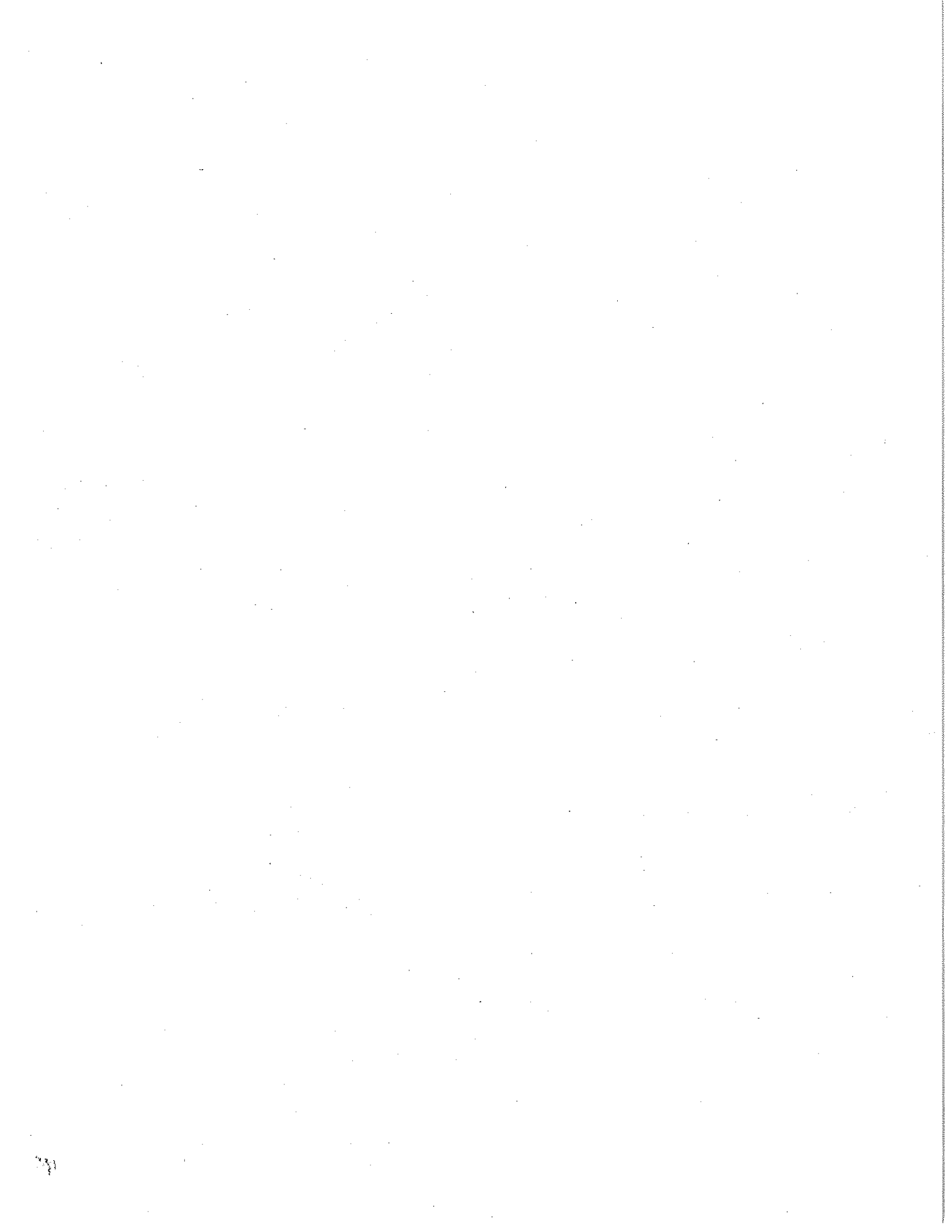


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
6. Air Cleaner Compartment.								
a. Access Door.	X							
b. Retaining Brackets.					X			missing rear retaining hardware
c. Element.						X		
d. Compartment.			X					Needs to be checked
7. Right-Angle Drive Access Cover. Rotate weapon station to gain access to cover. Check cover for proper mating and damage.	X							
8. Starboard Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.	X							
9. Starboard Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper lock wire.	X							
10. Fuel Tank Drains. Check both valves for proper operation. Check fuel lines and fittings for leaks. Check manual shutoff valves to make sure the handle rotates freely.	X							
a. Internal Fuel Tank Drain.	X							
b. External Fuel Tank Drain.	X							
c. Fuel Lines and Fittings.	X							
d. Manual Shutoff Valve.	X							
11. Fuel Tank.								FWD return line hose.
a. Electrical Leads.	X							
b. Leaks.	X							
c. Retaining Straps.	X							
d. Breather Cap.	X							
12. Troop Seats.								
a. Hinges.					X			
b. Supports.	X							
c. Seat Pans.	X							
d. Cushions.						X		
e. Safety Belts/Straps.	X							
f. Adjusting Rods.	X							



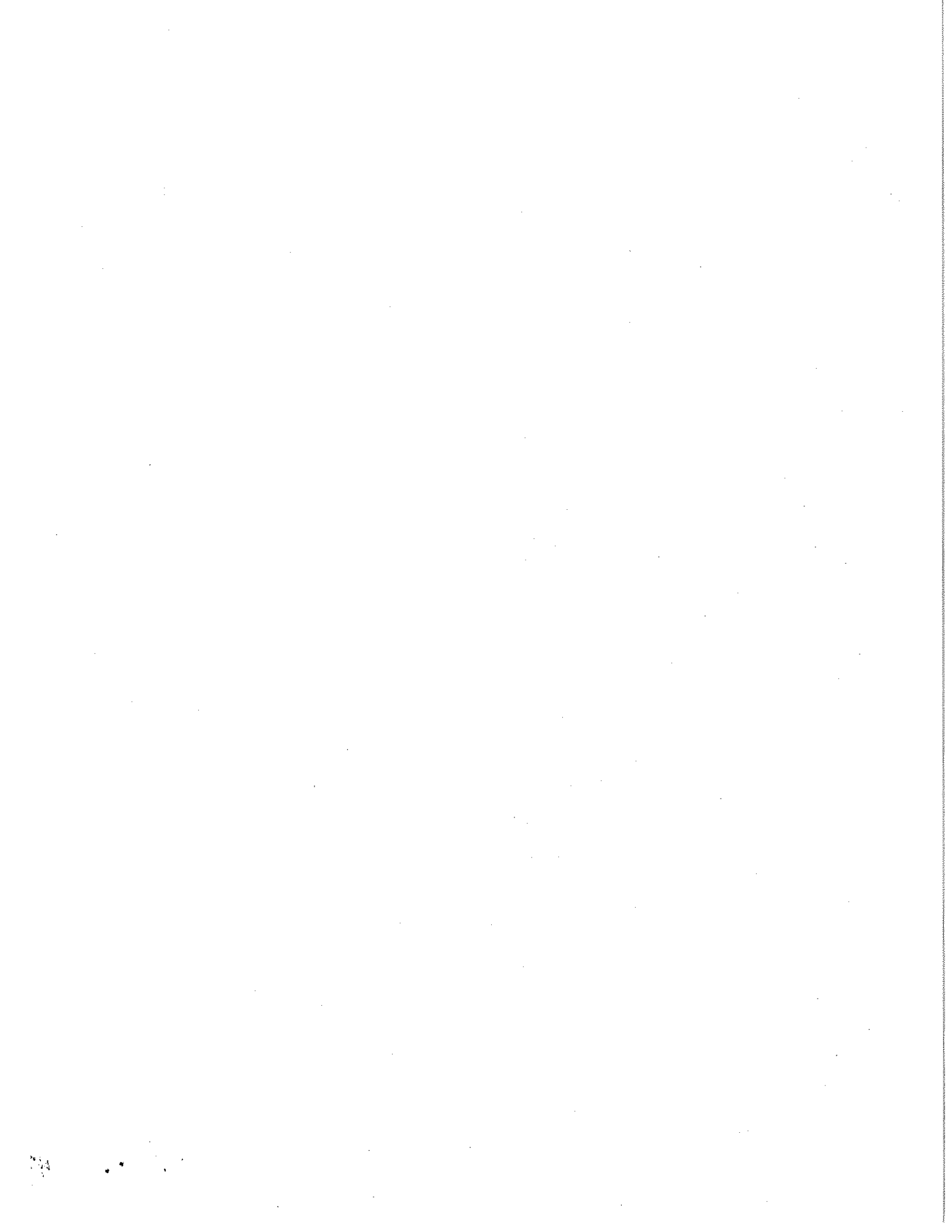


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
13. Interior Stowage.								
a. MG Cleaning Rod Bracket.	X							
b. Rifle Brackets.	X							
c. Water Can Supports.	X							
d. Seat Stowage Supports.					X			Support Tabs need webbing
e. DVE Container.	X							
f. Portable Fire Extinguisher Bracket.	X							
g. Pamphlet Stowage Rack.			X					full of water
h. Ammo Box Bracket.	X							
i. Hand Oiler Bracket.	X							
j. Tool Box Stowage Support.	X							
14. Power Distribution Box. Check to see if box is securely mounted. Check all electrical connections for tightness. Check cover for tight screws. Check slave output power switch for damage.			X					cover was removed. internal components were highly corroded.
15. Batteries.								
a. Battery Box Cover.	X							
b. Hold-Downs.	X							
c. Cables and Terminals.	X							
d. Battery and Terminal Posts.			X					
e. Battery Box Drains.	X							
f. Battery Instruction Plate.	X							
16. Radio Guards. Check guards for damage and loose or missing mounting hardware.	X							
17. Deflector Actuator Guards. Check guards for debris and damage. Check mounting hardware for tightness.			X		X			missing mounting hardware
a. Port	X							
b. Starboard.	X							
18. Water Steer System Components.								
a. Water-Jet Deflector Position Sensing Module (port and starboard).				X				Starb module loose.



Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
b. Water-Jet Deflector Servo Module (port and starboard).	X							
c. Water-Jet Deflector Solenoid Module (port and starboard).					X	X		highly corroded
d. Actuator Cylinders Port and Starboard.	X							
e. Actuator Bracket Port and Starboard.	X							
19. AFSSS Electrical Components.								
a. Sensors/Control Box.			X					rear sensor unhooked
b. Cables.	X							
c. Test AFSSS using the test set (Item 4, Table 11-1) (Para. 11-70)								No vehicle power
20. Dome Lights. Check mounting hardware for tightness. Check for broken or cracked lens and knobs. With master switch ON, check lights for proper operation.					X			Tc dome light lens broke No vehicle power to test.
21. Aft Slave Receptacle. Check cover and chain for damage. Check insert for corrosion and damage. Check electrical lead for damage and loose connections. Check mounting hardware for tightness.					X			missing / mounting bolt
22. Troop Ventilation Outlets. Check for free movement and damaged louvers.	X							
23. Ramp Lock Linkage. Check to see that linkage does not bind. Check for bent or warped linkage rods.				X				Lock is undone, dog still latched
24. Ramp. With ramp lowered, check ramp seal for breaks and spongy condition.								N/A inside ramp, starboard side Bent inward
a. Ramp Seal. Check mating with hull in closed position.								could not check at this time
b. Vision Block Cover.	X							
c. Skid Bars	X							
d. Quick-Release (Visual Only).	X							
e. Tow Pintle Release.	X							
25. Deck Plates.								
a. Deck Plates (port and starboard).	X							

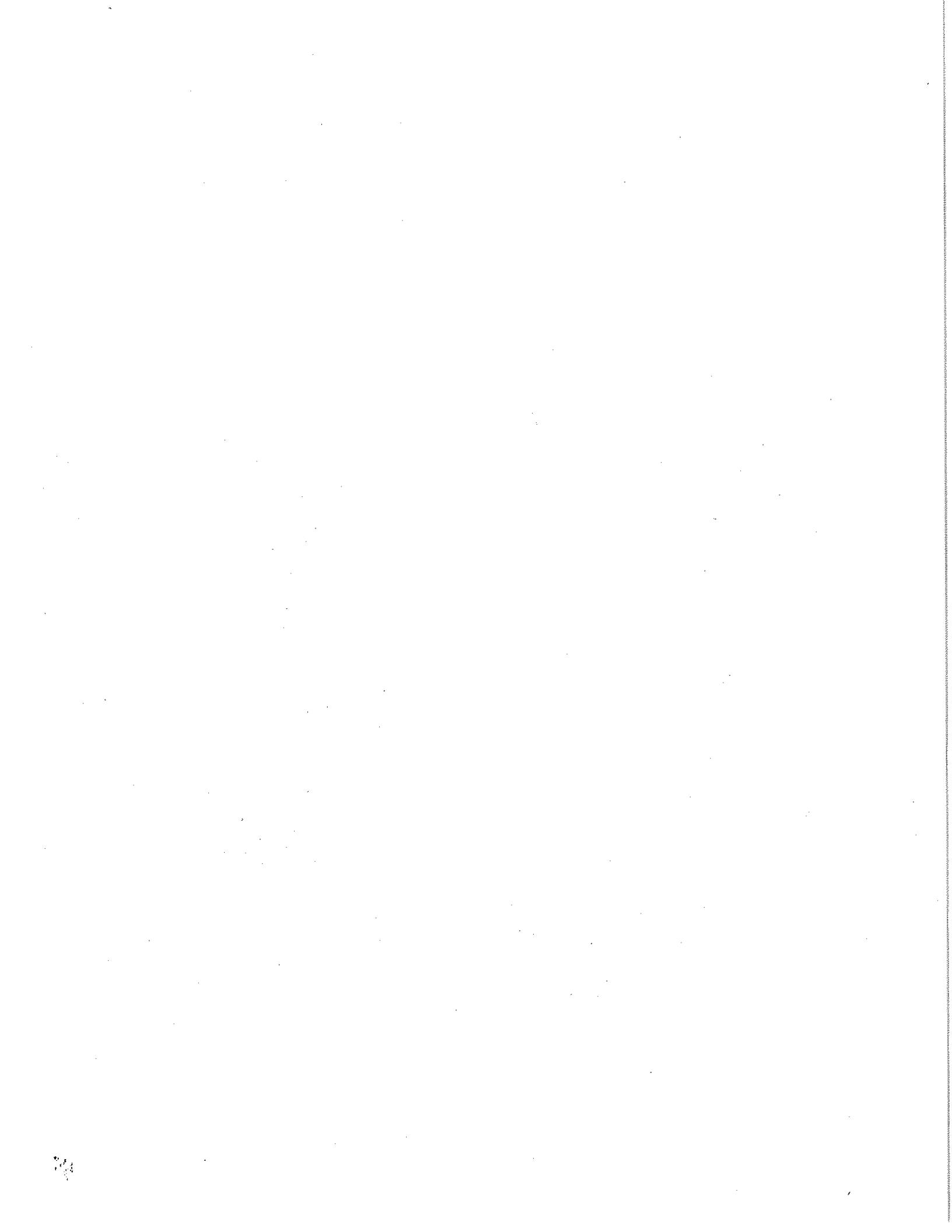


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
b. Center Deck Plate.	X							
c. Contact Cooler Bleeder Valve Access Cover.	X							
d. Bilge Pump Access Cover (port and starboard).	X							
e. Tie-Down Rings.	X							
<b>NOTE</b>								
Remove troop compartment deck plates before continuing.								
26. Contact Cooler. Check that bleeder valve is not frozen. Check for signs of leaks.	X							
27. Torsion Bars. Check torsion bars for damage.	X							
28. Ramp Cylinder and Cable.	X							
29. Hydraulic Bilge Pump.	X							
a. Bilge Pump.	X							
b. Outlet Tube.	X							
30. Electric Bilge Pump.								
a. Electric Pump.	X							
b. Outlet Tube.	X							
31. Bilges. Check for cleanliness and obvious signs of damage.								
a. Brackets and Mounting Hardware.	X							
b. Discharge Tubs and Nozzles.	X							
32. Fire Extinguisher (17-lb).								
a. Mounting Hardware.	X							
b. Discharge Tub and Seal.	X							
c. Tag Date. _____					X			no tag
d. Seal.	X							
33. Personnel Heater.								
a. Mounts.	X							
b. Exhaust System and Cover.	X							
c. Electrical Wiring and Switches.	X							



Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
d. Fuel System.	X							
e. Heater Ducts.	X							
34. Port Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.	X							
35. Port Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper lock wire.	X							
36. Radio Mounts.								
a. Check Mounting Hardware.	X							
b. Check Radio Mounts.	X							
c. Check Radio Cables.	X							
VIII. Driver's and Commander's Station								
1. Access Covers.								
a. Hydrostatic Steer Disconnect Lever.	X							
b. Final Drive U-Joint.	X							
c. Hydraulic Reservoir.	X							
2. Flapper Valve. Check spring tension flapper. Check mounting screws for tightness and damage to flapper.					X			no springs tension
3. Fire Extinguisher (7-lb). Check mounting bracket and hardware for tightness. Check tag for date bottle was last weighed. Check wire seal on control head.								no tag
a. Bracket and Mounting Hardware.	X							
b. Tag/Date.		X						
c. Wire Seal.						X		wire Broken
4. Ramp Lock Handle. Check handle and lock for damage and proper operation.				X				not locked
5. Ramp Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	X							
6. Fire Extinguisher Discharge Handle. Check handle for damage and unbroken wire seal.	X							



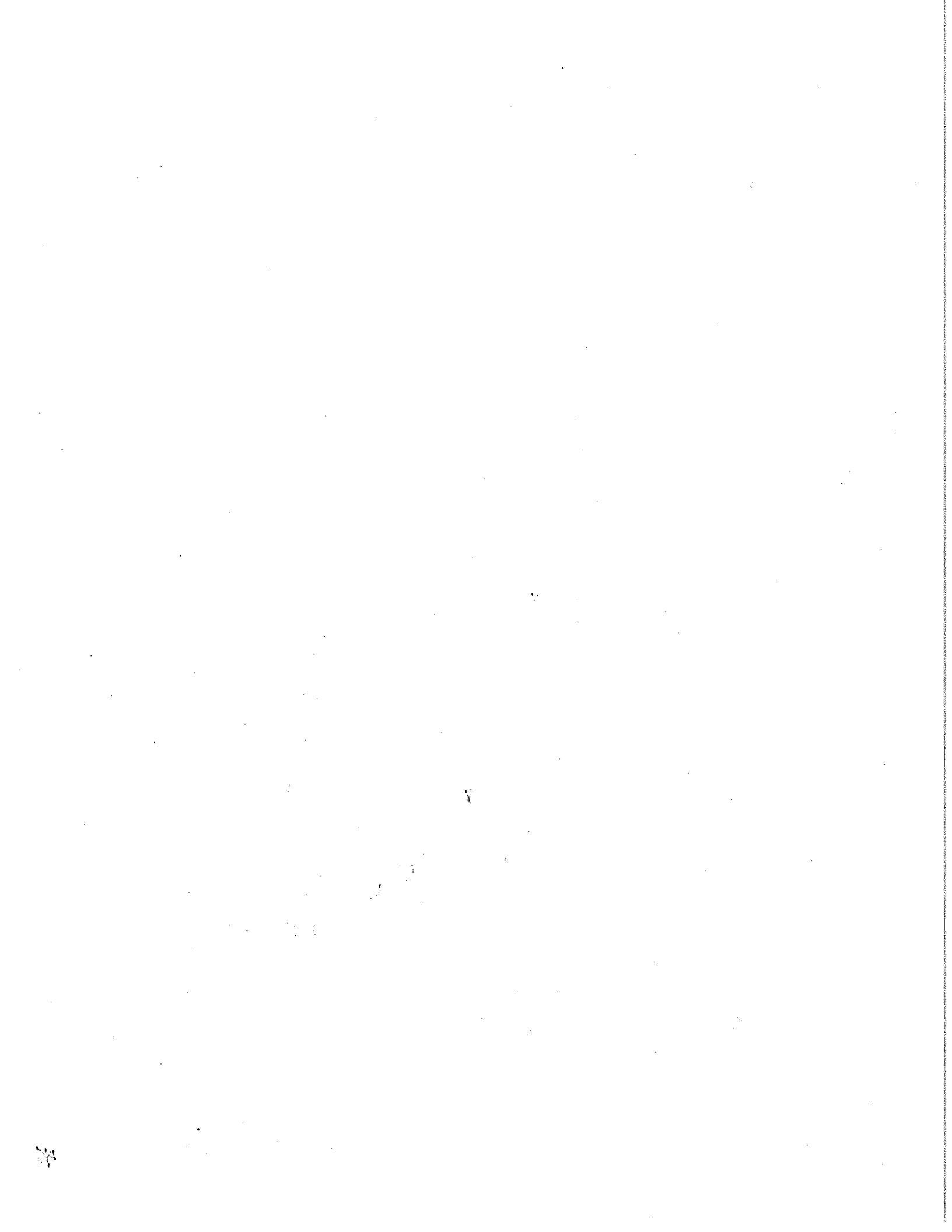


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
7. Power Train Switch. Move lever and check for binding. Check bail for damage.								<i>in on position</i>
8. Mode Selector Switch. Check for missing or damaged toggle switch.								<i>in water jets</i>
9. Handle Throttle. Move throttle and check for proper operation. Check linkage and cover for damage.								<i>at Idle</i>
10. Gear Selector. Check console for loose mounting hardware for damage. Check movement of selector through all gear range.								<i>In 4th Gear</i>
11. Air Cleaner Restrictor Indicator. Check for proper mounting to bulkhead. Check indicator for damage.						X		
12. Auxiliary Instrument Panel. Check panel for loose mounting hardware. Check that gauges are securely mounted in panel, and that hose connections are tight.						X		<i>gauges have water in them</i>
13. Accelerator Pedal.								
a. Mounting Hardware/Brackets.	X							
b. Pedal and Pedal Stop Screw.	X							
c. Water Drive Switch.	X							
14. Brake Pedal. Apply and release brakes to check binding.	X							
15. Parking Brake Handle. Check for proper operation. Make sure that parking brake holds and releases properly.	X							
16. Steering Wheel. Check wheel for damage. Check operation of wheel tilt. Check for binding linkage. Check steering wheel sensing module for loose mounting hardware or damaged wiring.	X							
a. Steering Wheel.	X							
b. Steering Wheel Sensing Module.	X							
17. Indicator Panel. Check mounting hardware and grommets for tightness and damage. Check for loose or damaged switches, lights, and buttons.								
a. Master Switch.	X							<i>in the on position</i>



Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
b. Lamp Test/Warning Cancel Switch.	X							
c. Horn Button.	X							
d. Panel Lights Brt/Dim Switch.	X							
e. Cold-Start Switch.	X							
f. Starter Button.	X							
g. Light Switch.	X							
h. TACNAV Indicator.								N/A
i. Tachometer.						X		water inside Gauge
j. Speedometer.						X		" " "
k. Smoke Generation Indicator Light.	X							
l. Smoke Generation Switch.	X							
m. Forward Electric Bilge Pump Switch.	X							on position
n. Aft Electric Bilge Pump Switch.	X							on position
o. Aft Electric Bilge Pump Indicator Light.	X							
p. Forward Electric Bilge Pump Indicator Light.	X							
q. Aft Hydraulic Bilge Pump Indicator Light.	X							
r. Forward Hydraulic Bilge Pump Indicator Light.						X		
s. Ventilation Switch.	X							on position
18. Driver's Display Unit. Check for cracked glass and moisture. Check that unit is securely mounted in indicator panel.								
<p style="text-align: center;"><b>NOTE</b></p> <p>Bar scales and warning lights will be checked during the operational portion of preinduction.</p>	X							
19. Bow Plane Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	X							



Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
20. Vent Air Outlets. Check driver's and commander's outlets for breaks and cracks. Check to see if outlet rotates freely. Check mounting hardware for tightness.	X							
a. Driver's Outlet.	X							
b. Commander's Outlet.	X							
21. Vent Air Hoses, Tubes, and Duct. Check for loose clamps and mounting hardware. Check for damaged hoses, tubes, and duct.	X							
22. Bilge Outlet Tube. Check tube for damage, hoses for cracks, and clamps for tightness.	X							
23. Instrument Distribution Box. Check that box is securely mounted, and that cover screws are tight. Check all wiring harness connectors for tightness.					X			Cover missing 2 screws
24. Forward Slave Receptacle on Instrument Distribution Box. Check cover and chain for damage. Check receptacle for corrosion and damage.					X			cover & chain (rope) missing
25. Searchlight Switch. Check for damage and operation.	X							
26. Ventilation Air Outlet Valve. Check for loose mounting hardware and damaged cable and handle with ball. Open and close outlet and check for binding linkage.	X							closed position
27. Data Plates. Check for damage.	X							
28. Manual Fuel Shutoff Handle. Check shaft for damage and grommets for wear. Rotate handle to check for free operation.					X			on position shutoff frozen
29. Driver's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.			X					
30. Troop Commander's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.			X					

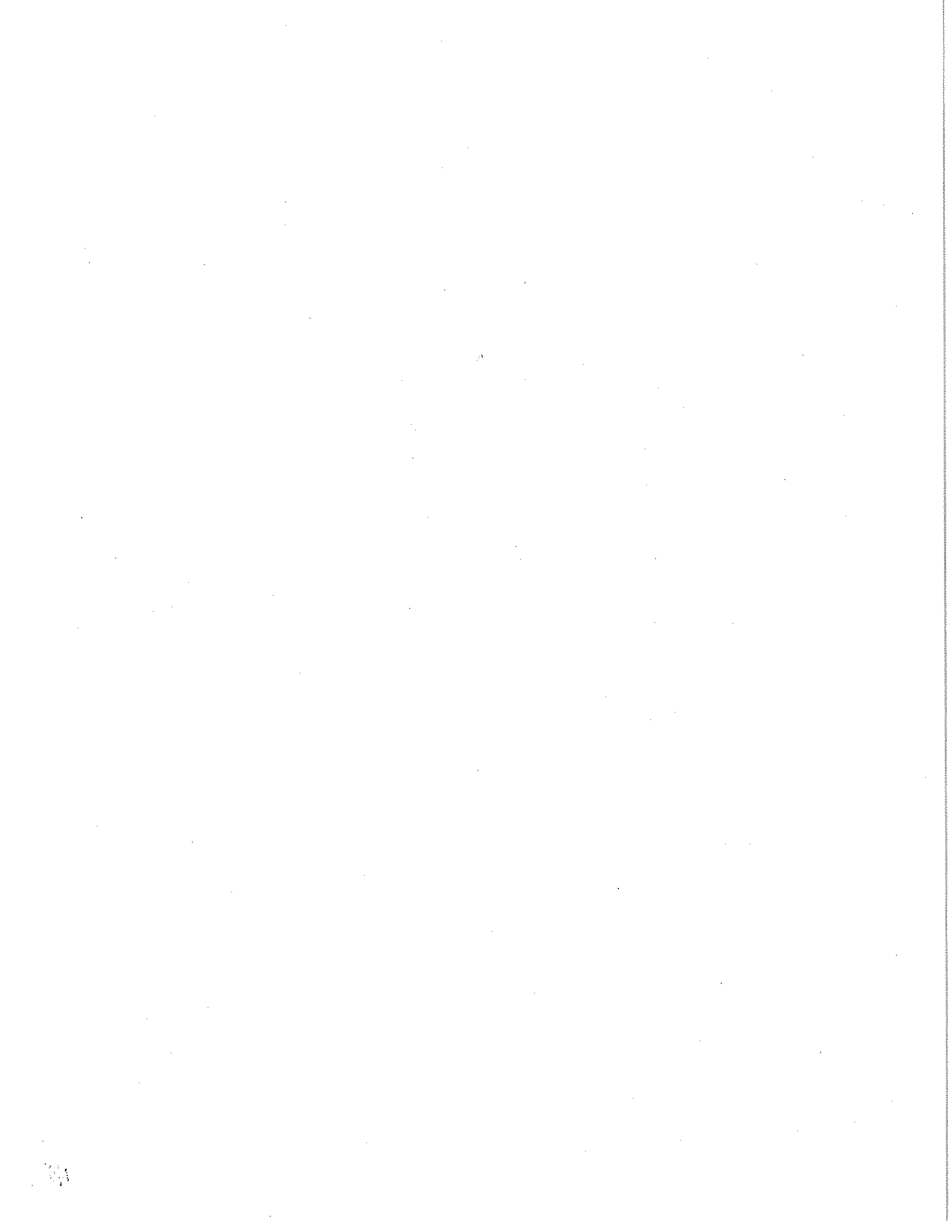


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
31. Interior Decals and Instruction Plates. Check to see that they are readable.	X							
32. Fire Extinguishers (MFSS and AFSS).  NOTE  At this time, all fire-suppression system bottles are to be pulled and weighed.								
a. Mounting Hardware.	X							
b. Discharge Tube and Seal.	X							
c. Tag Date.		X						
d. Seal.						X		bad seal on Rear MFSS bottle
33. Drive Shaft Guards. Check guards for damage and mounting hardware for tightness.	X							
IX. Equipment Operation								
1. Start vehicle, check operation of the following:								could not start vehicle
a. Master Switch.								/
b. Horn.								
c. Fuel Level Indicator.								
d. Battery Generator Indicator.								
e. Electric Bilge Pumps (Forward and Aft).								
f. Panel Lights (Brt/Dim).								
g. Display Panel Warning Lights.								
h. Vent Switch Low Position.							(b)(6), (b)(7)(c)	
2. Perform Diagnostic Test Equipment checks IAW TM 07007/07267/07268-25/1 (see worksheet at the end of this Appendix).								
3. Vehicle Stall Check. With brakes locked, and gear selector in 4th gear, accelerate fully and check the following:								
a. Brakes.								
b. Transmission.								



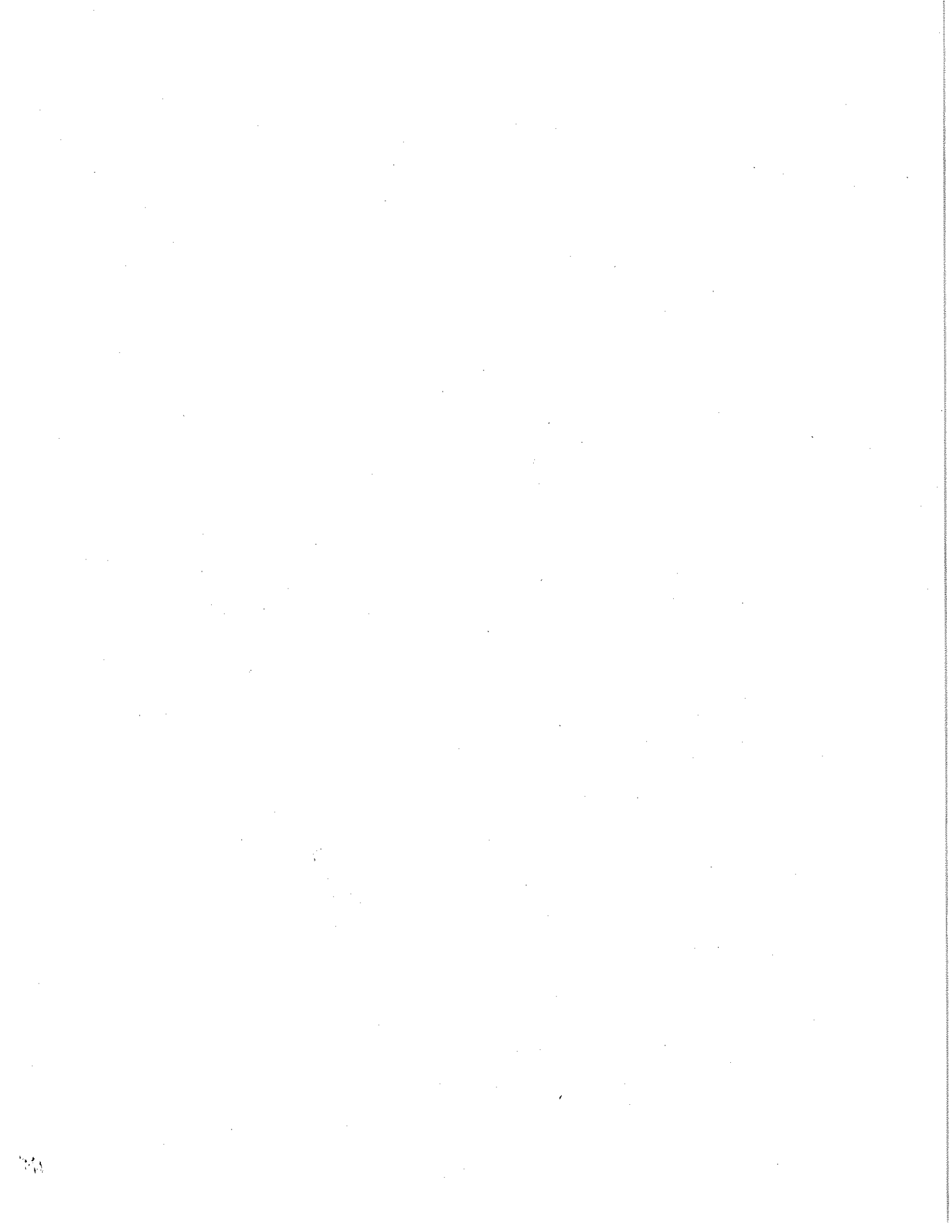


Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
c. Engine RPM.								
d. TACNAV Indicator. Check that system powers and display works.								
4. Lights. Check that lights work properly.								
a. Light Switch.								
b. Service Drive.								
c. Dimmer Switch.								
d. Blackout Markers.								
e. Stop Light.								
f. Park.								
g. Searchlight.								
h. Interior Dome Lights.								
5. Driver's Viewer Enhancer that power system works.								
6. Lamp Test/Warning Canc Check audio signal with prop helmet.								
X. Functional Road Test								
1. Steering. Check operation								
2. Gear Ranges. Check for that lockup works properly.								
3. Smoke Generation. Check for correct operation.								
4. Brakes. Check to see if brakes pull to one side or the other.								
5. Speedometer. Check for correct operation.								
6. Noises. Check for any unusual noises.								
XI. Water Systems Test								
1. Plenums. Check that plenums close completely. Fan shuts off. (Para. 8-13)								
2. Check if hydraulic bilge pumps operation.								
3. Check if electric bilge pumps operate.								
4. Check that jet drive activates at 1000 to 1200 RPM.								



Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Verify	Remarks MUST be included if unserviceable.
5. Bow Plane Operation.								
a. Control Valve. Check for proper operation and leaks.								(b)(6), (b)(7)(c)
b. Bow Plane. Check that it fully extends and retracts.								
c. Pivot Actuator. Check for leaks, unusual noise and smooth operation.								

**NOTE**

See TM 07007/07267/07268-25/1 for LTI of UGWS-Unique Items.

See TM 07267C-25/1 for LTI of AAVR7A1-Unique Items.

See TM 07268C-25/1 for LTI of AAVC7A1-Unique Items.

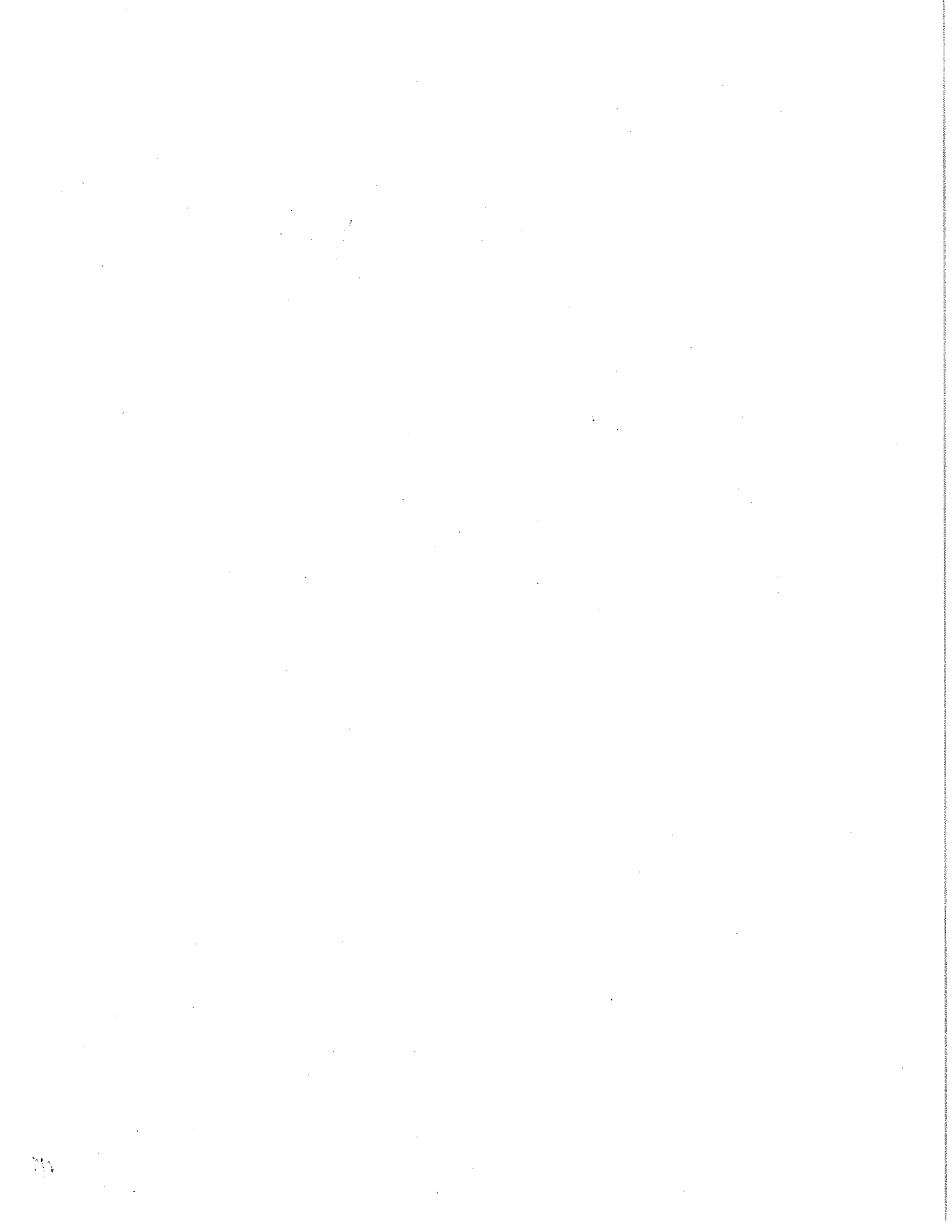


Table E-2. Diagnostic Test Equipment Worksheet

1. ORGANIZATION			2. NOMENCLATURE						
3. REGISTRATION, SERIAL, NSN		4A. MILES	4B. HOURS		5. DATE		6. TYPE TEST		
7.			APPLICABLE REFERENCES						
TM NUMBER		TM DATE	TM NUMBER		TM DATE				
INSTRUCTIONS: ALL INSPECTIONS AND EQUIPMENT CONDITIONS RECORDED ON THIS FORM HAVE BEEN DETERMINED IAW DIAGNOSTIC PROCEDURES AND STANDARDS IN THE TM CITED HERE ON.									
8A. SIGNATURE (PERSONS(S) PERFORMING TEST)			8B. TIME		9A. SIGNATURE (MAINT. SUPERVISOR)		9B. TIME	10. MAN-HOURS REQUIRED	
11. TEST TYPE		12. TEST NO	13. LIMITS			14. UNITS	15. TEST RESULTS	16. CORRECTIVE ACTION	
			MIN	NORMAL	MAX				
DCA3	ENGINE COOLANT TEMP (WARM ENGINE)	38	140	170-200	230	F			
	ENGINE RPM (IDLE) (HIGH IDLE)	10 10**	625 2950	650	675 3190	RPM RPM			
	AIR CLEANER P (2800 RPM)	*28			25	IN H-O			
	STARTER FIRST PEAK CURRENT (CRANK ON GO)	72		900-1500		AM-PERES			
	(IDLE)	*35	10			PSI			
	ENGINE OIL PRESSURE (WARM ENGINE) (2800 RPM)	35	55	65	75	PSI			
	ENGINE OIL FILTER P (2400 RPM)	*36			24	PSI			

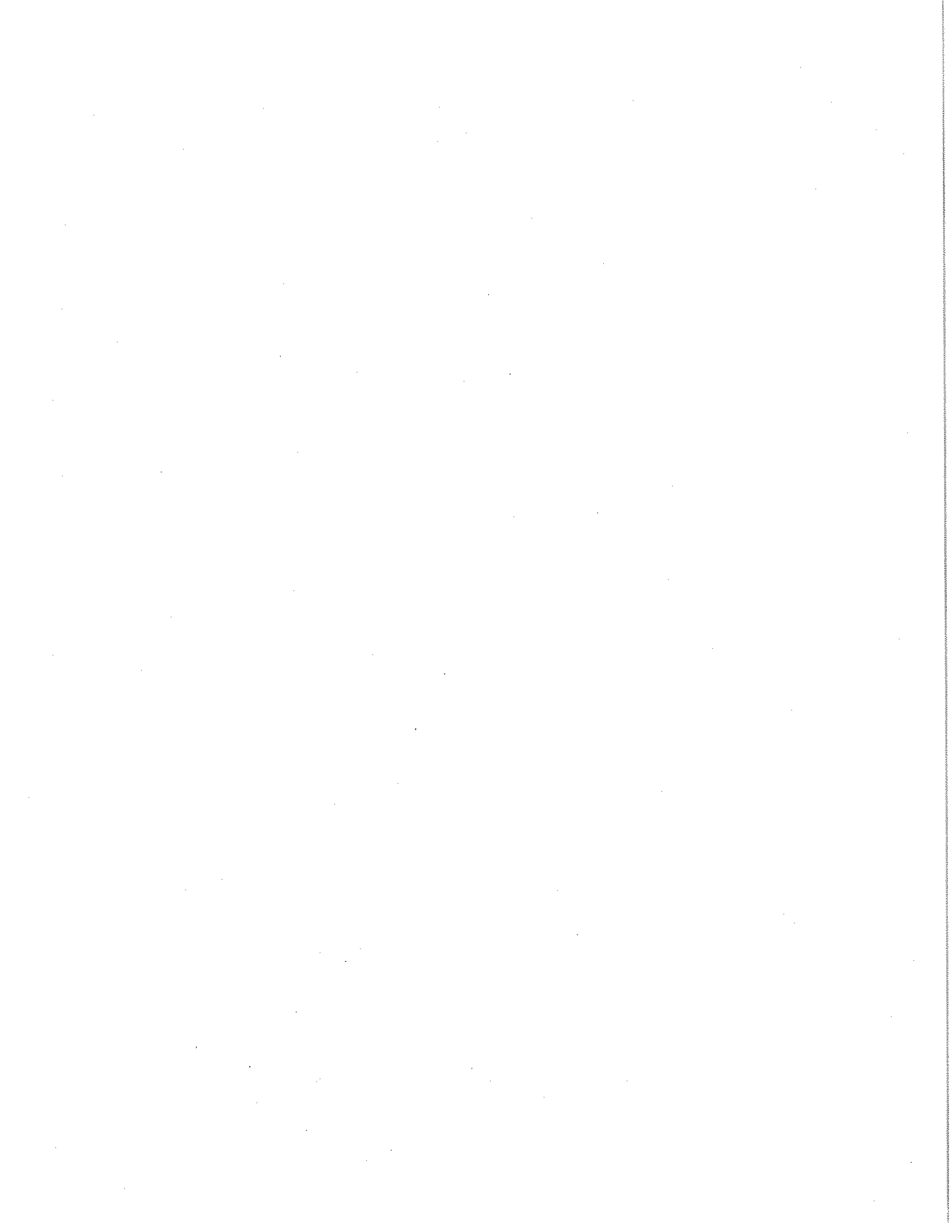


Table E-2. Diagnostic Test Equipment Worksheet — Continued

11. TEST TYPE	12. TEST NO	13. LIMITS			14. UNITS	15. TEST RESULTS	16. CORRECTIVE ACTION	
		MIN	NORMAL	MAX				
(ENGINE OFF) BATTERY VOLTAGE (FAST IDLE, ACCESSORIES ON)	67	22			VOLTS			
	67		25-29	31	VOLTS			
BATTERY RESISTANCE (CRANK ON TO GO)	73			13	MIL- LIOHMS			
ALTERNATOR (GENERATOR) VOLTAGE (FAST IDLE, ACCESSORIES ON)	82	26.7	27-29	29.4	VOLTS			
STARTER CIRCUIT RESISTANCE (CRANK ON GO)	74		3-22	25	MIL- LIOHMS			
POWER TEST % FULL POWER	13**	80%			RPM			
STARTER POSITIVE TERMINAL VOLTAGE (CRANKING)	68	17			VOLTS			
ENGINE OIL TEMP (FAST IDLE)	37	140	200-235	275	F			
ALTERNATOR (GENERATOR) DIAGNOSTIC VOLTAGE (FAST IDLE, ACCESS ON)	83	NOT AVAILABLE			VOLTS			
STARTER NEGATIVE CABLE DROP (CRANKING)	69			1.2	VOLTS			
ALTERNATOR (GENERATOR) NEGATIVE CABLE DROP (FAST IDLE)	84			0.5	VOLTS			
BATTERY CURRENT (CRANKING)	80		350-550		AM- PERES			



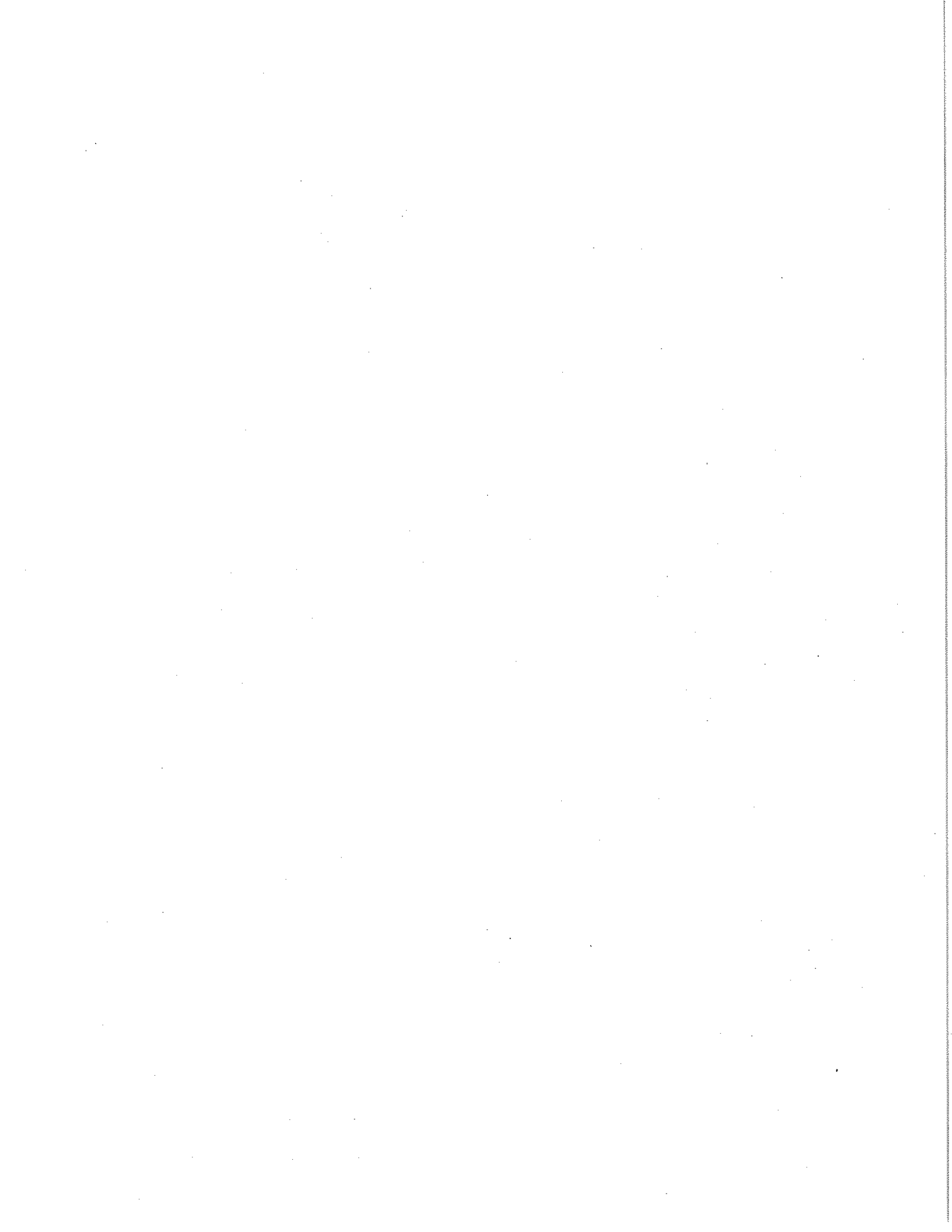


Table E-2. Diagnostic Test Equipment Worksheet — Continued

11. TEST TYPE	12. TEST NO	13. LIMITS			14. UNITS	15. TEST RESULTS	16. CORRECTIVE ACTION	
		MIN	NORMAL	MAX				
FUEL RAIL PRESSURE AND SPEED WITH POWER PLANT IN VEHICLE (STALL CHECK)	*01	166-184			PSI			
	24	AT 2310-2610			RPM			
	14**			10	%			
	70	17			VOLTS			
DCA13	TRANSMISSION OIL TEMP (FAST IDLE)	37	140	170-235	305	F		
	TRANSMISSION OIL PRESSURE (2000 RPM)	*39	150	180-200	220	PSI		
	(IDLE)	*40		300-400		PSI		
	HYDRAULIC SYSTEM PRESSURE (1500-2800)	40		1800-2100		PSI		
	FUEL FILTER P (2800 RPM)	*42			4	PSI		
	TRANSMISSION OIL FILTER P (2800 RPM)	*44			18	PSI		

VEHICLE READINESS TEST

\* REQUIRES OFFSET LIMIT TEST PER FIGURES 4-4 AND 4-5  
 \*\* TESTS CAN ALSO BE PERFORMED USING CONNECTOR DCA 13

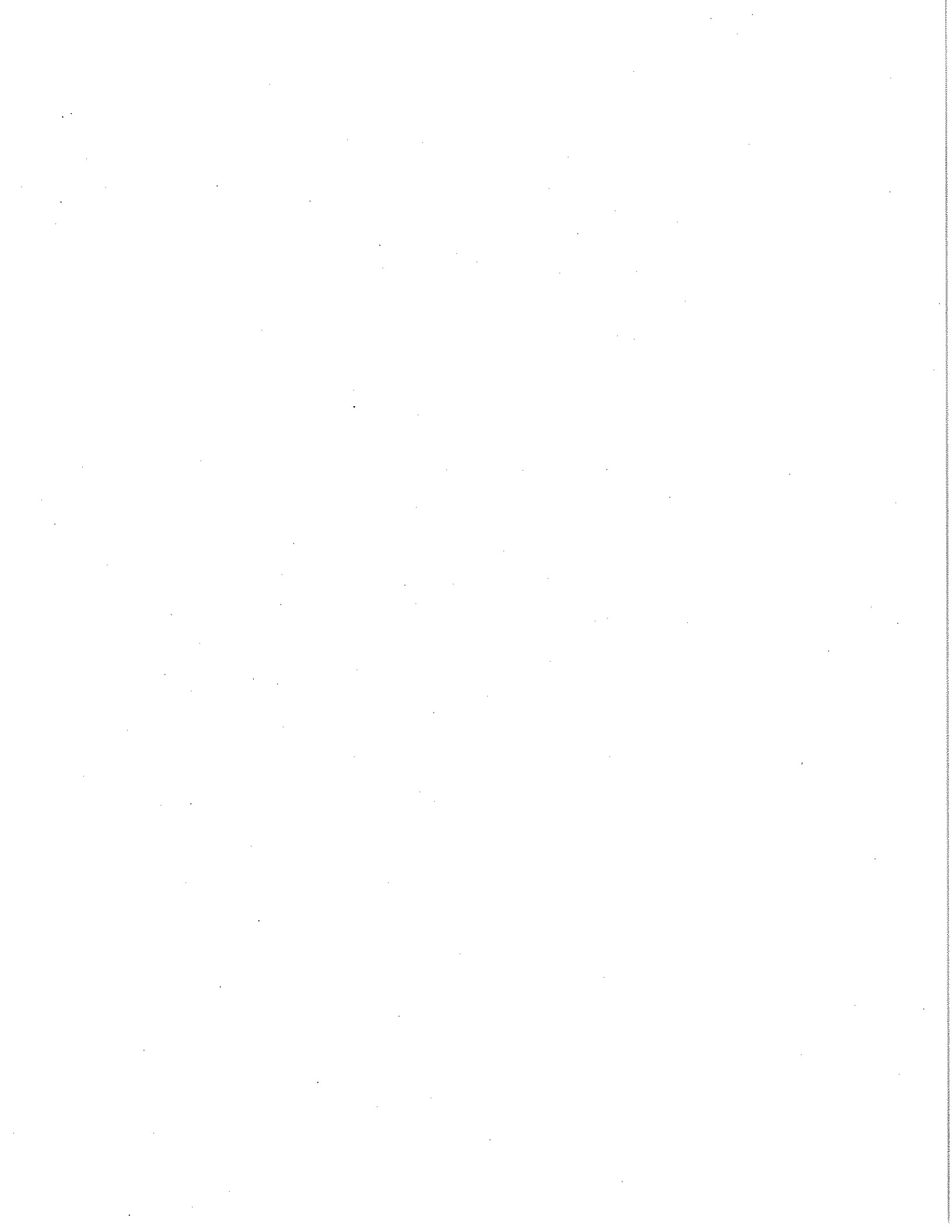


Table E-2. Diagnostic Test Equipment Worksheet — Continued

17. ORGANIZATION			18. NOMENCLATURE AND MODEL			
19. TEST TYPE	20. TEST NO.	21. LIMITS	22. UNITS	23. TEST RESULTS	24. CORRECTIVE ACTION	
SINGLE BATTERY TESTS	STARTER CIRCUIT RESISTANCE	78	25 MAX	MILLIOHMS	BT1	
					BT2	
					BT3	
					BT4	
	BATTERY CURRENT	90	230-350	AMPERES	BT1	
					BT2	
					BT3	
					BT4	
	BATTERY RESISTANCE CHANGE	79	25/SEC MAX	MILLIOHMS	BT1	
					BT2	
					BT3	
					BT4	
	BATTERY RESISTANCE	77	13 MAX	MILLIOHMS	BT1	
					BT2	
					BT3	
					BT4	
25. REMARKS						

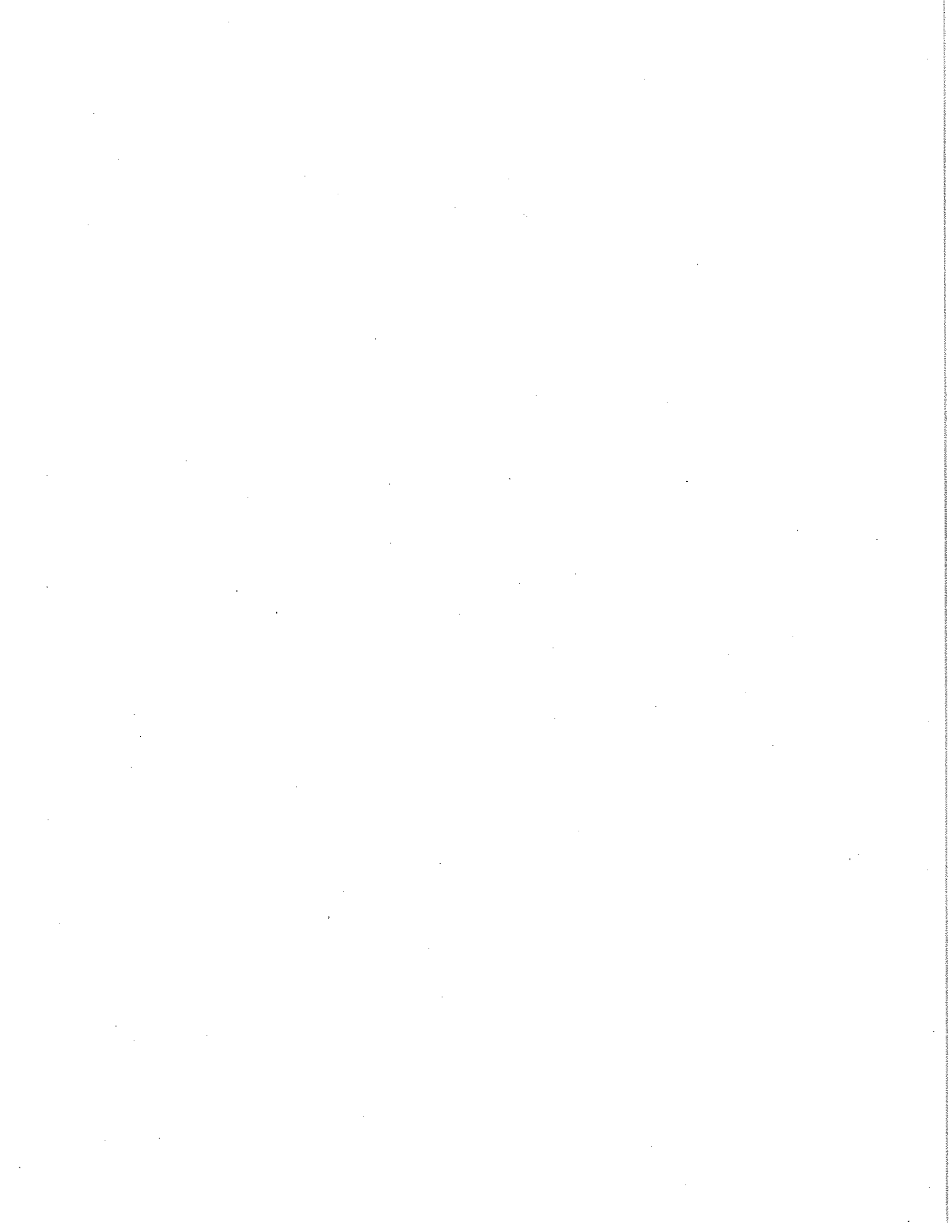


Table E-3. AAV7A1 Limited Technical Inspection

ASSAULT AMPHIBIOUS VEHICLE (AAV7A1)  
 UPGUNNED WEAPONS STATION (UGWS), AAV7A1  
 LIMITED TECHNICAL INSPECTION

TAC No. 3-15-05 U.S.M.C. No. 523519 Miles 1571.2 Hours 729.92  
 Date Inspected 8-10-2020 Inspector FSR (b)(6), (b)(7)(c)  
 (Rank/Signature)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
I. Basket Weldment								
1. Basket Weldment Clearance.								
a. Area around sides of basket weldment clear of obstructions.	X							
b. Area around 12-channel slip ring clear of obstructions.	X							
2. 12-Channel Slip Ring.								
a. Electrical connectors tight and in good condition.	X							
b. Upper portion of 12-channel slip ring rotates freely.	X							
c. Manual and electrical weapons station operation.	X							
3. Power Relay Assembly.								
a. Box secure to bottom of basket.	X							
b. Electrical connectors tight and in good condition.	X							
4. Basket Inspection.								
a. Seat belt secure, latch working properly, belt in good condition.	X							
b. Stowed items do not overhang basket.	X							
c. Seat in good condition, locks in all height positions, secure in basket assembly.	X							

Crossbar arm bent. Upper Elevation Mech. mounting eyelet hooks to this arm. Elevation mech disconnected at upper mount.



Table E-3. AAV7A1 Limited Technical Inspection — Continued


NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
II. Weapons Station Interior								
1. Turret Power Control Assembly.								
a. Box cover secure. Box secure to basket weldment.					X			Loose
b. Electrical connector tight and in good condition.	X							
2. Weapon Control Assembly.								
a. Box cover secure. Box secure to basket weldment.	X							
b. Electrical connector tight and in good condition.	X							
3. Traverse Switch Assembly.								
a. Box cover secure to basket weldment.	X							
b. Electrical connector tight and in good condition.	X							
4. M36E-TSS Periscope.								
a. Mounting Screws. Check screws for security. Check sight is secure to turret weldment.								Sight unserviceable 
b. Sight. Check for moisture in window and in mirror. Check condition of glass.								
c. Sight Eyepieces. Check for moisture, condition of reticles, condition of eye-piece pads, and proper operation.								
d. Latch Assembly. Check that latch moves freely, and has spring tension.								
e. Hanger Strap. Check for serviceability.							(b)(6), (b)(7)(c)	
f. Head Assembly. Check nuts on head assembly for tightness.								
g. Body Assembly. Check mounting hardware for security and that lock wire is present.								
h. Boresight Knobs – Azimuth and Elevation. Check setting on both knobs and record. Turn each knob, check for smooth movement and shift of sight reticle. Reposition knobs to original settings.								





Table E-3. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
i. Sight Power Electrical Connectors. Check that electrical connectors are in good condition.								<i>Sight unserviceable</i>
j. Check for cracks, dents, burns and chipped paint on housing.								
k. Check that valve cap is tight and retaining strap is not broken or missing.								
l. Check that both knobs on elbow assembly move freely from LO to HI position.								
m. Check that lamp holder is tight and packing is installed.								
n. Check that plug or shutter switch is present. If missing, notify supervisor.								(b)(3), (b)(6), (b)(7)(c)
o. Check that all boresight knobs move freely, and scales can be easily read.								
p. Check ID plate for damage and if it can be easily read. If plate cannot be read, notify supervisor.								
q. Check that shutter switch will not move to ON without pushing safety button first.								
r. Check that valve cap strap is not damaged or missing.								
s. Check that all screws are tight on mounting hardware.								
5. Exhaust Blower. Check for corrosion and debris. Make sure electrical connectors are tight and in good shape. Check operation of blower door.	X							
6. .50 Caliber Ammo Ejection Chute. Check for condition and security. Ensure that chute is clear of debris.								<i>not ins. checked</i>
a. Check ejection-chute hose for security and condition.								
b. Spent-Cartridge Box. Check security and condition. Check operation of latches.								
7. Equilibrator. Check for corrosion, security and adjustment.	X							
8. .50 Caliber Ammo Feed System.								
a. Check security and condition of .50 caliber ammo trays.	X							

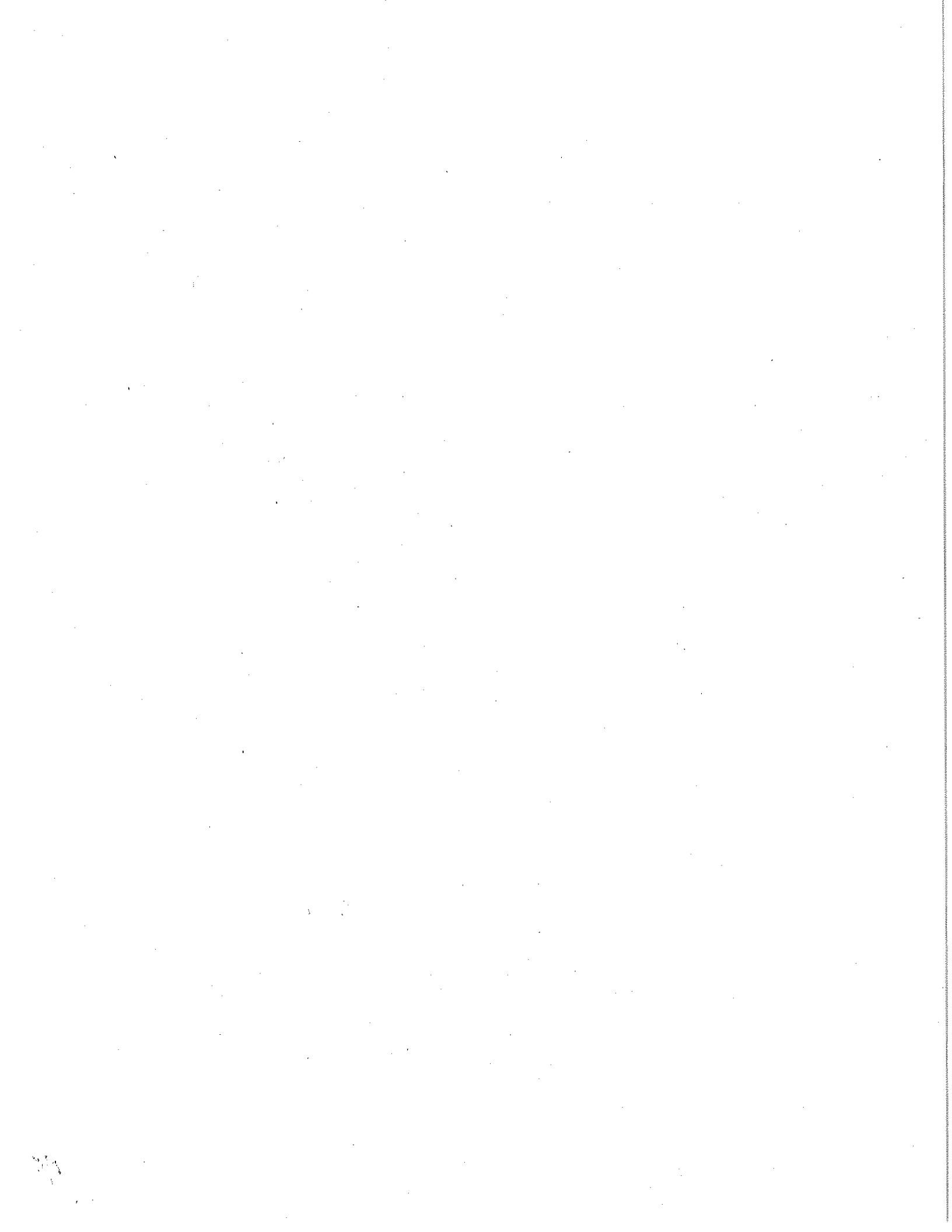


Table E-3. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
b. Check security and condition of roller guides.	X							
9. 40mm Ammo Feed System.								
a. Feed Chute. Check for dents, corrosion and/or damage.	X							
b. Check feed-chute cover for tears, holes; zipper must move freely. Check attachment points for security and condition.	X							
c. Check anti-feedback lever for condition and security.	X							
10. 40mm Ammo Box Assembly.								
a. Check security and condition of box, doors, and flaps.	X							
b. Check operation of latches.	X							
c. Check that electrical connector on last-round switch is tight and in good condition.					X			switch not mounted
11. 40mm Charger Assembly. Check condition and security of charger tube.	X							
12. 40mm Mantlet.								
a. Check condition and security.	X							
b. Check operation of cover latches.	/							
13. .50 Caliber Mantlet and Cradle. Check condition and security. Check for damage, cracked welds and bare metal.	X							
14. Power-Assist Traverse Mechanism. Check for security, condition and leakage. Make sure that electrical connectors are tight and in good condition.	X							
15. Elevation Control Assembly. Check for security and condition.					X			upper mount not hooked up.
16. Gunner's Trigger Switch. Check for security and condition. Check that electrical connectors are tight and in good condition.					X			
17. Linkage. Check for security and condition.						X		Bent
18. Grenade Launcher Inhibit Switch. Check for security and condition. Check that electrical connector is tight and in good condition.				X				switch unplugged



Table E-3. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
19. Elevation Interrupter Switches. Check for condition and security. Check that electrical connectors are tight and in good condition.	X							
20. Utility Light. Check that light and electrical connector is secure and in good condition.	X							
21. Communications Box.	X							
a. Check that electrical connector is tight and in good condition.	X							
b. Check for security and condition.	X							
22. Weapons Station. Inspect for damage, security and clarity.	X							
a. Vision Blocks. Inspect for damage, security and clarity.	X							
b. Ring Gear. Inspect for damage and corrosion. Should be clean and no grease.	X							
23. Hatch.								
a. Seal, Hatch, Hinges. Inspect for damage, loose hardware and proper operation.	X							
b. Hatch Latch Check. It should lock the hatch closed, hatch vertical to turret and hatch horizontally open in three positions (15°, 90° and 175°).	X							
c. Hatch Handle. Check security, condition and proper operation.	X							
d. Crash Pads. Inspect pads on hatch and weapons station for security and condition.					X			
24. Sight Cover.								
a. Seals, cover, hinges, inspect for damage, loose hardware and proper operation.				X				
b. Sight cover handle. Check conditions and proper operation.				X				Frozen
25. DAGR.								
a. Check that electrical and antenna connections are tight and in good condition.								None not installed
b. Check for security and condition.								



Table E-3. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
III. Weapons Station Exterior.								
1. Receptacle, Spotlight. Inspect for corrosion and damage. Check that cover fits securely and is tight.	X							
2. Mount, Spotlight. Inspect condition and security.	X							
3. Smoke Grenade Launchers.								<i>Fixed mount on port side</i>
a. Tubes. Inspect sight tubes for dents, cracks or corrosion, and security to mounts. Check security of mount to turret.					X			<i>Bent. Flag Bracket Bent.</i>
b. Electrical Contacts. Check that contacts are tight and free of corrosion.	X							
c. Rubber Caps. Check sight caps for condition.	X							
4. Entrance Window. Inspect condition and security. Look for signs of moisture.						X		<i>sight unserviceable</i>
5. Sight Cover. Inspect condition and security.					X			
6. 40mm Mantlet Cover. Check for security and condition. Check operation of latches.	X							
7. Remote Antenna. Check security and condition of cover.	X							
IV. Functional Tests.								<i>No power</i>
1. Manual Operation. Check for weapons station binding and backlash.								<i>/</i>
a. Azimuth. Check movement through 360° clockwise and counterclockwise.								
b. Elevation. Check for +45° maximum elevation and -8° maximum depression.								
2. Powered Systems Test. Vehicle master switch and turret power switch ON. Check operation as noted.								<i>/</i>
a. Control Box Lights. Check that control box lamps light when turret power switch is ON by pressing lamp test all button.							(b)(6), (b)(7)(c)	
b. Domelight. Lights in both blue and white switch positions.								
c. Utility Light. Lights in both red and white.								
d. Thermal Elbow Check Only. Ensure the unit shows an image and all controls work.								





Table E-3. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
e. Spotlight. Install and check operation.								NO power
f. Exhaust Blower. Check operation.								/
3. Low Ammo System Test.								
a. Last-Round Switch OFF. Last-round indicator light ON, triggers do not work.								
b. Last-Round Switch ON. Last-round indicator lamp light ON, override switch in UP position, triggers work.								
c. Last-Round Switch OFF. Last-round indicator light OFF, override switch down, triggers work.								/
4. Weapons Station System. Perform test as prescribed in Section 3.								
a. Manual Elevation. Check operation.								(b)(3), (b)(6), (b)(7)(c)
b. Deck Clearance. Check clearance of all obstacles. Check all inhibit zones. Weapons electrical trigger will not fire while in inhibit zones.								/
5. Smoke Grenade Launcher Test.								
a. Tubes. Check that they are clear of grenades.								/
b. Contacts. Check for 24 VDC at eight firing pins inside of tubes on smoke grenade launchers. Turret power switches ON, smoke grenade switch ON, hatch in closed and locked position, and grenade firing switch depressed.								
6. DAGR Operational Test. Refer to TM 11-5820-1172-13.								NO DAGR
a. Check that DAGR passes self-test.								/
b. Check that DAGR is using vehicle power.								
c. Check that DAGR is using remote antenna.								(b)(3), (b)(6), (b)(7)(c)
d. Check functioning of DAGR screen backlighting.								/



(b)(3), (b)(6), (b)(7)(c)

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**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Wednesday, September 16, 2020 8:22 AM  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** AAV Investigation Request

**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Monday, August 31, 2020 3:42 PM

(b)(3), (b)(6), (b)(7)(c)

**Subject:** Investigation Request

(b)(3), (b)(6), (b)(7)(c)

Here is initial information on the vehicle. Please let me know what other information you are looking for.

The vehicle was built in 1984, with a DD250 date of 10/25/1985.

RAM/RS date: 8/2/1999

IROAN date: 12/21/2015

**Mod Installs**

EELS Jan/2017

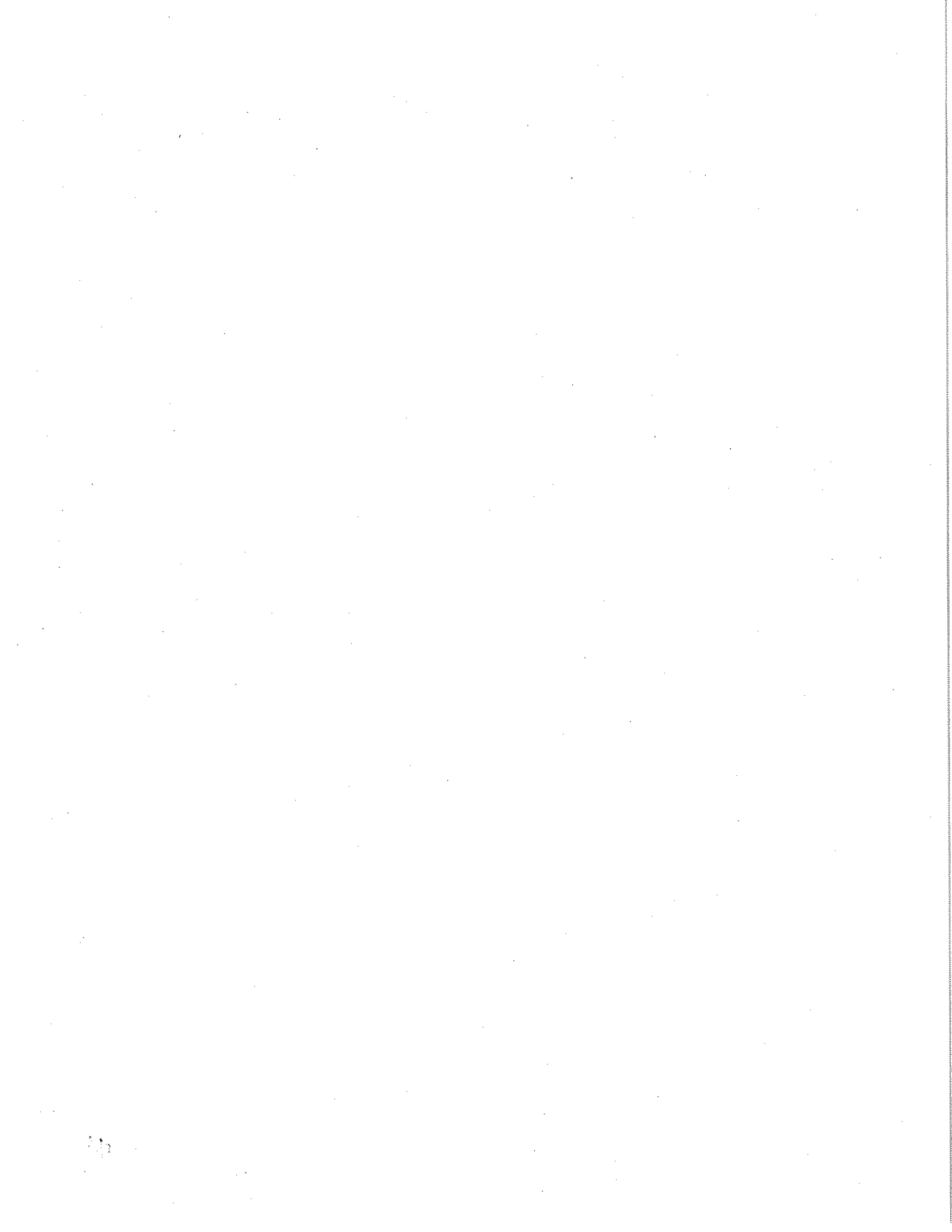
Throttle Linkage June/2018

AFSSS Oct/2018

Thanks,

(b)(3), (b)(6), (b)(7)(c)

Note: I am not a Contracting Officer, I do not have the authority to initiate or modify contracts or to direct you in any way to alter your contractual obligation. I do not have the authority to commit the Government financially in any way.



Historical Tracking File  
 HULLNO SERIALNO USMCNO DDDATE DDZNO CONTRACT  
 P7000234 523519 LV73072 10/25/1985 070078 2185

TAC MODEL TOTAL\_MILE TOTAL\_HOUR ENGINE TRANSMISSI HSU PTD FINALDRV FINALDRV WHOSDAT Build year Bulk  
 A004 ANVP7 3451 298 11233333 9501 4388 U04 1 0639 0640 24 Trucks 1583-85 1984

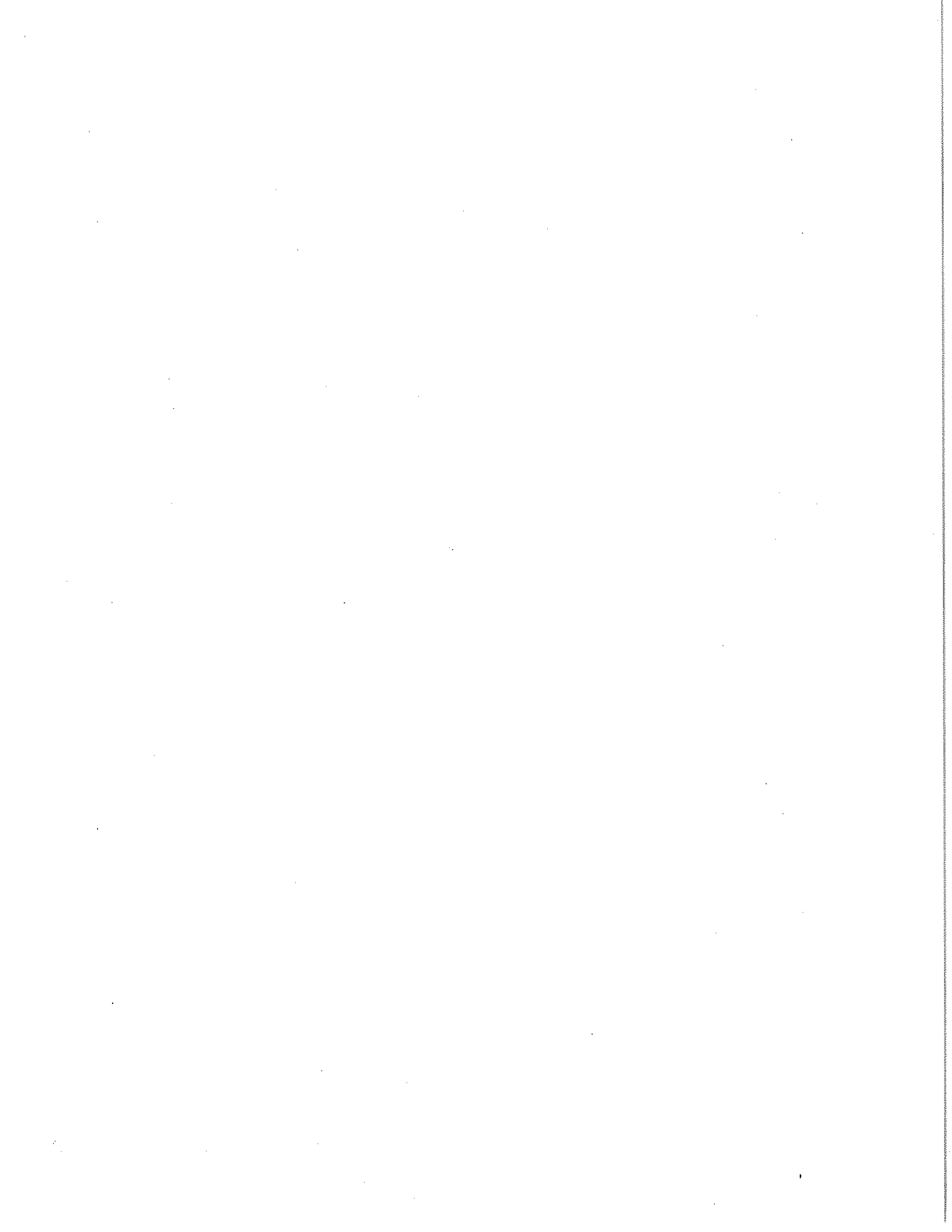
RAM Date IRVAN Date IRVAN Date IRVAN Date IRVAN Date IRVAN Date IRVAN Date IRVAN Date IRVAN Date  
 36374 42359 MBB

Remarks  
 Ordered Shipped on 22Jun16 via DoAtr: M21820-6174-AH11 --  
 REDONE 25:UJ6 via DoAtr: M21820-6207-AH11

Holder Sub  
 Throttle Linkage  
 Redesign 6055-2

Vehicle ID Variant Model Holder  
 523519 P7 RAM/RS 3rd AA Br

List Vehicle ID ARSS EBL revision 6045-1  
 Submission sensors  
 Date 5494-1  
 44071 523519 \* \* \*



LIMITED TECHNICAL INSPECTION

DATE: 20200414

PURPOSE OF LTI: SLTI

SERVICE REQUEST: 29940556

RESPONSIBLE UNIT: 3D AABN

SET SERIAL: 523519

NOMENCLATURE: AAU P7A1

TAMN: E08467K NSN: 235-01-458-7410

NOMENCLATURE	NIIN / P/N	SERIAL	QTY	DEF CODE	REMARKS
ENGINE	01-463-8066	37222121	1	S	
TRANSMISSION	01-472-3051	2004225	1	S	

DEFECT CODES: S - SERVICABLE U - UNSERVICABLE M - MISSING

SL-E COMPLETE: YES /  NO

MODS VERIFIED:  YES / NO

LAST PMCS DATE: 20200318

COMMENTS: DRIFT PIN, QTY 1, 01-075-8292, LIGHT EXTENSION, QTY 1, 00-086-4293, SCREWDRIVER, FLATTIP, QTY 1, 00-222-8852, WRENCH, ADJUSTABLE 18in, 00-240-1414, KNIFE, PUTTY, QTY 1, 00-221-1536, OILER, HAND, QTY 1, 00-262-8868

CONDITION CODE: A

LTI BY PRINT/SIGN (b)(3), (b)(6), (b)(7)(c)

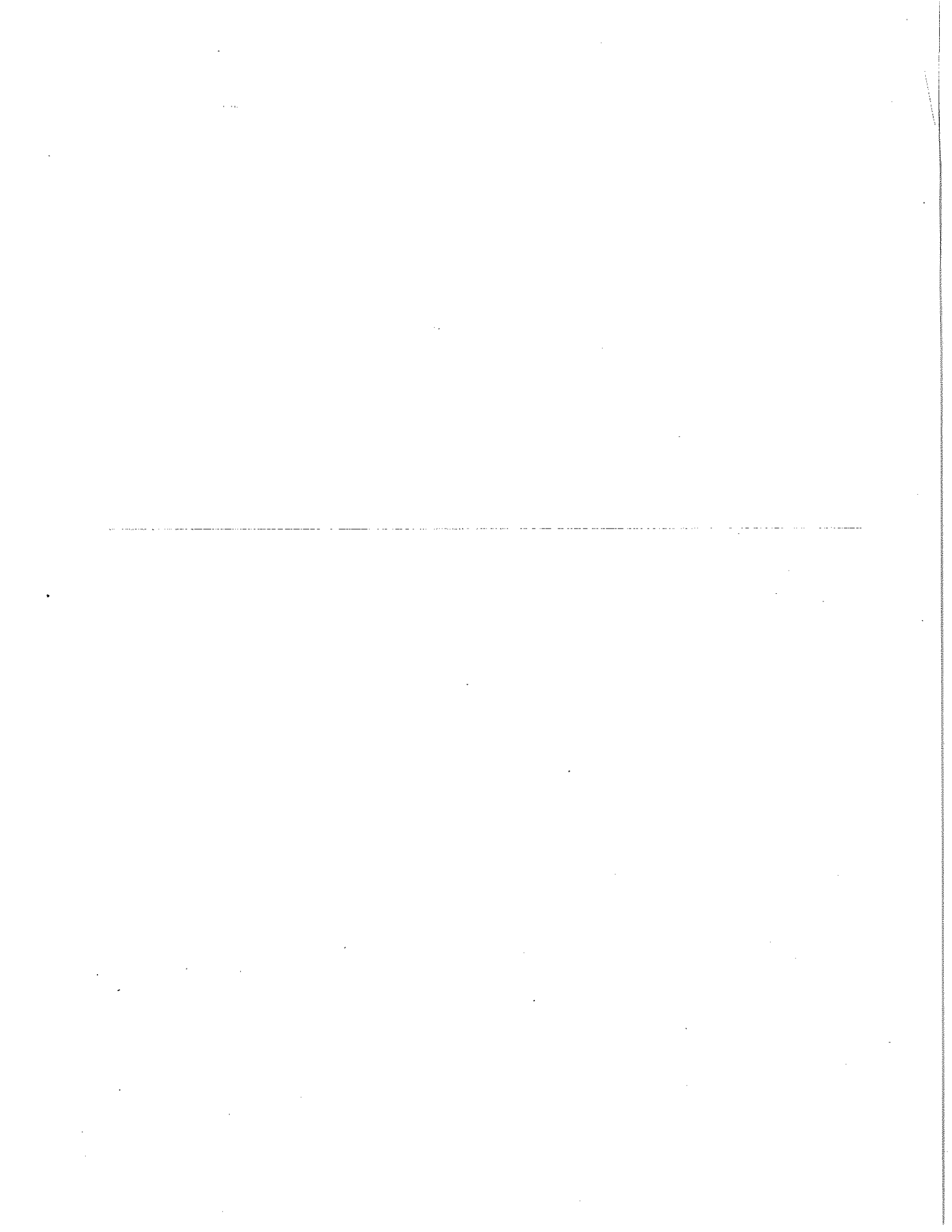
LTI BY PRINT/SIC

(b)(3), (b)(6), (b)(7)(c)

DATE: 20200414

ENCLOSURE (#7)





ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) LIMITED TECHNICAL INSPECTION	
MODEL (CIRCLE ONE) <div style="text-align: center;"> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">AAVP7A1</span>                      AAVC7A1                      AAVR7A1                 </div>	REFERENCES TM 09674A-25&P/4      TM 8F152B-25&P TM 07267B-50 TM 07268B-25&P/2
TAC NO. 3-11-01	MILES 1225
U.S.M.C. NO. 523519	HOURS 272
HULL NO. RAM-Y-009	
ENGINE NO. 37222121	
TRANSMISSION NO. 7004225	
(b)(3), (b)(6), (b)(7)(c)	NAME/RANK/SIGNATURE
(b)(3), (b)(6), (b)(7)(c)	DATE INSPECTED
	20200414
NOTE: The following inspection sheets are divided into seven columns. The inspector will place a <i>check</i> in the column which best describes the condition of the item being inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the remarks column.	

ENCLOSURE (47)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
I. Outside of Vehicle (Forward and Port)								
1. Hull Forward End. Check for damage and bare metal.	✓							<i>Slight Bare Metal</i>
2. Towing Eyes. (Para. 8-33)								
a. Port.	✓							
b. Starboard.	✓							
3. Headlights. (Para. 11-32)								
a. Port.	✓							
b. Starboard.	✓							
c. Headlight Guards.	✓							
4. Bow Plane. (Para. 10-14)								
a. Hinges and Mounting Hardware. (Para. 10-17)	✓							
b. Bow Plane. (Para. 10-17)	✓							
c. Hydraulic Tubes and Fittings. (Para. 10-16)	✓							
d. Pivot Actuator. (Para. 10-18)	✓							
5. Hull Port Side. Check for damage and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-26a)	✓							
b. Steps. (Para. 16-29)	✓							
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage provisions. (Para. 16-37)	✓							
e. Fairings. (Para. 16-28)	✓							
f. Standoff Brackets. (Para. 16-27)	✓							
g. Hull Bosses. (Para. 16-36)	✓							
6. Port Track Shroud. Check for loose mounting hardware and damage. (Para. 16-28)				✓				<i>Needs Paint Job</i>
7. Port Final Drive. (Para. 7-18)								
a. Outer Housing.	✓							
b. Bolts.	✓							
8. Port Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)								
9. Port Sprockets. (Para. 7-16)								
a. Inner.	✓							
b. Outer.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>11. Port Tracks (Para. 7-7)</b> Use track wear gage to measure wear. Mark each unserviceable track shoe.								
a. Track Shoes.	✓							
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
<b>12. Port Road Wheels and Hubs (Para. 7-12)</b> Circle those numbers which are unserviceable.								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level. 1 2 3 4 5 6	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
<b>13. Port Support Arms (Para. 7-13)</b> Circle those numbers which are unserviceable.	✓							
<b>14. Port Torsion Bars (Para. 7-13)</b> Circle those numbers which are unserviceable.								
a. Torsion Bars. 1 2 3 4 5 6	✓							
b. Retaining Screws. 1 2 3 4 5 6	✓							
<b>15. Port Shock Absorbers (Para. 7-11)</b>								
a. No. 1 Shock.	✓							
b. No. 2 Shock.	✓							
c. No. 3 Shock.	✓							
d. No. 4 Shock.	✓							
e. Mounting Hardware.	✓							
<b>16. Port Front Single Support Roller (Para. 7-14)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>17. Port Dual Support Roller (Para 7-15)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>18. Port Rear Single Support Roller (Para 7-14)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
19. Port Slap Guard (Para. 7-10) Check for wear and loose mounting hardware.	✓							
<b>20. Port Idler Wheel and Hub (Para 7-9)</b>								
a. Idler.	✓							
b. Outer Wheel.	✓							
c. Inner Wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
<b>21. Port Track Tension Adjuster (Para 7-8)</b>								
a. Track Adjuster Support.	✓							
b. Track Adjuster.			✓					Has Rust
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
22. Port Anode (Para. 8-53) Check for tightness of mounting screw. Make sure there is no paint on anode.	✓							
23. Port Midships Bearing (Para. 9-18) Check for signs of leaks.	✓							
24. Drive Shaft (Para. 9-17) Check for signs of damage.	✓							
25. Footman Loop (Para. ) Check for weld cracks.	✓							
26. Port Handrails (Para. ) Check for weld cracks.	✓							
<b>27. Port Cargo Hatch Supports (Para. )</b>								
a. Forward Support.	✓							
b. Aft Support.	✓							
28. Fuel Tank Pressure Relief Valve and Outlet Cover (Para. ) Check cover and mounting screws for damage. Check relief opens.	✓							
29. Check fuel filter cap (Para. )	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
7. Vision Block and Guard								
a. Vision Block Guard.	✓							
b. Vision Block.	✓							
8. Personnel Hatch								
a. Personnel Hatch Handle (inner and outer).	✓							
b. Personnel Hatch Seal.	✓							
c. Hook and Damper.	✓							
d. Mounting Hardware.	✓							
9. Starboard Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
10. Trailer Receptacle								
a. Cover.	✓							
b. Retainer Chain.	✓							
11. Starboard Reverse Flow Duct. Check for damage and tight mounting hardware.	✓							
12. Starboard Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate drive shaft to check for free movement of impeller.	✓							
13. Drive Shaft. Check for signs of damage.	✓							
14. Footman Loop. Check for weld cracks.	✓							
15. Starboard Idler Wheel and Hub								
a. Idler.	✓							
b. Outer wheel.	✓							
c. Inner wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
16. Starboard Track Tension Adjuster								
a. Track Adjuster Support.	✓							
b. Track Adjuster.			✓					Has Rust
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
17. Starboard Anode. Check for tightness of mounting screw. Make sure there is no paint on anode.	✓							
18. Starboard Midships Bearing. Check for signs of leaks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
30. Stowage Brackets. Check for weld cracks.	✓							
31. Bilge Pump Outlets.								
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
32. Personnel Heater Exhaust Outlet.								
a. Outlet Cap.	✓							
b. Outlet Adapter.	✓							
33. Exterior Fire Extinguisher Pull Handle.								
a. Handle.	✓							
b. Wire Seal.	✓							
34. External Fuel Tank Drain. Check plug for tightness and leaks.	✓							
35. Port Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
36. Port Reverse Flow Duct. Check for damage and tight mounting hardware.	✓							
37. Fuel Tank Pressure Relief Valve Outlet Cover. Check cover and mounting screws for damage.	✓							
38. Port Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate driveshaft to check for free movement of impeller.	✓							
II. Outside of Vehicle (Aft and Starboard)								
1. Taillights.								
a. Port Taillight.	✓							
b. Starboard Taillight.	✓							
c. Taillight Guards.	✓							
2. Horn. Check for loose mounting hardware, corrosion, and proper electrical connections.	✓							
3. Tow Cable Stowage Brackets. Check for cracked or bent brackets.	✓							
4. Towing Pintle. Check for loose mounting hardware. Check pintle for free rotation and proper quick-release operation.	✓							
5. Ramp Plugs. Check for tightness.	✓							
6. Ramp Hinges and Towing Eyes. Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>19. Starboard Road Wheels and Hubs - Check those numbers which are unserviceable.</b>								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level.	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
20. Starboard Support Arms. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
21. Starboard Torsion Bars. Check for broken bar and loose retaining screws. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
<b>22. Starboard Shock Absorbers.</b>								
a. No. 1 Shock	✓							
b. No. 2 Shock	✓							
c. No. 3 Shock	✓							
d. No. 4 Shock	✓							
e. Mounting Hardware.	✓							
<b>23. Starboard Front Single Support Roller.</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>24. Starboard Dual Support Roller.</b>								
a. Support Wheel Cracks Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>25. Starboard Rear Single Support Roller.</b>								
a. Support Wheel Cracks Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

ENCLOSURE (47)



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
26. Starboard Slap Guard. Check for wear and loose mounting hardware.	✓							
27. Starboard Track. Use track wear gage to measure wear. Mark each unserviceable track shoe.								
a. Track Shoes.	✓							
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
28. Starboard Sprocket Rings								
a. Inner.	✓							
b. Outer.	✓							
29. Starboard Sprocket Carrier. Check for loose mounting hardware and damage.	✓							
30. Starboard Final Drive								
a. Outer Housing.	✓							
b. Bolts.	✓							
31. Starboard Side Pontoon. Remove drain plug and check for water.	✓							
32. Starboard Track Shroud. Check for loose mounting hardware and damage.			✓					Needs Paint
33. Starboard Bilge Pump Outlets								
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
34. Stowage Brackets. Check for weld cracks.	✓							
35. Heater Exhaust Outlet. Check for loose mounting hardware and damage.	✓							
36. Starboard Cargo Hatch Supports								
a. Forward Support.	✓							
b. Aft Support.	✓							
c. Hand Rails.	✓							
37. Footman Loop. Check for weld cracks.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
6. Center Plate. Check sealing surface for tight fit and retaining screws for tightness.	✓							
7. Exhaust Grille. (Para 8-14)  <b>NOTE</b> Make sure that exhaust grille is secured properly in raised position.								
a. Screen.	✓							
b. Seal.	✓							
c. Brace Rod.	✓							
d. Lugs (dogs).	✓							
e. Mounting Hardware.	✓							
8. Plenum Indicators								
a. Intake.	✓							
b. Exhaust.	✓							
9. Searchlight Mount and Receptacle. Check for damage.	✓							
10. Driver's Hatch								
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓							
f. DVE Adapter Assembly.	✓							
11. Periscope and Support. Check periscope for breaks and chips and support for damage.	✓							
12. Commander's Hatch								
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓							
13. External Exhaust system. Check the external muffler, muffler guard, for damage and operation.								
a. Muffler.	✓							
b. Guard.	✓							
c. Pipes Clamp.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
14. Ventilation Exhaust Outlet. Check ballistic cover for damage and tight retaining screws. Check screen for damage.	✓							
15. Overhead Protection Kit (OPK).								
a. OPK Tiles.	✓							
b. Torsion Bar Assist Mechanism (TBAM) Cover.	✓							
c. TBAM.	✓							
d. Bosses.	✓							
16. Cargo Hatches.								
a. Covers and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals.	✓							
17. Antenna Mounts.								
a. Receiving Mount.	✓							
b. Port Sending Mount.	✓							
c. Starboard Sending Mount.	✓							
d. PLRS Antenna Mount.	✓							
e. DACT Antenna Mount.	✓							
18. Sea Tow Quick-Release. Check assembly for damage and proper operation.	✓							
V. Engine Compartment (Forward)								
1. Forward Bulkhead, Bow Pod Access Cover, and Bow Pod.								
<p><b>NOTE</b>                      Make sure intake grille is properly secured in raised position.</p>								
a. Bow Plane Velocity Fuse Valves.	✓							
b. Bow Pod Access Cover.	✓							
c. TACNAV sensor.	✓							
2. Intake Plenum Actuating Cylinder.								
a. Cylinder.	✓							
b. Hydraulic Hoses.	✓							
3. Cam Roller Lock. Check condition of each latch roller.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
4. Cooling Fan								
a. Guard.	✓							
b. Shroud.	✓							
c. Fan.	✓							
d. Bearings.	✓							
e. Belt Adjustment.	✓							
f. Seals.	✓							
g. Fan Cartridge Bearing.	✓							
h. Drain Tube.	✓							
5. Surge Tank								
a. Tank.	✓							
b. Valve.	✓							
c. Hose and Tubes.	✓							
d. Mounting Hardware.	✓							
6. Crew Ventilation								
a. Ducts, Clamps, and Hoses.	✓							
b. Drain Tube.	✓							
7. Control Linkages								
a. Brake Linkage.	✓							
b. Steering Linkage.	✓							
c. Throttle Linkage.	✓							
d. Brake Flood Control Valve Linkage.	✓							
<b>NOTE</b>								
Make sure flood valve spindle moves freely.	✓							
e. Engine Compartment Exhaust Fan Linkage.	✓							
8. Transmission Mounts. Check mounts for loose mounting hardware. Check transmission guide and guide rollers for damage.	✓							
9. Electrical Wiring and Connections.								
a. Bulk Head Connectors.	✓							
b. Power Plant Wiring.	✓							
c. Crew Vent Fan.	✓							
d. Electrical Bilge Pump.	✓							
10. Hydrostatic Steering Disconnect Lever. Check lever for correct operation, damage, and wear. Check for leaks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
25. Precleaner. Check cleaner for damage, loose mounting hardware, and loose clamps. Check screen for damage and debris.	✓							
26. Crew Ventilation Fan. Check mounting hardware for looseness. Check ducts and clamps for damage and tightness.	✓							
27. Starboard Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
28. Starboard Right Angle Drive Shaft. Check condition of shaft coupling for damage. Check coupling bolts for tightness and proper safety wire.	✓							
29. Fan Drive Shaft. Check shaft and coupling for damage or wear. Check safety wire for damage.			✓					Broken Safety Wire
30. Fuel Filter								
a. Fuel Leaks.	✓							
b. Drain Cock/Contamination.	✓							
c. Electrical Leads/Transducer.	✓							
d. Mounting Hardware/Air Valve.	✓							
31. Power Takeoff Unit								
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Electrical leads/Connections.	✓							
32. Starter. Check that starter is mounted properly. Check electrical leads and connections for damage and proper connections.	✓							
33. Transmission Oil Cooler. Check for oil and water leaks. Check electrical leads and connections for damage. Check oil lines, hoses, and clamps for tightness.	✓							
34. Exhaust Manifold (starboard side). Check for cracks, holes, and corrosion. Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>11. Port Final Drive</b>								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
d. Speedometer Adapter/Cable.	✓							
12. Port U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
13. Port Hydraulic Bilge Pump. Check for oil leaks, loose mounting hardware, damaged screen, and debris.	✓							
14. Bilge Pump Bypass Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connections.	✓							
15. Plenum Solenoid Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connection.	✓							
16. Bow Plane Hydraulic tubes. Hoses and Fittings. Check for leaks, loose fittings and loose mounting hardware.	✓							
17. Fuel Manifold. Check for fuel leaks and loose mounting hardware.	✓							
18. Forward Engine Compartment Fire Extinguisher Discharge Nozzle. Check for damage and debris.	✓							
19. Port Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
20. Port Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
<b>21. Starboard Final Drive</b>								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
22. Starboard U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
23. Starboard Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
24. Starboard Electrical Bilge Pump. Check screen for debris and damage. Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
35. Transmission. Check for overall cleanliness and damage.								
a. Leaks.	✓							
b. Torque converter to engine mounting screw for tightness.	✓							
c. Range selector valve for leaks and safety wire.	✓							
d. Oil Leaks.	✓							
e. Left and right brake and steer sections for leaks and loose mounting bolts.	✓							
f. Check brakes for proper adjustment.	✓							
g. Check transmission drain line for leaks, damage, and loose drain plug.	✓							
VI. Engine Compartment (Aft)								
1. Exhaust Plenum. Check actuating cylinder and oil lines for leaks. Check condition of plenum seal.	✓							
2. Components Bolted on to the Engine. Check for tight mounting hardware, proper electrical connections, damaged hoses and electrical leads, and leaks.								
a. Turbocharger.	✓							
b. PT Pump.	✓							
c. Exhaust Manifold (port side).	✓							
d. Engine Oil Cooler.	✓							
e. Engine Oil Filter.	✓							
f. Intake Manifold.	✓							
g. Smoke Generation Components.	✓							
h. Cold Start Components.	✓							
i. Crankcase Breathers.	✓							
3. Transmission Oil Filter.								
a. Mounting Hardware.	✓							
b. Leaks.	✓							
c. Check Electrical Connections.	✓							
4. Engine Oil Level. Check for correct level and signs of contamination. Check dipstick for damage.	✓							
5. Transmission Oil Level. Check for correct level and signs of contamination. Check fill tube and dipstick for damage.	✓							
6. Tachometer Drive Shaft. Check for adapter and cable damage.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
7. Radiator. Check for radiator damage. Check for water leaks on radiator and coolant tubes.	✓							
8. Exhaust System. Check condition of insulation. Check for loose mounting hardware and damaged scavenging system check valve and for leaks.	✓							
9. Engine Compartment Exhaust Duct. Check for cracks or other damage. Check mounting hardware and clamps for tightness. Check tubes for proper mounting.	✓							
10. Engine. Check overall condition of engine for cleanliness and fuel, coolant, and oil leaks.	✓							
<b>11. Generator</b>								
a. Bracket and Hardware.	✓							
b. Pulley and Belt.	✓							
c. Adjustment.	✓							
d. Voltage Regulator	✓							
<b>12. Water Pump. Check for leaks.</b>								
a. Pump.	✓							
b. Hoses and Tubes.	✓							
c. Belt and Adjustment.	✓							
13. Fire Extinguisher Discharge Nozzle. Check for damage, debris, and condition of safety wire.	✓							
14. Engine Oil Heat Exchanger. Check mounting hardware for tightness. Check for oil leaks. Check electrical leads for damage and tight connections.	✓							
15. Cold Start Disconnect Lever. Check for proper operation, damage, and corrosion.	✓							
<b>16. Hydraulic Reservoir</b>								
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Oil Level.	✓							
d. Dipstick for damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>VII. Troop Compartment</b>  <b>NOTE</b> Before inspecting troop compartment, open cargo hatches. Sound horn and lower ramp.								
1. Engine Compartment Access Covers (all). Check all thumbscrews and clamps for damage and operation. Check covers for correct mating and damage.								
a. Aft Upper.	✓							
b. Aft Center.	✓							
c. Aft Lower.	✓							
d. Port Upper.	✓							
e. Port Lower.	✓							
f. Smoke Generation.	✓							
2. Smoke Generation Fuel Control Valve. Check to see if valve operates freely. Check for any damaged components and leaks.	✓							
3. Engine Compartment Fire Extinguisher.								
a. Bottle and Tag.	✓							Tag ①
b. Control Valve.	✓							
c. Clamps.	✓							
4. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
5. Coolant Bypass Tube. Check to see if tube is mounted properly in retaining brackets.	✓							
6. Air Cleaner Compartment.								
a. Access Door.	✓							
b. Retaining Brackets.	✓							
c. Element.	✗					✓		
d. Compartment.	✓							
Right Angle Drive Access Cover. Rotate weapon station to gain access to cover. Check cover for proper mating and damage.	✓							
Starboard Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.	✓							
Starboard Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
10. Fuel Tank Drains. Check both valves for proper operation. Check fuel lines and fittings for leaks. Check manual shutoff valves to make sure the handle rotates freely.								
a. Internal Fuel Tank Drain.	✓							
b. External Fuel Tank Drain.	✓							
c. Fuel Lines and Fittings.	✓							
d. Manual Shutoff Valve.	✓							
11. Fuel Tank.								
a. Electrical Leads.	✓							
b. Leaks.	✓							
c. Retaining Straps.	✓							
d. Breather Cap.	✓							
12. Troop Seats.								
a. Hinges.	✓							
b. Supports.	✓							
c. Seat Pans.	✓							
d. Cushions.	✓							
e. Safety Belts/Straps.	✓							
f. Adjusting Rods.	✓							
13. Interior Stowage.								
a. MG Cleaning Rod Bracket.	✓							
b. Rifle Brackets.	✓							
c. Water Can Supports.	✓							
d. Seat Stowage Supports.					✓			Fwd Bottom (M)
e. DVE Container.	✓							
f. Portable Fire Extinguisher Bracket.	✓							
g. Pamphlet Stowage Rack.	✓							
h. Ammo Box Bracket.	✓							
i. Hand Oiler Bracket.	✓							
j. Tool Box Stowage Support.	✓							
14. Power Distribution Box. Check to see if box is securely mounted. Check all electrical connections for tightness. Check cover for tight screws. Check slave output power switch for damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>15. Batteries</b>								
a. Battery Box Cover.	✓							
b. Holddowns.	✓							
c. Cables and Terminals.	✓							
d. Battery and Terminal Posts.	✓							
e. Battery Box Drains.	✓							
f. Battery Instruction Plate.	✓							
16. Radio Guards. Check guards for damage and loose or missing mounting hardware.	✓							
<b>17. Deflector Actuator Guards. Check guards for debris and damage. Check mounting hardware for tightness.</b>								
a. Port	✓							
b. Starboard.	✓							
<b>18. Water Steer System Components</b>								
a. Water-Jet Deflector Position Sensing Module (port and starboard).	✓							
b. Water-Jet Deflector Servo Module (port and starboard).	✓							
c. Water-Jet Deflector Solenoid Module (port and starboard).	✓							
d. Actuator Cylinders Port and Starboard.	✓							
e. Actuator Bracket Port and Starboard.	✓							
<b>19. AFSSS Electrical Components</b>								
a. Sensors: Control Box.	✓							
b. Cables.	✓							
20. Dome Lights. Check mounting hardware for tightness. Check for broken or cracked lens and knobs. With master switch ON, check lights for proper operation.			✓					Driver's Station dome light inop
21. Aft Slave Receptacle. Check cover and chain for damage. Check insert for corrosion and damage. Check electrical lead for damage and loose connections. Check mounting hardware for tightness.	✓							
22. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
23. Ramp Lock Linkage. Check to see that linkage does not bind. Check for bent or warped linkage rods.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
24. Ramp. With ramp lowered, check ramp seal for breaks and spongy condition.								
a. Ramp Seal. Check mating with hull in closed position.	✓							
b. Vision Block Cover.	✓							
c. Skid Bars	✓							
d. Quick-Release (Visual Only).	✓							
e. Tow Pintle Release.	✓							
25. Deck Plates								
a. Deck Plates (port and starboard).	✓							
b. Center Deck Plate.	✓							
c. Contact Cooler Bleeder Valve Access Cover.	✓							
d. Bilge Pump Access Cover (port and starboard).	✓							
e. Tiedown Rings.	✓							
NOTE Remove troop compartment deck plates before continuing.								
26. Contact Cooler. Check that bleeder valve is not frozen. Check for signs of leaks.					✓			wing nut seized
27. Torsion Bars. Check torsion bars for damage.	✓							
28. Ramp Cylinder and Cable.	✓							
29. Hydraulic Bilge Pump								
a. Bilge Pump.	✓							
b. Outlet tube.	✓							
30. Electric Bilge Pump								
a. Electric Pump.	✓							
b. Outlet Tube.	✓							
31. Bilges. Check for cleanliness and obvious signs of damage.								
a. Brackets and Mounting Hardware.	✓							
b. Discharge Tubs and Nozzles.	✓							
32. Fire Extinguisher (17 lb).								
a. Mounting Hardware.	✓							
b. Discharge Tub and Seal.	✓							
c. Tag Date. _____			✓					
d. Seal	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
33. Personnel Heater.								
a. Mounts.	✓							
b. Exhaust System and Cover.			✓					<i>seized</i>
c. Electrical Wiring and Switches.	✓							
d. Fuel System.	✓							
e. Heater Ducts.	✓							
34. Port Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.								
35. Port Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
36. Radio Mounts								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts.	✓							
c. Check Radio Cables.	✓							
37. EPLRS Rack								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts	✓							
c. Check Radio Cables.	✓							
VIII. Driver's and Commander's Station								
1. Access Covers.								
a. Hydrostatic Steer Disconnect Lever.	✓							
b. Final Drive U-Joint.	✓							
c. Hydraulic Reservoir.	✓							
2. Flapper Valve. Check spring tension flapper. Check mounting screws for tightness and damage to flapper.	✓							
3. Fire Extinguisher (7.1b). Check mounting bracket and hardware for tightness. Check tag for date bottle was last weighed. Check wire seal on control head.								
a. Bracket and Mounting Hardware.	✓							
b. Tag Date.		✓						
c. Wire Seal.	✓							
4. Ramp Lock Handle. Check handle and lock for damage and proper operation.	✓							
5. Ramp Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
6. Fire Extinguisher Discharge Handle. Check handle for damage and unbroken wire seal.	✓							
7. Power Train Switch. Move lever and check for binding. Check bail for damage.	✓							
8. Mode Selector Switch. Check for missing or damaged toggle switch.	✓							
9. Handle Throttle. Move throttle and check for proper operation. Check linkage and cover for damage.	✓							
10. Gear Selector. Check console for loose mounting hardware for damage. Check movement of selector through all gear range.	✓							
11. Air Cleaner Restrictor Indicator. Check for proper mounting to bulkhead. Check indicator for damage.						✓		
12. Auxiliary Instrument Panel. Check panel for loose mounting hardware. Check that gages are securely mounted in panel, and that hose connections are tight.	✓							<i>missing one screw</i>
13. Accelerator Pedal.								
a. Mounting Hardware/Brackets.	✓							
b. Pedal and Pedal Stop Screw.	✓							
c. Water Drive Switch.	✓							
14. Brake Pedal. Apply and release brakes to check binding.	✓							
15. Parking Brake Handle. Check for proper operation. Make sure that parking brake holds and releases properly.	✓							
16. Steering Wheel. Check wheel for damage. Check operation of wheel tilt. Check for binding linkage. Check steering wheel sensing module for loose mounting hardware or damaged wiring.								
a. Steering Wheel.	✓							
b. Steering Wheel Sensing Module.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
21. Vent Air Hoses, Tubes, and Duct. Check for loose clamps and mounting hardware. Check for damaged hoses, tubes, and duct.	✓							
22. Bilge Outlet Tube. Check tube for damage, hoses for cracks, and clamps for tightness.	✓							
23. Instrument Distribution Box. Check that box is securely mounted, and that cover screws are tight. Check all wiring harness connectors for tightness.	✓							
24. Forward Slave Receptacle on Instrument Distribution Box. Check cover and chain for damage. Check receptacle for corrosion and damage.	✓							
25. Searchlight Switch. Check for damage and operation.	✓							
26. Ventilation Air Outlet Valve. Check for loose mounting hardware and damaged cable and handle with ball. Open and close outlet and check for binding linkage.	✓							
27. Data Plates. Check for damage.	✓							
28. Manual Fuel Shutoff Handle. Check shaft for damage and grommets for wear. Rotate handle to check for free operation.			✓					Frozen
29. Driver's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							
30. Troop Commander's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							
31. Interior Decals and Instruction Plates. Check to see that they are readable.	✓							
32. Fire Extinguishers (MFSS and AFSSS). <b>NOTE</b> At this time all fire suppression system bottles are to be pulled and weighed.								
a. Mounting Hardware.	✓							
b. Discharge Tube and Seal.	✓							
c. Tag Date.		✓						No Tag
d. Seal.	✓							
33. Drive Shaft Guards. Check guards for damage and mounting hardware for tightness.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
17. Indicator Panel. Check mounting hardware and grommets for tightness and damage. Check for loose or damaged switches, lights, and buttons.								
a. Master Switch.	✓							
b. Lamp Test/Warning Cancel Switch.	✓							
c. Horn Button.	✓							
d. Panel Lights Brt/Dim Switch.	✓							
e. Cold Start Switch.	✓							
f. Starter Button.	✓							
g. Light Switch.	✓							
h. TACNAV Indicator.						✓		Ⓜ Pins
i. Tachometer.	✓							
j. Speedometer.	✓							
k. Smoke Generation Indicator Light.	✓							
l. Smoke Generation Switch.	✓							
m. Forward Electric Bilge Pump Switch.	✓							
n. Aft Electric Bilge Pump Switch.	✓							
o. Aft Electric Bilge Pump Indicator Light.	✓							
p. Forward Electric Bilge Pump Indicator Light.	✓							
q. Aft Hydraulic Bilge Pump Indicator Light.	✓							
r. Forward Hydraulic Bilge Pump Indicator Light.	✓							
s. Ventilation Switch.	✓							
18. Driver's Display Unit. Check for cracked glass and moisture. Check that unit is securely mounted in indicator panel.								
<p style="text-align: center;"><b>NOTE</b></p> Bar scales and warning lights will be checked during the operational portion of preinduction.	✓							
19. Bow Plane Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							
20. Vent Air Outlets. Check driver's and commander's outlets for breaks and cracks. Check to see if outlet rotates freely. Check mounting hardware for tightness.								
a. Driver's Outlet.	✓							
b. Commander's Outlet.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>IX. Equipment Operation</b>								
<b>1. Start vehicle, check operation of the following:</b>								
a. Master Switch.	✓							
b. Horn.	✓							
c. Fuel Level Indicator.	✓							
d. Battery Generator Indicator.	✓							
e. Electric Bilge Pumps (forward and aft).	✓							
f. Panel Lights (brt/dim).	✓							
g. Display Panel Warning Lights.	✓							
h. Vent Switch Low Position.	✓							
<b>2. Perform Diagnostic Test Equipment checks in accordance with TM 09674A-25&amp;P/4, (See worksheet at the end of this Appendix).</b>								
<b>3. Vehicle Stall Check. With brakes locked and gear selector in 4th gear, accelerate fully and check the following:</b>								
a. Brakes.	✓							
b. Transmission.	✓							
c. Engine. RPM.	✓							2390
d. TACNAV Indicator. Check that system powers and display works.						✓		Connection ⊕
<b>4. Lights. Check that lights work properly.</b>								
a. Light Switch.	✓							
b. Service Drive.	✓							
c. Dimmer Switch.	✓							
d. Blackout Markers.	✓							
e. Stop Light.	✓							
f. Park.	✓							
g. Searchlight.	✓							
h. Interior Dome Lights.			✓					Drivers station - White Light ⊕
5. Driver's Viewer Enhancer (DVE). Check that power system works.	✓							
6. Lamp Test Warning Cancel Switch. Check audio signal with proper comm helmet.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>X. Functional Road Test</b>								
1. Steering. Check operation and drift.	✓							
2. Gear Ranges. Check for slippage and that lockup works properly.	✓							
3. Smoke Generation. Check for correct operation.	✓							
4. Brakes. Check to see if brakes pull to one side or the other.	✓							
5. Speedometer. Check for correct operation.	✓							
6. Noises. Check for any unusual noises.	✓							
<b>XI. Water Systems Test</b>								
1. Plenums. Check that plenums close completely. Fan shuts off. (Para. 8-13)	✓							
2. Check if hydraulic bilge pumps operation.	✓							
3. Check if electric bilge pumps operate.	✓							
4. Check that jet drive activates at 1000 to 1200 RPM.	✓							
<b>5. Bow Plane Operation</b>								
a. Control Valve. Check for proper operation and leaks.	✓							
b. Bow Plane. Check that it fully extends and retracts.	✓							
c. Pivot Actuator. Check for leaks, unusual noise and smooth operation.	✓							

**NOTE**

See TM 10004A-25&P/2 for LTI of UGWS Unique Items.  
 See TM 07267B-25&P/4 for LTI of AAVR7A1 Unique Items.  
 See TM 07268B-25&P/2 for LTI of AAVC7A1 Unique Items.

APPENDIX C  
 ASSAULT AMPHIBIOUS VEHICLE  
 UPGUNNED WEAPONS STATION (UGWS), AAVP7A1  
 LIMITED TECHNICAL INSPECTION

TAC No. 3-11-01 USMC No. 523519 Miles 1225 Hours 272  
 Date Inspected 20200414 Inspect: \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c)

\*See Table C-1 for UGWS Deadline Criteria.

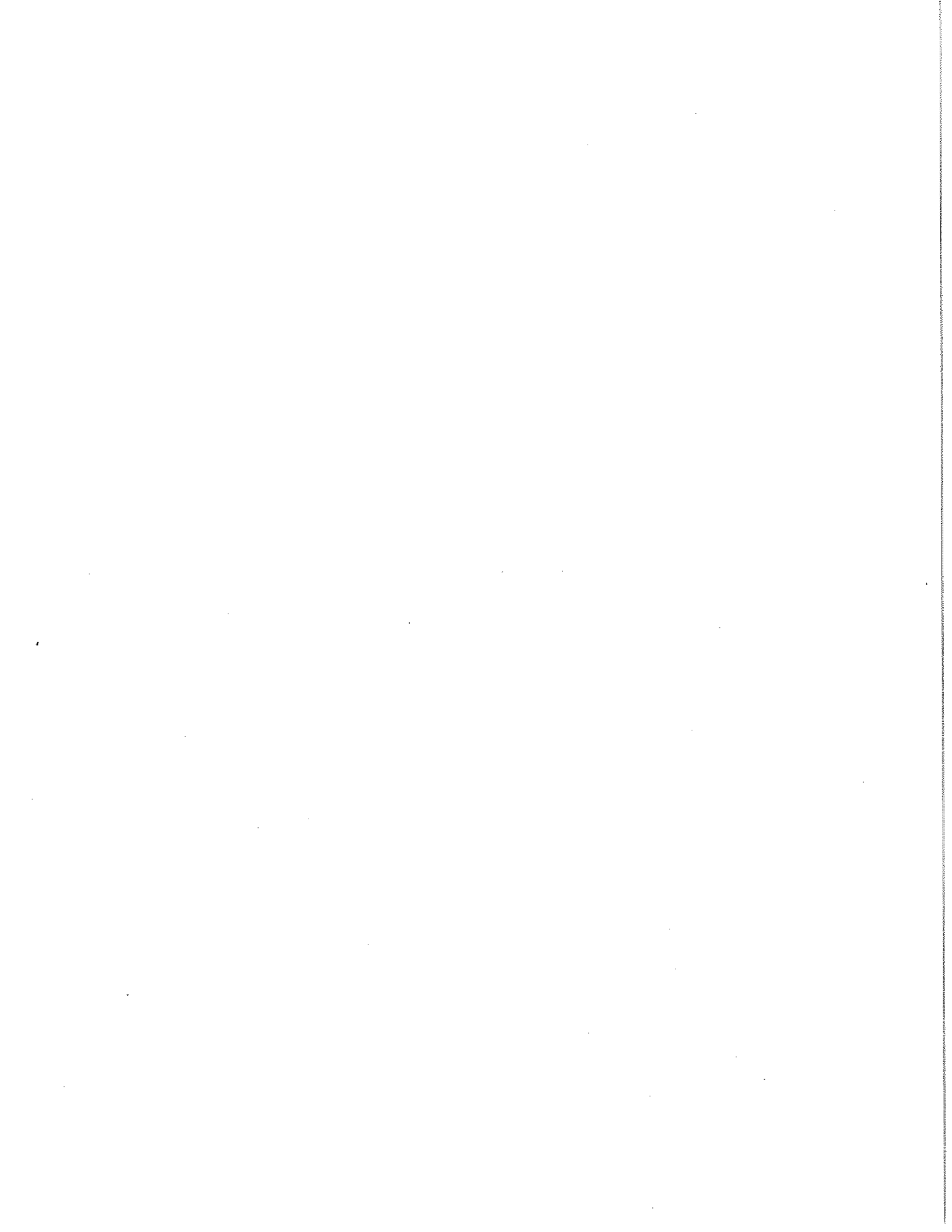
NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>I. Basket Weldment</b>								
1. Basket Weldment Clearance.	✓							
a. Area around sides of basket weldment clear of obstructions.	✓							
b. Area around 12 channel slip ring clear of obstructions.	✓							
2. 12 Channel Slip Ring.								
a. Electrical connectors tight and in good condition.	✓							
b. Upper portion of 12-channel slip ring rotates freely.	✓							
c. Manual and electrical weapons station operation.	✓							
3. Power Relay Assembly.								
a. Box secure to bottom of basket.	✓							
b. Electrical connectors tight and in good condition.	✓							
4. Basket Inspection								
a. Seat belt secure, latch working properly, belt in good condition.	✓							
b. Stowed items do not overhang basket.	✓							
c. Seat in good condition, locks in all height positions, secure in basket assembly.	✓							
<b>II. Weapons Station Interior</b>								
1. Turret Power Control Assembly.								
a. Box cover secure. Box secure to basket weldment.	✓	✓						(P) 2 Bolts
b. Electrical connector tight and in good condition.	✓							
2. Weapon Control Assembly.								
a. Box cover secure. Box secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							

ENCLOSURE (97)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>3. Traverse Switch Assembly</b>								
a. Box cover secure to basket weldment.		✓	✓					(M) 2 Bolts / Loose
b. Electrical connector tight and in good condition.	✓							
<b>4. M36E-TSS Periscope</b>								
a. Mounting Screws. Check screws for security. Check sight is secure to turret weldment.	✓							
b. Sight. Check for moisture in window and in mirror. Check condition of glass.	✓							
c. Sight Eyepieces. Check for moisture, condition of reticles, condition of eye-piece pads, and proper operation.	✓							
d. Latch Assembly. Check that latch moves freely, and has spring tension.	✓							
e. Hanger Strap. Check for serviceability.	✓							
f. Head Assembly. Check nuts on head assembly for tightness.	✓							
g. Body Assembly. Check mounting hardware for security and that safety wire is present.	✓							
h. Boresight Knobs - Azimuth and Elevation. Check setting on both knobs and record. Turn each knob, check for smooth movement and shift of sight reticle. Reposition knobs to original settings.	✓							
i. Sight Power Electrical Connectors. Check that electrical connectors are in good condition.	✓							
j. Check for cracks, dents, bums and chipped paint on housing.	✓							
k. Check that valve cap is tight and retaining strap is not broken or missing.	✓							
l. Check that both knobs on elbow assembly move freely from LO to HI position.	✓							
m. Check that lamp holder is tight and packing is installed.	✓							
n. Check that plug or shutter switch is present. If missing, notify supervisor.	✓							
o. Check that all boresight knobs move freely, and scales can be easily read.	✓							
p. Check ID plate for damage and if it can be easily read. If plate cannot be read, notify supervisor.	✓							
q. Check that shutter switch will not move to ON without pushing safety button first.	✓							
r. Check that valve cap strap is not damaged or missing.	✓							
s. Check that all screws are tight on mounting hardware.	✓							

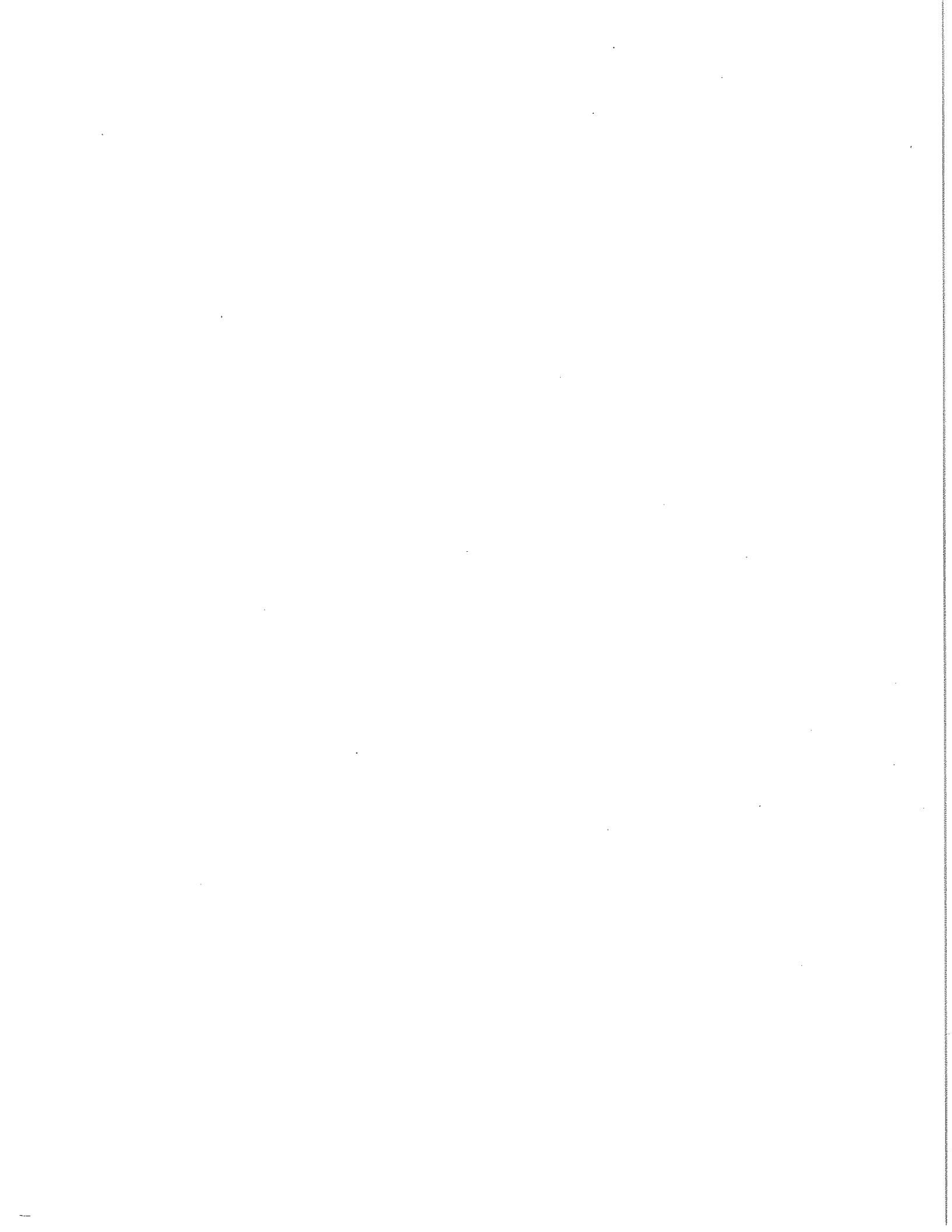
NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
5. Exhaust Blower. Check for corrosion and debris. Make sure electrical connectors are tight and in good shape. Check operation of blower door.	✓							
6. .50 Caliber Ammo Ejection Chute. Check for condition and security. Ensure that chute is clear of debris.								
a. Check ejection-chute hose for security and condition.	✓							
b. Spent-Cartridge Box. Check security and condition. Check operation of latches.	✓							
7. Equilibrator. Check for corrosion, security and adjustment.	✓							
8. .50 Caliber Ammo Feed System								
a. Check security and condition of .50 caliber ammo trays.	✓							
b. Check security and condition of roller guides.	✓							
9. 40mm Ammo Feed System								
a. Feed Chute. Check for dents, corrosion and/or damage.	✓							
b. Check feed-chute cover for tears, holes; zipper must move freely. Check attachment points for security and condition.	✓							
c. Check anti-feedback lever for condition and security.	✓							
10. 40mm Ammo Box Assembly								
a. Check security and condition of box, doors, and flaps.	✓							
b. Check operation of latches.	✓							
c. Check that electrical connector on last-round switch is tight and in good condition.	✓							
11. 40mm Charger Assembly. Check condition and security of charger tube.	✓							
12. 40mm Mantlet								
a. Check condition and security.	✓							
b. Check operation of cover latches.	✓							
13. .50 Caliber Mantlet and Cradle. Check condition and security. Check for damage, cracked welds and bare metal.	✓							
14. Power-Assist Traverse Mechanism. Check for security, condition and leakage. Make sure that electrical connectors are tight and in good condition.		✓	✓		✓			Ⓜ 1 Bolt/Loose
15. Elevation Control Assembly. Check for security and condition.	✓							

Small Connection  
**ENCLOSURE**  
 Connection Loose  
 Broken



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
16. Gunner's Trigger Switch. Check for security and condition. Check that electrical connectors are tight and in good condition.	✓							
17. Linkage. Check for security and condition.	✓							
18. Grenade Launcher Inhibit Switch. Check for security and condition. Check that electrical connector is tight and in good condition.	✓							
19. Elevation Interrupter Switches. Check for condition and security. Check that electrical connectors are tight and in good condition.	✓							
20. Utility Light. Check that light and electrical connector is secure and in good condition.	✓							
<b>21. Communications Box</b>								
a. Check that electrical connector is tight and in good condition.	✓							
b. Check for security and condition.	✓							
<b>22. Weapons Station. Inspect for damage, security and clarity.</b>								
a. Vision Blocks. Inspect for damage, security and clarity.	✓							
b. Ring Gear. Inspect for damage and corrosion. Should be clean and no grease.	✓							
<b>23. Hatch</b>								
a. Seal, Hatch, Hinges. Inspect for damage, loose hardware and proper operation.	✓							
b. Hatch Latch Check. It should lock the hatch closed, hatch vertical to turret and hatch horizontally open in three positions (15 degrees, 90 degrees and 175 degrees).	✓							
c. Hatch Handle. Check security, condition and proper operation.	✓							
d. Crash Pads. Inspect pads on hatch and weapons station for security and condition.	✓							
<b>24. DAGR</b>								
a. Check that electrical and antenna connections are tight and in good condition.		✓						
b. Check for security and condition.		✓						



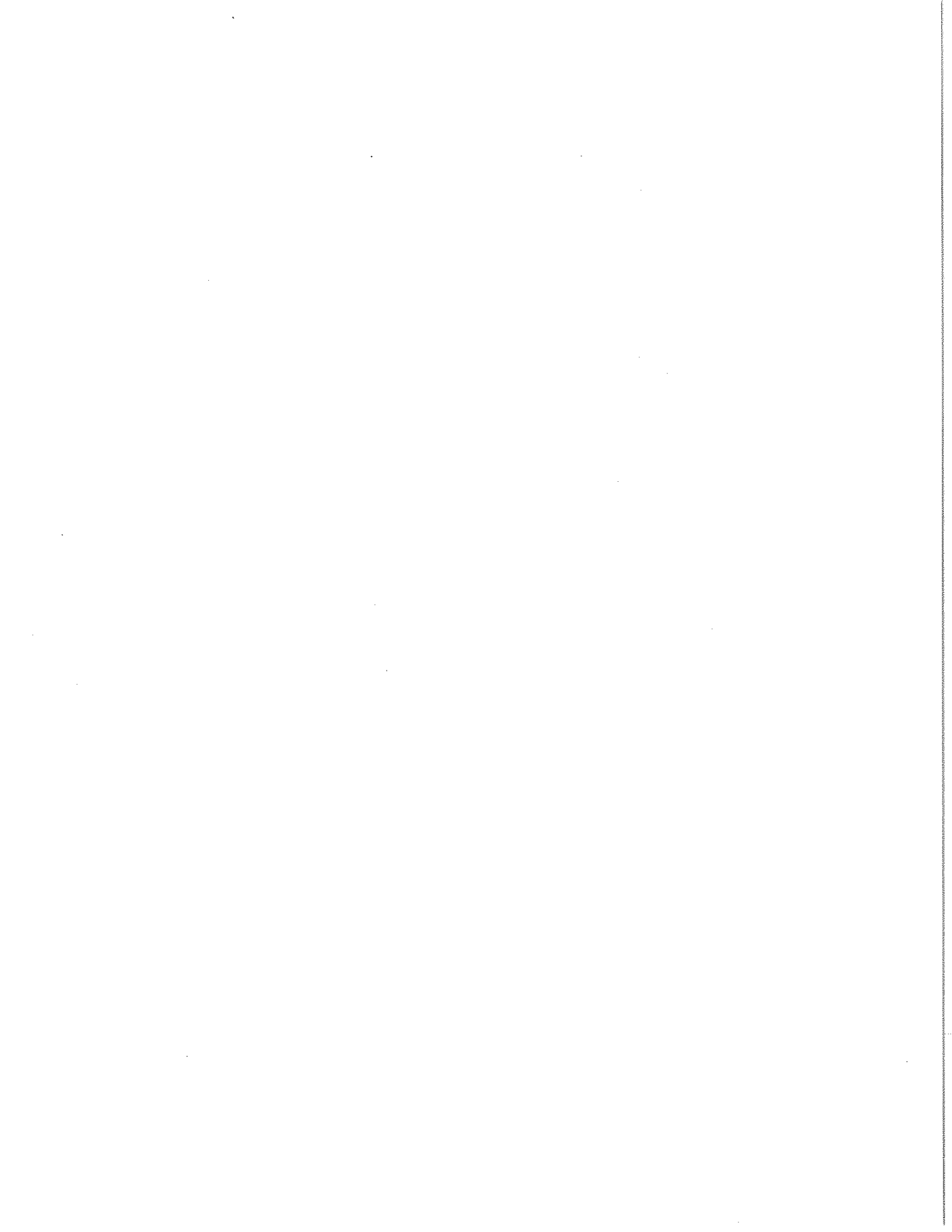


NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>III. Weapons Station Exterior</b>								
1. Receptacle, Spot Light. Inspect for corrosion and damage. Check that cover fits securely and is tight.	✓							
2. Mount, Spot Light. Inspect condition and security.	✓							
<b>3. Smoke Grenade Launchers</b>								
a. Tubes. Inspect sight tubes for dents, cracks or corrosion, and security to mounts. Check security of mount to turret.	✓							
b. Electrical Contacts. Check that contacts are tight and free of corrosion.	✓							
c. Rubber Caps. Check sight caps for condition.	✓							
4. Entrance Window. Inspect condition and security. Look for signs of moisture.	✓							
5. Sight Cover. Inspect condition and security.	✓							
6. 40mm Mantlet Cover. Check for security and condition. Check operation of latches.	✓							
7. Remote Antenna. Check security and condition of cover.	✓							
<b>IV. Functional Tests</b>								
<b>1. Manual Operation (Check for weapons station binding and backlash)</b>								
a. Azimuth. Check movement through 360 degree clockwise and counter-clockwise.	✓							
b. Elevation. Check for +45 degree maximum elevation and -8 degree maximum depression.	✓							
<b>2. Powered Systems Test (Vehicle master switch and turret power switch ON. Check operation as noted.)</b>								
a. Control Box Lights. Check that control box lamps light when turret power switch is ON by pressing lamp test all button.			✓					Smoke Grenade Light (I)
b. Domelight. Lights in both blue and white switch positions.	✓							
c. Utility Light. Lights in both red and white.	✓							
d. Thermal Elbow Check Only. Ensure the unit shows an image and all controls work.	✓							
e. Spot Light. Install and check operation.	✓							
f. Exhaust Blower. Check operation.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
3. Low Ammo System Test								
a. Last-Round Switch OFF. Last-round indicator light on. triggers do not work.	✓							
b. Last-Round Switch ON. Last-round indicator lamp light ON, override switch in up position, triggers work.			✓					Gunner
c. Last-Round Switch OFF. Last-round indicator light OFF, override switch down, triggers work.			✓					Switch (I)
4. Weapons Station System. Perform test as prescribed in Section 3.								
a. Manual Elevation. Check operation.	✓							
b. Deck Clearance. Check clearance of all obstacles. Check all inhibit zones. Weapons electrical trigger will not fire while in inhibit zones.	✓							
5. Smoke Grenade Launcher Test								
a. Tubes. Check that they are clear of grenades.	✓							
b. Contacts. Check for 24 volts at eight firing pins inside of tubes on smoke grenade launchers. Turret power switches ON, smoke grenade switch ON, hatch in closed and locked position and grenade firing switch depressed.	✓							
6. DAGR Operational Test. Refer to TM 11-5820-1172-13.								
a. Check that DAGR passes self-test.			✓					
b. Check that DAGR is using vehicle power.			✓					
c. Check that DAGR is using remote antenna.			✓					
d. Check functioning of DAGR screen back lighting.			✓					

TAMCEN	TAMCEN	NSN	NOMEN	NSN	SERIAL#	QTY	5-L-3 Complete (Y/N)	SR#	SR Status	PRICE EACH	TOTAL	REMARKS
E08467X	ANTENNA ELEMENT Protective Cap Includes: PN A3207457-1 CAGE 80063; c/o	5985-01-376-7934		5985-01-376-7934	535519	2	N	29916748	A	\$36.43	\$72.86	
E08467X	2-CAP, Protective Dust And Moisture Seal: PN A3207455-1 CAGE 80063	5340-01-351-5565		5340-01-351-5565	535519	2	N	29916748	A	\$13.19	\$26.38	
E08467X	WIRE ROPE ASSEMBLY Single Leg: PN A3207523-1 CAGE 80063	4010-01-351-1501		4010-01-351-1501	535519	2	N	29916748	A	\$9.31	\$18.62	
E08467X	STRAP, Webbing: 16 in. lg; PN 8690464 CAGE 19207	5340-00-566-7579		5340-00-566-7579	535519	14	N	29916748	A	\$2.89	\$40.46	
E08467X	STRAP, Webbing: 30 in. lg; PN 8690471 CAGE 19204	5340-00-753-3742		5340-00-753-3742	535519	15	N	29916748	A	\$1.51	\$22.65	
E08467X	STRAP, Webbing: 36 in. lg; PN 8690473 CAGE 19207	5340-00-753-3744		5340-00-753-3744	535519	9	N	29916748	A	\$2.18	\$19.62	
E08467X	STRAP, Webbing: 42 in. lg; PN 8690481 CAGE 19207	5340-00-339-3768		5340-00-339-3768	535519	1	N	29916748	A	\$16.41	\$16.41	
E08467X	STRAP, Webbing: 60 in. lg; PN 8690484 CAGE 19207	5340-00-958-6917		5340-00-958-6917	535519	1	N	29916748	A	\$6.23	\$6.23	
E08467X	STRAP, Webbing: 72 in. lg; PN 8690488 CAGE 19207	5340-00-949-8527		5340-00-949-8527	535519	6	N	29916748	A	\$6.95	\$41.76	
E08467X	STRAP, Webbing: 76 in. lg; PN 8690485 CAGE 19207	5340-00-479-2947		5340-00-479-2947	535519	1	N	29916748	A	\$5.84	\$5.84	
E08467X	STRAP, Webbing: 84 in. lg; PN 8690487 CAGE 19207	5340-00-894-8542		5340-00-894-8542	535519	2	N	29916748	A	\$6.78	\$13.56	
E08467X	STRAP, Webbing: 88 in. lg; PN 8690536 CAGE 19207	5340-00-182-9581		5340-00-182-9581	535519	1	N	29916748	A	\$6.15	\$6.15	
E08467X	STRAP, Webbing: 100 in. lg; PN 8690539 CAGE 19207	5340-01-078-3808		5340-01-078-3808	535519	1	N	29916748	A	\$3.09	\$3.09	
E08467X	BAR, Fpr: 0.3 lb; PN B107-410 CAGE 05047	6135-00-985-2864		6135-00-985-2864	535519	1	N	29916748	A	\$9.95	\$9.95	
E08467X	BATTERY, Nonrechargeable: 1.5 v, "C" cell; for Pelican light; PN 14A CAGE 80204	6135-00-835-7210		6135-00-835-7210	535519	8	N	29916748	A	\$6.31	\$50.48	
E08467X	BATTERY, Nonrechargeable: 1.5 v, "D" cell; for Handlights; PN 1BA CAGE 80204	2530-01-075-8282		2530-01-075-8282	535519	4	N	29916748	A	\$9.00	\$36.00	
E08467X	DRIFT PIN, Track: PN 2530157-1 CAGE 80064	4240-01-083-5996		4240-01-083-5996	535519	1	N	29916748	A	\$98.54	\$98.54	
E08467X	GGG51ES, Industrial: PN 40661-00900-01 CAGE 76381	3950-01-071-1746		3950-01-071-1746	535519	1	N	29916748	A	\$18.37	\$18.37	
E08467X	HOIST, Wire Rope: PN 4000-20 CAGE 93601	5120-00-221-1536		5120-00-221-1536	535519	1	N	29916748	A	\$265.46	\$265.46	
E08467X	KNIFE, Putty: PN 5120-00-221-1536 CAGE 80244	6240-00-019-1093		6240-00-019-1093	535519	1	N	29916748	A	\$5.11	\$5.11	
E08467X	1-LAMP, Incandescent: 2C2X filament; 28v; G6 bulb; 1.438 in. lg; PN A52463-409 CAGE 48535	4930-00-253-4478		4930-00-253-4478	535519	1	N	29916748	A	\$0.34	\$0.34	
E08467X	LUBRICATING GUN, Hand: PN 1142 CAGE 10157	4930-00-252-8668		4930-00-252-8668	535519	1	N	29916748	A	\$11.67	\$11.67	
E08467X	OILER, Hand: PN A50477-AS-D CAGE 58535	5340-00-682-1508		5340-00-682-1508	535519	1	N	29916748	A	\$7.83	\$7.83	
E08467X	PADDLOCK: PN A-A-59497-18C CAGE 58535	5120-00-234-5224		5120-00-234-5224	535519	1	N	29916748	A	\$20.36	\$20.36	
E08467X	RULE, Machinist: PN 5210-00-234-5224 CAGE 80244	6120-01-466-3602		6120-01-466-3602	535519	1	N	29916748	A	\$763.09	\$763.09	
E08467X	SPOTLIGHT: PN 7010268 CAGE 091M6; c/o	5120-01-378-4933		5120-01-378-4933	535519	1	N	29916748	A	\$31.25	\$31.25	
E08467X	SOCKET, Socket Wrench: 15/16 in., 3/4 dr; PN LD1802 CAGE 55719	5120-01-378-5543		5120-01-378-5543	535519	1	N	29916748	A	\$16.90	\$16.90	
E08467X	SOCKET, Socket Wrench: 1-1/8 in., 3/4 dr; PN LD1862 CAGE 55719	5140-00-106-8571		5140-00-106-8571	535519	1	N	29916748	A	\$10.64	\$10.64	
E08467X	1-ROLL, Tools and Accessories: PN 5112-567 CAGE 82141	5120-00-227-8074		5120-00-227-8074	535519	1	N	29916748	A	\$4.57	\$4.57	
E08467X	1-EXTENSION, Socket Wrench: 7/2 in. dr; 10.000 in. lg; PN 12-924 CAGE 83600	5120-00-216-7904		5120-00-216-7904	535519	1	N	29916748	A	\$13.27	\$13.27	
E08467X	1-HANDLS, Socket Wrench: 7/2 in. dr surf; 10.000 in. lg; PN 12-924 CAGE 83600	5120-00-189-7955		5120-00-189-7955	535519	1	N	29916748	A	\$2.64	\$2.64	
E08467X	WRENCH, Adjustable: 18 in. lg; 2.062 in. dr surf; 1.300 in. od; inst: intl; 1/2 in. dr surf; 1.760 in. lg; PN	5120-00-240-1414		5120-00-240-1414	535519	1	N	29916748	A	\$65.11	\$65.11	
E08467X	WRENCH, Box: 3/8 in. wr surf; 7/16 in. wr surf; offset: 12 pt wr surf; PN XB1214A CAGE 55719	5985-01-376-7934		5985-01-376-7934	535519	1	N	29916748	A	\$9.50	\$9.50	
E08467X	ANTENNA ELEMENT Protective Cap Includes: PN A3207457-1 CAGE 80063; c/o	4010-01-351-1501		4010-01-351-1501	535519	2	N	29916748	A	\$36.43	\$72.86	
E08467X	WIRE ROPE ASSEMBLY Single Leg: PN A3207523-1 CAGE 80063	5120-01-428-7920		5120-01-428-7920	535519	1	N	29916748	A	\$13.37	\$13.37	
E08467X	KEY, Socket Head Screw: 3/32; 0.156 in.; PN AW50 CAGE 55719	5120-01-428-8003		5120-01-428-8003	535519	1	N	29916748	A	\$1.37	\$1.37	
E08467X	KEY, Socket Head Screw: 3/8; 0.375 in.; PN AW120 CAGE 55719	5340-00-753-3742		5340-00-753-3742	535519	2	N	29916748	A	\$2.81	\$5.62	
E08467X	STRAP, Webbing: 30 in. lg; PN 8690471 CAGE 19204	5340-00-753-3744		5340-00-753-3744	535519	4	N	29916748	A	\$2.18	\$8.72	
E08467X	STRAP, Webbing: 36 in. lg; PN 8690473 CAGE 19207	5340-00-339-3768		5340-00-339-3768	535519	2	N	29916748	A	\$1.41	\$2.82	
E08467X	STRAP, Webbing: 42 in. lg; PN 8690481 CAGE 19207	5340-00-958-6917		5340-00-958-6917	535519	9	N	29916748	A	\$6.23	\$56.07	
E08467X	STRAP, Webbing: 60 in. lg; PN 8690484 CAGE 19207	5340-00-894-8542		5340-00-894-8542	535519	8	N	29916748	A	\$6.78	\$54.24	
E08467X	STRAP, Webbing: 72 in. lg; PN 8690488 CAGE 19207	5340-00-134-3196		5340-00-134-3196	535519	1	N	29916748	A	\$3.56	\$3.56	
										TOTAL	\$1,972.87	

ENCLOSURE (47)



LIMITED TECHNICAL INSPECTION

DATE: 2020-13

PURPOSE OF LTI: JLT1

RESPONSIBLE UNIT: 3D AABN

NOMENCLATURE: AAU 07A1

SERVICE REQUEST: 29916532

SET SERIAL: 523445

TAMN: E08467K NSN: 2950-01-458-7410

NOMENCLATURE	NIIN / P/N	SERIAL	QTY	DEF CODE	REMARKS
ENGINE	01-463-3066	37220808	1	S	
TRANSMISSION	01-472-3051	1A5082E	1	S	

DEFECT CODES: S - SERVICABLE U - UNSERVICABLE M - MISSING

SL-3 COMPLETE: YES / NO

MODS VERIFIED: YES / NO

LAST PMCS DATE: 20200318

COMMENTS:

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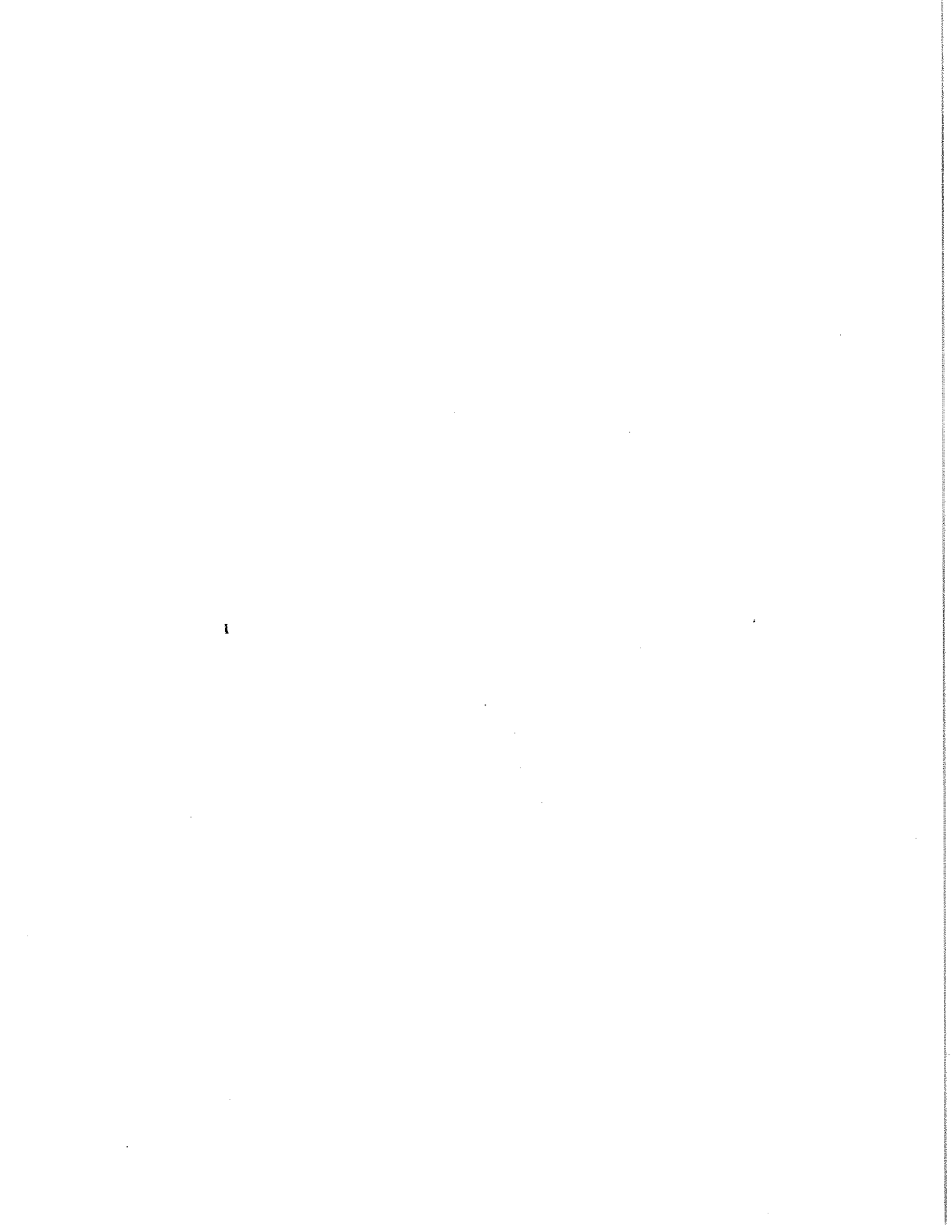
CONDITION CODE: F (LATER NDC)

LTI BY PRINT/SIGN

(b)(3), (b)(6), (b)(7)(c)

DATE: 20200718

ENCLOSURE (48)



ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) LIMITED TECHNICAL INSPECTION	
MODEL (CIRCLE ONE) <div style="text-align: center;"> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">AAVP7A1</span>                      AAVC7A1                      AAVR7A1                 </div>	REFERENCES TM 09674A-25&P/4      TM 8F152B-25&P TM 07267B-50 TM 07268B-25&P/2
TAC NO. 3-11-04	MILES 1195
U.S.M.C. NO. 523445	HOURS 252
HULL NO. RAM-Y-003	
ENGINE NO. 37720808	
TRANSMISSION NO. A5082E	
INSPECTOR'S NAME/RANK/SIGNATURE  (b)(3), (b)(6), (b)(7)(c)	DATE INSPECTED  2028413
NOTE: The following inspection sheets are divided into seven columns. The inspector will place a check in the column which best describes the condition of the item being inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the remarks column.	



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>I. Outside of Vehicle (Forward and Port)</b>								
1. Hull Forward End. Check for damage and bare metal.	✓							
2. Towing Eyes. (Para. 8-33)								
a. Port.	✓							
b. Starboard.	✓							
3. Headlights. (Para. 11-32)								
a. Port.	✓							
b. Starboard.	✓							
c. Headlight Guards.	✓							
4. Bow Plane. (Para. 10-14)								
a. Hinges and Mounting Hardware. (Para. 10-17)	✓							
b. Bow Plane. (Para. 10-17)	✓							
c. Hydraulic Tubes and Fittings. (Para. 10-16)	✓							
d. Pivot Actuator. (Para. 10-18)	✓							
5. Hull Port Side. Check for damage and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-26a)	✓							
b. Steps. (Para. 16-29)	✓							
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage provisions. (Para. 16-37)	✓							
e. Fairings. (Para. 16-28)	✓							
f. Standoff Brackets. (Para. 16-27)	✓							
g. Hull Bosses. (Para. 16-36)	✓							
6. Port Track Shroud. Check for loose mounting hardware and damage. (Para. 16-28)	✓							
7. Port Final Drive. (Para. 7-18)								
a. Outer Housing.	✓							
b. Bolts.	✓							
8. Port Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)								
9. Port Sprockets. (Para. 7-16)								
a. Inner.	✓							
b. Outer.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>11. Port Track (Para 7-7) Use track wear gage to measure wear. Mark each unserviceable track shoe.</b>								
a. Track Shoes.	✓							
b. Track Pads.	✓							(M) 5
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
<b>12. Port Road Wheels and Hubs (Para 7-12) Circle those numbers which are unserviceable.</b>								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level. 1 2 3 4 5 6			✓					Contaminated
e. Mounting Hardware. 1 2 3 4 5 6	✓							
<b>13. Port Support Arms (Para 7-13) Circle those numbers which are unserviceable.</b> 1 2 3 4 5 6	✓							
<b>14. Port Torsion Bars (Para 7-13) Circle those numbers which are unserviceable.</b>								
a. Torsion Bars. 1 2 3 4 5 6	✓							
b. Retaining Screws. 1 2 3 4 5 6	✓							
<b>15. Port Shock Absorbers (Para 7-11)</b>								
a. No. 1 Shock	✓							
b. No. 2 Shock	✓							
c. No. 3 Shock	✓							
d. No. 4 Shock	✓							
e. Mounting Hardware	✓							
<b>16. Port Front Single Support Roller (Para 7-14)</b>								
a. Support Wheel Cracks/Damage	✓							
b. Hub Oil Leaks	✓							
c. Hub Oil Level	✓							
d. Mounting Hardware	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>17. Port Dual Support Roller (Para 7-15)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>18. Port Rear Single Support Roller (Para 7-14)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
19. Port Slap Guard (Para 7-10) Check for wear and loose mounting hardware.	✓							
<b>20. Port Idler Wheel and Hub (Para 7-9)</b>								
a. Idler.	✓							
b. Outer Wheel.	✓							
c. Inner Wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
<b>21. Port Track Tension Adjuster (Para 7-8)</b>								
a. Track Adjuster Support.	✓							
b. Track Adjuster.	✓							
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
22. Port Anode (Para 8-53) Check for tightness of mounting screw. Make sure there is no paint on anode.	✓							
23. Port Midships Bearing (Para 9-18) Check for signs of leaks.	✓							
24. Drive Shaft (Para 9-17) Check for signs of damage.	✓							
25. Footman Loop (Para ) Check for weld cracks.	✓							
26. Port Handrails (Para ) Check for weld cracks.	✓							
<b>27. Port Cargo Hatch Supports (Para )</b>								
a. Forward Support.	✓							
b. Aft Support.	✓							
28. Fuel Tank Pressure Relief Valve and Outlet Cover (Para ) Check cover and mounting screws for damage. Check relief opens.	✓							
29. Check fuel filter cap (Para )	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
30. Stowage Brackets. Check for weld cracks.	✓							
31. Bilge Pump Outlets.								
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
32. Personnel Heater Exhaust Outlet.								
a. Outlet Cap.	✓							
b. Outlet Adapter.	✓							
33. Exterior Fire Extinguisher Pull Handle.								
a. Handle.	✓							
b. Wire Seal.	✓							
34. External Fuel Tank Drain. Check plug for tightness and leaks.	✓							
35. Port Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
36. Port Reverse Flow Duct. Check for damage and tight mounting hardware.	✓							
37. Fuel Tank Pressure Relief Valve Outlet Cover. Check cover and mounting screws for damage.	✓							
38. Port Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate driveshaft to check for free movement of impeller.	✓							
II. Outside of Vehicle (Aft and Starboard)								
1. Taillights.								
a. Port Taillight.	✓							
b. Starboard Taillight.	✓							
c. Taillight Guards.	✓							
2. Horn. Check for loose mounting hardware, corrosion, and proper electrical connections.	✓							
3. Tow Cable Stowage Brackets. Check for cracked or bent brackets.	✓							
4. Towing Pintle. Check for loose mounting hardware. Check pintle for free rotation and proper quick-release operation.	✓							
5. Ramp Plugs. Check for tightness.	✓							
c. Ramp Hinges and Towing Eyes. Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
7. Vision Block and Guard.								
a. Vision Block Guard.	✓							
b. Vision Block.	✓							
8. Personnel Hatch.								
a. Personnel Hatch Handle (inner and outer).	✓							
b. Personnel Hatch Seal.	✓							
c. Hook and Damper.	✓							
d. Mounting Hardware.	✓							
9. Starboard Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
10. Trailer Receptacle.								
a. Cover.	✓							
b. Retainer Chain.	✓							
11. Starboard Reverse Flow Duct. Check for damage and tight mounting hardware.	✓							
12. Starboard Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate drive shaft to check for free movement of impeller.	✓							
13. Drive Shaft. Check for signs of damage.	✓							
14. Footman Loop. Check for weld cracks.	✓							
15. Starboard Idler Wheel and Hub.								
a. Idler.	✓							
b. Outer wheel.	✓							
c. Inner wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
16. Starboard Track Tension Adjuster.								
a. Track Adjuster Support.	✓							
b. Track Adjuster.	✓							
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
17. Starboard Anode. Check for tightness of mounting screw. Make sure there is no paint on anode.	✓							
18. Starboard Midships Bearing. Check for signs of leaks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>19. Starboard Road Wheels and Hubs. Check those numbers which are unserviceable.</b>								
a. Road Wheel Cracks/Damage. 1 ② ③ 4 5 6	✓							<i>Slightly Cracked</i>
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level.	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
20. Starboard Support Arms. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
21. Starboard Torsion Bars. Check for broken bar and loose retaining screws. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
<b>22. Starboard Shock Absorbers.</b>								
a. No. 1 Shock	✓							
b. No. 2 Shock	✓							
c. No. 3 Shock	✓							
d. No. 4 Shock	✓							
e. Mounting Hardware.	✓							
<b>23. Starboard Front Single Support Roller.</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>24. Starboard Dual Support Roller.</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>25. Starboard Rear Single Support Roller.</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
26. Starboard Slap Guard. Check for wear and loose mounting hardware.	✓							
27. Starboard Track. Use track wear gage to measure wear. Mark each unserviceable track shoe.								
a. Track Shoes.	✓							
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
28. Starboard Sprocket Rings.								
a. Inner.	✓							
b. Outer.	✓							
29. Starboard Sprocket Carrier. Check for loose mounting hardware and damage.	✓							
30. Starboard Final Drive.								
a. Outer Housing.	✓							
b. Bolts.	✓							
31. Starboard Side Pontoon. Remove drain plug and check for water.	✓							
32. Starboard Track Shroud. Check for loose mounting hardware and damage.	✓							
33. Starboard Bilge Pump Outlets.								
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
34. Stowage Brackets. Check for weld cracks.	✓							
35. Heater Exhaust Outlet. Check for loose mounting hardware and damage.	✓							
36. Starboard Cargo Hatch Supports.								
a. Forward Support.	✓							
b. Aft Support.	✓							
c. Hand Rails.	✓							
37. Footman Loop. Check for weld cracks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
38. Starboard Side Hull. Check for damaged and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-69a)	✓							
b. Steps. (Para. 16-72)		✓						2 steps
c. Slope Rack Kit (SRK). (Para. 16-73)	✓							
d. Stowage provisions. (Para. 16-81)	✓							
e. Fairings. (Para. 16-71)	✓							
f. Standoff Brackets. (Para. 16-70)	✓							
g. Hull Bosses. (Para. 16-80)	✓							
III. Bottom of Vehicle								
1. Hull. Check bottom of vehicle for damage.	✓							
2. Drain Plugs. Check for missing, tight, or damaged plugs.								
a. Hull.	✓							
b. Ramp.	✓							
c. Contact Cooler.	✓							
IV. Outside of Vehicle (Topside)								
1. Hand Rail (forward). Check for weld cracks or other damage.	✓							
2. Mooring Cleats/Lifting Fixtures. Check for damage. (Para. 8-34)								
a. Forward (port and starboard).	✓							
b. Aft (port and starboard).	✓							
3. Intake Grille								
<b>NOTE</b> Make sure intake grille is secured properly in raised position.								
a. Screen.	✓							
b. Brace Rod.	✓							
c. Cam Lock Handles-Stop Screws.	✓							
d. Torsion Bar Assembly. (Para. 8-17)	✓							
e. Mounting Hardware.	✓							
f. Seal.	✓							
4. Ventilator-Aspirator. Check that valve works properly and inlet screen is clean and not damaged. (Para. 8-18)	✓							
5. Rainwater Cover and Cap. Check rainwater cover for damage and rainwater cap for proper sealing. (Para. 8-19)	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
6. Center Plate. Check sealing surface for tight fit and retaining screws for tightness.	✓							
7. Exhaust Grille (Para 8-14) <b>NOTE</b> Make sure that exhaust grille is secured properly in raised position.								
a. Screen.	✓							
b. Seal.	✓							
c. Brace Rod.	✓							
d. Lugs (dogs).	✓							
e. Mounting Hardware.	✓							
8. Plenum Indicators								
a. Intake.	✓							
b. Exhaust.	✓							
9. Searchlight Mount and Receptacle. Check for damage.	✓							
10. Driver's Hatch								
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓		✓					Rusty - Sealed
f. DVE Adapter Assembly.	✓							
11. Periscope and Support. Check periscope for breaks and chips and support for damage.	✓							
12. Commander's Hatch								
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓							
13. External Exhaust system. Check the external muffler, muffler guard, for damage and operation.								
a. Muffler.	✓							
b. Guard.	✓							
c. Pipes Clamp.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
14. Ventilation Exhaust Outlet. Check ballistic cover for damage and tight retaining screws. Check screen for damage.	✓							
15. Overhead Protection Kit (OPK).								
a. OPK Tiles.	✓							
b. Torsion Bar Assist Mechanism (TBAM) Cover.	✓							
c. TBAM.	✓							
d. Bosses.	✓							
16. Cargo Hatches.								
a. Covers and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals.	✓							
17. Antenna Mounts.								
a. Receiving Mount.	✓							
b. Port Sending Mount.	✓							
c. Starboard Sending Mount.	✓							
d. PIRS Antenna Mount.	✓							
e. DACT Antenna Mount.	✓							
18. Sea Tow Quick-Release. Check assembly for damage and proper operation.	✓							
<b>V. Engine Compartment (Forward)</b>								
1. Forward Bulkhead, Bow Pod Access Cover, and Bow Pod.								
<b>NOTE</b> Make sure intake grille is properly secured in raised position.								
a. Bow Plane Velocity Fuse Valves.	✓							
b. Bow Pod Access Cover.	✓							
c. TACNAV sensor.	✓							
2. Intake Plenum Actuating Cylinder								
a. Cylinder.	✓							
b. Hydraulic Hoses.	✓							
3. Cam Roller Lock. Check condition of each latch roller.	✓							

NOMENCLATURE LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
4. Cooling Fan.								
a. Guard.	✓							
b. Shroud.	✓							
c. Fan.	✓							
d. Bearings.	✓							
e. Belt Adjustment.	✓							
f. Seals.	✓							
g. Fan Cartridge Bearing.	✓							
h. Drain Tube.	✓							
5. Surge Tank.								
a. Tank.	✓							
b. Valve.	✓							
c. Hose and Tubes.	✓							
d. Mounting Hardware.	✓							
6. Crew Ventilation.								
a. Ducts, Clamps, and Hoses.	✓							
b. Drain Tube.	✓							
7. Control Linkages.								
a. Brake Linkage.	✓							
b. Steering Linkage.	✓							
c. Throttle Linkage.	✓							
d. Brake Flood Control Valve Linkage.	✓							
<b>NOTE</b>								
Make sure flood valve spindle moves freely.	✓							
e. Engine Compartment Exhaust Fan Linkage.	✓							
8. Transmission Mounts. Check mounts for loose mounting hardware. Check transmission guide and guide rollers for damage.	✓							
9. Electrical Wiring and Connections.								
a. Bulk Head Connectors.	✓							
b. Power Plant Wiring.	✓							
c. Crew Vent Fan.	✓							
d. Electrical Bilge Pump.	✓							
10. Hydrostatic Steering Disconnect Lever. Check lever for correct operation, damage, and wear. Check for leaks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>11. Port Final Drive</b>								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
d. Speedometer Adapter Cable.	✓							
12. Port U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
13. Port Hydraulic Bilge Pump. Check for oil leaks, loose mounting hardware, damaged screen, and debris.	✓							
14. Bilge Pump Bypass Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connections.	✓							
15. Plenum Solenoid Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connection.	✓							
16. Bow Plane Hydraulic tubes, Hoses and Fittings. Check for leaks, loose fittings and loose mounting hardware.	✓							
17. Fuel Manifold. Check for fuel leaks and loose mounting hardware.	✓							
18. Forward Engine Compartment Fire Extinguisher Discharge Nozzle. Check for damage and debris.	✓							
19. Port Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
20. Port Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
<b>21. Starboard Final Drive</b>								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
22. Starboard U-Joint. Check for wear, tight screws, and proper safety wiring.			✓					safety wire
23. Starboard Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
24. Starboard Electrical Bilge Pump. Check screen for debris and damage. Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
25. Precleaner. Check cleaner for damage, loose mounting hardware, and loose clamps. Check screen for damage and debris.	✓							
26. Crew Ventilation Fan. Check mounting hardware for looseness. Check ducts and clamps for damage and tightness.	✓							
27. Starboard Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓		✓					excess oil
28. Starboard Right Angle Drive Shaft. Check condition of shaft coupling for damage. Check coupling bolts for tightness and proper safety wire.	✓							
29. Fan Drive Shaft. Check shaft and coupling for damage or wear. Check safety wire for damage.	✓							
<b>30. Fuel Filter.</b>								
a. Fuel Leaks.	✓							
b. Drain Cock/Contamination.	✓							
c. Electrical Leads/Transducer.	✓							
d. Mounting Hardware/Air Valve.	✓							
<b>31. Power Takeoff Unit.</b>								
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Electrical leads/Connections.	✓							
32. Starter. Check that starter is mounted properly. Check electrical leads and connections for damage and proper connections.	✓							
33. Transmission Oil Cooler. Check for oil and water leaks. Check electrical leads and connections for damage. Check oil lines, hoses, and clamps for tightness.	✓							
34. Exhaust Manifold (starboard side). Check for cracks, holes, and corrosion. Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
35. Transmission. Check for overall cleanliness and damage.								
a. Leaks.	✓							
b. Torque converter to engine mounting screw for tightness.	✓							
c. Range selector valve for leaks and safety wire.	✓							
d. Oil Leaks.	✓							
e. Left and right brake and steer sections for leaks and loose mounting bolts.	✓							
f. Check brakes for proper adjustment.	✓							
g. Check transmission drain line for leaks, damage, and loose drain plug.	✓							
VI. Engine Compartment (Aft)								
1. Exhaust Plenum. Check actuating cylinder and oil lines for leaks. Check condition of plenum seal.	✓							
2. Components Bolted on to the Engine. Check for tight mounting hardware, proper electrical connections, damaged hoses and electrical leads, and leaks.								
a. Turbocharger.	✓							
b. PT Pump.	✓							
c. Exhaust Manifold (port side).	✓							
d. Engine Oil Cooler.	✓							
e. Engine Oil Filter.	✓							
f. Intake Manifold.	✓							
g. Smoke Generation Components.	✓							
h. Cold Start Components.	✓							
i. Crankcase Breathers.	✓							
3. Transmission Oil Filter								
a. Mounting Hardware.	✓							
b. Leaks.	✓							
c. Check Electrical Connections.	✓							
4. Engine Oil Level. Check for correct level and signs of contamination. Check dipstick for damage.	✓							
5. Transmission Oil Level. Check for correct level and signs of contamination. Check fill tube and dipstick for damage.	✓							
6. Tachometer Drive Shaft. Check for adapter and cable damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
7. Radiator. Check for radiator damage. Check for water leaks on radiator and coolant tubes.	✓							
8. Exhaust System. Check condition of insulation. Check for loose mounting hardware and damaged scavenging system check valve and for leaks.	✓							
9. Engine Compartment Exhaust Duct. Check for cracks or other damage. Check mounting hardware and clamps for tightness. Check tubes for proper mounting.	✓							
10. Engine. Check overall condition of engine for cleanliness and fuel, coolant, and oil leaks.	✓							
<b>11. Generator</b>								
a. Bracket and Hardware.	✓							
b. Pulley and Belt.	✓							
c. Adjustment.	✓		✓	✓				
d. Voltage Regulator	✓							
<b>12. Water Pump. Check for leaks.</b>								
a. Pump.	✓							
b. Hoses and Tubes.	✓							
c. Belt and Adjustment.	✓							
13. Fire Extinguisher Discharge Nozzle. Check for damage, debris, and condition of safety wire.	✓							
14. Engine Oil Heat Exchanger. Check mounting hardware for tightness. Check for oil leaks. Check electrical leads for damage and tight connections.	✓							
15. Cold Start Disconnect Lever. Check for proper operation, damage, and corrosion.	✓							
<b>16. Hydraulic Reservoir</b>								
a. Oil Leaks.	✓		✓					Hydro leak from Pump handle
b. Mounting Hardware.	✓							
c. Oil Level.	✓		✓					Empty
d. Dipstick for damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
VII. Troop Compartment								
<b>NOTE</b>								
Before inspecting troop compartment, open cargo hatches. Sound from and lower ramp.								
1. Engine Compartment Access Covers (all). Check all nuts/screws and clamps for damage and operation. Check covers for correct mating and damage.								
a. Aft Upper.	✓							
b. Aft Center.	✓							
c. Aft Lower.	✓							
d. Port Upper.	✓							
e. Port Lower.	✓							
f. Smoke Generation.	✓							
2. Smoke Generation Fuel Control Valve. Check to see if valve operates freely. Check for any damaged components and leaks.	✓							
3. Engine Compartment Fire Extinguisher								
a. Bottle and Tag.	✓							Tag (M)
b. Control Valve.	✓							
c. Clamps.	✓							
4. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
5. Coolant Bypass Tube. Check to see if tube is mounted properly in retaining brackets.	✓							
6. Air Cleaner Compartment								
a. Access Door.	✓							
b. Retaining Brackets.	✓							
c. Element.	✓							
d. Compartment.	✓							
7. Right Angle Drive Access Cover. Rotate weapon station to gain access to cover. Check cover for proper mating and damage.	✓							
8. Starboard Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.	✓							
9. Starboard Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
10. Fuel Tank Drains. Check both valves for proper operation. Check fuel lines and fittings for leaks. Check manual shutoff valves to make sure the handle rotates freely.								
a. Internal Fuel Tank Drain.	✓							
b. External Fuel Tank Drain.	✓							
c. Fuel Lines and Fittings.	✓							
d. Manual Shutoff Valve.	✓							
11. Fuel Tank.								
a. Electrical Leads.	✓							
b. Leaks.	✓							
c. Retaining Straps.	✓							
d. Breather Cap.	✓							
12. Troop Seats.								
a. Hinges.	✓							
b. Supports.	✓							
c. Seat Pans.	✓							
d. Cushions.	✓							
e. Safety Belts/Straps.	✓							
f. Adjusting Rods.	✓							
13. Interior Stowage.								
a. MG Cleaning Rod Bracket.	✓							
b. Rifle Brackets.	✓							
c. Water Can Supports.	✓							
d. Seat Stowage Supports.	✓							
e. DVE Container.	✓							
f. Portable Fire Extinguisher Bracket.	✓							
g. Pamphlet Stowage Rack.	✓							
h. Ammo Box Bracket.	✓							
i. Hand Oiler Bracket.	✓							
j. Tool Box Stowage Support.	✓							
14. Power Distribution Box. Check to see if box is securely mounted. Check all electrical connections for tightness. Check cover for tight screws. Check slave output power switch for damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>15. Batteries</b>								
a. Battery Box Cover.	✓							
b. Holddowns.	✓							
c. Cables and Terminals.	✓							
d. Battery and Terminal Posts.	✓							
e. Battery Box Drains.	✓							
f. Battery Instruction Plate.	✓							
16. Radio Guards. Check guards for damage and loose or missing mounting hardware.	✓							
<b>17. Deflector/Actuator Guards. Check guards for debris and damage. Check mounting hardware for tightness.</b>								
a. Port	✓							
b. Starboard.	✓							
<b>18. Water Steer System Components</b>								
a. Water-Jet Deflector Position Sensing Module (port and starboard).	✓							
b. Water-Jet Deflector Servo Module (port and starboard).	✓							
c. Water-Jet Deflector Solenoid Module (port and starboard).	✓							
d. Actuator Cylinders Port and Starboard.	✓							
e. Actuator Bracket Port and Starboard.	✓							
<b>19. AFSSS Electrical Components</b>								
a. Sensors Control Box.	✓							
b. Cables.	✓							
20. Dome Lights. Check mounting hardware for tightness. Check for broken or cracked lens and knobs. With master switch ON, check lights for proper operation.	✓							
21. Aft Slave Receptacle. Check cover and chain for damage. Check insert for corrosion and damage. Check electrical lead for damage and loose connections. Check mounting hardware for tightness.	✓							
22. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
23. Ramp Lock Linkage. Check to see that linkage does not bind. Check for bent or warped linkage rods.				✓				

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
24. Ramp. With ramp lowered, check ramp seal for breaks and spongy condition.								
a. Ramp Seal. Check mating with hull in closed position.	✓							
b. Vision Block Cover.	✓							
c. Skid Bars	✓							
d. Quick-Release (Visual Only).	✓							
e. Tow Pintle Release.	✓							
25. Deck Plates								
a. Deck Plates (port and starboard).	✓							
b. Center Deck Plate.	✓							
c. Contact Cooler Bleeder Valve Access Cover.	✓							
d. Bilge Pump Access Cover (port and starboard).	✓							
e. Tiedown Rings.	✓							
<b>NOTE</b> Remove troop compartment deck plates before continuing.								
26. Contact Cooler. Check that bleeder valve is not frozen. Check for signs of leaks.	✓							
27. Torsion Bars. Check torsion bars for damage.	✓							
28. Ramp Cylinder and Cable.	✓							
29. Hydraulic Bilge Pump								
a. Bilge Pump.	✓							
b. Outlet tube.	✓							
30. Electric Bilge Pump.								
a. Electric Pump.	✓							
b. Outlet Tube.	✓							
31. Bilges. Check for cleanliness and obvious signs of damage.								
a. Brackets and Mounting Hardware.	✓							
b. Discharge Tubs and Nozzles.	✓							
32. Fire Extinguisher (17 lb).								
a. Mounting Hardware.	✓							
b. Discharge Tub and Seal.	✓							
c. Tag Date.	✓							
d. Seal	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
33. Personnel Heater.								
a. Mounts.	✓							
b. Exhaust System and Cover.	✓							
c. Electrical Wiring and Switches.	✓							
d. Fuel System.	✓							
e. Heater Ducts.	✓							
34. Port Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.								
35. Port Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
36. Radio Mounts.								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts.	✓							
c. Check Radio Cables.	✓							
37. EPLRS Rack.								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts.	✓							
c. Check Radio Cables.	✓							
VIII. Driver's and Commander's Station								
1. Access Covers.								
a. Hydrostatic Steer Disconnect Lever.	✓							
b. Final Drive U-Joint.	✓							
c. Hydraulic Reservoir.	✓							
2. Flapper Valve. Check spring tension flapper. Check mounting screws for tightness and damage to flapper.	✓							
3. Fire Extinguisher (7 lb). Check mounting bracket and hardware for tightness. Check tag for date bottle was last weighed. Check wire seal on control head.								
a. Bracket and Mounting Hardware.	✓							
b. Tag Date.		✓						
c. Wire Seal.	✓							
4. Ramp Lock Handle. Check handle and lock for damage and proper operation.	✓							
5. Ramp Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
6. Fire Extinguisher Discharge Handle. Check handle for damage and unbroken wire seal.	✓							
7. Power Train Switch. Move lever and check for binding. Check bail for damage.	✓							
8. Mode Selector Switch. Check for missing or damaged toggle switch.	✓							
9. Handle Throttle. Move throttle and check for proper operation. Check linkage and cover for damage.					✓			
10. Gear Selector. Check console for loose mounting hardware for damage. Check movement of selector through all gear range.	✓							
11. Air Cleaner Restrictor Indicator. Check for proper mounting to bulkhead. Check indicator for damage.	✓							
12. Auxiliary Instrument Panel. Check panel for loose mounting hardware. Check that gages are securely mounted in panel, and that hose connections are tight.	✓							
<b>13. Accelerator Pedal</b>								
a. Mounting Hardware/Brackets.	✓							
b. Pedal and Pedal Stop Screw.	✓							
c. Water Drive Switch.	✓							
14. Brake Pedal. Apply and release brakes to check binding.	✓							
15. Parking Brake Handle. Check for proper operation. Make sure that parking brake holds and releases properly.	✓							
<b>16. Steering Wheel. Check wheel for damage. Check operation of wheel tilt. Check for binding linkage. Check steering wheel sensing module for loose mounting hardware or damaged wiring.</b>								
a. Steering Wheel.	✓							
b. Steering Wheel Sensing Module.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
17. Indicator Panel. Check mounting hardware and grommets for tightness and damage. Check for loose or damaged switches, lights, and buttons.								
a. Master Switch.	✓							
b. Lamp Test/Warning Cancel Switch.	✓							
c. Horn Button.	✓							
d. Panel Lights Br/Dim Switch.	✓							
e. Cold Start Switch.	✓							
f. Starter Button.	✓							
g. Light Switch.	✓							
h. TACNAV Indicator.	✓							
i. Tachometer.	✓							
j. Speedometer.	✓							
k. Smoke Generation Indicator Light.	✓							
l. Smoke Generation Switch.	✓							
m. Forward Electric Bilge Pump Switch.	✓							
n. Aft Electric Bilge Pump Switch.	✓							
o. Aft Electric Bilge Pump Indicator Light.	✓							
p. Forward Electric Bilge Pump Indicator Light.	✓							
q. Aft Hydraulic Bilge Pump Indicator Light.	✓							
r. Forward Hydraulic Bilge Pump Indicator Light.	✓							
s. Ventilation Switch.	✓							
18. Driver's Display Unit. Check for cracked glass and moisture. Check that unit is securely mounted in indicator panel.	✓							
<p style="text-align: center;"><b>NOTE</b></p> <p>Bar scales and warning lights will be checked during the operational portion of preinduction.</p>	✓							
19. Bow Plane Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							
20. Vent Air Outlets. Check driver's and commander's outlets for breaks and cracks. Check to see if outlet rotates freely. Check mounting hardware for tightness.								
a. Driver's Outlet.	✓							
b. Commander's Outlet.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
21. Vent Air Hoses, Tubes, and Duct. Check for loose clamps and mounting hardware. Check for damaged hoses, tubes, and duct.	✓							
22. Bilge Outlet Tube. Check tube for damage, hoses for cracks, and clamps for tightness.	✓							
23. Instrument Distribution Box. Check that box is securely mounted, and that cover screws are tight. Check all wiring harness connectors for tightness.	✓							
24. Forward Slave Receptacle on Instrument Distribution Box. Check cover and chain for damage. Check receptacle for corrosion and damage.	✓							
25. Searchlight Switch. Check for damage and operation.	✓							
26. Ventilation Air Outlet Valve. Check for loose mounting hardware and damaged cable and handle with ball. Open and close outlet and check for binding linkage.	✓							
27. Data Plates. Check for damage.	✓							
28. Manual Fuel Shutoff Handle. Check shaft for damage and grommets for wear. Rotate handle to check for free operation.	✓							
29. Driver's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							
30. Troop Commander's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							
31. Interior Decals and Instruction Plates. Check to see that they are readable.	✓							
<b>32. Fire Extinguishers (MFSS and AFSSS)</b>  <b>NOTE</b> At this time all fire suppression system bottles are to be pulled and weighed.								
a. Mounting Hardware.	✓							
b. Discharge Tube and Seal.	✓							
c. Tag Date.		✓						No Tag
d. Seal.	✓							
33. Drive Shaft Guards. Check guards for damage and mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>IX. Equipment Operation</b>								
<b>1. Start vehicle, check operation of the following:</b>								
a. Master Switch.	✓							
b. Horn.			✓					Horn (I)
c. Fuel Level Indicator.	✓							
d. Battery Generator Indicator.	✓							
e. Electric Bidge Pumps (forward and aft).	✓							
f. Panel Lights (brt/dim).	✓							
g. Display Panel Warning Lights.	✓							
h. Vent Switch Low Position.	✓							
2. Perform Diagnostic Test Equipment checks in accordance with TM 09674A-25&P/4, (See worksheet at the end of this Appendix).								
<b>3. Vehicle Stall Check. With brakes locked and gear selector in 4th gear, accelerate fully and check the following:</b>								
a. Brakes.	✓							
b. Transmission.	✓							
c. Engine, RPM.	✓							2400
d. TACNAV Indicator. Check that system powers and display works.					✓			
<b>4. Lights. Check that lights work properly.</b>								
a. Light Switch.	✓							
b. Service Drive.	✓							
c. Dimmer Switch.	✓							
d. Blackout Markers.	✓							
e. Stop Light.	✓							
f. Park.	✓							
g. Searchlight.	✓							
h. Interior Dome Lights.	✓							
5. Driver's Viewer Enhancer (DVE). Check that power system works.	✓							
6. Lamp Test Warning Cancel Switch. Check audio signal with proper comm helmet.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>X. Functional Road Test</b>								
1. Steering. Check operation and drift.	/							
2. Gear Ranges. Check for slippage and that lockup works properly.	/							
3. Smoke Generation. Check for correct operation.	/							
4. Brakes. Check to see if brakes pull to one side or the other.	/							
5. Speedometer. Check for correct operation.	/							
6. Noises. Check for any unusual noises.	/							
<b>XI. Water Systems Test</b>								
1. Plenums. Check that plenums close completely. Fan shuts off. (Para. 8-13)			/					Hydro System WOP
2. Check if hydraulic bilge pumps operation.			/					L
3. Check if electric bilge pumps operate.	/							
4. Check that jet drive activates at 1000 to 1200 RPM.			/					Hydro System WOP
<b>5. Bow Plane Operation:</b>								
a. Control Valve. Check for proper operation and leaks.			/					Hydro System WOP
b. Bow Plane. Check that it fully extends and retracts.			/					L
c. Pivot Actuator. Check for leaks, unusual noise and smooth operation.			/					L

NOTE

See TM 10004A-25&P/2 for LTI of UGWS Unique Items.  
 See TM 07267B-25&P/4 for LTI of AAVR7A1 Unique Items.  
 See TM 07268B-25&P/2 for LTI of AAVC7A1 Unique Items.

APPENDIX C

ASSAULT AMPHIBIOUS VEHICLE  
UPGUNNED WEAPONS STATION (UGWS), AAVP7A1

LIMITED TECHNICAL INSPECTION

TAC No. 3-11-04 USMC No. 523445 Miles 1195 Hours 252

Date Inspected 20200413 Inspector \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c)

\*See Table C-1 for UGWS Deadline Criteria.

NOMENCLATURE/LOCATION	Inspection Criteria							Remarks MUST be included if unserviceable.
	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	
<b>I. Basket Weldment</b>								
1. Basket Weldment Clearance.								
a. Area around sides of basket weldment clear of obstructions.	✓							
b. Area around 12 channel slip ring clear of obstructions.	✓							
2. 12 Channel Slip Ring.								
a. Electrical connectors tight and in good condition.	✓							
b. Upper portion of 12-channel slip ring rotates freely.	✓							
c. Manual and electrical weapons station operation.	✓							
3. Power Relay Assembly.								
a. Box secure to bottom of basket.	✓							
b. Electrical connectors tight and in good condition.	✓							
4. Basket Inspection								
a. Seat belt secure, latch working properly, belt in good condition.	✓							
b. Stowed items do not overhang basket.	✓							
c. Seat in good condition, locks in all height positions, secure in basket assembly.	✓							
<b>II. Weapons Station Interior</b>								
1. Turret Power Control Assembly.								
a. Box cover secure. Box secure to basket weldment.	✗	✓						(M) 2 Bolts
b. Electrical connector tight and in good condition.	✓							
1. Weapon Control Assembly.								
a. Box cover secure. Box secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>3. Traverse Switch Assembly.</b>								
a. Box cover secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							
<b>4. M36E-TSS Periscope.</b>								
a. Mounting Screws. Check screws for security. Check sight is secure to turret weldment.	✓							
b. Sight. Check for moisture in window and in mirror. Check condition of glass.	✓							
c. Sight Eyepieces. Check for moisture, condition of reticles, condition of eye-piece pads, and proper operation.	✓							
d. Latch Assembly. Check that latch moves freely, and has spring tension.	✓							
e. Hanger Strap. Check for serviceability.	✓							
f. Head Assembly. Check nuts on head assembly for tightness.	✓							
g. Body Assembly. Check mounting hardware for security and that safety wire is present.	✓							
h. Boresight Knobs - Azimuth and Elevation. Check setting on both knobs and record. Turn each knob, check for smooth movement and shift of sight reticle. Reposition knobs to original settings.	✓							
i. Sight Power Electrical Connectors. Check that electrical connectors are in good condition.	✓							
j. Check for cracks, dents, burns and chipped paint on housing.	✓							
k. Check that valve cap is tight and retaining strap is not broken or missing.	✓							
l. Check that both knobs on elbow assembly move freely from LO to HI position.	✓							
m. Check that lamp holder is tight and packing is installed.	✓							
n. Check that plug or shutter switch is present. If missing, notify supervisor.	✓							
o. Check that all boresight knobs move freely, and scales can be easily read.	✓							
p. Check ID plate for damage and if it can be easily read. If plate cannot be read, notify supervisor.	✓							
q. Check that shutter switch will not move to ON without pushing safety button first.	✓							
r. Check that valve cap strap is not damaged or missing.	✓							
s. Check that all screws are tight on mounting hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
5. Exhaust Blower. Check for corrosion and debris. Make sure electrical connectors are tight and in good shape. Check operation of blower door.	✓							
6. 50 Caliber Ammo Ejection Chute. Check for condition and security. Ensure that chute is clear of debris.								
a. Check ejection-chute hose for security and condition.	✓							
b. Spent-Cartridge Box. Check security and condition. Check operation of latches.	✓							
7. Equilibrator. Check for corrosion, security and adjustment.	✓							
8. 50 Caliber Ammo Feed System								
a. Check security and condition of .50 caliber ammo trays.	✓							
b. Check security and condition of roller guides.	✓							
9. 40mm Ammo Feed System								
a. Feed Chute. Check for dents, corrosion and/or damage.	✓							
b. Check feed-chute cover for tears, holes; zipper must move freely. Check attachment points for security and condition.	✓							
c. Check anti-feedback lever for condition and security.	✓							
10. 40mm Ammo Box Assembly								
a. Check security and condition of box, doors, and flaps.	✓							
b. Check operation of latches.	✓							
c. Check that electrical connector on last-round switch is tight and in good condition.	✓							
11. 40mm Charger Assembly. Check condition and security of charger tube.	✓							
12. 40mm Mantlet								
a. Check condition and security.	✓							
b. Check operation of cover latches.	✓							
13. 50 Caliber Mantlet and Cradle. Check condition and security. Check for damage, cracked welds and bare metal.	✓							
14. Power-Assist Traverse Mechanism. Check for security, condition and leakage. Make sure that electrical connectors are tight and in good condition.	✓							
15. Elevation Control Assembly. Check for security and condition.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
16. Gunner's Trigger Switch. Check for security and condition. Check that electrical connectors are tight and in good condition.	✓							
17. Linkage. Check for security and condition.	✓							
18. Grenade Launcher Inhibit Switch. Check for security and condition. Check that electrical connector is tight and in good condition.		✓						Switch is (M)
19. Elevation Interrupter Switches. Check for condition and security. Check that electrical connectors are tight and in good condition.	✓							
20. Utility Light. Check that light and electrical connector is secure and in good condition.	✓							
21. Communications Box								
a. Check that electrical connector is tight and in good condition.	✓							
b. Check for security and condition.	✓							
22. Weapons Station. Inspect for damage, security and clarity.								
a. Vision Blocks. Inspect for damage, security and clarity.	✓							
b. Ring Gear. Inspect for damage and corrosion. Should be clean and no grease.			✓					A lot of Rust
23. Hatch								
a. Seal Hatch, Hinges. Inspect for damage, loose hardware and proper operation.	✓							
b. Hatch Latch Check. It should lock the hatch closed, hatch vertical to turret and hatch horizontally open in three positions (15 degrees, 90 degrees and 175 degrees).	✓							
c. Hatch Handle. Check security, condition and proper operation.	✓							
d. Crash Pads. Inspect pads on hatch and weapons station for security and condition.	✓							
24. DAGR.								
a. Check that electrical and antenna connections are tight and in good condition.		✓						
b. Check for security and condition.		✓						

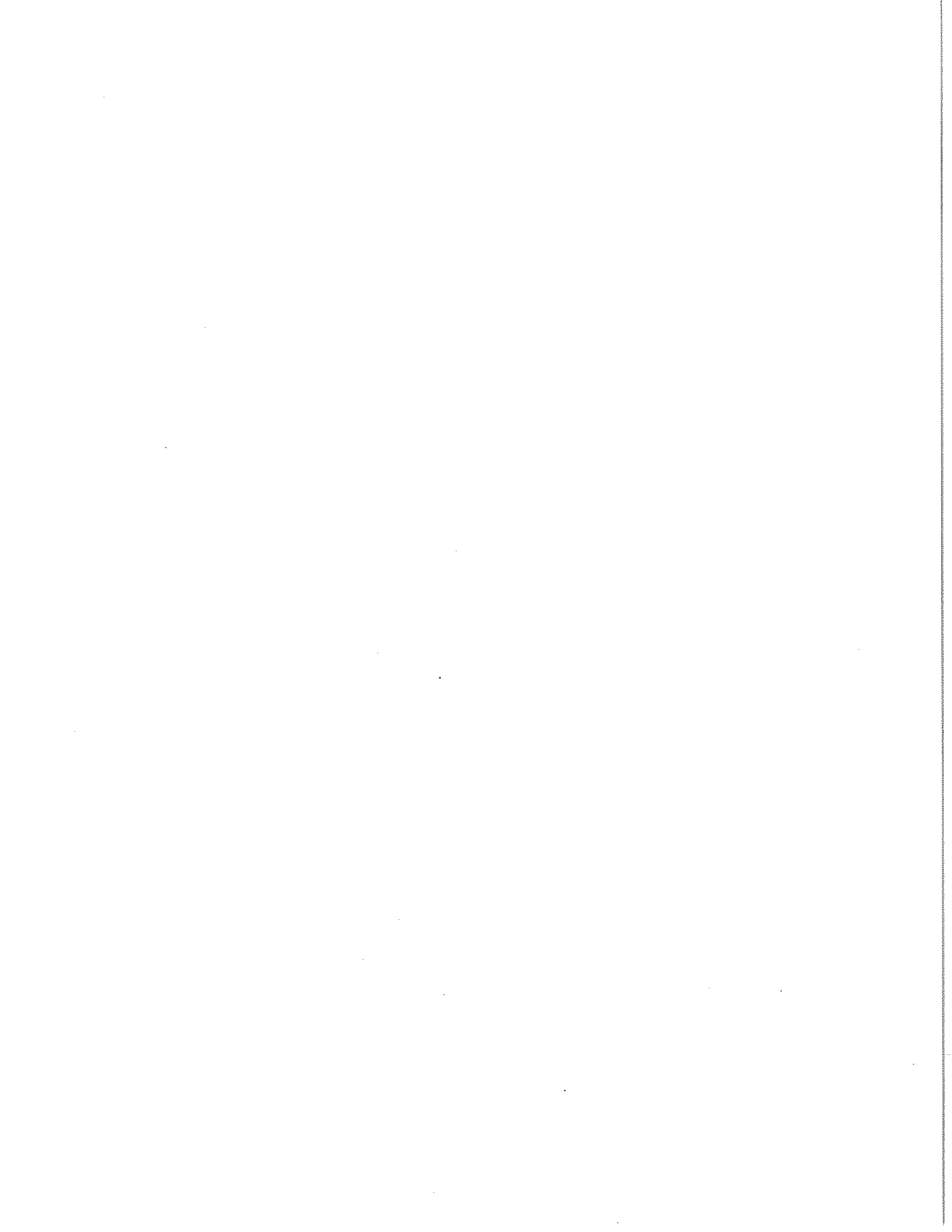
NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>III. Weapons Station Exterior</b>								
1. Receptacle, Spot Light. Inspect for corrosion and damage. Check that cover fits securely and is tight.	✓							
2. Mount, Spot Light. Inspect condition and security.	✓							
<b>3. Smoke Grenade Launchers</b>								
a. Tubes. Inspect sight tubes for dents, cracks or corrosion, and security to mounts. Check security of mount to turret.	✓							
b. Electrical Contacts. Check that contacts are tight and free of corrosion.	✓							
c. Rubber Caps. Check sight caps for condition.						✓		1 Rubber Cap Bioped (U)
4. Entrance Window. Inspect condition and security. Look for signs of moisture.	✓							
5. Sight Cover. Inspect condition and security.	✓							
6. 40mm Mantlet Cover. Check for security and condition. Check operation of latches.	✓							
7. Remote Antenna. Check security and condition of cover.	✓							
<b>IV. Functional Tests</b>								
<b>1. Manual Operation. Check for weapons station binding and backlash.</b>								
a. Azimuth. Check movement through 360 degree clockwise and counter-clockwise.	✓							
b. Elevation. Check for +45 degree maximum elevation and -8 degree maximum depression.	✓							
<b>2. Powered Systems Test. Vehicle master switch and turret power switch ON. Check operation as noted.</b>								
a. Control Box Lights. Check that control box lamps light when turret power switch is ON by pressing lamp test all button.	✓							
b. Domelight. Lights in both blue and white switch positions.	✓							
c. Utility Light. Lights in both red and white.	✓							
d. Thermal Elbow Check Only. Ensure the unit shows an image and all controls work.	✓							
e. Spot Light. Install and check operation.	✓							
f. Exhaust Blower. Check operation.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>3. Low Ammo System Test</b>								
a. Last-Round Switch OFF. Last-round indicator light on, triggers do not work.	✓							
b. Last-Round Switch ON. Last-round indicator lamp light ON, override switch in up position, triggers work.	✓							
c. Last-Round Switch OFF. Last-round indicator light OFF, override switch down, triggers work.	✓							
<b>4. Weapons Station System. Perform test as prescribed in Section 3.</b>								
a. Manual Elevation. Check operation.	✓							
b. Deck Clearance. Check clearance of all obstacles. Check all inhibit zones. Weapons electrical trigger will not fire while in inhibit zones.	✓							
<b>5. Smoke Grenade Launcher Test</b>								
a. Tubes. Check that they are clear of grenades.	✓							
b. Contacts. Check for 24 volts at eight firing pins inside of tubes on smoke grenade launchers. Turret power switches ON, smoke grenade switch ON, hatch in closed and locked position and grenade firing switch depressed.	✓							
<b>6. DAGR Operational Test. Refer to TM 11-5820-1172-13.</b>								
a. Check that DAGR passes self-test.		✓						
b. Check that DAGR is using vehicle power.		✓						
c. Check that DAGR is using remote antenna.		✓						
d. Check functioning of DAGR screen back lighting.		✓						

TAMCN	DESCRIPTION	QTY	UNIT	PRICE EACH	TOTAL
E08457K	2 - CAP, Protective, Dust And Moisture Seal; PN A3207525-1; CAGE 80063	4	N	\$13.19	\$52.76
E08457K	SHACKLE; Anchor 1-3/8 In. Pin, 21T; PN 12328579; CAGE 19207	1	N	\$94.37	\$94.37
E08457K	LUBRICATING GUN, Hand; PN 1142; CAGE 1PL57	1	N	\$11.67	\$11.67
E08457K	PADLOCK; PN A-A-59487-1BC; CAGE 58536	1	N	\$7.88	\$7.88
E08457K	WRENCH, Adjustable; 18 In. lg.; 2.062 Wt surf.; PN B107-8; CAGE 05047	1	N	\$65.11	\$65.11
TOTAL:					\$171.74

ENCLOSURE 48





LIMITED TECHNICAL INSPECTION

DATE: 20200414

PURPOSE OF LTI: SLTI

SERVICE REQUEST: 29843974

RESPONSIBLE UNIT: 3D AA BN

SET SERIAL: 523195

NOMENCLATURE: AAAP7A1

TAMN: E08467K

NSN: 2350-01-458-7410

NOMENCLATURE	NIIN / P/N	SERIAL	QTY	DEF CODE	REMARKS
ENGINE	01-463-8066	37791043	1	S	
TRANSMISSION	01-477-3051	A14221E	1	S	

DEFECT CODES: S - SERVICABLE U - UNSERVICABLE M - MISSING

SL-C COMPLETE: YES / NO

MODS VERIFIED: YES / NO

LAST PMCS DATE: 20200325

COMMENTS: DRIFT PIN, QTY 1, 01-075-8292, HOIST WIREROPE, QTY 1, 01-071-1746, OILER HAND, QTY 1, 00-262-8868, SCREWDRIVER, FLAT TIP, QTY 1, 00-222-8852.

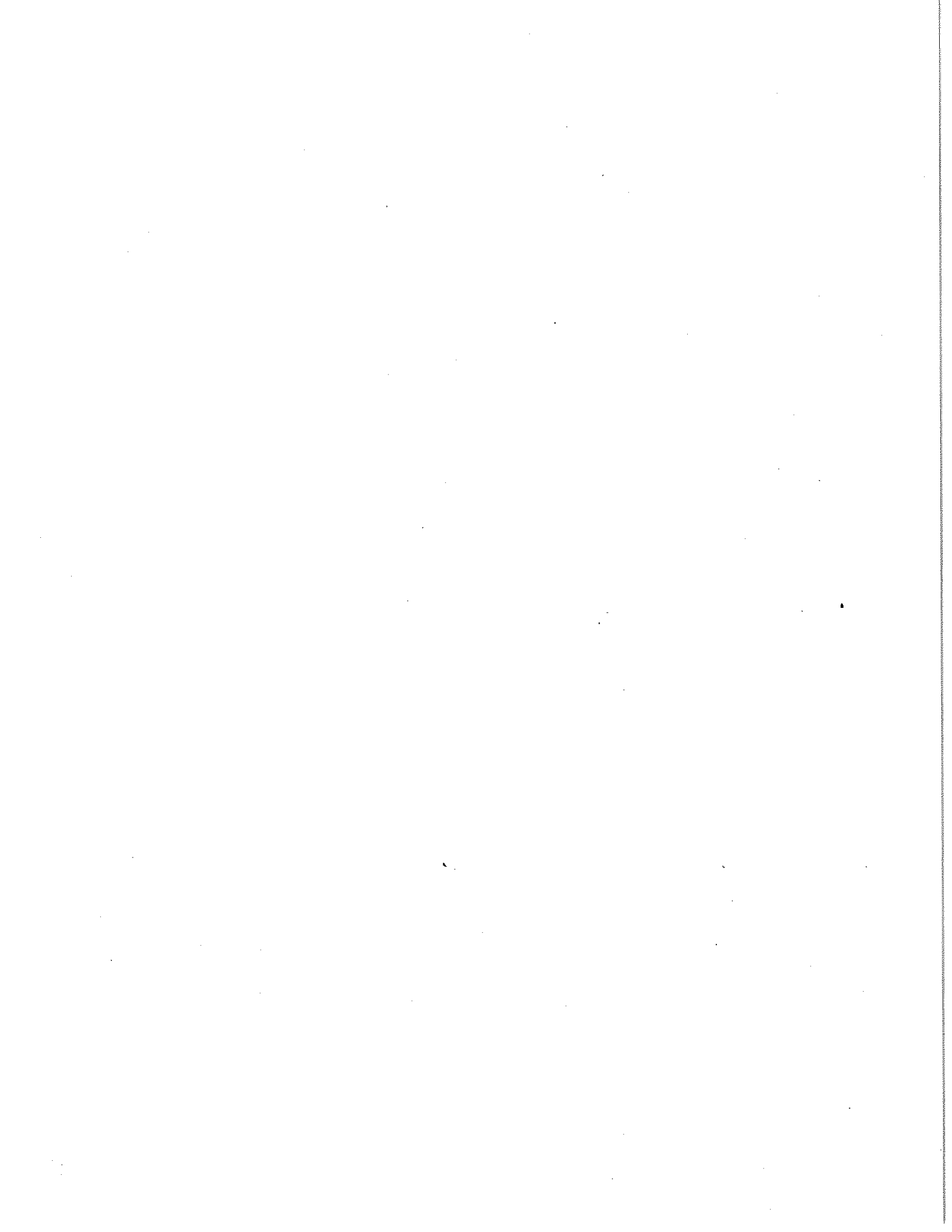
CONDITION CODE: A

LTI BY PRINT/SIGN (b)(3), (b)(6), (b)(7)(c)

LTI BY PRINT/SIGN (b)(3), (b)(6), (b)(7)(c)

DATE: 20200414

ENCLOSURE (49)



ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) LIMITED TECHNICAL INSPECTION	
MODEL (CIRCLE ONE) <div style="text-align: center;"> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">AAVP7A1</span>                      AAVC7A1                      AAVR7A1                 </div>	REFERENCES TM 09674A-25&P/4      TM 8F152B-25&P TM 07267B-50 TM 07268B-25&P/2
TAC NO. 3-11-10	MILES 1213
U.S.M.C. NO. 523195	HOURS 258
HULL NO. BAM-A-003	
ENGINE NO. 37191043	
TRANSMISSION NO. A14221E	
INSPECTOR'S NAME/RANK/SIGNATURE  (b)(3), (b)(6), (b)(7)(c)	DATE INSPECTED 20200114
NOTE: The following inspection sheets are divided into seven columns. The inspector will place a <i>check</i> in the column which best describes the condition of the item being inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the remarks column.	

Needs MNT RUN

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
I. Outside of Vehicle (Forward and Port)								
1. Hull Forward End. Check for damage and bare metal.	✓							
2. Towing Eyes. (Para. 8-33)								
a. Port.	✓							
b. Starboard.	✓							
3. Headlights. (Para. 11-32)								
a. Port.	✓							
b. Starboard.	✓							
c. Headlight Guards.	✓							
4. Bow Plane. (Para. 10-14)								
a. Hinges and Mounting Hardware. (Para. 10-17)	✓							
b. Bow Plane. (Para. 10-17)	✓							
c. Hydraulic Tubes and Fittings. (Para. 10-16)	✓							RDS
d. Pivot Actuator. (Para. 10-18)	✓							
5. Hull Port Side. Check for damage and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-26a)	✓							
b. Steps. (Para. 16-29)	✓							
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage provisions. (Para. 16-37)	✓							
e. Fairings. (Para. 16-28)	✓							
f. Standoff Brackets. (Para. 16-27)	✓							
g. Hull Bosses. (Para. 16-36)	✓							
6. Port Track Shroud. Check for loose mounting hardware and damage. (Para. 16-28)	✓							
7. Port Final Drive. (Para. 7-18)								
a. Outer Housing.	✓							
b. Bolts.	✓							
8. Port Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)								
9. Port Sprockets. (Para. 7-16)								
a. Inner.	✓							
b. Outer.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>11. Port Track (Para. 7-7) Use track wear page to measure wear. Mark each unserviceable track shoe.</b>								
a. Track Shoes.			✓					17 inner pads
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.			✓					tension a little low
<b>12. Port Road Wheels and Hubs (Para. 7-12) Circle those numbers which are unserviceable.</b>								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level. 1 2 3 4 5 6	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
<b>13. Port Support Arms (Para. 7-13) Circle those numbers which are unserviceable.</b>								
1 2 3 4 5 6	✓							
<b>14. Port Torsion Bars (Para. 7-13) Circle those numbers which are unserviceable.</b>								
a. Torsion Bars. 1 2 3 4 5 6	✓							
b. Retaining Screws. 1 2 3 4 5 6	✓							
<b>15. Port Shock Absorbers (Para. 7-11)</b>								
a. No. 1 Shock.	✓							
b. No. 2 Shock.	✓							
c. No. 3 Shock.	✓							
d. No. 4 Shock.	✓							
e. Mounting Hardware.	✓							
<b>16. Port Front Single Support Roller (Para. 7-14)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

ENCLOSURE (44)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>17. Port Dual Support Roller (Para. 7-15)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>18. Port Rear Single Support Roller (Para. 7-14)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
19. Port Slap Guard (Para. 7-10) Check for wear and loose mounting hardware.	✓							
<b>20. Port Idler Wheel and Hub (Para. 7-9)</b>								
a. Idler.	✓							
b. Outer Wheel.	✓							
c. Inner Wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
<b>21. Port Track Tension Adjuster (Para. 7-8)</b>								
a. Track Adjuster Support.	✓							
b. Track Adjuster.	✓							
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
22. Port Anode. (Para. 8-53) Check for tightness of mounting screw. Make sure there is no paint on anode.	✓							
23. Port Midships Bearing. (Para. 9-18) Check for signs of leaks.	✓							
24. Drive Shaft. (Para. 9-17) Check for signs of damage.	✓							
25. Footman Loop. (Para. ) Check for weld cracks.	✓							
26. Port Handrails. (Para. ) Check for weld cracks.	✓							
<b>27. Port Cargo Hatch Supports (Para. )</b>								
a. Forward Support.	✓							
b. Aft Support.	✓							
28. Fuel Tank Pressure Relief Valve and Outlet Cover. (Para. ) Check cover and mounting screws for damage. Check relief opens.	✓							
29. Check fuel filter cap. (Para. )	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
30. Stowage Brackets. Check for weld cracks.	✓							
31. Bilge Pump Outlets								
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
32. Personnel Heater Exhaust Outlet								
a. Outlet Cap.	✓							
b. Outlet Adapter.	✓							
33. Exterior Fire Extinguisher Pull Handle								
a. Handle.	✓							
b. Wire Seal.	✓							
34. External Fuel Tank Drain. Check plug for tightness and leaks.	✓							
35. Port Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
36. Port Reverse Flow Duct. Check for damage and tight mounting hardware.	✓							
37. Fuel Tank Pressure Relief Valve Outlet Cover. Check cover and mounting screws for damage.	✓							
38. Port Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate driveshaft to check for free movement of impeller.	✓							does not rotate freely
<b>II. Outside of Vehicle (Aft and Starboard)</b>								
1. Taillights								
a. Port Taillight.	✓							
b. Starboard Taillight.	✓							
c. Taillight Guards.	✓							
2. Horn. Check for loose mounting hardware, corrosion, and proper electrical connections.	✓							
3. Tow Cable Stowage Brackets. Check for cracked or bent brackets.	✓							
4. Towing Pintle. Check for loose mounting hardware. Check pintle for free rotation and proper quick-release operation.	✓							
5. Ramp Plugs. Check for tightness.	✓							
6. Ramp Hinges and Towing Eyes. Check mounting hardware for tightness.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
7. Vision Block and Guard.								
a. Vision Block Guard.	✓							
b. Vision Block.	✓							
8. Personnel Hatch.								
a. Personnel Hatch Handle (inner and outer).	✓							
b. Personnel Hatch Seal.	✓							
c. Hook and Damper.	✓							
d. Mounting Hardware.	✓							
9. Starboard Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
10. Trailer Receptacle.								
a. Cover.	✓							
b. Retainer Chain.	✓							
11. Starboard Reverse Flow Duct. Check for damage and tight mounting hardware.	✓							
12. Starboard Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate drive shaft to check for free movement of impeller.	✓							
13. Drive Shaft. Check for signs of damage.	✓							
14. Footman Loop. Check for weld cracks.	✓							
15. Starboard Idler Wheel and Hub.								
a. Idler.	✓							
b. Outer wheel.	✓							
c. Inner wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
16. Starboard Track Tension Adjuster.								
a. Track Adjuster Support.	✓							
b. Track Adjuster.	✓							
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
17. Starboard Anode. Check for tightness of mounting screw. Make sure there is no paint on anode.	✓							
18. Starboard Midships Bearing. Check for signs of leaks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>19. Starboard Road Wheels and Hubs. Check those numbers which are unserviceable.</b>								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level.	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
20. Starboard Support Arms. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
21. Starboard Torsion Bars. Check for broken bar and loose retaining screws. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
<b>22. Starboard Shock Absorbers</b>								
a. No. 1 Shock	✓							
b. No. 2 Shock	✓							
c. No. 3 Shock	✓							
d. No. 4 Shock	✓							
e. Mounting Hardware.	✓							
<b>23. Starboard Front Single Support Roller</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>24. Starboard Dual Support Roller</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>25. Starboard Rear Single Support Roller.</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

ENCLOSURE (119)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
26. Starboard Slap Guard. Check for wear and loose mounting hardware.	✓							
27. Starboard Track. Use track wear gage to measure wear. Mark each unserviceable track shoe.								
a. Track Shoes.	✓							
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
28. Starboard Sprocket Rings.								
a. Inner.	✓							
b. Outer.	✓							
29. Starboard Sprocket Carrier. Check for loose mounting hardware and damage.	✓							
30. Starboard Final Drive.								
a. Outer Housing.	✓							
b. Bolts.	✓							
31. Starboard Side Pontoon. Remove drain plug and check for water.	✓							
32. Starboard Track Shroud. Check for loose mounting hardware and damage.	✓							
33. Starboard Bilge Pump Outlets.								
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
34. Stowage Brackets. Check for weld cracks.	✓							
35. Heater Exhaust Outlet. Check for loose mounting hardware and damage.	✓							
36. Starboard Cargo Hatch Supports.								
a. Forward Support.	✓							
b. Aft Support.	✓							
c. Hand Rails.	✓							
37. Footman Loop. Check for weld cracks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
38. Starboard Side Hull. Check for damaged and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-69a)	✓							
b. Steps. (Para. 16-72)	✓							
c. Slope Rack Kit (SRK). (Para. 16-73)	✓							
d. Stowage provisions. (Para. 16-81)	✓							
e. Fairings. (Para. 16-71)	✓							
f. Standoff Brackets. (Para. 16-70)	✓							
g. Hull Bosses. (Para. 16-80)	✓							
III. Bottom of Vehicle								
1. Hull. Check bottom of vehicle for damage.	✓							
2. Dram Plugs. Check for missing, tight, or damaged plugs.								
a. Hull	✓							
b. Ramp.	✓							
c. Contact Cooler.	✓							
IV. Outside of Vehicle (Topside)								
1. Hand Rail (forward). Check for weld cracks or other damage.	✓							
2. Mooring Cleats/Lifting Fixtures. Check for damage. (Para. 8-34)								
a. Forward (port and starboard).	✓							
b. Aft (port and starboard).	✓							
3. Intake Grille.								
<b>NOTE</b> Make sure intake grille is secured properly in raised position.								
a. Screen.	✓							
b. Brace Rod.	✓							
c. Cam Lock Handles Stop Screws.	✓							
d. Torsion Bar Assembly. (Para. 8-17)	✓							
e. Mounting Hardware.	✓							
f. Seal.	✓							
4. Ventilator-Aspirator. Check that valve works properly and filter screen is clean and not damaged. (Para. 8-18)	✓							
5. Radiator Cover and Cap. Check ballistic cover for damage and radiator cap for proper sealing. (Para. 8-19)	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
6. Center Plate. Check sealing surface for tight fit and retaining screws for tightness.	✓							
7. Exhaust Grille. (Para 8-14)  NOTE Make sure that exhaust grille is secured properly in raised position.								
a. Screen.	✓							
b. Seal.	✓							
c. Brace Rod.	✓							
d. Lugs (dogs).	✓							
e. Mounting Hardware.	✓							
8. Plenum Indicators								
a. Intake.	✓							
b. Exhaust.	✓							
9. Searchlight Mount and Receptacle. Check for damage.	✓							
10. Driver's Hatch								
a. Cover and Hinges.	✓							
b. Torsion Bar.			✓					Torsion Bar Cap (M)
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓							
f. DVE Adapter Assembly.	✓							
11. Periscope and Support. Check periscope for breaks and chips and support for damage.	✓							
12. Commander's Hatch								
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓							
13. External Exhaust system. Check the external muffler, muffler guard, for damage and operation.								
a. Muffler.	✓							
b. Guard.	✓							
c. Pipes Clamp.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
14. Ventilation Exhaust Outlet. Check ballistic cover for damage and tight retaining screws. Check screen for damage.	✓							
15. Overhead Protection Kit (OPK).								
a. OPK Tiles.	✓							
b. Torsion Bar Assist Mechanism (TBAM) Cover.	✓							
c. TBAM.	✓							
d. Bosses.	✓							
16. Cargo Hatches.								
a. Covers and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals.	✓							
17. Antenna Mounts.								
a. Receiving Mount.	✓							
b. Port Sending Mount.	✓							
c. Starboard Sending Mount.	✓							
d. PLRS Antenna Mount.	✓							
e. DACT Antenna Mount.	✓							
18. Sea Tow Quick-Release. Check assembly for damage and proper operation.	✓							
V. Engine Compartment (Forward)								
1. Forward Bulkhead, Bow Pod Access Cover, and Bow Pod.								
<p style="text-align: center;"><b>NOTE</b></p> <p>Make sure intake grille is properly secured in raised position.</p>								
a. Bow Plane Velocity Fuse Valves.	✓							
b. Bow Pod Access Cover.	✓							
c. TACNAV sensor.	✓							
2. Intake Plenum Actuating Cylinder.								
a. Cylinder.	✓							
b. Hydraulic Hoses.	✓							
3. Cam Roller Lock. Check condition of each latch roller.	✓							

NOMENCLATURE LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
4. Cooling Fan.								
a. Guard.	✓							
b. Shroud.	✓							
c. Fan.	✓							
d. Bearings.	✓							
e. Belt Adjustment.	✓							
f. Seals.	✓							
g. Fan Cartridge Bearing.	✓							
h. Drain Tube.	✓							
5. Surge Tank.								
a. Tank.	✓							
b. Valve.	✓							
c. Hose and Tubes.	✓							
d. Mounting Hardware.	✓							
6. Crew Ventilation.								
a. Ducts, Clamps, and Hoses.	✓							
b. Drain Tube.	✓							
7. Control Linkages.								
a. Brake Linkage.	✓							
b. Steering Linkage.	✓							
c. Throttle Linkage.	✓							
d. Brake Flood Control Valve Linkage.	✓							
<b>NOTE</b> Make sure flood valve spindle moves freely.	✓							
e. Engine Compartment Exhaust Fan Linkage.	✓							
8. Transmission Mounts. Check mounts for loose mounting hardware. Check transmission guide and guide rollers for damage.			✓					A Lot of Rust
9. Electrical Wiring and Connections.								
a. Bulk Head Connectors.	✓							
b. Power Plant Wiring.	✓							
c. Crew Vent Fan.	✓							
d. Electrical Bilge Pump.	✓							
10. Hydraulic Steering Disconnect Lever. Check lever for correct operation, damage, and wear. Check for leaks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>11. Port Final Drive</b>								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
d. Speedometer Adapter Cable.	✓							
12. Port U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
13. Port Hydraulic Bilge Pump. Check for oil leaks, loose mounting hardware, damaged screen, and debris.	✓							
14. Bilge Pump Bypass Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connections.	✓							
15. Plenum Solenoid Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connection.	✓							
16. Bow Plane Hydraulic tubes, Hoses and Fittings. Check for leaks, loose fittings and loose mounting hardware.	✓							
17. Fuel Manifold. Check for fuel leaks and loose mounting hardware.	✓							
18. Forward Engine Compartment Fire Extinguisher Discharge Nozzle. Check for damage and debris.	✓							
19. Port Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
20. Port Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
<b>21. Starboard Final Drive</b>								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
22. Starboard U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
23. Starboard Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
24. Starboard Electrical Bilge Pump. Check screen for debris and damage. Check mounting hardware for tightness.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
25. Precleaner. Check cleaner for damage, loose mounting hardware, and loose clamps. Check screen for damage and debris.	✓							
26. Crew Ventilation Fan. Check mounting hardware for looseness. Check ducts and clamps for damage and tightness.	✓							
27. Starboard Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
28. Starboard Right Angle Drive Shaft. Check condition of shaft coupling for damage. Check coupling bolts for tightness and proper safety wire.	✓							
29. Fan Drive Shaft. Check shaft and coupling for damage or wear. Check safety wire for damage.	✓							
30. Fuel Filter.								
a. Fuel Leaks.	✓							
b. Drain Cock/Contamination.	✓							
c. Electrical Leads/Transducer.	✓							
d. Mounting Hardware/Air Valve.	✓							
31. Power Takeoff Unit.								
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Electrical leads/Connections.	✓							
32. Starter. Check that starter is mounted properly. Check electrical leads and connections for damage and proper connections.	✓							
33. Transmission Oil Cooler. Check for oil and water leaks. Check electrical leads and connections for damage. Check oil lines, hoses, and clamps for tightness.	✓							
34. Exhaust Manifold (starboard side). Check for cracks, holes, and corrosion. Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
35. Transmission. Check for overall cleanliness and damage.								
a. Leaks.	✓							
b. Torque converter to engine mounting screw for tightness.	✓							
c. Range selector valve for leaks and safety wire.	✓							
d. Oil Leaks.	✓							
e. Left and right brake and steer sections for leaks and loose mounting bolts.	✓							
f. Check brakes for proper adjustment.			✓					Paint Covering Reading
g. Check transmission drain line for leaks, damage, and loose drain plug.	✓							
VI. Engine Compartment (Aft)								
1. Exhaust Plenum. Check actuating cylinder and oil lines for leaks. Check condition of plenum seal.	✓							
2. Components Bolted on to the Engine. Check for tight mounting hardware, proper electrical connections, damaged hoses and electrical leads, and leaks.								
a. Turbocharger.	✓							
b. PT Pump.	✓							
c. Exhaust Manifold (port side).	✓							
d. Engine Oil Cooler.	✓							
e. Engine Oil Filter.	✓							
f. Intake Manifold.	✓							
g. Smoke Generation Components.	✓							
h. Cold Start Components.	✓							
i. Crankcase Breathers.	✓							
3. Transmission Oil Filter.								
a. Mounting Hardware.	✓							
b. Leaks.	✓							
c. Check Electrical Connections.	✓							
4. Engine Oil Level. Check for correct level and signs of contamination. Check dipstick for damage.	✓							
5. Transmission Oil Level. Check for correct level and signs of contamination. Check fill tube and dipstick for damage.	✓							
6. Tachometer Drive Shaft. Check for adapter and cable damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
7. Radiator. Check for radiator damage. Check for water leaks on radiator and coolant tubes.	✓							
8. Exhaust System. Check condition of insulation. Check for loose mounting hardware and damaged scavenging system check valve and for leaks.	✓							
9. Engine Compartment Exhaust Duct. Check for cracks or other damage. Check mounting hardware and clamps for tightness. Check tubes for proper mounting.	✓							
10. Engine. Check overall condition of engine for cleanliness and fuel, coolant, and oil leaks.	✓							
<b>11. Generator</b>								
a. Bracket and Hardware.	✓							
b. Pulley and Belt.	✓							
c. Adjustment.	✓							
d. Voltage Regulator	✓							
<b>12. Water Pump. Check for leaks.</b>								
a. Pump.	✓							
b. Hoses and Tubes.	✓							
c. Belt and Adjustment.	✓							
13. Fire Extinguisher Discharge Nozzle. Check for damage, debris, and condition of safety wire.	✓							
14. Engine Oil Heat Exchanger. Check mounting hardware for tightness. Check for oil leaks. Check electrical leads for damage and tight connections.	✓							
15. Cold Start Disconnect Lever. Check for proper operation, damage, and corrosion.	✓							
<b>16. Hydraulic Reservoir</b>								
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Oil Level.	✓							
d. Dipstick for damage.	✓							

NOMENCLATURE/LOCATION		Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<p><b>VII. Troop Compartment</b></p> <p style="text-align: center;"><b>NOTE</b></p> <p>Before inspecting troop compartment, open cargo hatches. Sound alarm and lower ramp.</p>									
1.	Engine Compartment Access Covers (all). Check all flange nuts and clamps for damage and operation. Check covers for correct mating and damage.								
	a. Aft Upper.	✓							
	b. Aft Center.	✓							
	c. Aft Lower.	✓							
	d. Port Upper.	✓							
	e. Port Lower.	✓							
	f. Smoke Generation.	✓							
2.	Smoke Generation Fuel Control Valve. Check to see if valve operates freely. Check for any damaged components and leaks.			✓					Doesn't stop twisting
3.	Engine Compartment Fire Extinguisher								
	a. Bottle and Tag.	✓							Tag Ⓜ
	b. Control Valve.	✓							
	c. Clamps.	✓							
4.	Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
5.	Coolant Bypass Tube. Check to see if tube is mounted properly in retaining brackets.	✓							
6.	Air Cleaner Compartment								
	a. Access Door.	✓							
	b. Retaining Brackets.	✓							
	c. Element.	✓							
	d. Compartment.	✓							
	Right Angle Drive Access Cover. Rotate weapon station to gain access to cover. Check cover for proper mating and damage.	✓							
	Starboard Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.	✓							
	Starboard Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
10. Fuel Tank Drains. Check both valves for proper operation. Check fuel lines and fittings for leaks. Check manual shutoff valves to make sure the handle rotates freely.								
a. Internal Fuel Tank Drain.	✓							
b. External Fuel Tank Drain.	✓							
c. Fuel Lines and Fittings.	✓							
d. Manual Shutoff Valve.	✓							
11. Fuel Tank								
a. Electrical Leads.	✓							
b. Leaks.	✓							
c. Retaining Straps.	✓							
d. Breather Cap.	✓							
12. Troop Seats								
a. Hinges.		✓	✓					Missing Securing pins
b. Supports.	✓							
c. Seat Pans.	✓							
d. Cushions.	✓							
e. Safety Belts/Straps.		✓						
f. Adjusting Rods.	✓							
13. Interior Stowage								
a. MG Cleaning Rod Bracket.	✓							
b. Rifle Brackets.	✓							
c. Water Can Supports.	✓							
d. Seat Stowage Supports.	✓							
e. DVE Container.	✓							
f. Portable Fire Extinguisher Bracket.	✓							
g. Pamphlet Stowage Rack.	✓							
h. Ammo Box Bracket.	✓							
i. Hand Oiler Bracket.	✓							
j. Tool Box Stowage Support.	✓							
14. Power Distribution Box. Check to see if box is securely mounted. Check all electrical connections for tightness. Check cover for tight screws. Check slave output power switch for damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>15. Batteries</b>								
a. Battery Box Cover.	✓							
b. Holddowns.	✓							
c. Cables and Terminals.	✓							
d. Battery and Terminal Posts.	✓							
e. Battery Box Drains.	✓							
f. Battery Instruction Plate.	✓							
16. Radio Guards. Check guards for damage and loose or missing mounting hardware.	✓							
<b>17. Deflector Actuator Guards. Check guards for debris and damage. Check mounting hardware for tightness.</b>								
a. Port	✓							
b. Starboard.	✓							
<b>18. Water Steer System Components</b>								
a. Water-Jet Deflector Position Sensing Module (port and starboard).	✓							
b. Water-Jet Deflector Servo Module (port and starboard).	✓					1		
c. Water-Jet Deflector Solenoid Module (port and starboard).	✓							
d. Actuator Cylinders Port and Starboard.	✓							
e. Actuator Bracket Port and Starboard.	✓							
<b>19. APSSS Electrical Components</b>								
a. Sensors Control Box.	✓							
b. Cables.	✓							
20. Dome Lights. Check mounting hardware for tightness. Check for broken or cracked lens and knobs. With master switch ON, check lights for proper operation.	✓							
21. Aft Slave Receptacle. Check cover and chain for damage. Check insert for corrosion and damage. Check electrical lead for damage and loose connections. Check mounting hardware for tightness.	✓							
22. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
23. Ramp Lock Linkage. Check to see that linkage does not bind. Check for bent or warped linkage rods.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>24. Ramp.</b> With ramp lowered, check ramp seal for breaks and spongy condition.								
a. Ramp Seal. Check mating with hull in closed position.	✓							
b. Vision Block Cover.	✓							
c. Skid Bars	✓							
d. Quick-Release (Visual Only).	✓							
e. Tow Pintle Release.	✓							
<b>25. Deck Plates</b>								
a. Deck Plates (port and starboard).	✓							
b. Center Deck Plate.	✓							
c. Contact Cooler Bleeder Valve Access Cover.	✓							
d. Bilge Pump Access Cover (port and starboard).	✓							
e. Tiedown Rings.	✓							
<b>NOTE</b> Remove troop compartment deck plates before continuing.								
26. Contact Cooler. Check that bleeder valve is not frozen. Check for signs of leaks.			✓					Bleeder valve seized
27. Torsion Bars. Check torsion bars for damage.	✓							
28. Ramp Cylinder and Cable.	✓							
<b>29. Hydraulic Bilge Pump</b>								
a. Bilge Pump.	✓							
b. Outlet tube.	✓							
<b>30. Electric Bilge Pump</b>								
a. Electric Pump.	✓							
b. Outlet Tube.	✓							
<b>31. Bilges.</b> Check for cleanliness and obvious signs of damage.								
a. Brackets and Mounting Hardware.	✓							
b. Discharge Tubs and Nozzles.	✓							
<b>52. Fire Extinguisher (17 lb).</b>								
a. Mounting Hardware.	✓							
b. Discharge Tub and Seal.	✓							
c. Tag Date. _____		✓						
d. Seal	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
33. Personnel Heater								
a. Mounts.	✓							
b. Exhaust System and Cover.			✓					Handle seized/Broken
c. Electrical Wiring and Switches.	✓							
d. Fuel System.	✓							
e. Heater Ducts.	✓							
34. Port Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.	✓							
35. Port Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
36. Radio Mounts								
a. Check Mounting Hardware.	✓		✓					Top stack <sup>hardware</sup> uninstalled
b. Check Radio Mounts.	✓							
c. Check Radio Cables.	✓							
37. EPLRS Rack								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts	✓							
c. Check Radio Cables.	✓							
VIII. Driver's and Commander's Station								
1. Access Covers								
a. Hydrostatic Steer Disconnect Lever.	✓							
b. Final Drive U-Joint.	✓							
c. Hydraulic Reservoir.	✓							
2. Flapper Valve. Check spring tension flapper. Check mounting screws for tightness and damage to flapper.	✓							
3. Fire Extinguisher (7-lb). Check mounting bracket and hardware for tightness. Check tag for date bottle was last weighed. Check wire seal on control head.								
a. Bracket and Mounting Hardware.	✓							
b. Tag Date.			✓					
c. Wire Seal.	✓							
4. Ramp Lock Handle. Check handle and lock for damage and proper operation.	✓							
5. Ramp Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.			✓					leaking at handle



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
6. Fire Extinguisher Discharge Handle. Check handle for damage and unbroken wire seal.	✓							
7. Power Train Switch. Move lever and check for binding. Check bail for damage.	✓							
8. Mode Selector Switch. Check for missing or damaged toggle switch.								
9. Handle Throttle. Move throttle and check for proper operation. Check linkage and cover for damage.	✓							
10. Gear Selector. Check console for loose mounting hardware for damage. Check movement of selector through all gear range.	✓							
11. Air Cleaner Restrictor Indicator. Check for proper mounting to bulkhead. Check indicator for damage.	✓							
12. Auxiliary Instrument Panel. Check panel for loose mounting hardware. Check that gages are securely mounted in panel, and that hose connections are tight.	✓							
13. Accelerator Pedal								
a. Mounting Hardware/Brackets.	✓							
b. Pedal and Pedal Stop Screw.	✓							
c. Water Drive Switch.	✓							
14. Brake Pedal. Apply and release brakes to check binding.	✓							
15. Parking Brake Handle. Check for proper operation. Make sure that parking brake holds and releases properly.	✓							
16. Steering Wheel. Check wheel for damage. Check operation of wheel tilt. Check for binding linkage. Check steering wheel sensing module for loose mounting hardware or damaged wiring.								
a. Steering Wheel.	✓							
b. Steering Wheel Sensing Module.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
17. Indicator Panel. Check mounting hardware and grommets for tightness and damage. Check for loose or damaged switches, lights, and buttons.								
a. Master Switch.	✓							
b. Lamp Test/Warning Cancel Switch.	✓							
c. Horn Button.	✓							
d. Panel Lights Brt/Dim Switch.	✓							
e. Cold Start Switch.	✓							
f. Starter Button.	✓							
g. Light Switch.	✓							
h. TACNAV Indicator.	✓							
i. Tachometer.	✓							
j. Speedometer.	✓							
k. Smoke Generation Indicator Light.	✓							
l. Smoke Generation Switch.	✓							
m. Forward Electric Bilge Pump Switch.	✓							
n. Aft Electric Bilge Pump Switch.	✓							
o. Aft Electric Bilge Pump Indicator Light.	✓							
p. Forward Electric Bilge Pump Indicator Light.	✓							
q. Aft Hydraulic Bilge Pump Indicator Light.	✓							
r. Forward Hydraulic Bilge Pump Indicator Light.	✓							
s. Ventilation Switch.	✓							
18. Driver's Display Unit. Check for cracked glass and moisture. Check that unit is securely mounted in indicator panel.  NOTE Bar scales and warning lights will be checked during the operational portion of preinduction.			✓					water temp inop
19. Bow Plane Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							
20. Vent Air Outlets. Check driver's and commander's outlets for breaks and cracks. Check to see if outlet rotates freely. Check mounting hardware for tightness.								
a. Driver's Outlet.	✓							
b. Commander's Outlet.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
21. Vent Air Hoses, Tubes, and Duct. Check for loose clamps and mounting hardware. Check for damaged hoses, tubes, and duct.	✓							
22. Bilge Outlet Tube. Check tube for damage, hoses for cracks, and clamps for tightness.	✓							
23. Instrument Distribution Box. Check that box is securely mounted, and that cover screws are tight. Check all wiring harness connectors for tightness.	✓							
24. Forward Slave Receptacle on Instrument Distribution Box. Check cover and chain for damage. Check receptacle for corrosion and damage.	✓							
25. Searchlight Switch. Check for damage and operation.	✓							
26. Ventilation Air Outlet Valve. Check for loose mounting hardware and damaged cable and handle with ball. Open and close outlet and check for binding linkage.	✓							
27. Data Plates. Check for damage.	✓							
28. Manual Fuel Shutoff Handle. Check shaft for damage and grommets for wear. Rotate handle to check for free operation.			✓					missing pin
29. Driver's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓		wavy					needs PM
30. Troop Commander's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							
31. Interior Decals and Instruction Plates. Check to see that they are readable.	✓							
<b>32. Fire Extinguishers (MFSS and AFSSS)</b>  <b>NOTE</b> At this time all fire suppression system bottles are to be pulled and weighed.								
a. Mounting Hardware.	✓							
b. Discharge Tube and Seal.	✓							
c. Tag Date.			✓					
d. Seal.	✓							
33. Drive Shaft Guards. Check guards for damage and mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>IX. Equipment Operation</b>								
<b>1. Start vehicle, check operation of the following:</b>								
a. Master Switch.	✓							
b. Horn.	✓							
c. Fuel Level Indicator.	✓							
d. Battery Generator Indicator.	✓							
e. Electric Bilge Pumps (forward and aft).	✓							
f. Panel Lights (brt/dim).	✓							
g. Display Panel Warning Lights.	✓							
h. Vent Switch Low Position.	✓							
<b>2. Perform Diagnostic Test Equipment checks in accordance with TM 09674A-25&amp;P/4. (See worksheet at the end of this Appendix).</b>								
<b>3. Vehicle Stall Check - With brakes locked and gear selector in 4th gear, accelerate fully and check the following:</b>								
a. Brakes.	✓							
b. Transmission.	✓							
c. Engine RPM.	✓							2500 needs maint run
d. TACNAV Indicator. Check that system powers and display works.					✓			INDP
<b>4. Lights - Check that lights work properly:</b>								
a. Light Switch.	✓							
b. Service Drive.	✓							
c. Dimmer Switch.	✓							
d. Blackout Markers.	✓							
e. Stop Light.	✓							
f. Park.	✓							
g. Searchlight.	✓							
h. Interior Dome Lights.	✓							
<b>5. Driver's Viewer Enhancer (DVE). Check that power system works.</b>								
Lamp Test Warning Cancel Switch. Check audio signal with proper comm helmet.	✓							

idle sound bad

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>X. Functional Road Test</b>								
1. Steering. Check operation and drift.	✓							
2. Gear Ranges. Check for slippage and that lockup works properly.	✓							
3. Smoke Generation. Check for correct operation.	✓							
4. Brakes. Check to see if brakes pull to one side or the other.	✓							
5. Speedometer. Check for correct operation.	✓							
6. Noises. Check for any unusual noises.	✓							
<b>XI. Water Systems Test</b>								
1. Plenums. Check that plenums close completely. Fan shuts off. (Para. 8-13)	✓							
2. Check if hydraulic bilge pumps operation.	✓							
3. Check if electric bilge pumps operate.	✓							
4. Check that jet-drive activates at 1000 to 1200 RPM.	✓							
<b>5. Bow Plane Operation</b>								
a. Control Valve. Check for proper operation and leaks.	✓							
b. Bow Plane. Check that it fully extends and retracts.	✓							
c. Pivot Actuator. Check for leaks, unusual noise and smooth operation.	✓							

**NOTE**

See TM 10004A-25&P/2 for LTI of UGWS Unique Items.  
 See TM 07267B-25&P/4 for LTI of AAVR7A1 Unique Items.  
 See TM 07268B-25&P/2 for LTI of AAVC7A1 Unique Items.

APPENDIX C

ASSAULT AMPHIBIOUS VEHICLE  
 UPGUNNED WEAPONS STATION (UGWS), AAVP7A1  
 LIMITED TECHNICAL INSPECTION

TAC No. 3-11-10 USMC No. 523195 Miles 1213 Hours 258  
 Date Inspected 20200414 Inspect (b)(3), (b)(6), (b)(7)(c)  
 (Rank/Signature)

\*See Table C-1 for UGWS Deadline Criteria.

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>I. Basket Weldment</b>								
1. Basket Weldment Clearance.								
a. Area around sides of basket weldment clear of obstructions.	✓							
b. Area around 12 channel slip ring clear of obstructions.	✓							
2. 12 Channel Slip Ring.								
a. Electrical connectors tight and in good condition.	✓							
b. Upper portion of 12-channel slip ring rotates freely.	✓							
c. Manual and electrical weapons station operation.	✓							
3. Power Relay Assembly.								
a. Box secure to bottom of basket.	✓							
b. Electrical connectors tight and in good condition.	✓							
4. Basket inspection	✓							
a. Seat belt secure, latch working properly, belt in good condition.						✓		
b. Stowed items do not overhang basket.	✓							
c. Seat in good condition, locks in all height positions secure in basket assembly.	✓							
<b>II. Weapons Station Interior</b>								
1. Turret Power Control Assembly.								
a. Box cover secure. Box secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							
2. Weapon Control Assembly.								
a. Box cover secure. Box secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							

ENCLOSURE #19

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
3. Traverse Switch Assembly								
a. Box cover secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓				✓			electrical lead corroded
4. M36P TSS Periscope								
a. Mounting Screws. Check screws for security. Check sight is secure to turret weldment.	✓							
b. Sight. Check for moisture in window and in mirror. Check condition of glass.			✓					moist in sight head
c. Sight Eyepieces. Check for moisture, condition of reticles, condition of eye-piece pads, and proper operation.	✓							some scratches missing eye-piece
d. Latch Assembly. Check that latch moves freely, and has spring tension.	✓							
e. Hanger Strap. Check for serviceability.	✓							
f. Head Assembly. Check nuts on head assembly for tightness.	✓							
g. Body Assembly. Check mounting hardware for security and that safety wire is present.	✓							
h. Boresight Knobs - Azimuth and Elevation. Check setting on both knobs and record. Turn each knob, check for smooth movement and shift of sight reticle. Reposition knobs to original settings.	✓							
i. Sight Power Electrical Connectors. Check that electrical connectors are in good condition.						✓		ground to sight cable is ripped.
j. Check for cracks, dents, burns and chipped paint on housing.	✓							
k. Check that valve cap is tight and retaining strap is not broken or missing.	✓							strap (m)
l. Check that both knobs on elbow assembly move freely from LO to HI position.	✓							
m. Check that lamp holder is tight and packing is installed.	✓							
n. Check that plug or shutter switch is present. If missing, notify supervisor.	✓							
o. Check that all boresight knobs move freely, and scales can be easily read.	✓							
p. Check ID plate for damage and if it can be easily read. If plate cannot be read, notify supervisor.	✓							
q. Check that shutter switch will not move to ON without pushing safety button first.	✓							
r. Check that valve cap strap is not damaged or missing.		✓						
s. Check that all screws are tight on mounting hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
16. Gunner's Trigger Switch. Check for security and condition. Check that electrical connectors are tight and in good condition.	✓							
17. Linkage. Check for security and condition.	✓							
18. Grenade Launcher Inhibit Switch. Check for security and condition. Check that electrical connector is tight and in good condition.	✓							
19. Elevation Interrupter Switches. Check for condition and security. Check that electrical connectors are tight and in good condition.	✓							
20. Utility Light. Check that light and electrical connector is secure and in good condition.	✓							
21. Communications Box.								
a. Check that electrical connector is tight and in good condition.	✓							
b. Check for security and condition.	✓							
22. Weapons Station. Inspect for damage, security and clarity.								
a. Vision Blocks. Inspect for damage, security and clarity.	✓							
b. Ring Gear. Inspect for damage and corrosion. Should be clean and no grease.	✓							
23. Hatch.								
a. Seal, Hatch, Hinges. Inspect for damage, loose hardware and proper operation.	✓							
b. Hatch Latch Check. It should lock the hatch closed, hatch vertical to turret and hatch horizontally open in three positions (15 degrees, 90 degrees and 175 degrees).	✓							
c. Hatch Handle. Check security, condition and proper operation.	✓							
d. Crash Pads. Inspect pads on hatch and weapons station for security and condition.						✓		Torn/worn
24. DAGR.								
a. Check that electrical and antenna connections are tight and in good condition.		✓						
b. Check for security and condition.		✓						



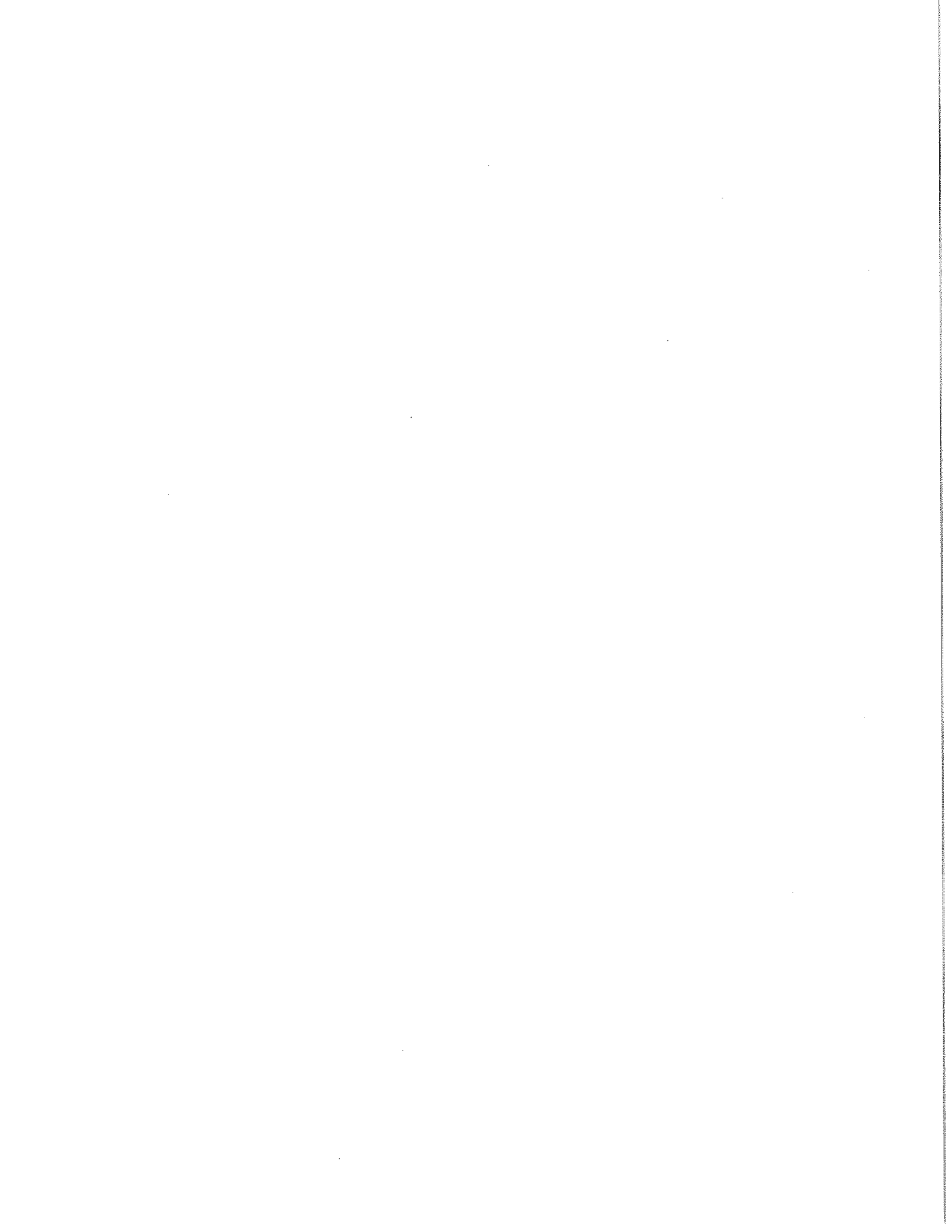
NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
5. Exhaust Blower. Check for corrosion and debris. Make sure electrical connectors are tight and in good shape. Check operation of blower door.			✓					Stays on, <del>off</del> when switch is off. switch magnetizes
6. .50 Caliber Ammo Ejection Chute. Check for condition and security. Ensure that chute is clear of debris.								
a. Check ejection-chute hose for security and condition.	✓							
b. Spent-Cartridge Box. Check security and condition. Check operation of latches.	✓							
7. Equilibrator. Check for corrosion, security and adjustment.	✓							
8. .50 Caliber Ammo Feed System								
a. Check security and condition of .50 caliber ammo trays.	✓							
b. Check security and condition of roller guides.	✓							
9. 40mm Ammo Feed System								
a. Feed Chute. Check for dents, corrosion and/or damage.	✓							
b. Check feed-chute cover for tears, holes; zipper must move freely. Check attachment points for security and condition.	✓							
c. Check anti-feedback lever for condition and security.	✓							
10. 40mm Ammo Box Assembly								
a. Check security and condition of box, doors, and flaps.	✓							
b. Check operation of latches.	✓							
c. Check that electrical connector on last-round switch is tight and in good condition.	✓							
11. 40mm Charger Assembly. Check condition and security of charger tube.	✓							
12. 40mm Mantlet								
a. Check condition and security.	✓							Needs PM
b. Check operation of cover latches.	✓							
13. .50 Caliber Mantlet and Cradle. Check condition and security. Check for damage, cracked welds and bare metal.	✓							
14. Power-Assist Traverse Mechanism. Check for security, condition and leakage. Make sure that electrical connectors are tight and in good condition.					✓			electrical connector pins are mop on small plug
15. Elevation Control Assembly. Check for security and condition.	✓							Needs PM

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>III. Weapons Station Exterior</b>								
1. Receptacle, Spot Light. Inspect for corrosion and damage. Check that cover fits securely and is tight.	✓							
2. Mount, Spot Light. Inspect condition and security.	✓							
<b>3. Smoke Grenade Launchers</b>								
a. Tubes. Inspect sight tubes for dents, cracks or corrosion, and security to mounts. Check security of mount to turret.	✓							
b. Electrical Contacts. Check that contacts are tight and free of corrosion.	✓							
c. Rubber Caps. Check sight caps for condition.		✓						1 cap
4. Entrance Window. Inspect condition and security. Look for signs of moisture.			✓					moisture
5. Sight Cover. Inspect condition and security.			✓					Doesn't go down
6. 40mm Maniflet Cover. Check for security and condition. Check operation of latches.	✓	✓						Needs PM
7. Remote Antenna. Check security and condition of cover.	✓							
<b>IV. Functional Tests</b>								
<b>1. Manual Operation. Check for weapons station binding and backlash.</b>								
a. Azimuth. Check movement through 360 degree clockwise and counter-clockwise.	✓							
b. Elevation. Check for +45 degree maximum elevation and -8 degree maximum depression.	✓							
<b>2. Powered Systems Test. Vehicle master switch and turret power switch ON. Check operation as noted.</b>								
a. Control Box Lights. Check that control box lamps light when turret power switch is ON by pressing lamp test all button.	✓							
b. Domelight. Lights in both blue and white switch positions.	✓							
c. Utility Light. Lights in both red and white.	✓							
d. Thermal Elbow Check Only. Ensure the unit shows an image and all controls work.		✓						Polarity doesn't change
e. Spot Light. Install and check operation.	✓							
f. Exhaust Blower. Check operation.		✓						Doesn't turn off

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
3. Low Ammo System Test								
a. Last-Round Switch OFF. Last-round indicator light on, triggers do not work.	✓							
b. Last-Round Switch ON. Last-round indicator lamp light ON, override switch in up position, triggers work.	✓							
c. Last-Round Switch OFF. Last-round indicator light OFF, override switch down, triggers work.	✓							
4. Weapons Station System. Perform test as prescribed in Section 3.								
a. Manual Elevation. Check operation.	✓							
b. Deck Clearance. Check clearance of all obstacles. Check all inhibit zones. Weapons electrical trigger will not fire while in inhibit zones.	✓							
5. Smoke Grenade Launcher Test								
a. Tubes. Check that they are clear of grenades.	✓							
b. Contacts. Check for 24 volts at eight firing pins inside of tubes on smoke grenade launchers. Turret power switches ON, smoke grenade switch ON, hatch in closed and locked position and grenade firing switch depressed.		N/A	✓					Wiring cable to inhibit switch is cut
6. DAGR Operational Test. Refer to TM 11 5820-1172-13								
a. Check that DAGR passes self-test.		✓						
b. Check that DAGR is using vehicle power.		✓						
c. Check that DAGR is using remote antenna.		✓						
d. Check functioning of DAGR screen back lighting.		✓						

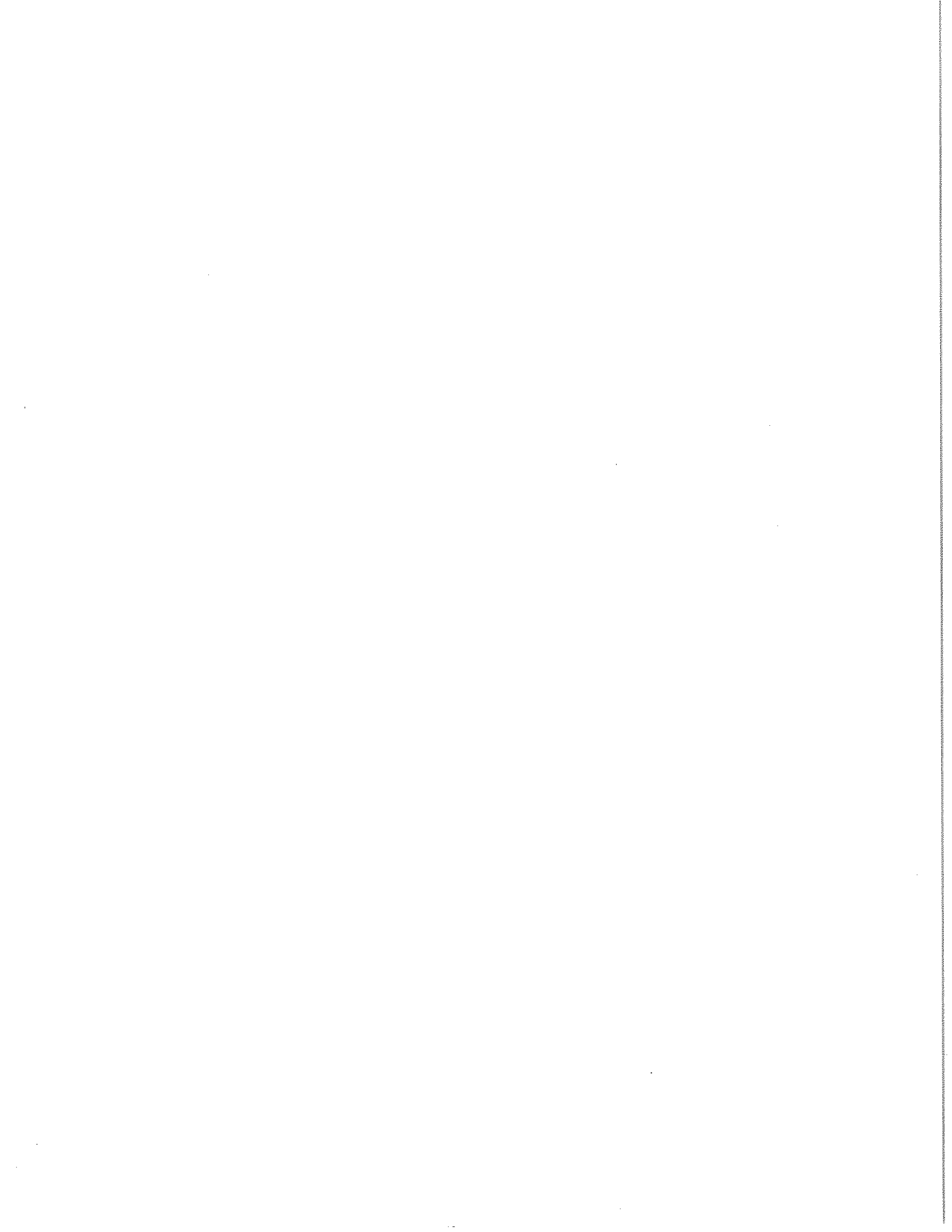
TAMCON	NONMEN	NSN	SERIAL#	QTY	SLA Complete (Y/N)	S/N#	SR Status	PRICE EACH	TOTAL	REMARKS
609467K	2 - CAP, Protective, Dust And Moisture Seal; PN A320725-1, CAGE 80083	5340-01-381-5666	523195	4	N	29916452	A	\$13.19	\$52.76	
609467K	BAR, Pyl: 0.3 lb; PN B107-410 CAGE 05047	5120-01-355-2064	523195	1	N	29916452	A	\$9.95	\$9.95	
609467K	DIRET PIN, Lead; PN 2590157-1, CAGE 80064	2830-01-075-8232	523195	1	N	29916452	A	\$98.54	\$98.54	
609467K	HAMMER, Hand; Studges: 8 lb wgt, 32 in. dr; PN B107-400 CAGE 05047	5120-00-265-7482	523195	1	N	29916452	A	\$24.46	\$24.46	
609467K	HOIST, Wire Rope; PN A4000-20 CAGE 59801	3590-01-071-1746	523195	1	N	29916452	A	\$265.46	\$265.46	
609467K	KNIFE, File; PN 3120-00-221-1598 CAGE 90234	5120-00-221-1596	523195	1	N	29916452	A	\$5.11	\$5.11	
609467K	LUBRICATING GUN, Hand; PN 1142 CAGE 1P157	4930-00-253-2478	523195	1	N	29916452	A	\$11.67	\$11.67	
609467K	MEASURE, Liquid; PN 07472 CAGE ANSU7	7240-00-255-8113	523195	1	N	29916452	A	\$40.01	\$40.01	
609467K	OLER, Hand; PN A5047 AS-D, CAGE 58536	4930-00-262-8868	523195	1	N	29916452	A	\$2.67	\$2.67	
609467K	SCREWDRIVER, Fla. Tip; 0.250 in. Width; PN 66-441, CAGE 63600	5120-00-222-8852	523195	1	N	29916452	A	\$6.47	\$6.47	
609467K	SOCKET, Socket Wrench; 1.1/8 in. 3/4 dr; PN D1362, CAGE 55719	5120-01-378-5543	523195	1	N	29916452	A	\$16.90	\$16.90	
609467K	1 - EXTENSION, Socket Wrench; 1/2 in. dr; 2.000 in. lgt; PN 532427, CAGE 39428	5120-00-249-1697	523195	1	N	29916452	A	\$8.49	\$8.49	
609467K	1 - EXTENSION, Socket Wrench; 1/2 in. dr; 3.000 in. lgt; PN 0053401, CAGE 20484	5120-00-243-7326	523195	1	N	29916452	A	\$6.72	\$6.72	
609467K	WRENCH, Box; 5/8 in. w/ surf.; 7/16 in. w/ surf.; offset; 12 pt. w/ surf.; PN X012144, CAGE 59719	5120-01-349-1383	523195	1	N	29916452	A	\$9.50	\$9.50	
609467K	WRENCH, Box; 5/8 in. w/ surf.; 3/4 in. w/ surf.; offset; 12 pt. w/ surf.; PN A5954, CAGE B1343	5120-00-224-1188	523195	1	N	29916452	A	\$8.59	\$8.59	
<b>TOTAL</b>									<b>\$583.26</b>	

ENCLOSURE (4A)



TAMCN	NOMEN	NIIN	SERIAL#	QTY	Condition Code	SR#	SR Status	T/P (\$)	REMARKS
E08467K	CABLE ASSEMBLY, SPEC	01-449-1701	523195	1	R	29843974	SHT PART	\$457.14	
E08467K	NUT, PLAIN, HEXAGON	00-903-5966	523195	20	R	29843974	SHT PART	\$186.20	
E08467K	RING, RETAINING	01-102-3533	523195	1	R	29843974	SHT PART	\$0.43	
E08467K	COVER, ACCESS	01-341-3248	523195	1	R	29843974	SHT PART	\$3.49	
E08467K	O-RING	00-579-7918	523195	1	R	29843974	SHT PART	\$0.57	
E08467K	PIN, COTTER	00-842-3044	523195	8	R	29843974	SHT PART	\$157.92	
E08467K	WASHER, FLAT	00-809-4061	523195	4	R	29843974	SHT PART	\$23.48	
E08467K	SPRING, HELICAL	00-158-0301	523195	4	R	29843974	SHT PART	\$13.64	
E08467K	PIN, STRAIGHT, HEAD	00-165-8365	523195	4	R	29843974	SHT PART	\$8.68	
E08467K	BEARING, SLEEVE	00-981-3136	523195	16	R	29843974	SHT PART	\$20.48	

ENCLOSURE 49



LIMITED TECHNICAL INSPECTION

DATE: 20200415

PURPOSE OF LTI: SLTI

SERVICE REQUEST: 29871696

RESPONSIBLE UNIT: 3DAA BN

SET SERIAL: 522499

NOMENCLATURE: AAV P7A1

TAMN: E08467K

NSN: 2350-01-458-7410

NOMENCLATURE	NIIN / P/N	SERIAL	QTY	DEF CODE	REMARKS
ENGINE	01-463-8066	37196664	1	S	
TRANSMISSION	01-472-3051	B0145E	1	S	

DEFECT CODES: S - SERVICABLE U - UNSERVICABLE M - MISSING

SL-3 COMPLETE: YES / NO

MODS VERIFIED: YES / NO

LAST PMCS DATE: 20200214

COMMENTS:

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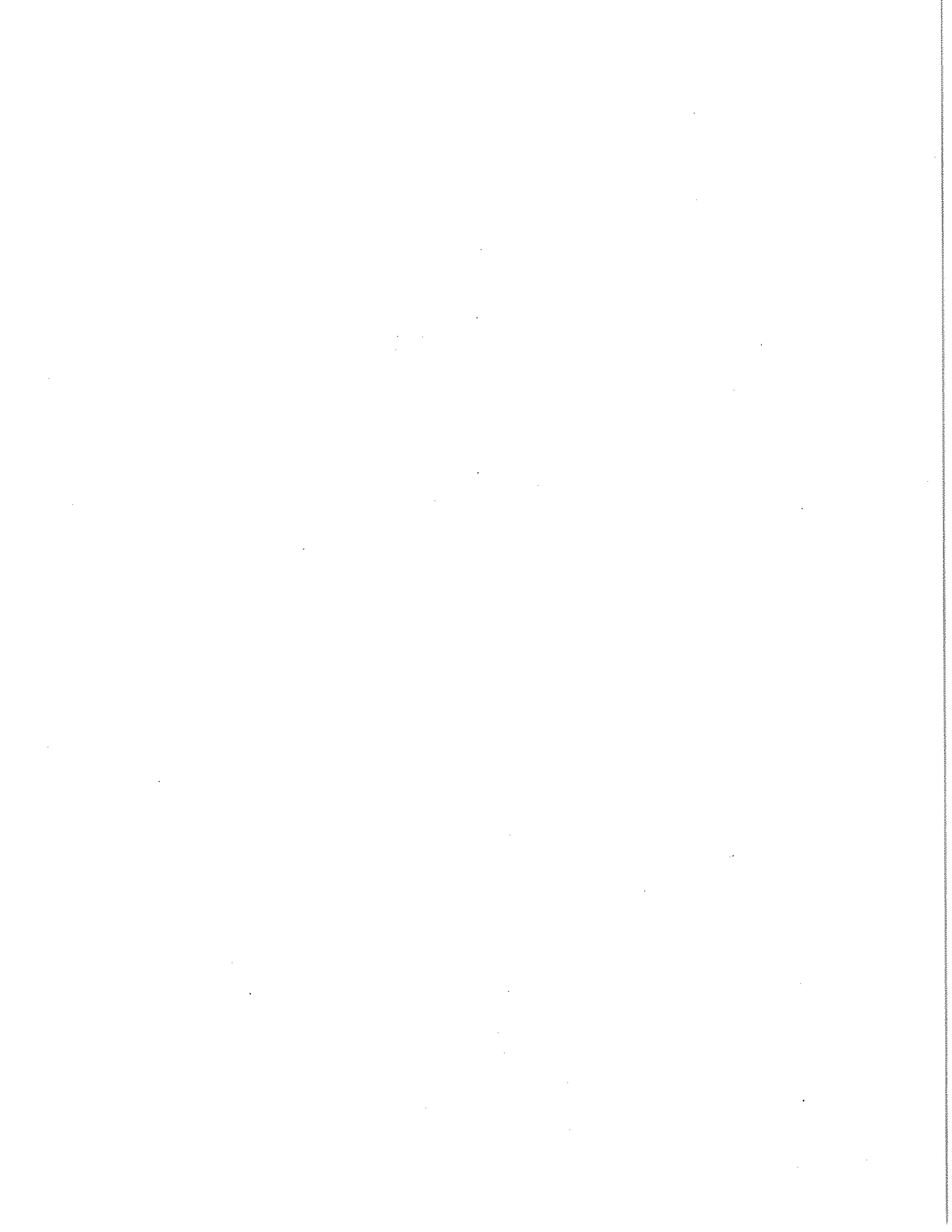
CONDITION CODE: A

LTI BY PRINT/SIGN (b)(3), (b)(6), (b)(7)(c)

\_\_\_\_ LTI BY PRINT/SIGN: (b)(3), (b)(6), (b)(7)(c)

DATE: 20200415





ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) LIMITED TECHNICAL INSPECTION	
MODEL (CIRCLE ONE) <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: inline-block; vertical-align: middle; margin-right: 5px;"></div> AAVP7A1 AAVC7A1 AAVR7A1	REFERENCES TM 09674A-25&P/4      TM 8F152B-25&P TM 07267B-50 TM 07268B-25&P/2
TAC NO. 3H607	MILES 2793
U.S.M.C. NO. 522499	HOURS 536
HULL NO. RAM-A-330	
ENGINE NO. 37196664	
TRANSMISSION NO. B0145E	
INSPECTOR'S NAME/RANK/SIGNATURE  (b)(3), (b)(6), (b)(7)(c)	DATE INSPECTED  20200415
NOTE: The following inspection sheets are divided into seven columns. The inspector will place a <i>check</i> in the column which best describes the condition of the item being inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the remarks column.	

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>I. Outside of Vehicle (Forward and Port)</b>								
1. Hull Forward End. Check for damage and bare metal.	✓							
2. Towing Eyes. (Para. 8-33)								
a. Port.	✓							
b. Starboard.	✓							
3. Headlights. (Para. 11-32)								
a. Port.	✓							
b. Starboard.						✓		wire out
c. Headlight Guards.	✓							
4. Bow Plane. (Para. 10-14)								
a. Hinges and Mounting Hardware. (Para. 10-17)	✓							
b. Bow Plane. (Para. 10-17)	✓							
c. Hydraulic Tubes and Fittings. (Para. 10-16)	✓							
d. Pivot Actuator. (Para. 10-18)	✓							
5. Hull Port Side. Check for damage and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-26a)		✓						(M) 1 plate below TC hatch, 1 loose plate near driver hatch
b. Steps. (Para. 16-29)	✓							
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage provisions. (Para. 16-37)	✓							
e. Fairings. (Para. 16-28)	✓							
f. Standoff Brackets. (Para. 16-27)	✓							
g. Hull Bosses. (Para. 16-36)	✓							
6. Port Track Shroud. Check for loose mounting hardware and damage. (Para. 16-28)				✓				loose <sup>bolt</sup> toward rear
7. Port Final Drive. (Para. 7-18)								
a. Outer Housing.	✓							
b. Bolts.	✓							
8. Port Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)								
9. Port Sprockets. (Para. 7-16)								
a. Inner.	✓							
b. Outer.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
10. Port Track. (Para. 7-7) Use track wear gage to measure wear. Mark each unserviceable track shoe.								
a. Track Shoes.	✓							
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.			✓					
11. Port Road Wheels and Hubs. (Para. 7-12) Circle those numbers which are unserviceable.								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level. 1 2 3 4 5 6	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
12. Port Support Arms. (Para. 7-13) Circle those numbers which are unserviceable. ① 2 3 4 5 6			✓					Torsion bar cap missing
13. Port Torsion Bars. (Para. 7-13) Circle those numbers which are unserviceable.								
a. Torsion Bars. 1 2 3 4 5 6	✓							
b. Retaining Screws. 1 2 3 4 5 6	✓							
14. Port Shock Absorbers. (Para. 7-11)								
a. No. 1 Shock.	✓							
b. No. 2 Shock.			✓					Loose <sup>at support arm</sup> cap
c. No. 3 Shock.	✓							
d. No. 4 Shock.	✓							
e. Mounting Hardware.	✓							
15. Port Front Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
16. Port Dual Support Roller. (Para. 7-15)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
17. Port Rear Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
18. Port Slap Guard. (Para. 7-10) Check for wear and loose mounting hardware.			✓					① 1 bolt on fwd dual slap guard
19. Port Idler Wheel and Hub. (Para. 7-9)								
a. Idler.	✓							
b. Outer Wheel.	✓							
c. Inner Wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
20. Port Track Tension Adjuster. (Para. 7-8)								
a. Track Adjuster Support.	✓							
b. Track Adjuster.						✓		Major pitting on machined surface
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
21. Port Anode. (Para. 8-54) Check for tightness of mounting screw. Make sure there is no paint on anode.	✓							
22. Port Midships Bearing. (Para. 9-18) Check for signs of leaks.	✓							
23. Drive Shaft. (Para. 9-17) Check for signs of damage.	✓							
24. Footman Loop. (Para. 8-50) Check for weld cracks.	✓							
25. Port Handrails. (Table 3-1) Check for weld cracks.	✓							
26. Port Cargo Hatch Supports. (Para. 8-26)								
a. Forward Support.	✓							
b. Aft Support.	✓							
27. Fuel Tank Pressure Relief Valve (Para. 12-18) and Outlet Cover (Para. 12-12). Check cover and mounting screws for damage. Check relief opens.	✓							
28. Check fuel filter cap. (Para. 12-9)					✓			① chain

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
29. Stowage Brackets. Check for weld cracks.	✓							
30. Bilge Pump Outlets.								
a. Hydraulic Pump Outlet. (Para. 8-47)	✓							
b. Electric Pump Outlet. (Para. 8-46)	✓							
31. Personnel Heater Exhaust Outlet. (Para. 14-14)								
a. Outlet Cap.					✓			Broken cap screw
b. Outlet Adapter.					✓			
32. Exterior Fire Extinguisher Pull Handle. (Para. 15-13)								
a. Handle.	✓							
b. Wire Seal.	✓							
33. External Fuel Tank Drain. Check plug for tightness and leaks. (Para. 12-18)	✓							
34. Port Deflector. (Para. 9-21) Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
35. Port Reverse Flow Duct. Check for damage and tight mounting hardware. (Para. 9-20)	✓							
36. Port Propulsion Unit. (Para. 9-20) Check unit for damage and mounting hardware for tightness. Rotate driveshaft to check for free movement of impeller.	✓							
II. Outside of Vehicle (Aft and Starboard)								
1. Taillights.	✓							
a. Port Taillight. (Para. 11-53)	✓							
b. Starboard Taillight. (Para. 11-59)	✓							
c. Taillight Guards.	✓							
2. Horn. (Para. 11-54) Check for loose mounting hardware, corrosion, and proper electrical connections.	✓							
3. Tow Cable Stowage Brackets. (Para. 8-27) Check for cracked or bent brackets.	✓							
4. Towing Pintle. (Para. 8-41) Check for loose mounting hardware. Check pintle for free rotation and proper quick-release operation.			✓					Ⓜ SNAP RINGS
5. Ramp Plugs. (Para. 8-27) Check for tightness.	✓							
6. Ramp Hinges and Towing Eyes. (Para. 8-27) Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
7. Vision Block and Guard. (Para. 8-30)								
a. Vision Block Guard.	✓							
b. Vision Block.	✓							
8. Personnel Hatch. (Para. 8-31)								
a. Personnel Hatch Handle (inner and outer).	✓							
b. Personnel Hatch Seal.	✓							
c. Hook and Damper.	✓							
d. Mounting Hardware.	✓							
9. Starboard Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage. (Para. 9-20)	✓							
10. Trailer Receptacle.								
a. Cover.	✓							
b. Retainer Chain.	✓							
11. Starboard Reverse Flow Duct. Check for damage and tight mounting hardware. (Para. 9-20)	✓							
12. Starboard Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate drive shaft to check for free movement of impeller. (Para. 9-20)	✓							
13. Drive Shaft. Check for signs of damage.	✓							
14. Footman Loop. Check for weld cracks.	✓							
15. Starboard Idler Wheel and Hub. (Para. 7-9)								
a. Idler.	✓							
b. Outer wheel.	✓							
c. Inner wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
16. Starboard Track Tension Adjuster. (Para. 7-8)								
a. Track Adjuster Support.	✓							
b. Track Adjuster.			✓					Rust on machined surface
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
17. Starboard Anode. Check for tightness of mounting screw. Make sure there is no paint on anode. (Para. 8-54)	✓							
18. Starboard Midships Bearing. Check for signs of leaks. (Para. 9-18)	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
19. Starboard Road Wheels and Hubs. Check those numbers which are unserviceable. (Para. 7-12)								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level.	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
20. Starboard Support Arms. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
21. Starboard Torsion Bars. Check for broken bar and loose retaining screws. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
22. Starboard Shock Absorbers. (Para. 7-11)								
a. No. 1 Shock			✓					Lower cap is mangled
b. No. 2 Shock	✓							
c. No. 3 Shock					✓			Failed bushing at support arm connection UPPER mount loose
d. No. 4 Shock			✓					NO CAP, loose lower <del>cap</del> mounting bolt
e. Mounting Hardware.	✓							
23. Starboard Front Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
24. Starboard Dual Support Roller. (Para. 7-15)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
25. Starboard Rear Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
26. Starboard Slap Guard. Check for wear and loose mounting hardware. (Para. 7-10)	✓							
27. Starboard Track. Use track wear gage to measure wear. Mark each unserviceable track shoe. (Para. 7-7)								
a. Track Shoes.	✓							
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
28. Starboard Sprocket Rings. (Para. 7-16)								
a. Inner.	✓							
b. Outer.	✓							
29. Starboard Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)	✓							
30. Starboard Final Drive. (Para. 7-18)								
a. Outer Housing.	✓							
b. Bolts.	✓							
31. Starboard Side Pontoon. Remove drain plug and check for water. (Para. 8-44)	✓							
32. Starboard Track Shroud. Check for loose mounting hardware and damage. (Para. 8-34)					✓			2 snapped bolts
33. Starboard Bilge Pump Outlets. (Para. 8-46)								
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
34. Stowage Brackets. Check for weld cracks.	✓							
35. Heater Exhaust Outlet. Check for loose mounting hardware and damage.						✓		cover bolt snapped
36. Starboard Cargo Hatch Supports. (Para. 8-26)								
a. Forward Support.	✓							
b. Aft Support.					✓			Ⓜ latch
c. Hand Rails.	✓							
37. Footman Loop. Check for weld cracks. (Para. 8-50).	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
38. Starboard Side Hull. Check for damaged and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-26a)			✓					1 plate loose below turret
b. Steps. (Para. 16-29)			✓					2 step
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage provisions. (Para. 16-37)	✓							
e. Fairings. (Para. 16-28)	✓							
f. Standoff Brackets. (Para. 16-27)	✓							
g. Hull Bosses. (Para. 16-36)	✓							
III. Bottom of Vehicle								
1. Hull. Check bottom of vehicle for damage.	✓							
2. Drain Plugs. Check for missing, tight, or damaged plugs.								
a. Hull. (Para. 8-42)	✓							
b. Ramp. (Para. 8-27)	✓							
c. Contact Cooler. (Para. 8-43)	✓							
IV. Outside of Vehicle (Topside)								
1. Hand Rail (forward). Check for weld cracks or other damage.	✓							
2. Mooring Cleats/Lifting Fixtures. Check for damage. (Para. 8-34)	✗							
a. Forward (port and starboard).	✓							
b. Aft (port and starboard).	✓							
3. Intake Grille.								
<b>NOTE</b> Make sure intake grille is secured properly in raised position. (Para. 8-13)								
a. Screen.	✓							
b. Brace Rod.	✓							
c. Cam Lock Handles/Stop Screws.			✓					2 stop screws
d. Torsion Bar Assembly. (Para. 8-17)	✓							
e. Mounting Hardware.	✓							
f. Seal.	✓							
4. Ventilator-Aspirator. Check that valve works properly and inlet screen is clean and not damaged. (Para. 8-18)	✓							
5. Radiator Cover and Cap. Check ballistic cover for damage and radiator cap for proper sealing. (Para. 8-19)					✓			COVER pin missing spring, washer, cotterpi.

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
6. Center Plate. Check sealing surface for tight fit and retaining screws for tightness.			✓					(X) 2 mounting bolts
7. Exhaust Grille. (Para. 8-14) <b>NOTE</b> Make sure that exhaust grille is secured properly in raised position.								
a. Screen.	✓							
b. Seal.	✓							
c. Brace Rod.	✓							
d. Lugs (dogs).	✓							
e. Mounting Hardware.	✓							
8. Plenum Indicators. (Para. 8-16)								
a. Intake.	✓							
b. Exhaust.	✓							
9. Searchlight Mount and Receptacle. Check for damage.					✓			(X) receptacle cover & chain
10. Driver's Hatch. (Para. 8-21)								
a. Cover and Hinges.	✗		✓					ground wire cut
b. Torsion Bar.	✗		✓					low torsion
c. Latches (open and closed).	✓							
d. Seals and Pads.						✓		pads destroyed
e. Vision Blocks.	✓							
f. DVE Adapter Assembly.	✓							
11. Periscope and Support. Check periscope for breaks and chips and support for damage. (Para. 8-24)						✓		periscope cracked
12. Commander's Hatch. (Para. 8-23)								
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓							
13. External Exhaust system. Check the external muffler, muffler guard, for damage and operation. (TM 8F152B-25&P/C)								
a. Muffler.	✓							
b. Guard.						✓		damaged
c. Pipes/Clamp.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
14. Ventilation Exhaust Outlet. Check ballistic cover for damage and tight retaining screws. Check screen for damage.	✓							
15. Overhead Protection Kit (OPK).								
a. OPK Tiles.			✓					11 bolts, 2 plate & nuts
b. Torsion Bar Assist Mechanism (TBAM) Cover.	✓							
c. TBAM.	✓							
d. Bosses.	✓							
16. Cargo Hatches.	✓							
a. Covers and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals.	✓							
17. Antenna Mounts.								
a. Receiving Mount.	✓							
b. Port Sending Mount.	✓							
c. Starboard Sending Mount.	✓							
d. PLRS Antenna Mount.	✓							
e. DACT Antenna Mount.	✓							
18. Sea Tow Quick-Release. Check assembly for damage and proper operation.	✓							
V. Engine Compartment (Forward)								
1. Forward Bulkhead, Bow Pod Access Cover, and Bow Pod.								
<p style="text-align: center;"><b>NOTE</b></p> <p>Make sure intake grille is properly secured in raised position.</p>								
a. Bow Plane Velocity Fuse Valves.	✓							
b. Bow Pod Access Cover.			✓					20x4 bolts
c. TACNAV sensor.	✓							
2. Intake Plenum Actuating Cylinder.								
a. Cylinder.	✓							
b. Hydraulic Hoses.	✓							
3. Cam Roller Lock. Check condition of each latch roller.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
4. Cooling Fan.								
a. Guard.	✓	✓						(M) belt guard
b. Shroud.	✓							
c. Fan.	✓							
d. Bearings.	✓							
e. Belt Adjustment.	✓							
f. Seals.	✓							
g. Fan Cartridge Bearing.	✓							
h. Drain Tube.	✓							
5. Surge Tank.								
a. Tank.	✓							
b. Valve.	✓							
c. Hose and Tubes.	✓							
d. Mounting Hardware.	✓							
6. Crew Ventilation.								
a. Ducts, Clamps, and Hoses.	✓							
b. Drain Tube.		✓						
7. Control Linkages.								
a. Brake Linkage.	✓							
b. Steering Linkage.			✓					eyelet bolt loose
c. Throttle Linkage.	✓							
d. Brake Flood Control Valve Linkage.	✓							
<b>NOTE</b>	✓							
Make sure flood valve spindle moves freely.	✓							
e. Engine Compartment Exhaust Fan Linkage.	✓							
8. Transmission Mounts. Check mounts for loose mounting hardware. Check transmission guide and guide rollers for damage.	✓							
9. Electrical Wiring and Connections.								
a. Bulk Head Connectors.	✓							
b. Power Plant Wiring.	✓							
c. Crew Vent Fan.	✓							
d. Electrical Bilge Pump.		✓						@ bilge tube port
10. Hydrostatic Steering Disconnect Lever. Check lever for correct operation, damage, and wear. Check for leaks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
11. Port Final Drive.								
a. Oil/Oil Level.	✓		✓					Oil cloudy
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
d. Speedometer Adapter/Cable.	✓							
12. Port U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
13. Port Hydraulic Bilge Pump. Check for oil leaks, loose mounting hardware, damaged screen, and debris.	✓							
14. Bilge Pump Bypass Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connections.	✓							
15. Plenum Solenoid Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connection.	✓							
16. Bow Plane Hydraulic tubes. Hoses and Fittings. Check for leaks, loose fittings and loose mounting hardware.	✓							
17. Fuel Manifold. Check for fuel leaks and loose mounting hardware.	✓							
18. Forward Engine Compartment Fire Extinguisher Discharge Nozzle. Check for damage and debris.	✓							
19. Port Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
20. Port Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
21. Starboard Final Drive.								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
22. Starboard U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
23. Starboard Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
24. Starboard Electrical Bilge Pump. Check screen for debris and damage. Check mounting hardware for tightness.		✓						② bilge tube

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
25. Precleaner. Check cleaner for damage, loose mounting hardware, and loose clamps. Check screen for damage and debris.	✓							
26. Crew Ventilation Fan. Check mounting hardware for looseness. Check ducts and clamps for damage and tightness.	✓							
27. Starboard Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
28. Starboard Right Angle Drive Shaft. Check condition of shaft coupling for damage. Check coupling bolts for tightness and proper safety wire.	✓							
29. Fan Drive Shaft. Check shaft and coupling for damage or wear. Check safety wire for damage.	✓							
30. Fuel Filter.								
a. Fuel Leaks.	✓							
b. Drain Cock/Contamination.	✓							
c. Electrical Leads/Transducer.	✓							
d. Mounting Hardware/Air Valve.	✓							
31. Power Takeoff Unit.								
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Electrical leads/Connections.	✓							
32. Starter. Check that starter is mounted properly. Check electrical leads and connections for damage and proper connections.	✓							
33. Transmission Oil Cooler. Check for oil and water leaks. Check electrical leads and connections for damage. Check oil lines, hoses, and clamps for tightness.	✓							
34. Exhaust Manifold (starboard side). Check for cracks, holes, and corrosion. Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
35. Transmission. Check for overall cleanliness and damage.								
a. Leaks.	✓							
b. Torque converter to engine mounting screw for tightness.	✓							
c. Range selector valve for leaks and safety wire.	✓							
d. Oil Leaks.	✓							
e. Left and right brake and steer sections for leaks and loose mounting bolts.	✓							
f. Check brakes for proper adjustment.	✓							
g. Check transmission drain line for leaks, damage, and loose drain plug.	✓							
VI. Engine Compartment (Aft)								
1. Exhaust Plenum. Check actuating cylinder and oil lines for leaks. Check condition of plenum seal.	✓							
2. Components Bolted on to the Engine. Check for tight mounting hardware, proper electrical connections, damaged hoses and electrical leads, and leaks.								
a. Turbocharger.	✓							
b. PT Pump.	✓							
c. Exhaust Manifold (port side).	✓							
d. Engine Oil Cooler.	✓							
e. Engine Oil Filter.	✓							
f. Intake Manifold.	✓							
g. Smoke Generation Components.	✓							
h. Cold Start Components.	✓							
i. Crankcase Breathers.	✓							
3. Transmission Oil Filter.								
a. Mounting Hardware.	✓							
b. Leaks.	✓							
c. Check Electrical Connections.	✓							
4. Engine Oil Level. Check for correct level and signs of contamination. Check dipstick for damage.	✓							
5. Transmission Oil Level. Check for correct level and signs of contamination. Check fill tube and dipstick for damage.	✓							
6. Tachometer Drive Shaft. Check for adapter and cable damage.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
7. Radiator. Check for radiator damage. Check for water leaks on radiator and coolant tubes.	✓							
8. Exhaust System. Check condition of insulation. Check for loose mounting hardware and damaged scavenging system check valve and for leaks.			✓					<i>Bellows tube wmp fasteners fallen off Y-collector strabd clamp cracked</i>
9. Engine Compartment Exhaust Duct. Check for cracks or other damage. Check mounting hardware and clamps for tightness. Check tubes for proper mounting.	✓							
10. Engine. Check overall condition of engine for cleanliness and fuel, coolant, and oil leaks.	✓							
11. Generator.								
a. Bracket and Hardware.	✓							
b. Pulley and Belt.	✓							
c. Adjustment.	✓							
d. Voltage Regulator	✓							
12. Water Pump. Check for leaks.								
a. Pump.	✓							
b. Hoses and Tubes.	✓							
c. Belt and Adjustment.	✓							
13. Fire Extinguisher Discharge Nozzle. Check for damage, debris, and condition of safety wire.					✓			<i>Safety wire not installed correctly</i>
14. Engine Oil Heat Exchanger. Check mounting hardware for tightness. Check for oil leaks. Check electrical leads for damage and tight connections.	✓							
15. Cold Start Disconnect Lever. Check for proper operation, damage, and corrosion.	✓							
16. Hydraulic Reservoir.								
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Oil Level.	✓							
d. Dipstick for damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<p>VII. Troop Compartment</p> <p style="text-align: center;"><b>NOTE</b></p> <p>Before inspecting troop compartment, open cargo hatches. Sound horn and lower ramp.</p>								
<p>1. Engine Compartment Access Covers (aft). Check all thumbscrews and clamps for damage and operation. Check covers for correct mating and damage.</p>								
<p>a. Aft Upper.</p>						✓		Bottom right is Bent and splitting
<p>b. Aft Center.</p>			✓					(M) 3 bolts
<p>c. Aft Lower.</p>						✓		Bottom right Broken
<p>d. Port Upper.</p>	✓		✓					no rubber seal
<p>e. Port Lower.</p>			✓					rubber seal falling off
<p>f. Smoke Generation.</p>		✓						Door is missing from panel
<p>2. Smoke Generation Fuel Control Valve. Check to see if valve operates freely. Check for any damaged components and leaks.</p>	✓							
<p>3. Engine Compartment Fire Extinguisher.</p>								
<p>a. Bottle and Tag.</p>	✓							
<p>b. Control Valve.</p>	✓							
<p>c. Clamps.</p>	✓							
<p>4. Troop Ventilation Outlets. Check for free movement and damaged louvers.</p>	✓							
<p>5. Coolant Bypass Tube. Check to see if tube is mounted properly in retaining brackets.</p>		✓						
<p>6. Air Cleaner Compartment.</p>								
<p>a. Access Door.</p>	✓							
<p>b. Retaining Brackets.</p>			✓					(M) 12 bolts
<p>c. Element.</p>	✓							
<p>d. Compartment.</p>	✓							
<p>7. Right Angle Drive Access Cover. Rotate weapon station to gain access to cover. Check cover for proper mating and damage.</p>	✓							
<p>8. Starboard Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.</p>	✓							
<p>9. Starboard Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.</p>	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
10. Fuel Tank Drains. Check both valves for proper operation. Check fuel lines and fittings for leaks. Check manual shutoff valves to make sure the handle rotates freely.								
a. Internal Fuel Tank Drain.	✓							
b. External Fuel Tank Drain.	✓							
c. Fuel Lines and Fittings.	✓							
d. Manual Shutoff Valve.	✓							
11. Fuel Tank.								
a. Electrical Leads.	✓							
b. Leaks.	✓							
c. Retaining Straps.	✓							
d. Breather Cap.	✓							
12. Troop Seats.								
a. Hinges.					✓			strut missing hinge pins
b. Supports.	✓							
c. Seat Pans.	✓							
d. Cushions.	✓							
e. Safety Belts/Straps.	✓							
f. Adjusting Rods.	✓							
13. Interior Stowage.								
a. MG Cleaning Rod Bracket.	✓							
b. Rifle Brackets.	✓							
c. Water Can Supports.	✓							
d. Seat Stowage Supports.	✓							
e. DVE Container.		✓						CS APT door
f. Portable Fire Extinguisher Bracket.	✓							
g. Pamphlet Stowage Rack.	✓							
h. Ammo Box Bracket.	✓							
i. Hand Oiler Bracket.	✓							
j. Tool Box Stowage Support.	✓							
14. Power Distribution Box. Check to see if box is securely mounted. Check all electrical connections for tightness. Check cover for tight screws. Check slave output power switch for damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
15. Batteries.								
a. Battery Box Cover.	✓							
b. Holddowns.	✓							
c. Cables and Terminals.	✓							
d. Battery and Terminal Posts.	✓							
e. Battery Box Drains.	✓							
f. Battery Instruction Plate.	✓							
16. Radio Guards. Check guards for damage and loose or missing mounting hardware.	✓							
17. Deflector Actuator Guards. Check guards for debris and damage. Check mounting hardware for tightness.								
a. Port			✓					Ⓢ bolts
b. Starboard.			✓					Ⓢ bolts
18. Water Steer System Components.								
a. Water-Jet Deflector Position Sensing Module (port and starboard).	✓							
b. Water-Jet Deflector Servo Module (port and starboard).	✓							
c. Water-Jet Deflector Solenoid Module (port and starboard).	✓							
d. Actuator Cylinders Port and Starboard.	✓							
e. Actuator Bracket Port and Starboard.	✓							
19. AFSSS Electrical Components.								
a. Sensors/Control Box.	✓							
b. Cables.	✓							
c. Test AFSSS using the test set (Item 4, Table 11-1) (Para. 11-70)	✓							
20. Dome Lights. Check mounting hardware for tightness. Check for broken or cracked lens and knobs. With master switch ON, check lights for proper operation.					✓			Aft dome light swap
21. Aft Slave Receptacle. Check cover and chain for damage. Check insert for corrosion and damage. Check electrical lead for damage and loose connections. Check mounting hardware for tightness.	✓							
22. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
23. Ramp Lock Linkage. Check to see that linkage does not bind. Check for bent or warped linkage rods.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
24. Ramp. With ramp lowered, check ramp seal for breaks and spongy condition.								
a. Ramp Seal. Check mating with hull in closed position.	✓							
b. Vision Block Cover.	✓							
c. Skid Bars	✓							
d. Quick-Release (Visual Only).	✓							
e. Tow Pintle Release.	✓							
25. Deck Plates.								
a. Deck Plates (port and starboard).	✓							
b. Center Deck Plate.			✓					6 bolts
c. Contact Cooler Bleeder Valve Access Cover.	✓							
d. Bilge Pump Access Cover (port and starboard).		✓						Aluminum cover
e. Tiedown Rings.	✓							
<p style="text-align: center;"><b>NOTE</b></p> <p>Remove troop compartment deck plates before continuing.</p>								
26. Contact Cooler. Check that bleeder valve is not frozen. Check for signs of leaks.	✓							
27. Torsion Bars. Check torsion bars for damage.	✓							
28. Ramp Cylinder and Cable.	✓							
29. Hydraulic Bilge Pump.								
a. Bilge Pump.	✓							
b. Outlet tube.	✓							
30. Electric Bilge Pump.								
a. Electric Pump.	✓							
b. Outlet Tube.	✓							
31. Bilges. Check for cleanliness and obvious signs of damage.								
a. Brackets and Mounting Hardware.	✓							
b. Discharge Tubs and Nozzles.	✓							
32. Fire Extinguisher (17 lb).								
a. Mounting Hardware.	✓							
b. Discharge Tub and Seal.	✓							
c. Tag Date. _____	✓							
d. Seal.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
33. Personnel Heater.	✓							
a. Mounts.	✓							
b. Exhaust System and Cover.					✓			<i>Cover snapped off</i>
c. Electrical Wiring and Switches.	✓							
d. Fuel System.	✓							
e. Heater Ducts.	✓							
34. Port Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.								
35. Port Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
36. Radio Mounts.	✓							
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts.	✓							
c. Check Radio Cables.	✓							
37. EPLRS Rack.	✓							
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts	✓							
c. Check Radio Cables:	✓							
VIII. Driver's and Commander's Station								
1. Access Covers.								
a. Hydrostatic Steer Disconnect Lever.	✓							
b. Final Drive U-Joint.	✓		✓					<i>hatch stuck</i>
c. Hydraulic Reservoir.	✓							
2. Flapper Valve. Check spring tension flapper. Check mounting screws for tightness and damage to flapper.	✓							
3. Fire Extinguisher (7 lb). Check mounting bracket and hardware for tightness. Check tag for date bottle was last weighed. Check wire seat on control head.								
a. Bracket and Mounting Hardware.	✓							
b. Tag/Date.	✓							
c. Wire Seal.	✓							
4. Ramp Lock Handle. Check handle and lock for damage and proper operation.	✓							
5. Ramp Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.			✓					<i>Pump will not raise</i>

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
6. Fire Extinguisher Discharge Handle. Check handle for damage and unbroken wire seal.	✓							
7. Power Train Switch. Move lever and check for binding. Check bail for damage.			✓					
8. Mode Selector Switch. Check for missing or damaged toggle switch.	✓							
9. Handle Throttle. Move throttle and check for proper operation. Check linkage and cover for damage.				✓				<i>need adjustment</i>
10. Gear Selector. Check console for loose mounting hardware for damage. Check movement of selector through all gear range.	✓							
11. Air Cleaner Restrictor Indicator. Check for proper mounting to bulkhead. Check indicator for damage.	✓							
12. Auxiliary Instrument Panel. Check panel for loose mounting hardware. Check that gages are securely mounted in panel, and that hose connections are tight.	✓							
13. Accelerator Pedal.								
a. Mounting Hardware/Brackets.	✓							
b. Pedal and Pedal Stop Screw.	✓							
c. Water Drive Switch.	✓							
14. Brake Pedal. Apply and release brakes to check binding.	✓							
15. Parking Brake Handle. Check for proper operation. Make sure that parking brake holds and releases properly.	✓							
16. Steering Wheel. Check wheel for damage. Check operation of wheel tilt. Check for binding linkage. Check steering wheel sensing module for loose mounting hardware or damaged wiring.								
a. Steering Wheel.	✓							
b. Steering Wheel Sensing Module.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
17. Indicator Panel. Check mounting hardware and grommets for tightness and damage. Check for loose or damaged switches, lights, and buttons.								
a. Master Switch.	✓							
b. Lamp Test/Warning Cancel Switch.	✓							
c. Horn Button.	✓							
d. Panel Lights Brt/Dim Switch.	✓							
e. Cold Start Switch.	✓							
f. Starter Button.	✓							
g. Light Switch.	✓							
h. TACNAV Indicator.	✓							
i. Tachometer.	✓							
j. Speedometer.	✓							
k. Smoke Generation Indicator Light.	✓							
l. Smoke Generation Switch.	✓							
m. Forward Electric Bilge Pump Switch.	✓							
n. Aft Electric Bilge Pump Switch.	✓							
o. Aft Electric Bilge Pump Indicator Light.	✓							
p. Forward Electric Bilge Pump Indicator Light.	✓							
q. Aft Hydraulic Bilge Pump Indicator Light.	✓							
r. Forward Hydraulic Bilge Pump Indicator Light.	✓							
s. Ventilation Switch.	✓		✓					Vent for the pump on without track running
18. Driver's Display Unit. Check for cracked glass and moisture. Check that unit is securely mounted in indicator panel.								
<p style="text-align: center;"><b>NOTE</b></p> Bar scales and warning lights will be checked during the operational portion of preinduction.	✓							
19. Bow Plane Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							
20. Vent Air Outlets. Check driver's and commander's outlets for breaks and cracks. Check to see if outlet rotates freely. Check mounting hardware for tightness.								
a. Driver's Outlet.	✓							
b. Commander's Outlet.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
21. Vent Air Hoses, Tubes, and Duct. Check for loose clamps and mounting hardware. Check for damaged hoses, tubes, and duct.	✓							
22. Bilge Outlet Tube. Check tube for damage, hoses for cracks, and clamps for tightness.	✓							
23. Instrument Distribution Box. Check that box is securely mounted, and that cover screws are tight. Check all wiring harness connectors for tightness.			✓					(M) 2 6/75
24. Forward Slave Receptacle on Instrument Distribution Box. Check cover and chain for damage. Check receptacle for corrosion and damage.					✓			(M) cover and chain
25. Searchlight Switch. Check for damage and operation.	✓							
26. Ventilation Air Outlet Valve. Check for loose mounting hardware and damaged cable and handle with ball. Open and close outlet and check for binding linkage.			✓					linkage binds
27. Data Plates. Check for damage.	✓							
28. Manual Fuel Shutoff Handle. Check shaft for damage and grommets for wear. Rotate handle to check for free operation.			✓					Frozen
29. Driver's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							
30. Troop Commander's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							
31. Interior Decals and Instruction Plates. Check to see that they are readable.	✓							
32. Fire Extinguishers (MFSS and AFSSS). <b>NOTE</b> At this time all fire suppression system bottles are to be pulled and weighed.								
a. Mounting Hardware.	✓							
b. Discharge Tube and Seal.	✓							
c. Tag Date.	✓							
d. Seal.	✓							
33. Drive Shaft Guards. Check guards for damage and mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
IX. Equipment Operation								
1. Start vehicle, check operation of the following:								
a. Master Switch.	✓							
b. Horn.	✓							
c. Fuel Level Indicator.	✓							
d. Battery Generator Indicator.	✓							
e. Electric Bilge Pumps (forward and aft).	✓							
f. Panel Lights (brt/dim).	✓							
g. Display Panel Warning Lights.	✓							
h. Vent Switch Low Position.	✓							
2. Perform Diagnostic Test Equipment checks in accordance with TM 09674A-25&P/4, (See worksheet at the end of this Appendix).								
3. Vehicle Stall Check. With brakes locked and gear selector in 4th gear, accelerate fully and check the following:								
a. Brakes.	✓							
b. Transmission.	✓							
c. Engine. RPM.	✓							2500
d. TACNAV Indicator. Check that system powers and display works.	✓							
4. Lights. Check that lights work properly.								
a. Light Switch.	✓							
b. Service Drive.	✓							
c. Dimmer Switch.	✓							
d. Blackout Markers.	✓							
e. Stop Light.	✓							
f. Park.	✓							
g. Searchlight.	✓							
h. Interior Dome Lights.			✓					Int dome light (nop)
5. Driver's Viewer Enhancer (DVE). Check that power system works.	✓							
6. Lamp Test/Warning Cancel Switch. Check audio signal with proper comm helmet.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>X. Functional Road Test</b>								
1. Steering. Check operation and drift.	✓							
2. Gear Ranges. Check for slippage and that lockup works properly.	✓							
3. Smoke Generation. Check for correct operation.	✓							
4. Brakes. Check to see if brakes pull to one side or the other.	✓							
5. Speedometer. Check for correct operation.	✓							
6. Noises. Check for any unusual noises.	✓							
<b>XI. Water Systems Test</b>								
1. Plenums. Check that plenums close completely. Fan shuts off. (Para. 8-13)	✓							
2. Check if hydraulic bilge pumps operation.	✓							
3. Check if electric bilge pumps operate.	✓							
4. Check that jet drive activates at 1000 to 1200 RPM.	✓							
<b>5. Bow Plane Operation.</b>								
a. Control Valve. Check for proper operation and leaks.	✓							
b. Bow Plane. Check that it fully extends and retracts.	✓							
c. Pivot Actuator. Check for leaks, unusual noise and smooth operation.	✓							

**NOTE**

See TM 10004A-25&P/2 for LTI of UGWS Unique Items.  
 See TM 07267B-25&P/4 for LTI of AAVR7A1 Unique Items.  
 See TM 07268B-25&P/2 for LTI of AAVC7A1 Unique Items.

APPENDIX C

ASSAULT AMPHIBIOUS VEHICLE  
UPGUNNED WEAPONS STATION (UGWS) AAVP7A1

LIMITED TECHNICAL INSPECTION

TAC No. 34607 USMC No. 522499 Miles 2793 Hours 536  
 Inspected 20200415 Inspected (b)(3), (b)(6), (b)(7)(c)  
 (FULL SIGNATURE)

\*See Table C-1 for UGWS Deadline Criteria.

NOMENCLATURE/LOCATION	Satisfactory	Mismatch	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
I. Basket Weldment								
1. Basket Weldment Clearance	✓							
a. Area around sides of basket weldment clear of obstruction.	✓							
b. Area around ID channel slip ring clear of obstruction.	✓							
2. ID Channel Slip Ring								
a. Rotational clearance between slip ring and basket	✓							
b. Slip ring mounted on basket correctly	✓							
c. Rotational clearance between slip ring and basket	✓							
d. Slip ring mounted on basket correctly	✓							
e. Rotational clearance between slip ring and basket	✓							
3. Basket Inspection								
a. Visual inspection of basket weldment	✓							
b. Visual inspection of basket weldment	✓							
c. Visual inspection of basket weldment	✓							
4. Basket Mounting Assembly								
a. Mounting assembly secure to basket weldment	✓							@ 2646
b. Mounting assembly secure to basket weldment	✓							
c. Mounting assembly secure to basket weldment	✓							
d. Mounting assembly secure to basket weldment	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>3. Traverse Switch Assembly</b>								
a. Box cover secure to basket weldment.		✓	✓					loose
b. Electrical connector tight and in good condition.	✓							
<b>4. M36E-TSS Periscope</b>								
a. Mounting Screws. Check screws for security. Check sight is secure to turret weldment.	✓							
b. Sight. Check for moisture in window and in mirror. Check condition of glass.	✓							
c. Sight Eyepieces. Check for moisture, condition of reticles, condition of eye-piece pads, and proper operation.	✓							
d. Latch Assembly. Check that latch moves freely, and has spring tension.	✓							
e. Hanger Strap. Check for serviceability.	✓							
f. Head Assembly. Check nuts on head assembly for tightness.	✓							
g. Body Assembly. Check mounting hardware for security and that safety wire is present.	✓							
h. Bore-sight Knobs - Azimuth and Elevation. Check setting on both knobs and record. Turn each knob, check for smooth movement and shift of sight reticle. Reposition knobs to original settings.	✓							
i. Sight Power Electrical Connectors. Check that electrical connectors are in good condition.	✓							
j. Check for cracks, dents, burns and chipped paint on housing.	✓							
k. Check that valve cap is tight and retaining strap is not broken or missing.	✓							
l. Check that both knobs on elbow assembly move freely from LO to HI position.	✓							
m. Check that lamp holder is tight and packing is installed.	✓							
n. Check that plug or shutter switch is present. If missing, notify supervisor.	✓							
o. Check that all bore-sight knobs move freely, and scales can be easily read.	✓							
p. Check ID plate for damage and if it can be easily read. If plate cannot be read, notify supervisor.	✓							
q. Check that shutter switch will not move to ON without pushing safety button first.	✓							
r. Check that valve cap strap is not damaged or missing.	✓							
s. Check that all screws are tight on mounting hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
5. Exhaust Blower. Check for corrosion and debris. Make sure electrical connectors are tight and in good shape. Check operation of blower door.			✓					inop
<del>6. .50 Caliber Ammo Ejection Chute. Check for condition and security. Ensure that chute is clear of debris.</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del></del>
a. Check ejection-chute hose for security and condition.			✓					needs clamp
b. Spent-Cartridge Box. Check security and condition. Check operation of latches.	✓							
7. Equilibrator. Check for corrosion, security and adjustment.	✓							
<del>8. .50 Caliber Ammo Feed System</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del></del>
a. Check security and condition of .50 caliber ammo trays.	✓							
b. Check security and condition of roller guides.	✓							
<del>9. 40mm Ammo Feed System</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del></del>
a. Feed Chute. Check for dents, corrosion and/or damage.	✓							
b. Check feed-chute cover for tears, holes; zipper must move freely. Check attachment points for security and condition.	✓							
c. Check anti-feedback lever for condition and security.	✓							
<del>10. 40mm Ammo Box Assembly</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del></del>
a. Check security and condition of box, doors, and flaps.	✓							
b. Check operation of latches.	✓							
c. Check that electrical connector on last-round switch is tight and in good condition.	✓							
11. 40mm Charger Assembly. Check condition and security of charger tube.	✓							
<del>12. 40mm Mandrel</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del>✓</del>	<del></del>
a. Check condition and security.		✓						(M) cover
b. Check operation of cover latches.	✓							
13. .50 Caliber Mandrel and Cradle. Check condition and security. Check for damage, cracked welds and bare metal.	✓							
14. Power-Assist Traverse Mechanism. Check for security condition and leakage. Make sure that electrical connectors are tight and in good condition.			✓					Electrical traverse inop
15. Elevation Control Assembly. Check for security and condition.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
16. Gunner's Trigger Switch. Check for security and condition. Check that electrical connectors are tight and in good condition.			✓					inop
17. Linkage. Check for security and condition.	✓							
18. Grenade Launcher Inhibit Switch. Check for security and condition. Check that electrical connector is tight and in good condition.	✓							
19. Elevation Interrupter Switches. Check for condition and security. Check that electrical connectors are tight and in good condition.	✓							
20. Utility Light. Check that light and electrical connector is secure and in good condition.			✓					inop
21. Communications Box.								
a. Check that electrical connector is tight and in good condition.			✓					not mounted
b. Check for security and condition.	✓							
22. Weapons Station. Inspect for damage, security and clarity.								
a. Vision Blocks. Inspect for damage, security and clarity.			✓					1 cracked
b. Ring Gear. Inspect for damage and corrosion. Should be clean and no grease.	✓							
23. Hatch.								
a. Seal, Hatch, Hinges. Inspect for damage, loose hardware and proper operation.	✓							
b. Hatch Latch Check. It should lock the hatch closed, hatch vertical to turret and hatch horizontally open in three positions (15 degrees, 90 degrees and 175 degrees).	✓							
c. Hatch Handle. Check security, condition and proper operation.	✓							
d. Crash Pads. Inspect pads on hatch and weapons station for security and condition.		✓						Ⓜ
24. DAGR.								
a. Check that electrical and antenna connections are tight and in good condition.			✓					
b. Check for security and condition.			✓					

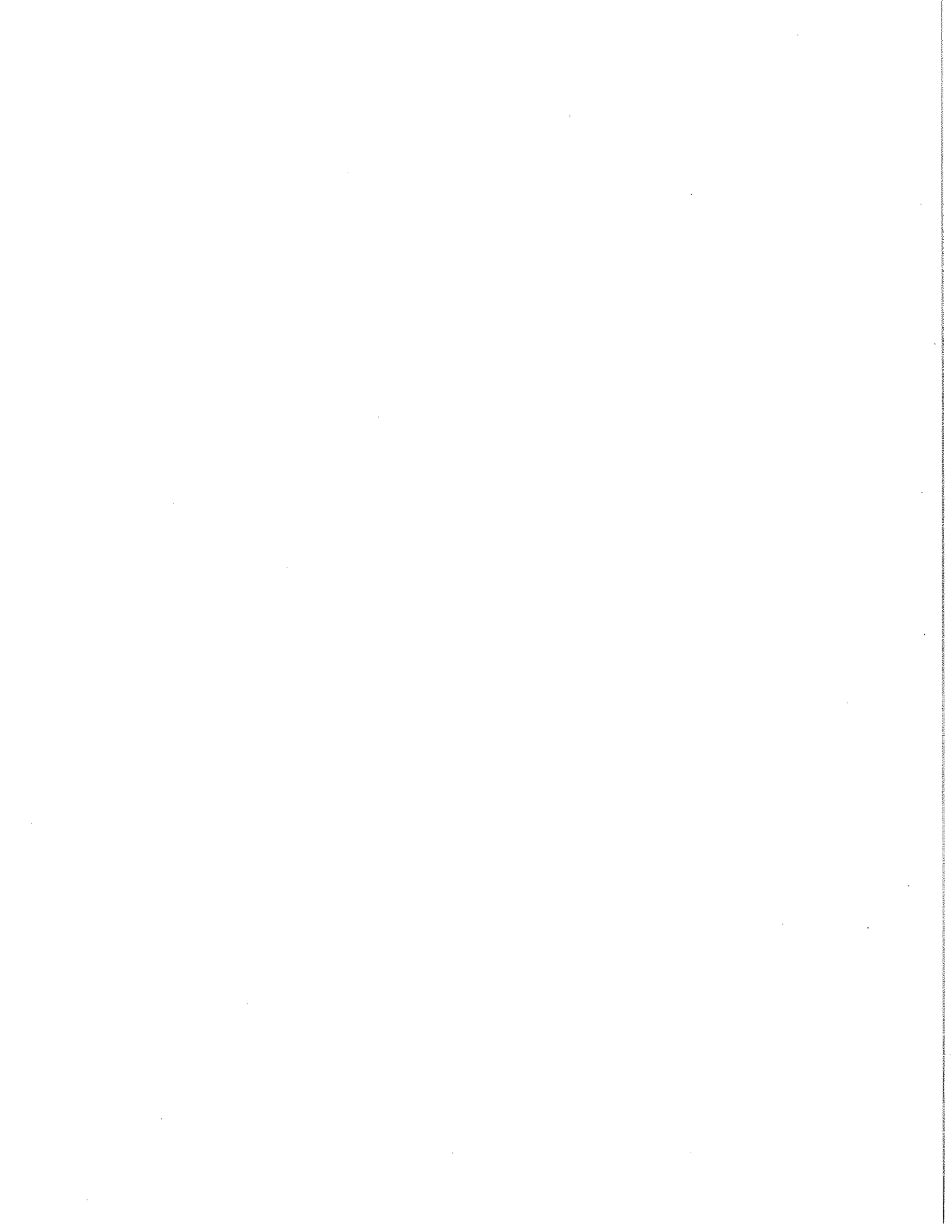
NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>III. Weapons Station Exterior</b>								
1. Receptacle, Spot Light. Inspect for corrosion and damage. Check that cover fits securely and is tight.	✓							
2. Mount, Spot Light. Inspect condition and security.	✓							
<b>3. Smoke Grenade Launchers</b>								
a. Tubes. Inspect sight tubes for dents, cracks or corrosion, and security to mounts. Check security of mount to turret.	✓							
b. Electrical Contacts. Check that contacts are tight and free of corrosion.	✓							
c. Rubber Caps. Check sight caps for condition.	✓							
4. Entrance Window. Inspect condition and security. Look for signs of moisture.	✓							
5. Sight Cover. Inspect condition and security.	✓							
6. 40mm Mantlet Cover. Check for security and condition. Check operation of latches.		✓						(a)
7. Remote Antenna. Check security and condition of cover.	✓							
<b>IV. Functional Tests</b>								
<b>1. Manual Operation. Check for weapons station binding and backlash</b>								
a. Azimuth. Check movement through 360 degree clockwise and counter-clockwise.	✓							
b. Elevation. Check for +45 degree maximum elevation and -8 degree maximum depression.	✓							
<b>2. Powered Systems Test. Vehicle master switch and turret power switch ON. Check operation as noted.</b>								
a. Control Box Lights. Check that control box lamps light when turret power switch is ON by pressing lamp test all button.	✓							
b. Domelight. Lights in both blue and white switch positions	✓							
c. Tally Light. Lights in both red and white			✓					inop
d. Thermal Filter. Check and ensure the correct air intake and air filter is used.	✓							
e. Spot Light. Install and check operation.	✓							
f. Exhaust Blower. Check operation.			✓					inop



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>3. Low Ammo System Test.</b>								
a. Last-Round Switch OFF. Last-round indicator light on, triggers do not work.	✓				✓			trigger inop
b. Last-Round Switch ON. Last-round indicator lamp light ON, override switch in up position, triggers work.					✓			trigger inop
c. Last-Round Switch OFF. Last-round indicator light OFF, override switch down, triggers work.					✓			trigger inop
<b>4. Weapons Station System. Perform test as prescribed in Section 3.</b>								
a. Manual Elevation. Check operation.	✓							
b. Deck Clearance. Check clearance of all obstacles. Check all inhibit zones. Weapons electrical trigger will not fire while in inhibit zones.	✓							
<b>5. Smoke Grenade Launcher Test.</b>								
a. Tubes. Check that they are clear of grenades.	✓							
b. Contacts. Check for 24 volts at eight firing pins inside of tubes on smoke grenade launchers. Turret power switches ON, smoke grenade switch ON, hatch in closed and locked position and grenade firing switch depressed.	✓							
<b>6. DAGR Operational Test. Refer to TM 11-5820-1172-13.</b>								
a. Check that DAGR passes self-test		✓						
b. Check that DAGR is using vehicle power.		✓						
c. Check that DAGR is using remote antenna.		✓						
d. Check functioning of DAGR screen back lighting	✓							

TAMCN	NOMEN	NSN	SERIAL#	QTY	Condition Code	SR#	SR Status	T/P (\$)	REMARKS
E08467K	PINTLE ASSEMBLY, TOW	01-193-2117	522499	1	R	29871696	SHT PART	\$1,255.41	
E08467K	O-RING	00-580-4394	522499	1	R	29871696	SHT PART	\$0.26	
E08467K	O-RING	00-641-3407	522499	1	R	29871696	SHT PART	\$0.35	
E08467K	WASHER, KEY	00-162-0386	522499	1	R	29871696	SHT PART	\$4.22	
E08467K	NUT, PLAIN, HEXAGON	00-761-6872	522499	1	R	29871696	SHT PART	\$15.85	
E08467K	BATTERY, STORAGE	01-485-1472	522499	2	R	29871696	SHT PART	\$731.78	
E08467K	CABLE ASSEMBLY, R	01-226-2442	522499	6	R	29871696	SHT PART	\$285.00	
E08467K	CABLE ASSEMBLY, R	01-301-0834	522499	6	R	29871696	SHT PART	\$318.84	
E08467K	COLLET, SPECIAL	01-435-8079	522499	10	R	29871696	SHT PART	\$41.60	

ENCLOSURE (50)



LIMITED TECHNICAL INSPECTION

DATE: 20200413

PURPOSE OF LTI: JLT

SERVICE REQUEST: 29940796

RESPONSIBLE UNIT: 3D AABN

SET SERIAL: 522768

NOMENCLATURE: AAVP7A1

TAMN: E08467K NSN: 2350-01-458-7410

NOMENCLATURE	NIIN / P/N	SERIAL	QTY	DEF CODE	REMARKS
ENGINE	014638066	37221347	1	S	
TRANSMISSION	014723051	2009233	1	S	

DEFECT CODES: S - SERVICABLE U - UNSERVICABLE M - MISSING

SL-C COMPLETE: YES / NO  NO

MODS VERIFIED: YES / NO  NO

LAST PMCS DATE: 20200318

CCMMENTS: LIGHT EXTENSION, QTY 1, 00-086-4293, FIXTURE ASSEMBLY, QTY 1, 00-7083-799, SPOUT CAN FLEXIBLE, QTY 1, 00-177-6154

CONDITION CODE: A

LTI BY PRINT/SIG (b)(3), (b)(6), (b)(7)(c)

.TI BY PRINT/SIG

(b)(3), (b)(6), (b)(7)(c)

DATE: 20200413

ENCLOSURE (SI)

ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) LIMITED TECHNICAL INSPECTION	
MODEL (CIRCLE ONE)	REFERENCES
AAVP7A1	TM 09674A-25&P/4      TM 8F152B-25&P
AAVC7A1	TM 07267B-50
AAVR7A1	TM 07268B-25&P/2
TAC NO. 3-11-05	MILES 360
U.S.M.C. NO. 522768	HOURS 1643
HULL NO. RAM-V-358	
ENGINE NO. 37221347	
TRANSMISSION NO. 2004233	
INSPECTOR'S NAME/RANK/SIGNATURE	DATE INSPECTED
(b)(3), (b)(6), (b)(7)(c)	20200314
<p>the column which best describes the condition of the item being inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the remarks column.</p>	

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>I. Outside of Vehicle (Forward and Port)</b>								
1. Hull Forward End. Check for damage and bare metal.	✓							
2. Towing Eyes. (Para. 8-33)								
a. Port.	✓							
b. Starboard.	✓							
3. Headlights. (Para. 11-32)								
a. Port.	✓							
b. Starboard.	✓							
c. Headlight Guards.	✓							
4. Bow Plane. (Para. 10-14)								
a. Hinges and Mounting Hardware. (Para. 10-17)	✓							
b. Bow Plane. (Para. 10-17)	✓							
c. Hydraulic Tubes and Fittings. (Para. 10-16)	✓							
d. Pivot Actuator. (Para. 10-18)	✓							
5. Hull Port Side. Check for damage and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-26a)	✓							
b. Steps. (Para. 16-29)	✓							
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage provisions. (Para. 16-37)	✓							
e. Fairings. (Para. 16-28)	✓							
f. Standoff Brackets. (Para. 16-27)	✓							
g. Hull Bosses. (Para. 16-36)	✓							
6. Port Track Shroud. Check for loose mounting hardware and damage. (Para. 16-28)					✓			Ⓜ 2 bolts
7. Port Final Drive. (Para. 7-18)								
a. Outer Housing.	✓			✓				45° rounded, 90° needs retf
b. Bolts.	✓							
8. Port Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)								
9. Port Sprockets. (Para. 7-16)								
a. Inner.	✓							
b. Outer.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>11. Port Track (Para 7-7)</b> Use track wear gage to measure wear. Mark each unserviceable track shoe.								
a. Track Shoes.	✓							
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
<b>12. Port Road Wheels and Hubs (Para 7-12)</b> Circle those numbers which are unserviceable.								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level. 1 2 3 4 5 6	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
<b>13. Port Support Arms (Para 7-13)</b> Circle those numbers which are unserviceable.	✓							
<b>14. Port Torsion Bars (Para 7-13)</b> Circle those numbers which are unserviceable.								
a. Torsion Bars. 1 2 3 4 5 6	✓							
b. Retaining Screws. 1 2 3 4 5 6	✓							
<b>15. Port Shock Absorbers (Para 7-11)</b>								
a. No. 1 Shock.	✓							
b. No. 2 Shock.	✓							
c. No. 3 Shock.	✓							
d. No. 4 Shock.								rustee
e. Mounting Hardware.	✓							
<b>16. Port Front Single Support Roller (Para 7-14)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.			✓					
d. Mounting Hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>17. Port Dual Support Roller (Para 7-15)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>18. Port Rear Single Support Roller (Para 7-14)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
19. Port Slap Guard (Para. 7-10) Check for wear and loose mounting hardware.	✓							
<b>20. Port Idler Wheel and Hub (Para. 7-9)</b>								
a. Idler.	✓							
b. Outer Wheel.	✓							
c. Inner Wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
<b>21. Port Track Tension Adjuster (Para. 7-8)</b>								
a. Track Adjuster Support.	✓							
b. Track Adjuster.	✓							
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
22. Port Anode (Para. 8-53) Check for tightness of mounting screw. Make sure there is no paint on anode.	✓							
23. Port Midships Bearing (Para. 9-18) Check for signs of leaks.	✓							
24. Drive Shaft (Para. 9-17) Check for signs of damage.	✓							
25. Footman Loop (Para. ) Check for weld cracks.	✓							
26. Port Handrails (Para. ) Check for weld cracks.	✓							
<b>27. Port Cargo Hatch Supports (Para. )</b>								
a. Forward Support.	✓							
b. Aft Support.	✓							
28. Fuel Tank Pressure Relief Valve and Outlet Cover (Para. ) Check cover and mounting screws for damage. Check relief opens.	✓							
29. Check fuel filter cap (Para. )	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
30. Stowage Brackets. Check for weld cracks.	✓							
31. Bilge Pump Outlets								
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
32. Personnel Heater Exhaust Outlet								
a. Outlet Cap.	✓							
b. Outlet Adapter.	✓							
33. Exterior Fire Extinguisher Pull Handle								
a. Handle.	✓							
b. Wire Seal.	✓							
34. External Fuel Tank Drain. Check plug for tightness and leaks.	✓							
35. Port Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
36. Port Reverse Flow Duct. Check for damage and tight mounting hardware.	✓							
37. Fuel Tank Pressure Relief Valve Outlet Cover. Check cover and mounting screws for damage.	✓							
38. Port Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate driveshaft to check for free movement of impeller.	✓							
<b>II. Outside of Vehicle (Aft and Starboard)</b>								
1. Taillights								
a. Port Taillight.	✓							
b. Starboard Taillight.	✓							
c. Taillight Guards.	✓							
2. Horn. Check for loose mounting hardware, corrosion, and proper electrical connections.	✓							
3. Tow Cable Stowage Brackets. Check for cracked or bent brackets.	✓							
4. Towing Pintle. Check for loose mounting hardware. Check pintle for free rotation and proper quick-release operation.	✓							
5. Ramp Plugs. Check for tightness.	✓							
6. Ramp Hinges and Towing Eyes. Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
7. Vision Block and Guard.								
a. Vision Block Guard.	✓							
b. Vision Block.	✓							
8. Personnel Hatch.								
a. Personnel Hatch Handle (inner and outer).	✓							
b. Personnel Hatch Seal.	✓							
c. Hook and Damper.	✓							
d. Mounting Hardware.	✓							
9. Starboard Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
10. Trailer Receptacle.								
a. Cover.	✓							
b. Retainer Chain.	✓							
11. Starboard Reverse Flow Duct. Check for damage and tight mounting hardware.	✓							
12. Starboard Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate drive shaft to check for free movement of impeller.	✓							
13. Drive Shaft. Check for signs of damage.	✓							
14. Footman Loop. Check for weld cracks.	✓							
15. Starboard Idler Wheel and Hub.								
a. Idler.	✓							
b. Outer wheel.	✓							
c. Inner wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
16. Starboard Track Tension Adjuster.								
a. Track Adjuster Support.	✓							
b. Track Adjuster.	✓							
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
17. Starboard Anode. Check for tightness of mounting screw. Make sure there is no paint on anode.	✓							
18. Starboard Midships Bearing. Check for signs of leaks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>19. Starboard Road Wheels and Hubs. Check those numbers which are unserviceable.</b>								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level.	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
20. Starboard Support Arms. Circle those numbers which are unserviceable. 1 2 3 4 5 6	2							
21. Starboard Torsion Bars. Check for broken bar and loose retaining screws. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
<b>22. Starboard Shock Absorbers.</b>								
a. No. 1 Shock	✓							
b. No. 2 Shock	✓							
c. No. 3 Shock	✓							
d. No. 4 Shock	✓							
e. Mounting Hardware.	✓							
<b>23. Starboard Front Single Support Roller</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>24. Starboard Dual Support Roller</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>25. Starboard Rear Single Support Roller.</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

ENCLOSURE (51)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
26. Starboard Slap Guard. Check for wear and loose mounting hardware.	✓							
27. Starboard Track. Use track wear gage to measure wear. Mark each unserviceable track shoe.								
a. Track Shoes.	✓							
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
28. Starboard Sprocket Rings.								
a. Inner.	✓							
b. Outer.	✓							
29. Starboard Sprocket Carrier. Check for loose mounting hardware and damage.	✓							
30. Starboard Final Drive.								
a. Outer Housing.			✓					45° (rounded)
b. Bolts.	✓							
31. Starboard Side Pontoon. Remove drain plug and check for water.	✓							
32. Starboard Track Shroud. Check for loose mounting hardware and damage.		✓						(M) 7 bolts
33. Starboard Bilge Pump Outlets.								
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
34. Stowage Brackets. Check for weld cracks.	✓							
35. Heater Exhaust Outlet. Check for loose mounting hardware and damage.	✓							
36. Starboard Cargo Hatch Supports.								
a. Forward Support.	✓							
b. Aft Support.	✓							
c. Hand Rails.	✓							
37. Footman Loop. Check for weld cracks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
38. Starboard Side Hull. Check for damaged and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-69a)	✓							
b. Steps. (Para. 16-72)	✓							
c. Slope Rack Kit (SRK). (Para. 16-73)	✓							
d. Stowage provisions. (Para. 16-81)	✓							
e. Fairings. (Para. 16-71)	✓							
f. Standoff Brackets. (Para. 16-70)	✓							
g. Hull Bosses. (Para. 16-80)	✓							
<b>III. Bottom of Vehicle</b>								
1. Hull. Check bottom of vehicle for damage.	✓							
2. Drain Plugs. Check for missing, tight, or damaged plugs.								
a. Hull.	✓							
b. Ramp.	✓							
c. Contact Cooler.	✓							
<b>IV. Outside of Vehicle (Topside)</b>								
1. Hand Rail (forward). Check for weld cracks or other damage.	✓							
2. Mooring Cleats/Lifting Fixtures. Check for damage. (Para. 8-34)								
a. Forward (port and starboard).	✓							
b. Aft (port and starboard).	✓							
3. Intake Grille.  <b>NOTE</b> Make sure intake grille is secured properly in raised position.								
a. Screen.	✓							
b. Brace Rod.	✓							
c. Cam Lock Handles Stop Screws.	✓							
d. Torsion Bar Assembly. (Para. 8-17)	✓							
e. Mounting Hardware.	✓							
f. Seal.	✓							
4. Ventilator-Aspirator. Check that valve works properly and inlet screen is clean and not damaged. (Para. 8-18)	✓							
5. Exhaustion Cover and Cap. Check exhaust cover for damage and make sure cap fits properly. (Para. 8-19)	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
6. Center Plate. Check sealing surface for tight fit and retaining screws for tightness.	✓							
7. Exhaust Grille. (Para. 8-14) <b>NOTE</b> Make sure that exhaust grille is secured properly in raised position.								
a. Screen.	✓							
b. Seal.	✓							
c. Brace Rod.	✓							
d. Lugs (dogs).	✓							
e. Mounting Hardware.	✓							
8. Plenum Indicators								
a. Intake.	✓							
b. Exhaust.	✓							
9. Searchlight Mount and Receptacle. Check for damage.	✓							
10. Driver's Hatch								
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.								Pads damaged
e. Vision Blocks.	✓							
f. DVE Adapter Assembly.	✓							
11. Periscope and Support. Check periscope for breaks and chips and support for damage.	✓							
12. Commander's Hatch								
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓							
13. External Exhaust system. Check the external muffler, muffler guard, for damage and operation.								
a. Muffler.	✓							
b. Guard.	✓							
c. Pipes Clamp.	✓							

NOMENCLATURE, LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
14. Ventilation Exhaust Outlet. Check ballistic cover for damage and tight retaining screws. Check screen for damage.	✓							
15. Overhead Protection Kit (OPK).								
a. OPK Tiles.	✓							
b. Torsion Bar Assist Mechanism (TBAM) Cover.	✓							
c. TBAM.	✓							
d. Bosses.	✓							
16. Cargo Hatches.								
a. Covers and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals.	✓							
17. Antenna Mounts.								
a. Receiving Mount.	✓							
b. Port Sending Mount.	✓							
c. Starboard Sending Mount.	✓							
d. PLRS Antenna Mount.	✓							
e. DACT Antenna Mount.	✓							
18. Sea Tow Quick-Release. Check assembly for damage and proper operation.	✓							
V. Engine Compartment (Forward)								
1. Forward Bulkhead, Bow Pod Access Cover, and Bow Pod.								
<p><b>NOTE</b> Make sure intake grille is properly secured in raised position.</p>								
a. Bow Plane Velocity Fuse Valves.	✓							
b. Bow Pod Access Cover.	✓							
c. TACNAV sensor.	✓							
2. Intake Plenum Actuating Cylinder.								
a. Cylinder.	✓							
b. Hydraulic Hoses.	✓							
3. Cam Roller Lock. Check condition of each latch roller.	✓							

NOMENCLATURE, LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
4. Cooling Fan								
a. Guard.	✓							
b. Shroud.	✓							
c. Fan.	✓							
d. Bearings.	✓							
e. Belt Adjustment.						✓		Belt luffered. @ Belt guard
f. Seals.	✓							
g. Fan Cartridge Bearing.	✓							
h. Drain Tube.	✓							
5. Surge Tank								
a. Tank.	✓							
b. Valve.	✓							
c. Hose and Tubes.	✓							
d. Mounting Hardware.	✓							
6. Crew Ventilation								
a. Ducts, Clamps, and Hoses.	✓							
b. Drain Tube.	✓							
7. Control Linkages.								
a. Brake Linkage.	✓							
b. Steering Linkage.	✓							
c. Throttle Linkage.	✓							
d. Brake Flood Control Valve Linkage.	✓							
<b>NOTE</b>								
Make sure flood valve spindle moves freely.	✓							
e. Engine Compartment Exhaust Fan Linkage.								
8. Transmission Mounts. Check mounts for loose mounting hardware. Check transmission guide and guide rollers for damage.	✓							
9. Electrical Wiring and Connections.								
a. Bulk Head Connectors.	✓							
b. Power Plant Wiring.	✓							
c. Crew Vent Fan.	✓							
d. Electrical Bilge Pump.			✓					not connected to bilge tube
10. Hydrostatic Steering Disconnect Lever. Check lever for correct operation, damage, and wear. Check for leaks.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>11. Port Final Drive</b>								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
d. Speedometer Adapter/Cable.	✓							
12. Port U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
13. Port Hydraulic Bilge Pump. Check for oil leaks, loose mounting hardware, damaged screen, and debris.	✓							
14. Bilge Pump Bypass Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connections.	✓							
15. Plenum Solenoid Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connection.	✓							
16. Bow Plane Hydraulic tubes. Hoses and Fittings. Check for leaks, loose fittings and loose mounting hardware.	✓							
17. Fuel Manifold. Check for fuel leaks and loose mounting hardware.	✓							
18. Forward Engine Compartment Fire Extinguisher Discharge Nozzle. Check for damage and debris.								
19. Port Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
20. Port Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
<b>21. Starboard Final Drive</b>								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
22. Starboard U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
23. Starboard Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
24. Starboard Electrical Bilge Pump. Check screen for debris and damage. Check mounting hardware for tightness.			✓					<i>not connected to bilge pumps</i>

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
25. Precleaner. Check cleaner for damage, loose mounting hardware, and loose clamps. Check screen for damage and debris.	✓							
26. Crew Ventilation Fan. Check mounting hardware for looseness. Check ducts and clamps for damage and tightness.	✓							
27. Starboard Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
28. Starboard Right Angle Drive Shaft. Check condition of shaft coupling for damage. Check coupling bolts for tightness and proper safety wire.	✓							
29. Fan Drive Shaft. Check shaft and coupling for damage or wear. Check safety wire for damage.	✓							
30. Fuel Filter.	✓							
a. Fuel Leaks.	✓							
b. Drain Cock/Contamination.	✓							
c. Electrical Leads/Transducer.	✓							
d. Mounting Hardware/Air Valve.	✓							
31. Power Takeoff Unit.	✓							
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Electrical leads/Connections.	✓							
32. Starter. Check that starter is mounted properly. Check electrical leads and connections for damage and proper connections.	✓							
33. Transmission Oil Cooler. Check for oil and water leaks. Check electrical leads and connections for damage. Check oil lines, hoses, and clamps for tightness.	✓							
34. Exhaust Manifold (starboard side). Check for cracks, holes, and corrosion. Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
35. Transmission. Check for overall cleanliness and damage.								
a. Leaks.	✓							
b. Torque converter to engine mounting screw for tightness.	✓							
c. Range selector valve for leaks and safety wire.	✓							
d. Oil Leaks.	✓							
e. Left and right brake and steer sections for leaks and loose mounting bolts.	✓							
f. Check brakes for proper adjustment.	✓							
g. Check transmission drain line for leaks, damage, and loose drain plug.	✓							
VI. Engine Compartment (Aft)								
Exhaust Plenum. Check actuating cylinder and oil lines for leaks. Check condition of plenum seal.	✓							
2. Components Bolted on to the Engine. Check for tight mounting hardware, proper electrical connections, damaged hoses and electrical leads, and leaks.								In Engine
a. Turbocharger.	✓							
b. PT Pump.	✓							
c. Exhaust Manifold (port side).	✓							
d. Engine Oil Cooler.	✓							
e. Engine Oil Filter.	✓							
f. Intake Manifold.	✓							
g. Smoke Generation Components.	✓							
h. Cold Start Components.	✓							
i. Crankcase Breathers.	✓							
3. Transmission Oil Filter								
a. Mounting Hardware.	✓							
b. Leaks.	✓							
c. Check Electrical Connections.	✓							
4. Engine Oil Level. Check for correct level and signs of contamination. Check dipstick for damage.	✓							
5. Transmission Oil Level. Check for correct level and signs of contamination. Check fill tube and dipstick for damage.	✓							
6. Tachometer Drive Shaft. Check for play and cable damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
7. Radiator. Check for radiator damage. Check for water leaks on radiator and coolant tubes.	/							
8. Exhaust System. Check condition of insulation. Check for loose mounting hardware and damaged scavenging system check valve and for leaks.	/							
9. Engine Compartment Exhaust Duct. Check for cracks or other damage. Check mounting hardware and clamps for tightness. Check tubes for proper mounting.	/							
10. Engine. Check overall condition of engine for cleanliness and fuel, coolant, and oil leaks.	/							
<b>11. Generator</b>								
a. Bracket and Hardware.	/							
b. Pulley and Belt.	/							
c. Adjustment.	/							
d. Voltage Regulator	/							
<b>12. Water Pump. Check for leaks.</b>								
a. Pump.	/							
b. Hoses and Tubes.	/							
c. Belt and Adjustment.			/	/				leak
13. Fire Extinguisher Discharge Nozzle. Check for damage, debris, and condition of safety wire.	/							
14. Engine Oil Heat Exchanger. Check mounting hardware for tightness. Check for oil leaks. Check electrical leads for damage and tight connections.	/							
15. Cold Start Disconnect Lever. Check for proper operation, damage, and corrosion.	/							
<b>16. Hydraulic Reservoir</b>								
a. Oil Leaks.	/							
b. Mounting Hardware.	/							
c. Oil Level.	/							
d. Dipstick for damage.	/							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
VII. Troop Compartment								
<p style="text-align: center;"><b>NOTE</b></p> <p>Before inspecting troop compartment, open cargo hatches, sound horn and lower ramp.</p>								
1. Engine Compartment Access Covers (aft). Check all thumbscrews and clamps for damage and operation. Check covers for correct mating and damage.								
a. Aft Upper.	/							
b. Aft Center.	/							
c. Aft Lower.	/							
d. Port Upper.	/							
e. Port Lower.	/							
f. Smoke Generation.	/							
2. Smoke Generation Fuel Control Valve. Check to see if valve operates freely. Check for any damaged components and leaks.	/							
3. Engine Compartment Fire Extinguisher								
a. Bottle and Tag.	/							
b. Control Valve.	/							
c. Clamps.	/							
4. Troop Ventilation Outlets. Check for free movement and damaged louvers.	/							
5. Coolant Bypass Tube. Check to see if tube is mounted properly in retaining brackets.	/							
6. Air Cleaner Compartment								
a. Access Door.	/							
b. Retaining Brackets.	/							
c. Element.	/							
d. Compartment.	/							
7. Right Angle Drive Access Cover. Rotate weapon station to gain access to cover. Check cover for proper mating and damage.	/							
8. Starboard Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.	/							
Starboard Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety pins.	/							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
10. Fuel Tank Drains. Check both valves for proper operation. Check fuel lines and fittings for leaks. Check manual shutoff valves to make sure the handle rotates freely.								
a. Internal Fuel Tank Drain.	/							
b. External Fuel Tank Drain.	/							
c. Fuel Lines and Fittings.	/							
d. Manual Shutoff Valve.	/							
11. Fuel Tank.								
a. Electrical Leads.	/							
b. Leaks.	/							
c. Retaining Straps.	/							
d. Breather Cap.	/							
12. Troop Seats.								
a. Hinges.	-							
b. Supports.	/							
c. Seat Pans.	/							
d. Cushions.	/							
e. Safety Belts/Straps.	/							
f. Adjusting Rods.	/							
13. Interior Stowage.								
a. MG Cleaning Rod Bracket.	/							
b. Rifle Brackets.	/							
c. Water Can Supports.	/							
d. Seat Stowage Supports.	/							
e. DVE Container.	/							
f. Portable Fire Extinguisher Bracket.	/							
g. Pamphlet Stowage Rack.	/							
h. Ammo Box Bracket.	/							
i. Hand Oiler Bracket.	/							
j. Tool Box Stowage Support.	/							
14. Power Distribution Box. Check to see if box is securely mounted. Check all electrical connections for tightness. Check cover for tight screws. Check slave output power switch for damage.	/							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>15. Batteries</b>								
a. Battery Box Cover.	/							
b. Holddowns.	/							
c. Cables and Terminals.	/							
d. Battery and Terminal Posts.	/							
e. Battery Box Drains.	/							
f. Battery Instruction Plate.	/							
16. Radio Guards. Check guards for damage and loose or missing mounting hardware.	/							
<b>17. Deflector Actuator Guards. Check guards for debris and damage. Check mounting hardware for tightness.</b>								
a. Port	/							(10) Bolts
b. Starboard.	/							
<b>18. Wafer Steer System Components</b>								
a. Water-Jet Deflector Position Sensing Module (port and starboard).	/							
b. Water-Jet Deflector Servo Module (port and starboard).	/							
c. Water-Jet Deflector Solenoid Module (port and starboard).	/			/				
d. Actuator Cylinders Port and Starboard.	/							
e. Actuator Bracket Port and Starboard.	/							
<b>19. AFSSS Electrical Components</b>								
a. Sensors Control Box.	/							
b. Cables.	/							
20. Dome Lights. Check mounting hardware for tightness. Check for broken or cracked lens and knobs. With master switch ON, check lights for proper operation.	/							
21. Aft Slave Receptacle. Check cover and chain for damage. Check insert for corrosion and damage. Check electrical lead for damage and loose connections. Check mounting hardware for tightness.	/							
22. Troop Ventilation Outlets. Check for free movement and damaged louvers.	/							
23. Ramp Lock Linkage. Check to see that linkage does not bind. Check for bent or warped linkage rods.	/							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
24. Ramp. With ramp lowered, check ramp seal for breaks and spongy condition.								
a. Ramp Seal. Check mating with hull in closed position.	/							
b. Vision Block Cover.	/							
c. Skid Bars	/							
d. Quick-Release (Visual Only).	/							
e. Tow Pintle Release.	/							
25. Deck Plates								
a. Deck Plates (port and starboard).	/							
b. Center Deck Plate.	/							
c. Contact Cooler Bleeder Valve Access Cover.	/							
d. Bilge Pump Access Cover (port and starboard).	/							
e. Tiedown Rings.	/							
NOTE Remove troop compartment deck plates before continuing.			15					<i>Free Spins</i>
26. Contact Cooler. Check that bleeder valve is not frozen. Check for signs of leaks.			/					<i>Free Spins</i>
27. Torsion Bars. Check torsion bars for damage.	/							
28. Ramp Cylinder and Cable.	/							
29. Hydraulic Bilge Pump.								
a. Bilge Pump.	/							
b. Outlet tube.	/							
30. Electric Bilge Pump.								
a. Electric Pump.	/							
b. Outlet Tube.	/							
31. Bilges. Check for cleanliness and obvious signs of damage.								
a. Brackets and Mounting Hardware.	/							
b. Discharge Tubs and Nozzles.	/							
32. Fire Extinguisher (17 lb).								
a. Mounting Hardware.	/							
b. Discharge Tub and Seal.	/							
c. Tag Date _____	/							
d. Seal	/							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>33. Personnel Heater.</b>								
a. Mounts.	✓							
b. Exhaust System and Cover.	✓							
c. Electrical Wiring and Switches.	✓							
d. Fuel System.	✓							
e. Heater Ducts.	✓							
<b>34. Port Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.</b>								
<b>35. Port Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.</b>	✓							
<b>36. Radio Mounts.</b>								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts.	✓							
c. Check Radio Cables.	✓							
<b>37. EPLRS Rack.</b>								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts	✓							
c. Check Radio Cables.	✓							
<b>VIII. Driver's and Commander's Station</b>								
<b>1. Access Covers.</b>								
a. Hydrostatic Steer Disconnect Lever.	✓							
b. Final Drive U-Joint.	✓							
c. Hydraulic Reservoir.	✓							
<b>2. Flapper Valve. Check spring tension flapper. Check mounting screws for tightness and damage to flapper.</b>	✓							
<b>3. Fire Extinguisher (7-lb). Check mounting bracket and hardware for tightness. Check tag for date bottle was last weighed. Check wire seal on control head.</b>								
a. Bracket and Mounting Hardware.	✓							
b. Tag Date.	✓							
c. Wire Seal.	✓							
<b>4. Ramp Lock Handle. Check handle and lock for damage and proper operation.</b>	✓							
<b>5. Ramp Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.</b>	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
6. Fire Extinguisher Discharge Handle. Check handle for damage and unbroken wire seal.	✓							
7. Power Train Switch. Move lever and check for binding. Check bail for damage.	✓							
8. Mode Selector Switch. Check for missing or damaged toggle switch.	✓							
9. Handle Throttle. Move throttle and check for proper operation. Check linkage and cover for damage.	✓							
10. Gear Selector. Check console for loose mounting hardware for damage. Check movement of selector through all gear range.	✓							
11. Air Cleaner Restrictor Indicator. Check for proper mounting to bulkhead. Check indicator for damage.	✓							
12. Auxiliary Instrument Panel. Check panel for loose mounting hardware. Check that gages are securely mounted in panel, and that hose connections are tight.	✓							
13. Accelerator Pedal								
a. Mounting Hardware/Brackets.	✓							
b. Pedal and Pedal Stop Screw.	✓							
c. Water Drive Switch.	✓							
14. Brake Pedal. Apply and release brakes to check binding.	✓							
15. Parking Brake Handle. Check for proper operation. Make sure that parking brake holds and releases properly.	✓							
16. Steering Wheel. Check wheel for damage. Check operation of wheel tilt. Check for binding linkage. Check steering wheel sensing module for loose mounting hardware or damaged wiring.								
a. Steering Wheel.	✓							
b. Steering Wheel Sensing Module.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
17. Indicator Panel. Check mounting hardware and grommets for tightness and damage. Check for loose or damaged switches, lights, and buttons.								
a. Master Switch.	/							
b. Lamp Test/Warning Cancel Switch.	/							
c. Horn Button.	/							
d. Panel Lights Brt Dim Switch.	/							
e. Cold Start Switch.	/							
f. Starter Button.	/							
g. Light Switch.	/							
h. TACNAV Indicator.	/							
i. Tachometer.	/							
j. Speedometer.	/							
k. Smoke Generation Indicator Light.	/							
l. Smoke Generation Switch.	/							
m. Forward Electric Bilge Pump Switch.	/							
n. Aft Electric Bilge Pump Switch.	/							
o. Aft Electric Bilge Pump Indicator Light.	/							
p. Forward Electric Bilge Pump Indicator Light.	/							
q. Aft Hydraulic Bilge Pump Indicator Light.	/							
r. Forward Hydraulic Bilge Pump Indicator Light.	/							
s. Ventilation Switch.	/							
18. Driver's Display Unit. Check for cracked glass and moisture. Check that unit is securely mounted in indicator panel.	/							
<p style="text-align: center;">NOTE</p> Bar scales and warning lights will be checked during the operational portion of preinduction.								
19. Bow Plane Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	/							
20. Vent Air Outlets. Check driver's and commander's outlets for breaks and cracks. Check to see if outlet rotates freely. Check mounting hardware for tightness.								
a. Driver's Outlet.	/							
b. Commander's Outlet.	/							

NOMENCLATURE, LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
21. Vent Air Hoses, Tubes, and Duct. Check for loose clamps and mounting hardware. Check for damaged hoses, tubes, and duct.	/							
22. Bilge Outlet Tube. Check tube for damage, hoses for cracks, and clamps for tightness.	/							
23. Instrument Distribution Box. Check that box is securely mounted, and that cover screws are tight. Check all wiring harness connectors for tightness.	/							
24. Forward Slave Receptacle on Instrument Distribution Box. Check cover and chain for damage. Check receptacle for corrosion and damage.	/							
25. Searchlight Switch. Check for damage and operation.	/							
26. Ventilation Air Outlet Valve. Check for loose mounting hardware and damaged cable and handle with ball. Open and close outlet and check for binding linkage.	/							
27. Data Plates. Check for damage.	/							Dirty
28. Manual Fuel Shutoff Handle. Check shaft for damage and grommets for wear. Rotate handle to check for free operation.	/							
29. Driver's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	/		/					Bracket @ Rust
30. Troop Commander's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	/							
31. Interior Decals and Instruction Plates. Check to see that they are readable.	/							
<b>32. Fire Extinguishers (MFSS and AFSSS)</b>  <b>NOTE</b> At this time all fire suppression system bottles are to be pulled and weighed.								
a. Mounting Hardware.	/							
b. Discharge Tube and Seal.	/							
c. Tag Date.	/							
d. Seal.	/							
33. Drive Shaft Guards. Check guards for damage and mounting hardware for tightness.	/							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>IX. Equipment Operation:</b>								
<b>1. Start vehicle, check operation of the following:</b>								
a. Master Switch.	✓							
b. Horn.	✓							
c. Fuel Level Indicator.	✓							
d. Battery Generator Indicator.	✓							
e. Electric Bilge Pumps (forward and aft).	✓							
f. Panel Lights (brt/dim).	✓							
g. Display Panel Warning Lights.	✓							
h. Vent Switch Low Position.	✓							
2. Perform Diagnostic Test Equipment checks in accordance with TM 09674A-25&P/4. (See worksheet at the end of this Appendix).	✓							
<b>3. Vehicle Stall Check. With brakes locked, and gear selector in 4th gear, accelerate fully and check the following:</b>								
a. Brakes.	✓							
b. Transmission.	✓							
c. Engine RPM.	✓							2800
d. TACNAV Indicator. Check that system powers and display works.	✓							
<b>4. Lights. Check that lights work properly:</b>								
a. Light Switch.	✓							
b. Service Drive.	✓							
c. Dimmer Switch.	✓							
d. Blackout Markers.	✓							
e. Stop Light	✓							
f. Park.	✓							
g. Searchlight	✓							
h. Interior Dome Lights.	✓							
5. Driver's Mirror Enhancer (DME) Check that power system works.	✓		✓					speedo adapter not connected
6. Lamp Test Warning Cancel System. Check and signal with proper column button.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>X. Functional Road Test</b>								
1. Steering. Check operation and drift.	✓							
2. Gear Ranges. Check for slippage and that lockup works properly.	✓							
3. Smoke Generation. Check for correct operation.	✓							
4. Brakes. Check to see if brakes pull to one side or the other.	✓							
5. Speedometer. Check for correct operation.	✓							
6. Noises. Check for any unusual noises.	✓							
<b>XI. Water Systems Test</b>								
1. Plenums. Check that plenums close completely. Fan shuts off. (Para. 8-13)	✓							
2. Check if hydraulic bilge pumps operation.	✓							
3. Check if electric bilge pumps operate.	✓							
4. Check that jet drive activates at 1000 to 1200 RPM.	✓							
<b>5. Bow Plane Operation.</b>								
a. Control Valve. Check for proper operation and leaks.	✓							
b. Bow Plane. Check that it fully extends and retracts.	✓							
c. Pivot Actuator. Check for leaks, unusual noise and smooth operation.	✓							

**NOTE**

See TM 10004A-25&P 2 for LII of UGWS Unique Items.  
 See TM 07267B-25&P 4 for LII of AAVR7A1 Unique Items.  
 See TM 07268B-25&P 2 for LII of AAVC7A1 Unique Items.

APPENDIX C

ASSAULT AMPHIBIOUS VEHICLE  
 UPGUNNED WEAPONS STATION (UGWS), AAVP7A1  
 LIMITED TECHNICAL INSPECTION

TAC No. 3-11-05 USMC No. 927768 Miles 360 Hours 1643  
 Date 20200413 Inspect (b)(3), (b)(6), (b)(7)(c) Inspect (b)(3), (b)(6), (b)(7)(c)

\*See Table C-1 for UGWS

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>I. Basket Weldment</b>								
1. Basket Weldment Clearance.	✓							
a. Area around sides of basket weldment clear of obstructions.	✓							
b. Area around 12 channel slip ring clear of obstructions.	✓							
2. 12 Channel Slip Ring.	✓							
a. Electrical connectors tight and in good condition.	✓							
b. Upper portion of 12-channel slip ring rotates freely.	✓							
c. Manual and electrical weapons station operation.	✓							
3. Power Relay Assembly.	✓							
a. Box secure to bottom of basket.	✓							
b. Electrical connectors tight and in good condition.	✓							
4. Basket Inspection	✓							
a. Seat belt secure, latch working properly, belt in good condition.	✓							
b. Stowed items do not overhang basket.	✓							
c. Seat in good condition, locks in all height positions, secure in basket assembly.	✓							
<b>II. Weapons Station Interior</b>								
1. Turret Power Control Assembly.	✓							
a. Box cover secure. Box secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							
2. Weapon Control Assembly.	✓							
a. Box cover secure. Box secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							

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NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
3. Traverse Switch Assembly								
a. Box cover secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							
4. M36B-TSS Periscope								
a. Mounting Screws. Check screws for security. Check sight is secure to turret weldment.	✓							
b. Sight. Check for moisture in window and in mirror. Check condition of glass.	✓							
c. Sight Eyepieces. Check for moisture, condition of reticles, condition of eye-piece pads, and proper operation.	✓							
d. Latch Assembly. Check that latch moves freely, and has spring tension.	✓							
e. Hanger Strap. Check for serviceability.	✓							
f. Head Assembly. Check nuts on head assembly for tightness.	✓							
g. Body Assembly. Check mounting hardware for security and that safety wire is present.	✓							
h. Boresight Knobs - Azimuth and Elevation. Check setting on both knobs and record. Turn each knob, check for smooth movement and shift of sight reticle. Reposition knobs to original settings.	✓							
i. Sight Power Electrical Connectors. Check that electrical connectors are in good condition.	✓							
j. Check for cracks, dents, burns and chipped paint on housing.	✓							
k. Check that valve cap is tight and retaining strap is not broken or missing.	✓							
l. Check that both knobs on elbow assembly move freely from LO to HI position.	✓							
m. Check that lamp holder is tight and packing is installed.	✓							
n. Check that plug or shutter switch is present. If missing, notify supervisor.	✓							
o. Check that all boresight knobs move freely, and scales can be easily read.	✓							
p. Check ID plate for damage and if it can be easily read. If plate cannot be read, notify supervisor.	✓							
q. Check that shutter switch will not move to ON without pushing safety button first.	✓							
r. Check that valve cap strap is not damaged or missing.	✓							
s. Check that all screws are tight on mounting hardware.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
5. Exhaust Blower. Check for corrosion and debris. Make sure electrical connectors are tight and in good shape. Check operation of blower door.	✓							
<del>6. .50 Caliber Ammo Ejection Chute. Check for condition and security. Ensure that chute is clear of debris.</del>								
a. Check ejection-chute hose for security and condition.	✓							
b. Spent-Cartridge Box. Check security and condition. Check operation of latches.	✓							
7. Equilibrator. Check for corrosion, security and adjustment.	✓							
<del>8. .50 Caliber Ammo Feed System</del>								
a. Check security and condition of .50 caliber ammo trays.	✓							
b. Check security and condition of roller guides.	✓							
<del>9. 40mm Ammo Feed System</del>								
a. Feed Chute. Check for dents, corrosion and/or damage.	✓							
b. Check feed-chute cover for tears, holes; zipper must move freely. Check attachment points for security and condition.	✓							
c. Check anti-feedback lever for condition and security.	✓							
<del>10. 40mm Ammo Box Assembly</del>								
a. Check security and condition of box, doors, and flaps.	✓							
b. Check operation of latches.	✓							
c. Check that electrical connector on last-round switch is tight and in good condition.	✓							
11. 40mm Charger Assembly. Check condition and security of charger tube.	✓							
<del>12. 40mm Manifold</del>								
a. Check condition and security.	✓							
b. Check operation of cover latches.	✓							
13. .50 Caliber Manifold and Cradle. Check condition and security. Check for damage, cracked welds and bare metal.	✓							
14. Power-Assist Traverse Mechanism. Check for security, condition and leakage. Make sure that electrical connectors are tight and in good condition.	✓							
15. Elevation Control Assembly. Check for security and condition.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
16. Gunner's Trigger Switch. Check for security and condition. Check that electrical connectors are tight and in good condition.	✓							
17. Linkage. Check for security and condition.	✓							
18. Grenade Launcher Inhibit Switch. Check for security and condition. Check that electrical connector is tight and in good condition.	✓							
19. Elevation Interrupter Switches. Check for condition and security. Check that electrical connectors are tight and in good condition.	✓							
20. Utility Light. Check that light and electrical connector is secure and in good condition.	✓							
21. Communications Box.								
a. Check that electrical connector is tight and in good condition.	✓							
b. Check for security and condition.	✓							
22. Weapons Station. Inspect for damage, security and clarity.								
a. Vision Blocks. Inspect for damage, security and clarity.	✓							
b. Ring Gear. Inspect for damage and corrosion. Should be clean and no grease.	✓							
23. Hatch.								
a. Seal, Hatch, Hinges. Inspect for damage, loose hardware and proper operation.	✓							
b. Hatch Latch Check. It should lock the hatch closed, hatch vertical to turret and hatch horizontally open in three positions (15 degrees, 90 degrees and 175 degrees).	✓							
c. Hatch Handle. Check security, condition and proper operation.	✓							
d. Crash Pads. Inspect pads on hatch and weapons station for security and condition.						✓		INOP
24. DAGR.								
a. Check that electrical and antenna connections are tight and in good condition.	✓							
b. Check for security and condition.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>III. Weapons Station Exterior.</b>								
1. Receptacle, Spot Light. Inspect for corrosion and damage. Check that cover fits securely and is tight.	✓							
2. Mount, Spot Light. Inspect condition and security.	✓							
3. Smoke Grenade Launchers.								
a. Tubes. Inspect sight tubes for dents, cracks or corrosion, and security to mounts. Check security of mount to turret.	✓							
b. Electrical Contacts. Check that contacts are tight and free of corrosion.	✓							
c. Rubber Caps. Check sight caps for condition.	✓							
4. Entrance Window. Inspect condition and security. Look for signs of moisture.	✓							
5. Sight Cover. Inspect condition and security.	✓							
6. 40mm Mantlet Cover. Check for security and condition. Check operation of latches.	✓							
7. Remote Antenna. Check security and condition of cover.	✓							
<b>IV. Functional Tests.</b>								
1. Manual Operation. Check for weapons station binding and backlash.								
a. Azimuth. Check movement through 360 degree clockwise and counter-clockwise.	✓							
b. Elevation. Check for +45 degree maximum elevation and -8 degree maximum depression.	✓							
2. Powered Systems Test. Vehicle master switch and turret power switch ON. Check operation as noted.								
a. Control Box Lights. Check that control box lamps light when turret power switch is ON by pressing lamp test all button.	✓							
b. Domelight. Lights in both blue and white switch positions.					✓			WHITE INSP
c. Utility Light. Lights in both red and white.	✓							
d. Thermal Elbow Check Only. Ensure the unit shows an image and all controls work.	✓							
e. Spot Light. Install and check operation.	✓							
f. Exhaust Blower. Check operation.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
3. Low Ammo System Test								
a. Last-Round Switch OFF. Last-round indicator light on, triggers do not work.	/							
b. Last-Round Switch ON. Last-round indicator lamp light ON, override switch in up position, triggers work.	/							
c. Last-Round Switch OFF. Last-round indicator light OFF, override switch down, triggers work.	/							
4. Weapons Station System: Perform test as prescribed in Section 3.								
a. Manual Elevation. Check operation.	/							
b. Deck Clearance. Check clearance of all obstacles. Check all inhibit zones. Weapons electrical trigger will not fire while in inhibit zones.	/							
5. Smoke Grenade Launcher Test								
a. Tubes. Check that they are clear of grenades.	/							
b. Contacts. Check for 24 volts at eight firing pins inside of tubes on smoke grenade launchers. Turret power switches ON, smoke grenade switch ON, hatch in closed and locked position and grenade firing switch depressed.	/							
6. DAGR Operational Test. Refer to TM 11-5820-1172-13.								
a. Check that DAGR passes self-test.		/						
b. Check that DAGR is using vehicle power.		/						
c. Check that DAGR is using remote antenna.		/						
d. Check functioning of DAGR screen back lighting.	/							

## 522499

#	NIIN	Nomenclature	Quantity	Unit Price	Ext Price
1	2376985	SCREWDRIVER,FLAT TI	1	\$8.60	\$8.60
2	13673462	SCREWDRIVER ATTACHM	1	\$3.59	\$3.59
3	13784933	SOCKET,SOCKET WRENC	1	\$31.25	\$31.25
4	13785543	SOCKET,SOCKET WRENC	1	\$10.26	\$10.26
5	1776154	SPOUT,CAN,FLEXIBLE	1	\$11.65	\$11.65
6	2289503	WRENCH,BOX AND OPEN	1	\$2.15	\$2.15
7	2289505	WRENCH,BOX AND OPEN	1	\$4.26	\$4.26
8	2289506	WRENCH,BOX AND OPEN	1	\$4.79	\$4.79
9	2289516	WRENCH,BOX AND OPEN	1	\$17.43	\$17.43
10	2306385	HANDLE,SOCKET WRENC	1	\$37.69	\$37.69
11	1897924	SOCKET,SOCKET WRENC	1	\$4.29	\$4.29
12	1897985	SOCKET,SOCKET WRENC	1	\$4.55	\$4.55
13	2405328	WRENCH,ADJUSTABLE	1	\$10.45	\$10.45
14	2401414	WRENCH,ADJUSTABLE	1	\$65.47	\$65.47
15	2243154	WRENCH,BOX	1	\$13.79	\$13.79
16	2243138	WRENCH,BOX	1	\$13.75	\$13.75
17	14810504	SCREW,MACHINE	2	\$0.20	\$0.40
18	2271406	FLAG,SIGNAL	1	\$3.21	\$3.21
19	11870964	SHACKLE	4	\$36.08	\$144.32
20	13616921	EXTINGUISHER,FIRE	1	\$129.91	\$129.91
21	13552064	BAR,PRY	1	\$9.95	\$9.95
22	2247987	BRUSH,FILE CLEANER	1	\$16.63	\$16.63
23	11740968	BRUSH,WIRE,SCRATCH	1	\$4.52	\$4.52
24	11955355	BRUSH,WIRE,SCRATCH	1	\$1.80	\$1.80
25	10758292	DRIFT PIN,TRACK	1	\$113.56	\$113.56
26	13551899	DRIVE HEAD,SOCKET W	1	\$35.24	\$35.24
27	13786054	EXTENSION,SOCKET WR	1	\$6.90	\$6.90
28	9266001	FLAG,SIGNAL	1	\$25.41	\$25.41
29	14863431	FLASHLIGHT	1	\$97.99	\$97.99
30	2648261	FLASHLIGHT	1	\$10.40	\$10.40
31	13785361	HANDLE,EXTENSION,WR	1	\$48.31	\$48.31
32	10711746	HOIST,WIRE ROPE	1	\$269.39	\$269.39
33	2211536	KNIFE,PUTTY	1	\$5.11	\$5.11
34	1558675	LAMP,INCANDESCENT	1	\$2.03	\$2.03
35	2532478	LUBRICATING GUN,HAN	1	\$11.15	\$11.15
36	2432395	MATTOCK	1	\$13.71	\$13.71
37	2558113	MEASURE,LIQUID	1	\$45.40	\$45.40
38	2628868	OILER,HAND	1	\$6.96	\$6.96
39	6821508	PADLOCK	1	\$7.18	\$7.18
40	14297306	PLIERS,DIAGONAL CUT	1	\$11.47	\$11.47
41	13351318	RATCHET HEAD,SOCKET	1	\$134.05	\$134.05
42	2348913	SCREWDRIVER,CROSS T	1	\$1.40	\$1.40
43	2348912	SCREWDRIVER,CROSS T	1	\$4.46	\$4.46
44	2228852	SCREWDRIVER,FLAT TI	1	\$3.84	\$3.84
	44				\$1,408.67

ENCLOSURE (SI)

MFB 3100.9A

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TAXON	DESCRIPTION	NSN	SERIAL#	QTY	SL. #	Complete (Y/N)	SN#	SR	PRICE EACH	TOTAL	REMARKS
608467K	2 - CAP, Protective, Dust And Moisture Seal, PN A3207525, 1, CAGE 80063	5340-01-381-5666	522678	4		N	29916826	A	\$13.19	\$52.76	
608467K	FIXTURE ASSEMBLY, Track Connecting; PN 7083799 CAGE 19207	5120-00-708-5799	522678	1		N	29916826	A	\$114.94	\$114.94	
608467K	KNIFE, Putty; PN 5120-00-221-1536 CAGE 80244	5120-00-221-1536	522678	1		N	29916826	A	\$5.11	\$5.11	
608467K	MEASURE, Liquid; PN 07472 CAGE 48617	7240-00-255-8113	522678	1		N	29916826	A	\$40.01	\$40.01	
608467K	PAIDLOCK; PN A-4-99487, 18C, CAGE 58536	5340-00-682-1508	522678	1		N	29916826	A	\$7.83	\$7.83	
608467K	SOCKET, Socket Western; 15/16 in., 3/4 dia., 2 IN L D; 1802 CAGE 55719	5120-01-379-4933	522678	1		N	29916826	A	\$12.25	\$91.25	
608467K	1 - 11MM H.E. Socket Wrench; 1/2 in. dia. Thread; 1 5/8 in. H.; PN 5352114 CAGE 59438	5120-00-221-2958	522678	1		N	29916826	A	\$11.67	\$11.67	
608467K	WRENCH, Adjustable; 8 in. L; 0.947 in. w/ surf.; PN B107, 8 TY1 CAGE 05047	5120-00-240-6328	522678	1		N	29916826	A	\$9.67	\$9.67	
608467K	WRENCH, Adjustable; 18 in. L; 2.062 w/ surf.; PN B107, 8 CAGE 05047	5120-00-240-1414	522678	1		N	29916826	A	\$65.11	\$65.11	
										\$338.35	

ENCLOSURE (51)

LIMITED TECHNICAL INSPECTION

DATE: 20200414

PUFPOSE OF LTI: JLT

SERVICE REQUEST: 29747720

RESPONSIBLE UNIT: SDAADN

SET SERIAL: 523100

NOMENCLATURE: AAUP7A1

TAMN: E08467K NSN: 2350-01-458-7410

NOMENCLATURE	NIIN / P/N	SERIAL	QTY	DEF CODE	REMARKS
ENGINE	01-463-1006	37185166	1	U	2150 RPM
TRANSMISSION	01-472-3051	A5152E	1	S	

DEFECT CODES: S - SERVICABLE U - UNSERVICABLE M - MISSING

SL-C COMPLETE: YES /  NO

MODS VERIFIED:  YES / NO

LAST PMCS DATE: 20200218

CCMMMENTS: \_\_\_\_\_

CONDITION CODE: F

LTI BY PRINT/SIGI (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_ LTI BY PRINT/SIGN: \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_

DATE: 20200414

ENCLOSURE (54)



ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) LIMITED TECHNICAL INSPECTION	
MODEL (CIRCLE ONE)	REFERENCES
<del>AAVP7A1</del> AAVC7A1 AAVR7A1	TM 09674A-25&P/4      TM 8F152B-25&P TM 07267B-50 TM 07268B-25&P/2
TAC NO. 3HG05	MILES 516
U.S.M.C. NO. 523100	HOURS 2864
HULL NO. RAM-Y-184	
ENGINE NO. 37185166	
TRANSMISSION NO. A5152E	
INSPECTOR'S NAME/RANK/SIGNATURE	DATE INSPECTED
(b)(3), (b)(6), (b)(7)(c)	20200916
NOTE: The following inspection sheets are divided into seven columns. The inspector will place a check in the column which best describes the condition of the item being inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the remarks column.	

ENCLOSURE (5)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
I. Outside of Vehicle (Forward and Port)								
1. Hull Forward End. Check for damage and bare metal.	✓							
2. Towing Eyes. (Para. 8-33)								
a. Port.	✓							
b. Starboard.	✓							
3. Headlights. (Para. 11-32)								
a. Port.	✓							
b. Starboard.	✓							
c. Headlight Guards.	✓							
4. Bow Plane. (Para. 10-14)								
a. Hinges and Mounting Hardware. (Para. 10-17)	✓							
b. Bow Plane. (Para. 10-17)	✓							
c. Hydraulic Tubes and Fittings. (Para. 10-16)	✓							
d. Pivot Actuator. (Para. 10-18)	✓							
5. Hull Port Side. Check for damage and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-26a)	✓							
b. Steps. (Para. 16-29)	✓							
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage provisions. (Para. 16-37)	✓							
e. Fairings. (Para. 16-28)	✓							
f. Standoff Brackets. (Para. 16-27)	✓							
g. Hull Bosses. (Para. 16-36)	✓							
6. Port Track Shroud. Check for loose mounting hardware and damage. (Para. 16-28)	✓							
7. Port Final Drive. (Para. 7-18)								
a. Outer Housing.	✓							
b. Bolts.	✓							
8. Port Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)	✓							
9. Port Sprockets. (Para. 7-16)								
a. Inner.	✓							
b. Outer.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
10. Port Track. (Para. 7-7) Use track wear gage to measure wear. Mark each unserviceable track shoe.								
a. Track Shoes.	✓							
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.				✓				
11. Port Road Wheels and Hubs. (Para. 7-12) Circle those numbers which are unserviceable.								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level. 1 2 3 4 5 6	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
12. Port Support Arms. (Para. 7-13) Circle those numbers which are unserviceable.	✓							
13. Port Torsion Bars. (Para. 7-13) Circle those numbers which are unserviceable.								
a. Torsion Bars. 1 2 3 4 5 6	✓							
b. Retaining Screws. 1 2 3 4 5 6	✓							
14. Port Shock Absorbers. (Para. 7-11)								
a. No. 1 Shock.	✓							
b. No. 2 Shock.	✓							
c. No. 3 Shock.	✓							
d. No. 4 Shock.	✓							
e. Mounting Hardware.	✓							
15. Port Front Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>16. Port Dual Support Roller. (Para. 7-15)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>17. Port Rear Single Support Roller. (Para. 7-14)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>18. Port Slap Guard. (Para. 7-10) Check for wear and loose mounting hardware.</b>								
	✓							
<b>19. Port Idler Wheel and Hub. (Para. 7-9)</b>								
a. Idler.	✓							
b. Outer Wheel.	✓							
c. Inner Wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
<b>20. Port Track Tension Adjuster. (Para. 7-8)</b>								
a. Track Adjuster Support.	✓							
b. Track Adjuster.	✓							
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
<b>21. Port Anode. (Para. 8-54) Check for tightness of mounting screw. Make sure there is no paint on anode.</b>								
	✓							
<b>22. Port Midships Bearing. (Para. 9-18) Check for signs of leaks.</b>								
	✓							
<b>23. Drive Shaft. (Para. 9-17) Check for signs of damage.</b>								
	✓							
<b>24. Footman Loop. (Para. 8-50) Check for weld cracks.</b>								
	✓							
<b>25. Port Handrails. (Table 3-1) Check for weld cracks.</b>								
	✓							
<b>26. Port Cargo Hatch Supports. (Para. 8-26)</b>								
a. Forward Support.	✓							
b. Aft Support.	✓							
<b>27. Fuel Tank Pressure Relief Valve (Para. 12-18) and Outlet Cover (Para. 12-12). Check cover and mounting screws for damage. Check relief opens.</b>								
	✓							
<b>28. Check fuel filter cap. (Para. 12-9)</b>								
	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
29. Stowage Brackets. Check for weld cracks.	✓							
30. Bilge Pump Outlets.								
a. Hydraulic Pump Outlet. (Para. 8-47)	✓							
b. Electric Pump Outlet. (Para. 8-46)	✓							
31. Personnel Heater Exhaust Outlet. (Para. 14-14)								
a. Outlet Cap.	✓							
b. Outlet Adapter.	✓							
32. Exterior Fire Extinguisher Pull Handle. (Para. 15-13)								
a. Handle.	✓							
b. Wire Seal.	✓							
33. External Fuel Tank Drain. Check plug for tightness and leaks. (Para. 12-18)	✓							
34. Port Deflector. (Para. 9-21) Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
35. Port Reverse Flow Duct. Check for damage and tight mounting hardware. (Para. 9-20)	✓							
36. Port Propulsion Unit. (Para. 9-20) Check unit for damage and mounting hardware for tightness. Rotate driveshaft to check for free movement of impeller.	✓							
<b>II. Outside of Vehicle (Aft and Starboard)</b>								
<b>1. Taillights.</b>								
a. Port Taillight. (Para. 11-53)	✓							
b. Starboard Taillight. (Para. 11-59)	✓							
c. Taillight Guards.	✓							
2. Horn. (Para. 11-54) Check for loose mounting hardware, corrosion, and proper electrical connections.						✓		CONNECTOR BROKEN
3. Tow Cable Stowage Brackets. (Para. 8-27) Check for cracked or bent brackets.	✓							
4. Towing Pintle. (Para. 8-41) Check for loose mounting hardware. Check pintle for free rotation and proper quick-release operation.			✓					TIGHTEN CASE NUT
5. Ramp Plugs. (Para. 8-27) Check for tightness.	✓							
6. Ramp Hinges and Towing Eyes. (Para. 8-27) Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
7. Vision Block and Guard. (Para. 8-30)								
a. Vision Block Guard.	/							
b. Vision Block.	/							
8. Personnel Hatch. (Para. 8-31)								
a. Personnel Hatch Handle (inner and outer).	/							
b. Personnel Hatch Seal.	/							
c. Hook and Damper.	/							
d. Mounting Hardware.	/							
9. Starboard Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage. (Para. 9-20)	/							
10. Trailer Receptacle.								
a. Cover.		/						
b. Retainer Chain.	/	/						
11. Starboard Reverse Flow Duct. Check for damage and tight mounting hardware. (Para. 9-20)	/							
12. Starboard Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate drive shaft to check for free movement of impeller. (Para. 9-20)	/							
13. Drive Shaft. Check for signs of damage.			/					NEEDS RM
14. Footman Loop. Check for weld cracks.	/							
15. Starboard Idler Wheel and Hub. (Para. 7-9)								
a. Idler.	/							
b. Outer wheel.	/							
c. Inner wheel.	/							
d. Mounting Hardware.	/							
e. Oil Level.	/							
16. Starboard Track Tension Adjuster. (Para. 7-8)								
a. Track Adjuster Support.	/							
b. Track Adjuster.	/	/						
c. Bleeder Valve.	/							
d. Grease Fitting.	/							
17. Starboard Anode. Check for tightness of mounting screw. Make sure there is no paint on anode. (Para. 8-54)	/							
18. Starboard Midships Bearing. Check for signs of leaks. (Para. 9-18)	/							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
19. Starboard Road Wheels and Hubs. Check those numbers which are unserviceable. (Para. 7-12)								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level.	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
20. Starboard Support Arms. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
21. Starboard Torsion Bars. Check for broken bar and loose retaining screws. Circle those numbers which are unserviceable. 1 2 3 4 5 6	/							
22. Starboard Shock Absorbers. (Para. 7-11)								
a. No. 1 Shock	✓							
b. No. 2 Shock	✓							
c. No. 3 Shock	✓							
d. No. 4 Shock	✓							
e. Mounting Hardware.	✓							
23. Starboard Front Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
24. Starboard Dual Support Roller. (Para. 7-15)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
25. Starboard Rear Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
26. Starboard Slap Guard. Check for wear and loose mounting hardware. (Para. 7-10)	/							
27. Starboard Track. Use track wear gage to measure wear. Mark each unserviceable track shoe. (Para. 7-7)	/							
a. Track Shoes.	/							
b. Track Pads.	/							
c. Track Pins.	/							
d. Track Wear.	/							
e. Track Adjustment.	/							
28. Starboard Sprocket Rings. (Para. 7-16)	/							
a. Inner.	/							
b. Outer.	/							
29. Starboard Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)	/							
30. Starboard Final Drive. (Para. 7-18)	/							
a. Outer Housing.	/							
b. Bolts.	/							
31. Starboard Side Pontoon. Remove drain plug and check for water. (Para. 8-44)	/							
32. Starboard Track Shroud. Check for loose mounting hardware and damage. (Para. 8-34)	/							
33. Starboard Bilge Pump Outlets. (Para. 8-46)	/							
a. Hydraulic Pump Outlet.	/							
b. Electric Pump Outlet.	/							
34. Stowage Brackets. Check for weld cracks.	/							
35. Heater Exhaust Outlet. Check for loose mounting hardware and damage.	/							
36. Starboard Cargo Hatch Supports. (Para. 8-26)	/							
a. Forward Support.	/							
b. Aft Support.	/							
c. Hand Rails.	/							
37. Footman Loop. Check for weld cracks. (Para. 8-50)	/							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
38. Starboard Side Hull. Check for damaged and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-26a)	✓							
b. Steps. (Para. 16-29)	✓							
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage provisions. (Para. 16-37)	✓							
e. Fairings. (Para. 16-28)	✓							
f. Standoff Brackets. (Para. 16-27)	✓							
g. Hull Bosses. (Para. 16-36)	✓							
III. Bottom of Vehicle								
1. Hull. Check bottom of vehicle for damage.	✓							
2. Drain Plugs. Check for missing, tight, or damaged plugs.								
a. Hull. (Para. 8-42)	✓							
b. Ramp. (Para. 8-27)	✓							
c. Contact Cooler. (Para. 8-43)	✓							
IV. Outside of Vehicle (Topside)								
1. Hand Rail (forward). Check for weld cracks or other damage.	✓							
2. Mooring Cleats/Lifting Fixtures. Check for damage. (Para. 8-34)								
a. Forward (port and starboard).	✓							
b. Aft (port and starboard).	✓							
3. Intake Grille.								
<b>NOTE</b> Make sure intake grille is secured properly in raised position. (Para. 8-13)								
a. Screen.	✓							
b. Brace Rod.	✓							
c. Cam Lock Handles/Stop Screws.	✓							
d. Torsion Bar Assembly. (Para. 8-17)	✓							
e. Mounting Hardware.	✓							
f. Seal.	✓							
4. Ventilator-Aspirator. Check that valve works properly and inlet screen is clean and not damaged. (Para. 8-18)	✓							
5. Radiator Cover and Cap. Check ballistic cover for damage and radiator cap for proper sealing. (Para. 8-19)	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
6. Center Plate. Check sealing surface for tight fit and retaining screws for tightness.	✓							
7. Exhaust Grille. (Para. 8-14)								
<b>NOTE</b> Make sure that exhaust grille is secured properly in raised position.								
a. Screen.	✓							
b. Seal.	✓							
c. Brace Rod.	✓							
d. Lugs (dogs).	✓							
e. Mounting Hardware.	✓							
8. Plenum Indicators. (Para. 8-16)								
a. Intake.	✓							
b. Exhaust.	✓							
9. Searchlight Mount and Receptacle. Check for damage.	✓							
10. Driver's Hatch. (Para. 8-21)								
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓							
f. DVE Adapter Assembly.	✓							
11. Periscope and Support. Check periscope for breaks and chips and support for damage. (Para. 8-24)	✓							
12. Commander's Hatch. (Para. 8-23)								
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓							
13. External Exhaust system. Check the external muffler, muffler guard, for damage and operation. (TM 8F152B-25&P/C)								
a. Muffler.	✓							
b. Guard.	✓							
c. Pipes/Clamp.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
14. Ventilation Exhaust Outlet. Check ballistic cover for damage and tight retaining screws. Check screen for damage.	✓							
15. Overhead Protection Kit (OPK).								
a. OPK Tiles.			✓					(M) } BOLTS
b. Torsion Bar Assist Mechanism (TBAM) Cover.	✓							
c. TBAM.	✓							
d. Bosses.	✓							
16. Cargo Hatches.								
a. Covers and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals.	✓							
17. Antenna Mounts.								
a. Receiving Mount.	✓							
b. Port Sending Mount.	✓							
c. Starboard Sending Mount.	✓							
d. PLRS Antenna Mount.	✓							
e. DACT Antenna Mount.	✓							
18. Sea Tow Quick-Release. Check assembly for damage and proper operation.	✓							
V. Engine Compartment (Forward)								
1. Forward Bulkhead, Bow Pod Access Cover, and Bow Pod.								
<p><b>NOTE</b> Make sure intake grille is properly secured in raised position.</p>								
a. Bow Plane Velocity Fuse Valves.	✓							
b. Bow Pod Access Cover.			✓					LOOSE BOLTS
c. TACNAV sensor.	✓							
2. Intake Plenum Actuating Cylinder.								
a. Cylinder.		✓						
b. Hydraulic Hoses.		✓						
3. Cam Roller Lock. Check condition of each latch roller.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
4. Cooling Fan.								
a. Guard.	✓							
b. Shroud.	✓							
c. Fan.	✓							
d. Bearings.	✓							
e. Belt Adjustment.	✓							
f. Seals.	✓							
g. Fan Cartridge Bearing.	✓							
h. Drain Tube.		✓						
5. Surge Tank.								
a. Tank.	✓							
b. Valve.	✓							
c. Hose and Tubes.	✓							
d. Mounting Hardware.	✓							
6. Crew Ventilation.								
a. Ducts, Clamps, and Hoses.	✓							
b. Drain Tube.		✓						
7. Control Linkages.								
a. Brake Linkage.	✓							
b. Steering Linkage.	✓							
c. Throttle Linkage.	✓							
d. Brake Flood Control Valve Linkage.	✓							
<b>NOTE</b>								
Make sure flood valve spindle moves freely.								
e. Engine Compartment Exhaust Fan Linkage.	✓							
8. Transmission Mounts. Check mounts for loose mounting hardware. Check transmission guide and guide rollers for damage.	✓							
9. Electrical Wiring and Connections.								
a. Bulk Head Connectors.	✓							
b. Power Plant Wiring.	✓							
c. Crew Vent Fan.	✓							
d. Electrical Bilge Pump.			✓					KNOCKING NOISE
10. Hydrostatic Steering Disconnect Lever. Check lever for correct operation, damage, and wear. Check for leaks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
11. Port Final Drive.								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
d. Speedometer Adapter/Cable.	✓							
12. Port U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
13. Port Hydraulic Bilge Pump. Check for oil leaks, loose mounting hardware, damaged screen, and debris.	✓							
14. Bilge Pump Bypass Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connections.	✓							
15. Plenum Solenoid Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connection.	✓							
16. Bow Plane Hydraulic tubes. Hoses and Fittings. Check for leaks, loose fittings and loose mounting hardware.	✓							
17. Fuel Manifold. Check for fuel leaks and loose mounting hardware.			✓					QUICK DISCON LEAKING
18. Forward Engine Compartment Fire Extinguisher Discharge Nozzle. Check for damage and debris.	✓							
19. Port Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
20. Port Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
21. Starboard Final Drive.								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
22. Starboard U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
23. Starboard Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
24. Starboard Electrical Bilge Pump. Check screen for debris and damage. Check mounting hardware for tightness.			✓					KNOCKING NOISE

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
25. Precleaner. Check cleaner for damage, loose mounting hardware, and loose clamps. Check screen for damage and debris.	/							
26. Crew Ventilation Fan. Check mounting hardware for looseness. Check ducts and clamps for damage and tightness.	/							
27. Starboard Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	/							
28. Starboard Right Angle Drive Shaft. Check condition of shaft coupling for damage. Check coupling bolts for tightness and proper safety wire.	/							
29. Fan Drive Shaft. Check shaft and coupling for damage or wear. Check safety wire for damage.	/							
30. Fuel Filter.								
a. Fuel Leaks.	/							
b. Drain Cock/Contamination.	/							
c. Electrical Leads/Transducer.	/							
d. Mounting Hardware/Air Valve.	/							
31. Power Takeoff Unit.								
a. Oil Leaks.	/							
b. Mounting Hardware.	/							
c. Electrical leads/Connections.	/							
32. Starter. Check that starter is mounted properly. Check electrical leads and connections for damage and proper connections.	/							
33. Transmission Oil Cooler. Check for oil and water leaks. Check electrical leads and connections for damage. Check oil lines, hoses, and clamps for tightness.	/							
34. Exhaust Manifold (starboard side). Check for cracks, holes, and corrosion. Check mounting hardware for tightness.	/							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
35. Transmission. Check for overall cleanliness and damage.								
a. Leaks.	✓							
b. Torque converter to engine mounting screw for tightness.	✓							
c. Range selector valve for leaks and safety wire.	✓							
d. Oil Leaks.	✓							
e. Left and right brake and steer sections for leaks and loose mounting bolts.	✓							
f. Check brakes for proper adjustment.	✓							
g. Check transmission drain line for leaks, damage, and loose drain plug.	✓							
VI. Engine Compartment (Aft)								
1. Exhaust Plenum. Check actuating cylinder and oil lines for leaks. Check condition of plenum seal.	✓							
2. Components Bolted on to the Engine. Check for tight mounting hardware, proper electrical connections, damaged hoses and electrical leads, and leaks.								
a. Turbocharger.			✓					LEAK
b. PT Pump.	✓							
c. Exhaust Manifold (port side).			✓					LEAK
d. Engine Oil Cooler.	✓							
e. Engine Oil Filter.	✓							
f. Intake Manifold.	✓							
g. Smoke Generation Components.	✓							
h. Cold Start Components.	✓							
i. Crankcase Breathers.	✓							
3. Transmission Oil Filter.								
a. Mounting Hardware.	✓							
b. Leaks.	✓							
c. Check Electrical Connections.	✓							
4. Engine Oil Level. Check for correct level and signs of contamination. Check dipstick for damage.	✓							
5. Transmission Oil Level. Check for correct level and signs of contamination. Check fill tube and dipstick for damage.	✓							
6. Tachometer Drive Shaft. Check for adapter and cable damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
7. Radiator. Check for radiator damage. Check for water leaks on radiator and coolant tubes.	✓							
8. Exhaust System. Check condition of insulation. Check for loose mounting hardware and damaged scavenging system check valve and for leaks.			✓					INSULATION LOOSE
9. Engine Compartment Exhaust Duct. Check for cracks or other damage. Check mounting hardware and clamps for tightness. Check tubes for proper mounting.	✓							
10. Engine. Check overall condition of engine for cleanliness and fuel, coolant, and oil leaks.	✓							
11. Generator.								
a. Bracket and Hardware.	✓							
b. Pulley and Belt.	✓							
c. Adjustment.	✓							
d. Voltage Regulator			✓					IMPROPERLY MOUNTED
12. Water Pump. Check for leaks.								
a. Pump.	✓							
b. Hoses and Tubes.	✓							
c. Belt and Adjustment.	✓							
13. Fire Extinguisher Discharge Nozzle. Check for damage, debris, and condition of safety wire.	✓							
14. Engine Oil Heat Exchanger. Check mounting hardware for tightness. Check for oil leaks. Check electrical leads for damage and tight connections.	✓							
15. Cold Start Disconnect Lever. Check for proper operation, damage, and corrosion.	✓							
16. Hydraulic Reservoir.								
a. Oil Leaks.			✓					QUICK DISCON LEAKS
b. Mounting Hardware.	✓							
c. Oil Level.	✓							
d. Dipstick for damage.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<p>VII. Troop Compartment</p> <p style="text-align: center;"><b>NOTE</b></p> <p>Before inspecting troop compartment, open cargo hatches. Sound horn and lower ramp.</p>								
<p>1. Engine Compartment Access Covers (aft). Check all thumbscrews and clamps for damage and operation. Check covers for correct mating and damage.</p>								
<p>a. Aft Upper.</p>	✓							
<p>b. Aft Center.</p>	✓							
<p>c. Aft Lower.</p>	✓							
<p>d. Port Upper.</p>	✓							
<p>e. Port Lower.</p>	✓							
<p>f. Smoke Generation.</p>	✓							
<p>2. Smoke Generation Fuel Control Valve. Check to see if valve operates freely. Check for any damaged components and leaks.</p>	✓							
<p>3. Engine Compartment Fire Extinguisher.</p>								
<p>a. Bottle and Tag.</p>	✓							
<p>b. Control Valve.</p>	✓							
<p>c. Clamps.</p>	✓							
<p>4. Troop Ventilation Outlets. Check for free movement and damaged louvers.</p>	✓							
<p>5. Coolant Bypass Tube. Check to see if tube is mounted properly in retaining brackets.</p>	✓							
<p>6. Air Cleaner Compartment.</p>								
<p>a. Access Door.</p>	✓							
<p>b. Retaining Brackets.</p>	✓							
<p>c. Element.</p>	✓							
<p>d. Compartment.</p>	✓							
<p>7. Right Angle Drive Access Cover. Rotate weapon station to gain access to cover. Check cover for proper mating and damage.</p>	✓							
<p>8. Starboard Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.</p>	✓							
<p>9. Starboard Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.</p>	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
10. Fuel Tank Drains. Check both valves for proper operation. Check fuel lines and fittings for leaks. Check manual shutoff valves to make sure the handle rotates freely.								
a. Internal Fuel Tank Drain.			✓					⊕ STOP PER
b. External Fuel Tank Drain.	✓							
c. Fuel Lines and Fittings.	✓							
d. Manual Shutoff Valve.	✓							
11. Fuel Tank.								
a. Electrical Leads.			✓					AFT PUMP DOESN'T SHUT OFF
b. Leaks.	✓							
c. Retaining Straps.	✓							
d. Breather Cap.	✓							
12. Troop Seats.								
a. Hinges.	✓							
b. Supports.	✓							
c. Seat Pans.	✓							
d. Cushions.	✓							
e. Safety Belts/Straps.	✓							
f. Adjusting Rods.	✓							
13. Interior Stowage.								
a. MG Cleaning Rod Bracket.	✓							
b. Rifle Brackets.	✓							
c. Water Can Supports.	✓							
d. Seat Stowage Supports.	✓							
e. DVE Container.	✓							
f. Portable Fire Extinguisher Bracket.	✓							
g. Pamphlet Stowage Rack.	✓							
h. Ammo Box Bracket.	✓							
i. Hand Oiler Bracket.	✓							
j. Tool Box Stowage Support.	✓							
14. Power Distribution Box. Check to see if box is securely mounted. Check all electrical connections for tightness. Check cover for tight screws. Check slave output power switch for damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
15. Batteries.								
a. Battery Box Cover.	✓							
b. Holddowns.	✓							
c. Cables and Terminals.	✓							
d. Battery and Terminal Posts.	✓							
e. Battery Box Drains.	✓							
f. Battery Instruction Plate.	✓							
16. Radio Guards. Check guards for damage and loose or missing mounting hardware.	✓							
17. Deflector Actuator Guards. Check guards for debris and damage. Check mounting hardware for tightness.								
a. Port			✓					UNINSTALLED
b. Starboard.	✓							
18. Water Steer System Components.								
a. Water-Jet Deflector Position Sensing Module (port and starboard).	✓							
b. Water-Jet Deflector Servo Module (port and starboard).			✓					T
c. Water-Jet Deflector Solenoid Module (port and starboard).			✓					STBD NOT MOUNTED
d. Actuator Cylinders Port and Starboard.	✓							
e. Actuator Bracket Port and Starboard.	✓							
19. AFSSS Electrical Components.								
a. Sensors/Control Box.	✓							
b. Cables.								
c. Test AFSSS using the test set (Item 4, Table 11-1) (Para. 11-70)	✓							
20. Dome Lights. Check mounting hardware for tightness. Check for broken or cracked lens and knobs. With master switch ON, check lights for proper operation.			✓					AFT (1) BULBS NEED REPLACE
21. Aft Slave Receptacle. Check cover and chain for damage. Check insert for corrosion and damage. Check electrical lead for damage and loose connections. Check mounting hardware for tightness.	✓							
22. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
23. Ramp Lock Linkage. Check to see that linkage does not bind. Check for bent or warped linkage rods.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
24. Ramp. With ramp lowered, check ramp seal for breaks and spongy condition.								
a. Ramp Seal. Check mating with hull in closed position.	✓							
b. Vision Block Cover.	✓							
c. Skid Bars	✓							
d. Quick-Release (Visual Only).	✓							
e. Tow Pintle Release.	✓							
25. Deck Plates.								
a. Deck Plates (port and starboard).	✓							
b. Center Deck Plate.	✓							
c. Contact Cooler Bleeder Valve Access Cover.	✓							
d. Bilge Pump Access Cover (port and starboard).	✓							
e. Tiedown Rings.	✓							
<b>NOTE</b> Remove troop compartment deck plates before continuing.								
26. Contact Cooler. Check that bleeder valve is not frozen. Check for signs of leaks.			✓					BLEEDER VALVE SEIZED
27. Torsion Bars. Check torsion bars for damage.	✓							
28. Ramp Cylinder and Cable.	✓							
29. Hydraulic Bilge Pump.								
a. Bilge Pump.	✓							
b. Outlet tube.	✓							
30. Electric Bilge Pump.								
a. Electric Pump.	✓							
b. Outlet Tube.			✓					CLAMPS NEED TIGHTENING
31. Bilges. Check for cleanliness and obvious signs of damage.								
a. Brackets and Mounting Hardware.	✓							
b. Discharge Tubs and Nozzles.	✓							
32. Fire Extinguisher (17 lb).								
a. Mounting Hardware.	✓							
b. Discharge Tub and Seal.	✓							
c. Tag Date. _____		✓						
d. Seal.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
33. Personnel Heater.								
a. Mounts.	✓							
b. Exhaust System and Cover.			✓					BROKEN HANDLE
c. Electrical Wiring and Switches.	✓							
d. Fuel System.	✓							
e. Heater Ducts.			✓					NOT MOUNTED
34. Port Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.								
35. Port Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
36. Radio Mounts.								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts.			✓					LOOSE
c. Check Radio Cables.	✓							
37. EPLRS Rack.								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts	✓							
c. Check Radio Cables.	✓							
VIII. Driver's and Commander's Station								
1. Access Covers.								
a. Hydrostatic Steer Disconnect Lever.	✓							
b. Final Drive U-Joint.	✓							
c. Hydraulic Reservoir.	✓							
2. Flapper Valve. Check spring tension flapper. Check mounting screws for tightness and damage to flapper.	✓							
3. Fire Extinguisher (7 lb). Check mounting bracket and hardware for tightness. Check tag for date bottle was last weighed. Check wire seat on control head.								
a. Bracket and Mounting Hardware.	✓							
b. Tag/Date.	✓							UNREADABLE
c. Wire Seal.	✓							
4. Ramp Lock Handle. Check handle and lock for damage and proper operation.	✓							
5. Ramp Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
6. Fire Extinguisher Discharge Handle. Check handle for damage and unbroken wire seal.	✓							
7. Power Train Switch. Move lever and check for binding. Check bail for damage.			✓					DISCON CABLES
8. Mode Selector Switch. Check for missing or damaged toggle switch.	✓							
9. Handle Throttle. Move throttle and check for proper operation. Check linkage and cover for damage.	✓							
10. Gear Selector. Check console for loose mounting hardware for damage. Check movement of selector through all gear range.	✓							
11. Air Cleaner Restrictor Indicator. Check for proper mounting to bulkhead. Check indicator for damage.	✓							
12. Auxiliary Instrument Panel. Check panel for loose mounting hardware. Check that gages are securely mounted in panel, and that hose connections are tight.	✓							
13. Accelerator Pedal								
a. Mounting Hardware/Brackets.	✓							
b. Pedal and Pedal Stop Screw.	✓							
c. Water Drive Switch.			✓					DISCON CABLES
14. Brake Pedal. Apply and release brakes to check binding.	✓							
15. Parking Brake Handle. Check for proper operation. Make sure that parking brake holds and releases properly.	✓							
16. Steering Wheel. Check wheel for damage. Check operation of wheel tilt. Check for binding linkage. Check steering wheel sensing module for loose mounting hardware or damaged wiring.								
a. Steering Wheel.	✓							
b. Steering Wheel Sensing Module.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
17. Indicator Panel. Check mounting hardware and grommets for tightness and damage. Check for loose or damaged switches, lights, and buttons.								
a. Master Switch.	✓							
b. Lamp Test/Warning Cancel Switch.	✓							
c. Horn Button.	✓							
d. Panel Lights Brt/Dim Switch.	✓							
e. Cold Start Switch.	✓							
f. Starter Button.	✓							
g. Light Switch.	✓							
h. TACNAV Indicator.	✓							
i. Tachometer.	✓							
j. Speedometer.	✓							
k. Smoke Generation Indicator Light.	✓							
l. Smoke Generation Switch.	✓							
m. Forward Electric Bilge Pump Switch.	✓							
n. Aft Electric Bilge Pump Switch.	✓							
o. Aft Electric Bilge Pump Indicator Light.	✓							
p. Forward Electric Bilge Pump Indicator Light.	✓							
q. Aft Hydraulic Bilge Pump Indicator Light.	✓							
r. Forward Hydraulic Bilge Pump Indicator Light.	✓							
s. Ventilation Switch.	✓							
<p>18. Driver's Display Unit. Check for cracked glass and moisture. Check that unit is securely mounted in indicator panel.</p> <p style="text-align: center;"><b>NOTE</b></p> <p>Bar scales and warning lights will be checked during the operational portion of preinduction.</p>			✓					<p>WATER TEMP INOP</p>
19. Bow Plane Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							
20. Vent Air Outlets. Check driver's and commander's outlets for breaks and cracks. Check to see if outlet rotates freely. Check mounting hardware for tightness.								
a. Driver's Outlet.	✓							
b. Commander's Outlet.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
21. Vent Air Hoses, Tubes, and Duct. Check for loose clamps and mounting hardware. Check for damaged hoses, tubes, and duct.	✓							
22. Bilge Outlet Tube. Check tube for damage, hoses for cracks, and clamps for tightness.	✓							
23. Instrument Distribution Box. Check that box is securely mounted, and that cover screws are tight. Check all wiring harness connectors for tightness.			✓					(M) PANEL COVER
24. Forward Slave Receptacle on Instrument Distribution Box. Check cover and chain for damage. Check receptacle for corrosion and damage.	✓							
25. Searchlight Switch. Check for damage and operation.	✓							
26. Ventilation Air Outlet Valve. Check for loose mounting hardware and damaged cable and handle with ball. Open and close outlet and check for binding linkage.		✓						
27. Data Plates. Check for damage.	✓							
28. Manual Fuel Shutoff Handle. Check shaft for damage and grommets for wear. Rotate handle to check for free operation.	✓							
29. Driver's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.			✓					CUSHION (M) NEEDS PM
30. Troop Commander's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.			✓					CUSHION TURN
31. Interior Decals and Instruction Plates. Check to see that they are readable.	✓							
32. Fire Extinguishers (MFSS and AFSSS). <b>NOTE</b> At this time all fire suppression system bottles are to be pulled and weighed.								
a. Mounting Hardware.	✓							
b. Discharge Tube and Seal.	✓							
c. Tag Date.		✓						
d. Seal.	✓							
33. Drive Shaft Guards. Check guards for damage and mounting hardware for tightness.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
IX. Equipment Operation								
1. Start vehicle, check operation of the following:								
a. Master Switch.	✓							
b. Horn.			✓					CABLE CUT
c. Fuel Level Indicator.	✓							
d. Battery Generator Indicator.	✓							
e. Electric Bilge Pumps (forward and aft).			✓					END RATTLES
f. Panel Lights (brt/dim):	✓							
g. Display Panel Warning Lights.	✓							
h. Vent Switch Low Position.	✓							
2. Perform Diagnostic Test Equipment checks in accordance with TM 09674A-25&P/4, (See worksheet at the end of this Appendix).	✓							
3. Vehicle Stall Check. With brakes locked, and gear selector in 4th gear, accelerate fully and check the following:								
a. Brakes.	✓							
b. Transmission.	✓							
c. Engine. RPM.			✓					2150 RPM
d. TACNAV Indicator. Check that system powers and display works.	✓							
4. Lights. Check that lights work properly.								
a. Light Switch.	✓							
b. Service Drive.	✓							
c. Dimmer Switch.	✓							
d. Blackout Markers.			✓					1 NOP
e. Stop Light.	✓							
f. Park.	✓							
g. Searchlight.	✓							
h. Interior Dome Lights.					✓			RENRDOME (NOP BULBS) NEED REPLA
5. Driver's Viewer Enhancer (DVE). Check that power system works.	✓							
6. Lamp Test/Warning Cancel Switch. Check audio signal with proper comm helmet.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>X. Functional Road Test</b>								
1. Steering. Check operation and drift.	✓							
2. Gear Ranges. Check for slippage and that lockup works properly.								DOESN'T REACH 4TH GEAR LOCKOUT
3. Smoke Generation. Check for correct operation.	✓							
4. Brakes. Check to see if brakes pull to one side or the other.	✓							
5. Speedometer. Check for correct operation.			✓					DOESN'T REACH 4TH GEAR LOCKOUT
6. Noises. Check for any unusual noises.	✓							
<b>XI. Water Systems Test</b>								
1. Plenums. Check that plenums close completely. Fan shuts off. (Para. 8-13)			✓					NO HYDRO/LEAK
2. Check if hydraulic bilge pumps operation.			✓					↓
3. Check if electric bilge pumps operate.	✓							
4. Check that jet drive activates at 1000 to 1200 RPM.			✓					JET DRIVE OPERATES INLAND
<b>5. Bow Plane Operation</b>								
a. Control Valve. Check for proper operation and leaks.			✓					NO HYDRO/LEAK
b. Bow Plane. Check that it fully extends and retracts.			✓					↓
c. Pivot Actuator. Check for leaks, unusual noise and smooth operation.			✓					↓

**NOTE**

See TM 10004A-25&P/2 for LTI of UGWS Unique Items.  
 See TM 07267B-25&P/4 for LTI of AAVR7A1 Unique Items.  
 See TM 07268B-25&P/2 for LTI of AAVC7A1 Unique Items.

APPENDIX C

ASSAULT AMPHIBIOUS VEHICLE  
 UPGUNNED WEAPONS STATION (UGWS) AAVP7A1  
 LIMITED TECHNICAL INSPECTION

TAC No 34605 USMC No. 523100 Miles 516 Hours 7864  
 Inspected 20200414 Inspector \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c)

\*See Table C-1 for UGWS D

NOMENCLATURE/LOCATION	Remarks MUST be included if unserviceable.						
	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify
I. Basket Weldment							
1. Basket Weldment Clearance.	✓						
a. Area around sides of basket weldment clear of obstructions.	✓						
b. Area around 12 channel slip ring clear of obstructions.	✓						
2. 12 Channel Slip ring.							
a. Electrical connections tight and in good condition.	✓						
b. Upper portion of 12-channel slip ring rotates freely.	✓						
c. Manual and upgunned weapons station operation.	✓						
3. Power Relay Assembly.							
a. Box secure to bottom of basket.	✓						
b. Electrical connections tight and in good condition.	✓						
4. Basket Inspection.							
a. Gear belt secure and working properly belt in good condition.	✓						
b. Served items do not overhang basket.	✓						
c. Condition of basket, looks in all areas.	✓						
d. Secure in place, assembly.	✓						
II. Weapons Station Inverter							
1. Turret Power Control Assembly.							
a. Box cover secure. Box secure to basket weldment.	✓						
b. Electrical connections tight and in good condition.	✓						
2. Weapon Control Assembly.							
a. Box cover secure. Box secure to basket weldment.	✓						
b. Electrical connections tight and in good condition.	✓						

ENCLOSURE (2)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>3. Traverse Switch Assembly</b>								
a. Box cover secure to basket weldment.		✓	✓					2 Bolts / Loose
b. Electrical connector tight and in good condition.	✓							
<b>4. M36B TSS Periscope</b>								
a. Mounting Screws. Check screws for security. Check sight is secure to turret weldment.	✓							
b. Sight. Check for moisture in window and in mirror. Check condition of glass.	✓							
c. Sight Eyepieces. Check for moisture, condition of reticles, condition of eye-piece pads, and proper operation.	✓							
d. Latch Assembly. Check that latch moves freely, and has spring tension.	✓							
e. Hanger Strap. Check for serviceability.	✓							
f. Head Assembly. Check nuts on head assembly for tightness.	✓							
g. Body Assembly. Check mounting hardware for security and that safety wire is present.	✓							
h. Boresight Knobs - Azimuth and Elevation. Check setting on both knobs and record. Turn each knob, check for smooth movement and shift of sight reticle. Reposition knobs to original settings.	✓							
i. Sight Power Electrical Connectors. Check that electrical connectors are in good condition.		✓						Connector (M)
j. Check for cracks, dents, burns and chipped paint on housing.	✓							
k. Check that valve cap is tight and retaining strap is not broken or missing.	✓							
l. Check that both knobs on elbow assembly move freely from LO to HI position.	✓							
m. Check that lamp holder is tight and packing is installed.	✓							
n. Check that plug or shunter switch is present. If missing, notify supervisor.	✓							
o. Check that all boresight knobs move freely, and scales can be easily read.	✓							
p. Check ID plate for damage and if it can be easily read. If plate cannot be read, notify supervisor.	✓							
q. Check that shunter switch will not move to ON without pushing safety button first.	✓							
r. Check that valve cap strap is not damaged or missing.	✓							
s. Check that all screws are tight on mounting hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
5. Exhaust Blower. Check for corrosion and debris. Make sure electrical connectors are tight and in good shape. Check operation of blower door.	✓					✓		
<del>6. .50 Caliber Ammo Ejection Chute. Check for condition and security. Ensure that chute is clear of debris.</del>								
a. Check ejection-chute hose for security and condition.			✓					Uninstalled
b. Spent-Cartridge Box. Check security and condition. Check operation of latches.			✓					Uninstalled
7. Equilibrator. Check for corrosion, security and adjustment.	✓							
<del>8. .50 Caliber Ammo Feed System</del>								
a. Check security and condition of .50 caliber ammo trays.	✓							
b. Check security and condition of roller guides.	✓							
<del>9. 40mm Ammo Feed System</del>								
a. Feed Chute. Check for dents, corrosion and/or damage.	✓							
b. Check feed-chute cover for tears, holes; zipper must move freely. Check attachment points for security and condition.	✓							
c. Check anti-feedback lever for condition and security.	✓							
<del>10. 40mm Ammo Box Assembly</del>								
a. Check security and condition of box, doors, and flaps.	✓							
b. Check operation of latches.	✓							
c. Check that electrical connector on last-round switch is tight and in good condition.	✓							
11. 40mm Charger Assembly. Check condition and security of charger tube.	✓							
<del>12. 40mm Mufflet</del>								
a. Check condition and security.	✓							
b. Check operation of cover latches.	✓							
13. .50 Caliber Mufflet and Cradle. Check condition and security. Check for damage, cracked welds and bare metal.	✓							
14. Power-Assist Traverse Mechanism. Check for security, condition and leakage. Make sure that electrical connectors are tight and in good condition.		✓	✓					Ⓜ 1 Bolt / Loose
15. Elevation Control Assembly. Check for security and condition.	✓							Ⓜ / Not Installed

ENCLOSURE (3)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
16. Gunner's Trigger Switch. Check for security and condition. Check that electrical connectors are tight and in good condition.		✓						(M)
17. Linkage. Check for security and condition.	✓							
18. Grenade Launcher Inhibit Switch. Check for security and condition. Check that electrical connector is tight and in good condition.			✓					(I)
19. Elevation Interrupter Switches. Check for condition and security. Check that electrical connectors are tight and in good condition.	✓							
20. Utility Light. Check that light and electrical connector is secure and in good condition.		✓						(M)
<del>21. Communications Box.</del>								
a. Check that electrical connector is tight and in good condition.	✓							
b. Check for security and condition.	✓							
<del>22. Weapons Station. Inspect for damage, security and clarity.</del>								
a. Vision Blocks. Inspect for damage, security and clarity.	✓							
b. Ring Gear. Inspect for damage and corrosion. Should be clean and no grease.	✓							
<del>23. Hatch.</del>								
a. Seal, Hatch Hinges. Inspect for damage, loose hardware and proper operation.		✓						Seal (M)
b. Hatch Latch Check. It should lock the hatch closed, hatch vertical to turret and hatch horizontally open in three positions (15 degrees, 90 degrees and 175 degrees).	✓							
c. Hatch Handle. Check security, condition and proper operation.	✓							
d. Crash Pads. Inspect pads on hatch and weapons station for security and condition.					✓			Pad (I)
24. DAGR.								
a. Check that electrical and antenna connections are tight and in good condition.		✓						
b. Check for security and condition.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>III. Weapons Station Exterior</b>								
1. Receptacle, Spot Light. Inspect for corrosion and damage. Check that cover fits securely and is tight.	✓							
2. Mount, Spot Light. Inspect condition and security.	✓							
<b>3. Smoke Grenade Launchers</b>								
a. Tubes. Inspect sight tubes for dents, cracks or corrosion, and security to mounts. Check security of mount to turret.	✓							
b. Electrical Contacts. Check that contacts are tight and free of corrosion.	✓							
c. Rubber Caps. Check sight caps for condition.	✓							
4. Entrance Window. Inspect condition and security. Look for signs of moisture.	✓							
5. Sight Cover. Inspect condition and security.	✓							
6. 40mm Mantlet Cover. Check for security and condition. Check operation of latches.	✓							
7. Remote Antenna. Check security and condition of cover.	✓							
<b>IV. Functional Tests</b>								
<b>1. Manual Operation. Check for weapons station binding and backlash</b>								
a. Azimuth. Check movement through 360 degree clockwise and counter-clockwise.			✓					Transverse Mech Loose
b. Elevation. Check for +45 degree maximum elevation and -8 degree maximum depression.		✓	✓					No Elevation Mech
<b>2. Powered Systems Test. Vehicle master switch and turret power switch ON. Check operation as noted.</b>								
a. Control Box Lights. Check that control box lamps light when turret power switch is ON by pressing lamp test all button.			✓					Sight Power Light $\text{\textcircled{D}}$
b. Domelight. Lights in both blue and white switch positions.	✓							
c. Utility Light. Lights in both red and white.	✓	✓						No Utility Light
d. Thermal Elbow Check Only. Ensure the nut shows an image and all controls work.			✓					Sight Cant Turn On
e. Spot Light. Install and check operation.	✓							
f. Exhaust Blower. Check operation.	✓							

ENCLOSURE (2)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>3. Low Ammo System Test</b>								
a. Last-Round Switch OFF. Last-round indicator light on, triggers do not work.		✓						Gunner Switch Ⓜ
b. Last-Round Switch ON. Last-round indicator lamp light ON, override switch in up position, triggers work.		✓						
c. Last-Round Switch OFF. Last-round indicator light OFF, override switch down, triggers work.		✓						
<b>4. Weapons Station System - Perform test as prescribed in Section 3.</b>								
a. Manual Elevation. Check operation.		✓						Elevation Mech Ⓜ
b. Deck Clearance. Check clearance of all obstacles. Check all inhibit zones. Weapons electrical trigger will not fire while in inhibit zones.		✓						
<b>5. Smoke Grenade Launcher Test.</b>								
a. Tubes. Check that they are clear of grenades.	✓							
b. Contacts. Check for 24 volts at eight firing pins inside of tubes on smoke grenade launchers. Turret power switches ON, smoke grenade switch ON, hatch in closed and locked position and grenade firing switch depressed.	✓							
<b>6. DAGR Operational Test - Refer to TM 11-5820-1172-15.</b>								
a. Check that DAGR passes self-test.		✓						
b. Check that DAGR is using vehicle power.		✓						
c. Check that DAGR is using remote antenna.		✓						
d. Check functioning of DAGR screen back lighting.		✓						



523100					
#	NIIN	Nomenclature	Quantity	Unit Price	Ext Price
1	11870964	SHACKLE	1	\$36.08	\$36.08
2	13616921	EXTINGUISHER,FIRE	1	\$129.91	\$129.91
3	2247987	BRUSH,FILE CLEANER	1	\$16.63	\$16.63
4	2633873	BRUSH,PAINT	1	\$1.56	\$1.56
5	2247055	CUTTER,BOLT	1	\$30.30	\$30.30
6	10758292	DRIFT PIN,TRACK	1	\$113.56	\$113.56
7	2211536	KNIFE,PUTTY	1	\$5.11	\$5.11
8	1558675	LAMP,INCANDESCENT	1	\$2.03	\$2.03
9	864293	LIGHT,EXTENSION	1	\$97.75	\$97.75
10	193093	LAMP,INCANDESCENT	1	\$0.25	\$0.25
11	2532478	LUBRICATING GUN,HAN	1	\$11.15	\$11.15
12	2628868	OILER,HAND	1	\$6.96	\$6.96
13	6821508	PADLOCK	1	\$7.18	\$7.18
14	14297306	PLIERS,DIAGONAL CUT	1	\$11.47	\$11.47
15	2348913	SCREWDRIVER,CROSS T	1	\$1.40	\$1.40
16	2348912	SCREWDRIVER,CROSS T	1	\$4.46	\$4.46
17	2228852	SCREWDRIVER,FLAT TI	1	\$3.84	\$3.84
18	2376985	SCREWDRIVER,FLAT TI	1	\$8.60	\$8.60
19	14863602	SPOTLIGHT	1	\$951.69	\$951.69
20	13673462	SCREWDRIVER ATTACHM	1	\$3.59	\$3.59
21	13785543	SOCKET,SOCKET WRENC	1	\$10.26	\$10.26
22	1065871	ROLL,TOOLS AND ACCE	1	\$10.64	\$10.64
23	2289506	WRENCH,BOX AND OPEN	1	\$4.79	\$4.79
24	2289514	WRENCH,BOX AND OPEN	1	\$13.28	\$13.28
25	2217958	HANDLE,SOCKET WRENC	1	\$11.69	\$11.69
26	1897934	SOCKET,SOCKET WRENC	1	\$4.62	\$4.62
27	1897927	SOCKET,SOCKET WRENC	1	\$3.79	\$3.79
28	1897913	SOCKET,SOCKET WRENC	1	\$3.65	\$3.65
29	1897914	SOCKET,SOCKET WRENC	1	\$3.46	\$3.46
30	2405328	WRENCH,ADJUSTABLE	1	\$10.45	\$10.45
31	13491383	WRENCH,BOX	1	\$9.50	\$9.50
32	14810504	SCREW,MACHINE	2	\$0.20	\$0.40
33	9221200	FIRST AID KIT,UTILI	1	\$51.90	\$51.90
34	2423650	FLAGSTAFF	1	\$4.29	\$4.29
35	2271511	FLAG,SIGNAL	1	\$3.09	\$3.09
	<b>35</b>				<b>\$1,589.33</b>

TAMCN	NOMEN	NIIN	SERIAL#	QTY	Condition Code	SR#	SR Status	T/P (\$)	REMARKS
E08467K	VALVE ASSEMBLY, M	01-112-7625	523100	1	R	29747720	SHT PART	\$3,144.25	
E08467K	CABLE ASSEMBLY, W	01-394-1789	523100	1	R	29747720	SHT PART	\$532.09	
E08467K	CUSHION, SEAT, VEHI	01-113-6579	523100	2	R	29747720	SHT PART	\$66.20	
E08467K	TRACH SHOE, VEHICLE	01-442-9686	523100	170	R	29747720	SHT PART	\$32,470.00	
E08467K	PIN, STRAIGHT, HEAD	00-159-3604	523100	1	R	29747720	SHT PART	\$5.06	
E08467K	WASHER, FLAT	00-767-9425	523100	3	R	29747720	SHT PART	\$23.76	
E08467K	PIN, COTTER	00-234-1864	523100	1	R	29747720	SHT PART	\$3.67	
E08467K	SCREW, CAP, HEXAGON	00-717-5467	523100	1	R	29747720	SHT PART	\$0.43	
E08467K	NUT, SELF-LOCKING	00-914-6028	523100	1	R	29747720	SHT PART	\$0.56	
E08467K	PIN, COTTER	00-234-1863	523100	1	R	29747720	SHT PART	\$24.37	
E08467K	WASHER, FLAT	00-625-5756	523100	1	R	29747720	SHT PART	\$4.55	
E08467K	PIN, STRAIGHT, HEAD	00-155-5344	523100	1	R	29747720	SHT PART	\$5.04	
E08467K	LOCKNUT, TUBE FITTING	00-727-8912	523100	2	R	29747720	SHT PART	\$3.28	
E08467K	WASHER, FLAT	00-068-5285	523100	1	R	29747720	SHT PART	\$9.93	
E08467K	ADAPTER, STRAIGHT	00-226-6771	523100	1	R	29747720	SHT PART	\$15.04	
E08467K	ELBOW, TUBE	00-264-6788	523100	1	R	29747720	SHT PART	\$21.61	
E08467K	BRACKET, EYE, NONR	01-238-8822	523100	1	R	29747720	SHT PART	\$116.66	
E08467K	BEARING, SLEEVE	00-153-8734	523100	1	R	29747720	SHT PART	\$3.06	
E08467K	PIN, STRAIGHT, HEAD	00-239-7637	523100	1	R	29747720	SHT PART	\$3.85	
E08467K	PIN, STRAIGHT, HEAD	01-509-6311	523100	1	R	29747720	SHT PART	\$19.18	
E08467K	BUMPER	00-598-2754	523100	1	R	29747720	SHT PART	\$0.47	
E08467K	BEARING, SLEEVE	00-153-8734	523100	1	R	29747720	SHT PART	\$3.06	
E08467K	CABLE ASSEMBLY, S	01-310-0335	523100	4	R	29921618	SHT PART	\$173.84	
E08467K	CABLE ASSEMBLY, S	01-449-1701	523100	1	R	29921618	SHT PART	\$457.14	
E08467K	BOLT, MACHINE	00-021-3912	523100	10	R	29921618	SHT PART	\$2.80	
E08467K	WASHER, FLAT	01-389-7014	523100	10	R	29921618	SHT PART	\$1.20	
E08467K	WASHER, LOCK	00-974-6623	523100	10	R	29921618	SHT PART	\$39.40	
E08467K	NUT, PLAIN, HEXAGON	00-939-2655	523100	10	R	29921618	SHT PART	\$2.30	
E08467K	CABLE ASSEMBLY, S	01-449-2169	523100	1	R	29921618	SHT PART	\$373.63	
E08467K	CABLE ASSEMBLY	01-226-2442	523100	3	R	29921618	SHT PART	\$142.50	
E08467K	CABLE ASSEMBLY, R	01-301-0834	523100	3	R	29921618	SHT PART	\$159.42	
E08467K	BRACKET, MOUNTING	01-456-7986	523100	6	R	29921618	SHT PART	\$72.54	

ENCLOSURE (52)



ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) LIMITED TECHNICAL INSPECTION	
MODEL (CIRCLE ONE)	REFERENCES
AAVP7A1	TM 09674A-25&P/4      TM 8F152B-25&P
AAVC7A1	TM 07267B-50
AAVR7A1	TM 07268B-25&P/2
TAC NO. 3-11-12	MILES 1424
U.S.M.C. NO. 523612	HOURS 277
HULL NO. RAM-S-0070	
ENGINE NO. 37239369	
TRANSMISSION NO. A1273E	
INSPECTOR'S NAME/RANK/SIGNATURE	DATE INSPECTED
(b)(3), (b)(6), (b)(7)(c)	24132020
If will place a check in the column which best describes the condition of the item being inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the remarks column.	

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
I. Outside of Vehicle (Forward and Port)								
1. Hull Forward End. Check for damage and bare metal.	✓							
2. Towing Eyes. (Para. 8-33)								
a. Port.	✓							
b. Starboard.	✓							
3. Headlights. (Para. 11-32)								
a. Port.	✓							
b. Starboard.	✓							
c. Headlight Guards.	✓							
4. Bow Plane. (Para. 10-14)								
a. Hinges and Mounting Hardware. (Para. 10-17)	✓							
b. Bow Plane. (Para. 10-17)	✓							
c. Hydraulic Tubes and Fittings. (Para. 10-16)	✓							
d. Pivot Actuator. (Para. 10-18)	✓							
5. Hull Port Side. Check for damage and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-26a)		✓						(AN) 1 plate near Driver's station
b. Steps. (Para. 16-29)	✓							
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage provisions. (Para. 16-37)	✓							
e. Fairings. (Para. 16-28)	✓							
f. Standoff Brackets. (Para. 16-27)	✓							
g. Hull Bosses. (Para. 16-36)	✓							
6. Port Track Shroud. Check for loose mounting hardware and damage. (Para. 16-28)		✓						(M) 2 BOLTS
7. Port Final Drive. (Para. 7-18)								
a. Outer Housing.			✓					45° ROUNDED
b. Bolts.	✓							
8. Port Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)	✓							
9. Port Sprockets. (Para. 7-16)								
a. Inner.	✓							
b. Outer.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>11. Port Track. (Para. 7-7) Use track wear gage to measure wear. Mark each unserviceable track shoe.</b>								
a. Track Shoes.	✓							
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
<b>12. Port Road Wheels and Hubs. (Para. 7-12) Circle those numbers which are unserviceable.</b>								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level. 1 2 3 4 5 6	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
13. Port Support Arms. (Para. 7-13) Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
<b>14. Port Torsion Bars. (Para. 7-13) Circle those numbers which are unserviceable.</b>								
a. Torsion Bars. 1 2 3 4 5 6	✓							
b. Retaining Screws. 1 2 3 4 5 6	✓							
<b>15. Port Shock Absorbers. (Para. 7-11)</b>								
a. No. 1 Shock.	✓							
b. No. 2 Shock.	✓							
c. No. 3 Shock.	✓							
d. No. 4 Shock.	✓							
e. Mounting Hardware.	✓							
<b>16. Port Front Single Support Roller. (Para. 7-14)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
17. Port Dual Support Roller. (Para. 7-15)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
18. Port Rear Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
19. Port Slap Guard. (Para. 7-10) Check for wear and loose mounting hardware.	✓							
20. Port Idler Wheel and Hub. (Para. 7-9)								
a. Idler.	✓							
b. Outer Wheel.	✓							
c. Inner Wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
21. Port Track Tension Adjuster. (Para. 7-8)								
a. Track Adjuster Support.	✓							
b. Track Adjuster.	✓							
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
22. Port Anode. (Para. 8-53) Check for tightness of mounting screw. Make sure there is no paint on anode.	✓							
23. Port Midships Bearing. (Para. 9-18) Check for signs of leaks.	✓							
24. Drive Shaft. (Para. 9-17) Check for signs of damage.	✓							
25. Footman Loop. (Para. ) Check for weld cracks.	✓							
26. Port Handrails. (Para. ) Check for weld cracks.	✓							
27. Port Cargo Hatch Supports. (Para. )								
a. Forward Support.	✓							
b. Aft Support.	✓							
28. Fuel Tank Pressure Relief Valve and Outlet Cover. (Para. ) Check cover and mounting screws for damage. Check relief opens.	✓							
29. Check fuel filter cap. (Para. )	✓							rusty

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
30. Stowage Brackets. Check for weld cracks.	✓							
31. Bilge Pump Outlets								
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
32. Personnel Heater Exhaust Outlet								
a. Outlet Cap.			✓					FROZE
b. Outlet Adapter.	✓							
33. Exterior Fire Extinguisher Pull Handle								
a. Handle.	✓							
b. Wire Seal.	✓							
34. External Fuel Tank Drain. Check plug for tightness and leaks.	✓							
35. Port Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
36. Port Reverse Flow Duct. Check for damage and tight mounting hardware.	✓							
37. Fuel Tank Pressure Relief Valve Outlet Cover. Check cover and mounting screws for damage.	✓							
38. Port Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate driveshaft to check for free movement of impeller.	✓							
II. Outside of Vehicle (Aft and Starboard)								
1. Taillights								
a. Port Taillight.	✓							
b. Starboard Taillight.	✓							
c. Taillight Guards.	✓							
2. Horn. Check for loose mounting hardware, corrosion, and proper electrical connections.	✓							
3. Tow Cable Stowage Brackets. Check for cracked or bent brackets.	✓							
4. Towing Pintle. Check for loose mounting hardware. Check pintle for free rotation and proper quick-release operation.	✓							
5. Ramp Plugs. Check for tightness.	✓							
6. Ramp Hinges and Towing Eyes. Check mounting hardware for tightness.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
7. Vision Block and Guard								
a. Vision Block Guard.	✓							
b. Vision Block.	✓							
8. Personnel Hatch								
a. Personnel Hatch Handle (inner and outer).	✓							
b. Personnel Hatch Seal.	✓							
c. Hook and Damper.	✓							
d. Mounting Hardware.	✓							
9. Starboard Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
10. Trailer Receptacle								
a. Cover.	✓							
b. Retainer Chain.	✓							
11. Starboard Reverse Flow Duct. Check for damage and tight mounting hardware.	✓							
12. Starboard Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate drive shaft to check for free movement of impeller.	✓							
13. Drive Shaft. Check for signs of damage.	✓							
14. Footman Loop. Check for weld cracks.	✓							
15. Starboard Idler Wheel and Hub								
a. Idler.	✓							
b. Outer wheel.	✓							
c. Inner wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
16. Starboard Track Tension Adjuster								
a. Track Adjuster Support.	✓							
b. Track Adjuster.	✓							
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
17. Starboard Anode. Check for tightness of mounting screw. Make sure there is no paint on anode.	✓							
18. Starboard Midships Bearing. Check for signs of leaks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>19. Starboard Road Wheels and Hubs. Check those numbers which are unserviceable.</b>								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level.	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
20. Starboard Support Arms. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
21. Starboard Torsion Bars. Check for broken bar and loose retaining screws. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
<b>22. Starboard Shock Absorbers</b>								
a. No. 1 Shock	✓							
b. No. 2 Shock	✓							
c. No. 3 Shock	✓							
d. No. 4 Shock	✓							
e. Mounting Hardware.	✓							
<b>23. Starboard Front Single Support Roller</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>24. Starboard Dual Support Roller</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>25. Starboard Rear Single Support Roller</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
26. Starboard Slap Guard. Check for wear and loose mounting hardware.	✓							
27. Starboard Track. Use track wear gage to measure wear. Mark each unserviceable track shoe.								
a. Track Shoes.	✓							
b. Track Pads.		✓						(M) 9 inner Pads
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
28. Starboard Sprocket Rings								
a. Inner.	✓							
b. Outer.	✓							
29. Starboard Sprocket Carrier. Check for loose mounting hardware and damage.	✓							
30. Starboard Final Drive.								
a. Outer Housing.			✓					45° Downward
b. Bolts.	✓							
31. Starboard Side Pontoon. Remove drain plug and check for water.	✓							
32. Starboard Track Shroud. Check for loose mounting hardware and damage.	✓							
33. Starboard Bilge Pump Outlets								
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
34. Stowage Brackets. Check for weld cracks.	✓							
35. Heater Exhaust Outlet. Check for loose mounting hardware and damage.	✓							
36. Starboard Cargo Hatch Supports								
a. Forward Support.	✓							
b. Aft Support.	✓							
c. Hand Rails.	✓							
37. Footman Loop. Check for weld cracks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
38. Starboard Side Hull. Check for damaged and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-69a)	✓							
b. Steps. (Para. 16-72)	✓							
c. Slope Rack Kit (SRK). (Para. 16-73)	✓							
d. Stowage provisions. (Para. 16-81)	✓							
e. Fairings. (Para. 16-71)	✓							
f. Standoff Brackets. (Para. 16-70)	✓							
g. Hull Bosses. (Para. 16-80)	✓							
<b>III. Bottom of Vehicle</b>								
1. Hull. Check bottom of vehicle for damage.	✓							
2. Drain Plugs. Check for missing, tight, or damaged plugs.								
a. Hull.	✓							
b. Ramp.	✓							
c. Contact Cooler.	✓							
<b>IV. Outside of Vehicle (Topside)</b>								
1. Hand Rail (forward). Check for weld cracks or other damage.	✓							
2. Mooring Cleats/Lifting Fixtures. Check for damage. (Para. 8-34)								
a. Forward (port and starboard).	✓							
b. Aft (port and starboard).	✓							
3. Intake Grille								
<b>NOTE</b> Make sure intake grille is secured properly in raised position.								
a. Screen.	✓							
b. Brace Rod.	✓							
c. Cam Lock Handles/Stop Screws.	✓							
d. Torsion Bar Assembly. (Para. 8-17)	✓							
e. Mounting Hardware.	✓							
f. Seal	✓							
4. Ventilator-Aspirator. Check that valve works properly and filter screen is clean and not damaged. (Para. 8-18)			✓					FROZE
5. Radiator Cover and Cap. Check ballast cover for damage and radiator cap for proper sealing. (Para. 8-19)	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
6. Center Plate. Check sealing surface for tight fit and retaining screws for tightness.	✓							
7. Exhaust Grille. (Para. 8-14)  NOTE Make sure that exhaust grille is secured properly in raised position.								
a. Screen.	✓							
b. Seal.	✓							
c. Brace Rod.	✓							
d. Lugs (dogs).	✓							
e. Mounting Hardware.	✓							
8. Plenum Indicators								
a. Intake.	✓							
b. Exhaust.	✓							
9. Searchlight Mount and Receptacle. Check for damage.	✓							
10. Driver's Hatch								
a. Cover and Hinges.	✓							
b. Torsion Bar.			✓					torsion low
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓							
f. DVE Adapter Assembly.	✓							
11. Periscope and Support. Check periscope for breaks and chips and support for damage.	✓							
12. Commander's Hatch								
a. Cover and Hinges.	✓							
b. Torsion Bar.			✓					low torsion
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓							
13. External Exhaust system. Check the external muffler, muffler guard, for damage and operation.								
a. Muffler.	✓							
b. Guard.	✓							
c. Pipes Clamp.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
14. Ventilation Exhaust Outlet. Check ballistic cover for damage and tight retaining screws. Check screen for damage.			✓					PM
15. Overhead Protection Kit (OPK).								
a. OPK Tiles.			✓					Plate misstalled x1
b. Torsion Bar Assist Mechanism (TBAM) Cover.	✓							
c. TBAM.	✓							
d. Bosses.	✓							
16. Cargo Hatches.								
a. Covers and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals.	✓							
17. Antenna Mounts.								
a. Receiving Mount.	✓							
b. Port Sending Mount.	✓							
c. Starboard Sending Mount.	✓							
d. PLRS Antenna Mount.	✓							
e. DACT Antenna Mount.	✓							
18. Sea Tow Quick-Release. Check assembly for damage and proper operation.	✓							
V. Engine Compartment (Forward)								
1. Forward Bulkhead, Bow Pod Access Cover, and Bow Pod.								
<p><b>NOTE</b> Make sure intake grille is properly secured in raised position.</p>								
a. Bow Plane Velocity Fuse Valves.	✓							
b. Bow Pod Access Cover.			✓					6 Bolts
c. TACNAV sensor.			✓					Clipped Pedest
2. Intake Plenum Actuating Cylinder.								
a. Cylinder.	✓							
b. Hydraulic Hoses.	✓							
3. Cam Roller Lock. Check condition of each latch roller.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
4. Cooling Fan.								
a. Guard.	✓							
b. Shroud.	✓							
c. Fan.	✓							
d. Bearings.	✓							
e. Belt Adjustment.	✓							
f. Seals.	✓							
g. Fan Cartridge Bearing.	✓							
h. Drain Tube.		-						Clamp
5. Surge Tank.								
a. Tank.	✓							
b. Valve.	✓							
c. Hose and Tubes.	✓							
d. Mounting Hardware.	✓							
6. Crew Ventilation.								
a. Ducts, Clamps, and Hoses.	✓							
b. Drain Tube.			✓					Clamp
7. Control Linkages.								
a. Brake Linkage.	✓							
b. Steering Linkage.	✓							
c. Throttle Linkage.	✓							
d. Brake Flood Control Valve Linkage.			✓					Wose
<p align="center"><b>NOTE</b> Make sure flood valve spindle moves freely.</p>								
e. Engine Compartment Exhaust Fan Linkage.	✓							
8. Transmission Mounts. Check mounts for loose mounting hardware. Check transmission guide and guide rollers for damage.	✓							Pm
9. Electrical Wiring and Connections.								
a. Bulk Head Connectors.	✓							
b. Power Plant Wiring.	✓							
c. Crew Vent Fan.	✓							
d. Electrical Bilge Pump.	✓							
10. Hydrostatic Steering Disconnect Lever. Check lever for correct operation, damage, and wear. Check for leaks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>11. Port Final Drive</b>								
a. Oil/Oil Level.			✓					low oil
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
d. Speedometer Adapter/Cable.	✓							
12. Port U-Joint. Check for wear, tight screws, and proper safety wiring.			✓					Safety wire ③
13. Port Hydraulic Bilge Pump. Check for oil leaks, loose mounting hardware, damaged screen, and debris.	✓							
14. Bilge Pump Bypass Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connections.	✓							
15. Plenum Solenoid Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connection.	✓							
16. Bow Plane Hydraulic tubes. Hoses and Fittings. Check for leaks, loose fittings and loose mounting hardware.	✓							
17. Fuel Manifold. Check for fuel leaks and loose mounting hardware.	✓							
18. Forward Engine Compartment Fire Extinguisher Discharge Nozzle. Check for damage and debris.	✓							
19. Port Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
20. Port Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
<b>21. Starboard Final Drive</b>								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
22. Starboard U-Joint. Check for wear, tight screws, and proper safety wiring.			✓					Safety wire
23. Starboard Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
24. Starboard Electrical Bilge Pump. Check screen for debris and damage. Check mounting hardware for tightness.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
25. Precleaner. Check cleaner for damage, loose mounting hardware, and loose clamps. Check screen for damage and debris.	✓							
26. Crew Ventilation Fan. Check mounting hardware for looseness. Check ducts and clamps for damage and tightness.	✓							
27. Starboard Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
28. Starboard Right Angle Drive Shaft. Check condition of shaft coupling for damage. Check coupling bolts for tightness and proper safety wire.	✓							
29. Fan Drive Shaft. Check shaft and coupling for damage or wear. Check safety wire for damage.	✓							
30. Fuel Filter								
a. Fuel Leaks.	✓							
b. Drain Cock/Contamination.	✓		✓					(M) bolt
c. Electrical Leads/Transducer.	✓							
d. Mounting Hardware/Air Valve.	✓							
31. Power Takeoff Unit								
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Electrical leads/Connections.	✓							
32. Starter. Check that starter is mounted properly. Check electrical leads and connections for damage and proper connections.	✓							
33. Transmission Oil Cooler. Check for oil and water leaks. Check electrical leads and connections for damage. Check oil lines, hoses, and clamps for tightness.	✓							
34. Exhaust Manifold (starboard side). Check for cracks, holes, and corrosion. Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
35. Transmission. Check for overall cleanliness and damage.								
a. Leaks.	✓							
b. Torque converter to engine mounting screw for tightness.	✓							
c. Range selector valve for leaks and safety wire.	✓							
d. Oil Leaks.	✓							
e. Left and right brake and steer sections for leaks and loose mounting bolts.	✓							
f. Check brakes for proper adjustment.			✓					<i>need adjust</i>
g. Check transmission drain line for leaks, damage, and loose drain plug.	✓							
VI. Engine Compartment (Aft)								
1. Exhaust Plenum. Check actuating cylinder and oil lines for leaks. Check condition of plenum seal.	✓							
2. Components Bolted on to the Engine. Check for tight mounting hardware, proper electrical connections, damaged hoses and electrical leads, and leaks.								
a. Turbocharger.	✓							
b. PT Pump.	✓							
c. Exhaust Manifold (port side).	✓							
d. Engine Oil Cooler.	✓							
e. Engine Oil Filter.	✓							
f. Intake Manifold.	✓							
g. Smoke Generation Components.	✓							
h. Cold Start Components.	✓							
i. Crankcase Breathers.	✓							
3. Transmission Oil Filter.								
a. Mounting Hardware.	✓							
b. Leaks.	✓							
c. Check Electrical Connections.	✓							
4. Engine Oil Level. Check for correct level and signs of contamination. Check dipstick for damage.	✓							
5. Transmission Oil Level. Check for correct level and signs of contamination. Check fill tube and dipstick for damage.					✓			<i>need 1-2 quarts</i>
Tachometer Drive Shaft. Check for adapter and cable damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
7. Radiator. Check for radiator damage. Check for water leaks on radiator and coolant tubes.	✓							
8. Exhaust System. Check condition of insulation. Check for loose mounting hardware and damaged scavenging system check valve and for leaks.	✓							
9. Engine Compartment Exhaust Duct. Check for cracks or other damage. Check mounting hardware and clamps for tightness. Check tubes for proper mounting.	✓							
10. Engine. Check overall condition of engine for cleanliness and fuel, coolant, and oil leaks.			✓					Need pm
<b>11. Generator</b>								
a. Bracket and Hardware.	✓							
b. Pulley and Belt.			✓					need tighten
c. Adjustment.	✓							
d. Voltage Regulator	✓							
<b>12. Water Pump. Check for leaks</b>								
a. Pump.	✓							
b. Hoses and Tubes.	✓							
c. Belt and Adjustment.	✓							
13. Fire Extinguisher Discharge Nozzle. Check for damage, debris, and condition of safety wire.	✓							
14. Engine Oil Heat Exchanger. Check mounting hardware for tightness. Check for oil leaks. Check electrical leads for damage and tight connections.	✓							
15. Cold Start Disconnect Lever. Check for proper operation, damage, and corrosion.	✓							
<b>16. Hydraulic Reservoir</b>								
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Oil Level.								low
d. Dipslick for damage.	✓		✓					

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
VII. Troop Compartment								
<p align="center"><b>NOTE</b></p> <p>Before inspecting troop compartment, open cargo hatches. Sound horn and lower ramp.</p>								
1. Engine Compartment Access Covers (all). Check all thumbscrews and clamps for damage and operation. Check covers for correct mating and damage.								
a. Aft Upper.	✓							
b. Aft Center.	✓							
c. Aft Lower.	✓							
d. Port Upper.	✓							
e. Port Lower.	✓							
f. Smoke Generation.	✓							
2. Smoke Generation Fuel Control Valve. Check to see if valve operates freely. Check for any damaged components and leaks.	✓							
3. Engine Compartment Fire Extinguisher.								
a. Bottle and Tag.		✓						(M) tag
b. Control Valve.	✓							
c. Clamps.	✓							
4. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
5. Coolant Bypass Tube. Check to see if tube is mounted properly in retaining brackets.	✓							
6. Air Cleaner Compartment.								
a. Access Door.	✓							
b. Retaining Brackets.	✓							
c. Element.	✓							
d. Compartment.	✓							
7. Right Angle Drive Access Cover. Rotate weapon station to gain access to cover. Check cover for proper mating and damage.	✓							
8. Starboard Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.	✓							
9. Starboard Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
10. Fuel Tank Drains. Check both valves for proper operation. Check fuel lines and fittings for leaks. Check manual shutoff valves to make sure the handle rotates freely.								
a. Internal Fuel Tank Drain.		✓						
b. External Fuel Tank Drain.	✓							(M) belt
c. Fuel Lines and Fittings.	✓							
d. Manual Shutoff Valve.	✓							
11. Fuel Tank.								
a. Electrical Leads.			✓					Plugs in front disconnected
b. Leaks.	✓							
c. Retaining Straps.	✓							
d. Breather Cap.	✓							
12. Troop Seats.								
a. Hinges.	✓							
b. Supports.	✓							
c. Seat Pans.	✓							
d. Cushions.	✓							
e. Safety Belts/Straps.	✓							
f. Adjusting Rods.	✓							
13. Interior Stowage.								
a. MG Cleaning Rod Bracket.	✓							
b. Rifle Brackets.	✓							
c. Water Can Supports.	✓							
d. Seat Stowage Supports.	✓							
e. DVE Container.			✓					(M) cover
f. Portable Fire Extinguisher Bracket.	✓							
g. Pamphlet Stowage Rack.	✓							
h. Ammo Box Bracket.	✓							
i. Hand Oiler Bracket.	✓							
j. Tool Box Stowage Support.	✓							
14. Power Distribution Box. Check to see if box is securely mounted. Check all electrical connections for tightness. Check cover for tight screws. Check slave output power switch for damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>15. Batteries</b>								
a. Battery Box Cover.	✓							
b. Holddowns.	✓							
c. Cables and Terminals.	✓							
d. Battery and Terminal Posts.	✓							
e. Battery Box Drains.	✓							
f. Battery Instruction Plate.	✓							
16. Radio Guards. Check guards for damage and loose or missing mounting hardware.	✓							
<b>17. Deflector Actuator Guards. Check guards for debris and damage. Check mounting hardware for tightness.</b>								
a. Port	✓							
b. Starboard.	✓							
<b>18. Water Steer System Components</b>								
a. Water-Jet Deflector Position Sensing Module (port and starboard).	✓							
b. Water-Jet Deflector Servo Module (port and starboard).	✓							
c. Water-Jet Deflector Solenoid Module (port and starboard).	✓							
d. Actuator Cylinders Port and Starboard.	✓							
e. Actuator Bracket Port and Starboard.	✓							
<b>19. AFSSS Electrical Components</b>								
a. Sensors Control Box.	✓							
b. Cables.	✓							
20. Dome Lights. Check mounting hardware for tightness. Check for broken or cracked lens and knobs. With master switch ON, check lights for proper operation.	✓							
21. Aft Slave Receptacle. Check cover and chain for damage. Check insert for corrosion and damage. Check electrical lead for damage and loose connections. Check mounting hardware for tightness.	✓							
22. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
23. Ramp Lock Linkage. Check to see that linkage does not bind. Check for bent or warped linkage rods.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>24. Ramp. With ramp lowered, check ramp seal for breaks and spongy condition.</b>								
a. Ramp Seal. Check mating with hull in closed position.	✓							
b. Vision Block Cover.	✓							
c. Skid Bars	✓							
d. Quick-Release (Visual Only).	✓							
e. Tow Pintle Release.	✓							
<b>25. Deck Plates.</b>								
a. Deck Plates (port and starboard).			✓					(M) 14 bolts
b. Center Deck Plate.			✓					(M) 10 bolts
c. Contact Cooler Bleeder Valve Access Cover.	✓							
d. Bilge Pump Access Cover (port and starboard).	✓							
e. Tiedown Rings.	✓							
<b>NOTE</b> Remove troop compartment deck plates before continuing.								
26. Contact Cooler. Check that bleeder valve is not frozen. Check for signs of leaks.	✓							
27. Torsion Bars. Check torsion bars for damage.	✓							
28. Ramp Cylinder and Cable.	✓							I clamp broken
<b>29. Hydraulic Bilge Pump.</b>								
a. Bilge Pump.	✓							
b. Outlet tube.	✓							
<b>30. Electric Bilge Pump.</b>								
a. Electric Pump.	✓							
b. Outlet Tube.	✓							
<b>31. Bilges. Check for cleanliness and obvious signs of damage.</b>								
a. Brackets and Mounting Hardware.	✓							
b. Discharge Tubs and Nozzles.	✓							
<b>32. Fire Extinguisher (17 lb).</b>								
a. Mounting Hardware.	✓							
b. Discharge Tub and Seal.	✓							
c. Tag Date. _____	✓	✓						(M) tag
d. Seal.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
33. Personnel Heater.								
a. Mounts.	✓							
b. Exhaust System and Cover.	✓							
c. Electrical Wiring and Switches.	✓							
d. Fuel System.	✓							
e. Heater Ducts.	✓							
34. Port Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.								
35. Port Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
36. Radio Mounts.								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts.	✓							
c. Check Radio Cables.	✓							
37. EPLRS Rack.								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts.	✓							
c. Check Radio Cables.	✓							
VIII. Driver's and Commander's Station								
1. Access Covers.								
a. Hydrostatic Steer Disconnect Lever.	✓							
b. Final Drive U-Joint.	✓							
c. Hydraulic Reservoir.	✓							
2. Flapper Valve. Check spring tension flapper. Check mounting screws for tightness and damage to flapper.	✓							
3. Fire Extinguisher (7-lb). Check mounting bracket and hardware for tightness. Check tag for date bottle was last weighed. Check wire seal on control head.								
a. Bracket and Mounting Hardware.	✓							
b. Tag Date.	✓	✓						(M) tag
c. Wire Seal.	✓							
4. Ramp Lock Handle. Check handle and lock for damage and proper operation.	✓							
5. Ramp Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.			✓					hydro problem



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
6. Fire Extinguisher Discharge Handle. Check handle for damage and unbroken wire seal.	✓							
7. Power Train Switch. Move lever and check for binding. Check bail for damage.	✓							
8. Mode Selector Switch. Check for missing or damaged toggle switch.	✓							
9. Handle Throttle. Move throttle and check for proper operation. Check linkage and cover for damage.	✓							
10. Gear Selector. Check console for loose mounting hardware for damage. Check movement of selector through all gear range.	✓							
11. Air Cleaner Restrictor Indicator. Check for proper mounting to bulkhead. Check indicator for damage.	✓							
12. Auxiliary Instrument Panel. Check panel for loose mounting hardware. Check that gages are securely mounted in panel, and that hose connections are tight.			✓					<i>Lights left out behind</i>
13. Accelerator Pedal.								
a. Mounting Hardware/Brackets.	✓							
b. Pedal and Pedal Stop Screw.	✓							
c. Water Drive Switch.	✓							
14. Brake Pedal. Apply and release brakes to check binding.	✓							
15. Parking Brake Handle. Check for proper operation. Make sure that parking brake holds and releases properly.	✓							
16. Steering Wheel. Check wheel for damage. Check operation of wheel tilt. Check for binding linkage. Check steering wheel sensing module for loose mounting hardware or damaged wiring.								
a. Steering Wheel.	✓							
b. Steering Wheel Sensing Module.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
17. Indicator Panel. Check mounting hardware and grommets for tightness and damage. Check for loose or damaged switches, levers, and buttons.								
a. Master Switch.	✓							
b. Lamp Test/Warning Cancel Switch.	✓							
c. Horn Button.			✓					Unserviceable
d. Panel Lights Brt/Dim Switch.	✓							
e. Cold Start Switch.	✓							
f. Starter Button.	✓							
g. Light Switch.	✓							
h. TACNAV Indicator.	✓							
i. Tachometer.	✓							
j. Speedometer.	✓							
k. Smoke Generation Indicator Light.	✓							
l. Smoke Generation Switch.	✓							
m. Forward Electric Bilge Pump Switch.	✓							
n. Aft Electric Bilge Pump Switch.	✓							
o. Aft Electric Bilge Pump Indicator Light.	✓							
p. Forward Electric Bilge Pump Indicator Light.	✓							
q. Aft Hydraulic Bilge Pump Indicator Light.	✓							
r. Forward Hydraulic Bilge Pump Indicator Light.	✓							
s. Ventilation Switch.	✓							
18. Driver's Display Unit. Check for cracked glass and moisture. Check that unit is securely mounted in indicator panel.  NOTE Bar scales and warning lights will be checked during the operational portion of preinduction.	✓							
19. Bow Plane Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							
20. Vent Air Outlets. Check driver's and commander's outlets for breaks and cracks. Check to see if outlet rotates freely. Check mounting hardware for tightness.								
a. Driver's Outlet.	✓							
b. Commander's Outlet.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
21. Vent Air Hoses, Tubes, and Duct. Check for loose clamps and mounting hardware. Check for damaged hoses, tubes, and duct.	✓							
22. Bilge Outlet Tube. Check tube for damage, hoses for cracks, and clamps for tightness.	✓							
23. Instrument Distribution Box. Check that box is securely mounted, and that cover screws are tight. Check all wiring harness connectors for tightness.	✓							(M) Slave Receptacle cover & chain ↓
24. Forward Slave Receptacle on Instrument Distribution Box. Check cover and chain for damage. Check receptacle for corrosion and damage.		✓						
25. Searchlight Switch. Check for damage and operation.	✓							
26. Ventilation Air Outlet Valve. Check for loose mounting hardware and damaged cable and handle with ball. Open and close outlet and check for binding linkage.	✓							needs PM
27. Data Plates. Check for damage.	✓							
28. Manual Fuel Shutoff Handle. Check shaft for damage and grommets for wear. Rotate handle to check for free operation.	✓							
29. Driver's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							
30. Troop Commander's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							
31. Interior Decals and Instruction Plates. Check to see that they are readable.	✓							
<b>32. Fire Extinguishers (MFSS and AFSS)</b> <b>NOTE</b> At this time all fire suppression system bottles are to be pulled and weighed.								
a. Mounting Hardware.	✓							
b. Discharge Tube and Seal.	✓							
c. Tag Date.	✓							
d. Seal.	✓							
33. Drive Shaft Guards. Check guards for damage and mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>IX. Equipment Operation</b>								
<b>1. Start vehicle, check operation of the following:</b>								
a. Master Switch.	✓							
b. Horn.			✓					InSP
c. Fuel Level Indicator.	✓							
d. Battery Generator Indicator.	✓							
e. Electric Bilge Pumps (forward and aft).	✓							
f. Panel Lights (brt/dim).	✓							
g. Display Panel Warning Lights.	✓							
h. Vent Switch Low Position.	✓							
2. Perform Diagnostic Test Equipment checks in accordance with TM 09674A-25&P/4, (See worksheet at the end of this Appendix).								
<b>3. Vehicle Stall Check - With brakes locked, and gear selector in 4th gear, accelerate fully and check the following:</b>								
a. Brakes.	✓							
b. Transmission.	✓							
c. Engine. RPM.	✓							2650 RPM
d. TACNAV Indicator. Check that system powers and display works.	✓							
<b>4. Lights. Check that lights work properly:</b>								
a. Light Switch.	✓							
b. Service Drive.	✓							
c. Dimmer Switch.	✓							
d. Blackout Markers.	✓							
e. Stop Light.	✓							
f. Park.	✓							
g. Searchlight.	✓							
h. Interior Dome Lights.	✓							
5. Driver's Viewer Enhancer (DVE). Check that power system works.	✓							
6. Lamp Test Warning Cancel Switch. Check audio signal with proper comm helmet.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>X. Functional Road Test</b>								
1. Steering. Check operation and drift.	✓							
2. Gear Ranges. Check for slippage and that lockup works properly.	✓							
3. Smoke Generation. Check for correct operation.	✓							
4. Brakes. Check to see if brakes pull to one side or the other.	✓							
5. Speedometer. Check for correct operation.	✓							
6. Noises. Check for any unusual noises.	✓							
<b>XI. Water Systems Test</b>								
1. Plenums. Check that plenums close completely. Fan shuts off. (Para. 8-13)			✓					Hydro problem
2. Check if hydraulic bilge pumps operation.			✓					Hydro Problem
3. Check if electric bilge pumps operate.	✓							
4. Check that jet drive activates at 1000 to 1200 RPM.	✓							
<b>5. Bow Plane Operation</b>								
a. Control Valve. Check for proper operation and leaks.			✓					
b. Bow Plane. Check that it fully extends and retracts.			✓					
c. Pivot Actuator. Check for leaks, unusual noise and smooth operation.			✓					

**NOTE**

See TM 10004A-25&P/2 for LTI of UGWS Unique Items.  
 See TM 07267B-25&P/4 for LTI of AAVR7A1 Unique Items.  
 See TM 07268B-25&P/2 for LTI of AAVC7A1 Unique Items.

*AVR  
HYDRO*

APPENDIX C  
 ASSAULT AMPHIBIOUS VEHICLE  
 UPGUNNED WEAPONS STATION (UGWS), AAVP7A1  
 LIMITED TECHNICAL INSPECTION

TAC No. 3-11-11 USMC No. 523612 Miles 1424 Hours 277  
 Date Inspected 20200413 Inspect (b)(3), (b)(6), (b)(7)(c)

\*See Table C-1 for UGWS Deadline Criteria.

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>I. Basket Weldment</b>								
1. Basket Weldment Clearance.								
a. Area around sides of basket weldment clear of obstructions.	U							
b. Area around 12 channel slip ring clear of obstructions.	U							
2. 12 Channel Slip Ring.								
a. Electrical connectors tight and in good condition.	U							
b. Upper portion of 12-channel slip ring rotates freely.	U							
c. Manual and electrical weapons station operation.	U							
3. Power Relay Assembly.								
a. Box secure to bottom of basket.	U							
b. Electrical connectors tight and in good condition.	U							
4. Basket inspection								
a. Seat belt secure, latch working properly, belt in good condition.	U							
b. Stowed items do not overhang basket.	U							
c. Seat in good condition, locks in all height positions, secure in basket assembly.	U							
<b>II. Weapons Station Interior</b>								
1. Turret Power Control Assembly.								
a. Box cover secure. Box secure to basket weldment.	U							
b. Electrical connector tight and in good condition.	U							
2. Weapon Control Assembly.								
a. Box cover secure. Box secure to basket weldment.	U							
b. Electrical connector tight and in good condition.	U							

ENCLOSURE (53)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
3. Traverse Switch Assembly								
a. Box cover secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							
4. M36E-TSS Periscope								
a. Mounting Screws. Check screws for security. Check sight is secure to turret weldment.	✓							
b. Sight. Check for moisture in window and in mirror. Check condition of glass.	✓							
c. Sight Eyepieces. Check for moisture, condition of reticles, condition of eye-piece pads, and proper operation.	✓							
d. Latch Assembly. Check that latch moves freely, and has spring tension.			✓					Needs pm
e. Hanger Strap. Check for serviceability.	✓							
f. Head Assembly. Check nuts on head assembly for tightness.	✓							
g. Body Assembly. Check mounting hardware for security and that safety wire is present.	✓							
h. Boresight Knobs - Azimuth and Elevation. Check setting on both knobs and record. Turn each knob. check for smooth movement and shift of sight reticle. Reposition knobs to original settings.	✓							
i. Sight Power Electrical Connectors. Check that electrical connectors are in good condition.	✓							
j. Check for cracks, dents, bums and chipped paint on housing.	✓							
k. Check that valve cap is tight and retaining strap is not broken or missing.	✓							
l. Check that both knobs on elbow assembly move freely from LO to HI position.	✓							
m. Check that lamp holder is tight and packing is installed.	✓							
n. Check that plug or shutter switch is present. If missing, notify supervisor.	✓							
o. Check that all boresight knobs move freely, and scales can be easily read.	✓							
p. Check ID plate for damage and if it can be easily read. If plate cannot be read, notify supervisor.	✓							
q. Check that shutter switch will not move to ON without pushing safety button first.	✓							
r. Check that valve cap strap is not damaged or missing.	✓							
s. Check that all screws are tight on mounting hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
5. Exhaust Blower. Check for corrosion and debris. Make sure electrical connectors are tight and in good shape. Check operation of blower door.	✓							
6. .50 Caliber Ammo Ejection Chute. Check for condition and security. Ensure that chute is clear of debris.								
a. Check ejection-chute hose for security and condition.	✓							not secured
b. Spent-Cartridge Box. Check security and condition. Check operation of latches.			A					Not Secured
7. Equilibrator. Check for corrosion, security and adjustment.	✓							
8. .50 Caliber Ammo Feed System								
a. Check security and condition of .50 caliber ammo trays.	✓							
b. Check security and condition of roller guides.	✓							
9. 40mm Ammo Feed System								
a. Feed Chute. Check for dents, corrosion and/or damage.	✓							
b. Check feed-chute cover for tears, holes; zipper must move freely. Check attachment points for security and condition.	✓							
c. Check anti-feedback lever for condition and security.	✓							
10. 40mm Ammo Box Assembly								
a. Check security and condition of box, doors, and flaps.	✓							
b. Check operation of latches.	✓							
c. Check that electrical connector on last-round switch is tight and in good condition.	✓							
11. 40mm Charger Assembly. Check condition and security of charger tube.	✓							
12. 40mm Mantlet								
a. Check condition and security.	✓							
b. Check operation of cover latches.	✓							
13. .50 Caliber Mantlet and Cradle. Check condition and security. Check for damage, cracked welds and bare metal.	✓							
14. Power-Assist Traverse Mechanism. Check for security, condition and leakage. Make sure that electrical connectors are tight and in good condition.	✓							
15. Elevation Control Assembly. Check for security and condition.			✓					(M) rubber covered



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
16. Gunner's Trigger Switch. Check for security and condition. Check that electrical connectors are tight and in good condition.	✓							
17. Linkage. Check for security and condition.	✓							
18. Grenade Launcher Inhibit Switch. Check for security and condition. Check that electrical connector is tight and in good condition.	✓							
19. Elevation Interrupter Switches. Check for condition and security. Check that electrical connectors are tight and in good condition.	✓							
20. Utility Light. Check that light and electrical connector is secure and in good condition.	✓							
<del>21. Communications Box.</del>								
a. Check that electrical connector is tight and in good condition.	✓							
b. Check for security and condition.			✓					<i>NOT MOUNTED</i>
<del>22. Weapons Station. Inspect for damage, security and clarity.</del>								
a. Vision Blocks. Inspect for damage, security and clarity.	✓							
b. Ring Gear. Inspect for damage and corrosion. Should be clean and no grease.	✓							
<del>23. Hatch.</del>								
a. Seal, Hatch Hinges. Inspect for damage, loose hardware and proper operation.	✓							
b. Hatch Latch Check. It should lock the hatch closed, hatch vertical to turret and hatch horizontally open in three positions (15 degrees, 90 degrees and 175 degrees).	✓							
c. Hatch Handle. Check security, condition and proper operation.	✓							
d. Crash Pads. Inspect pads on hatch and weapons station for security and condition.						✓		<i>Need replace</i>
<del>24. DAGR.</del>								
a. Check that electrical and antenna connections are tight and in good condition.		✓						
b. Check for security and condition.		✓						

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>III. Weapons Station Exterior</b>								
1. Receptacle, Spot Light. Inspect for corrosion and damage. Check that cover fits securely and is tight.	✓							
2. Mount, Spot Light. Inspect condition and security.	✓							
<b>3. Smoke Grenade Launchers</b>								
a. Tubes. Inspect sight tubes for dents, cracks or corrosion, and security to mounts. Check security of mount to turret.	✓							
b. Electrical Contacts. Check that contacts are tight and free of corrosion.	✓							
c. Rubber Caps. Check sight caps for condition.	✓							
4. Entrance Window. Inspect condition and security. Look for signs of moisture.	✓							
5. Sight Cover. Inspect condition and security.			✓					Need PPM
6. 40mm Mantlet Cover. Check for security and condition. Check operation of latches.	✓							
7. Remote Antenna. Check security and condition of cover.	✓							
<b>IV. Functional Tests:</b>								
<b>1. Manual Operation. Check for weapons station binding and backlash.</b>								
a. Azimuth. Check movement through 360 degree clockwise and counter-clockwise.	✓							
b. Elevation. Check for +45 degree maximum elevation and -8 degree maximum depression.	✓							
<b>2. Powered Systems Test. Vehicle master switch and turret power switch ON. Check operation as noted.</b>								
a. Control Box Lights. Check that control box lamps light when turret power switch is ON by pressing lamp test all button.	✓							
b. Domelight. Lights in both blue and white switch positions.	✓							
c. Utility Light. Lights in both red and white.		✓						M
d. Thermal Elbow Check Only. Ensure the unit shows an image and all controls work.	✓							
e. Spot Light. Install and check operation.	✓							
f. Exhaust Blower. Check operation.			✓					insp

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>3. Low Ammo System Test</b>								
a. Last-Round Switch OFF. Last-round indicator light on, triggers do not work.	✓							
b. Last-Round Switch ON. Last-round indicator lamp light ON, override switch in up position, triggers work.	✓							
c. Last-Round Switch OFF. Last-round indicator light OFF, override switch down, triggers work.	✓							
<b>4. Weapons Station System: Perform test as prescribed in Section 3.</b>								
a. Manual Elevation. Check operation.			✓					<i>the rubber cover</i>
b. Deck Clearance. Check clearance of all obstacles. Check all inhibit zones. Weapons electrical trigger will not fire while in inhibit zones.			✓					<i>inhibit zones in P</i>
<b>5. Smoke Grenade Launcher Test</b>								
a. Tubes. Check that they are clear of grenades.	✓							
b. Contacts. Check for 24 volts at eight firing pins inside of tubes on smoke grenade launchers. Turret power switches ON, smoke grenade switch ON, hatch in closed and locked position and grenade firing switch depressed.	✓							
<b>6. DAGR Operational Test. Refer to TM 11-5820-11/2-13.</b>								
a. Check that DAGR passes self-test.		✓						
b. Check that DAGR is using vehicle power.		✓						
c. Check that DAGR is using remote antenna.		✓						
d. Check functioning of DAGR screen back lighting.		✓						

MANCN	DESCRIPTION	MSN	SERIAL#	QTY	SI-C Complete (Y/N)	SR#	SR Status	PRICE EACH	TOTAL	REMARKS
EOB467K	2 - CAP Protective Dust And Moisture Seal PN A3307525-1 CAGE 80063	5340-00-381-5666	523612	2	N	29916248	A	\$13.19	\$26.38	
EOB467K	WIRE ROPE ASSEMBLY Single Leg PN A307523-1 CAGE 80063	4010-01-381-1581	523612	2	N	29916248	A	\$9.31	\$18.62	
EOB467K	EXTINGUISHER, Pkg PN 323 CAGE 54905	4210-01-381-1581	523612	1	N	29916248	A	\$117.57	\$117.57	
EOB467K	STRAP, Webbing, 18 in. lg. PN 8690471 CAGE 19207	5340-00-586-7579	523612	14	N	29916248	A	\$2.89	\$40.46	
EOB467K	STRAP, Webbing, 30 in. lg. PN 8690471 CAGE 19207	5340-00-753-3742	523612	15	N	29916248	A	\$1.51	\$22.65	
EOB467K	STRAP, Webbing, 36 in. lg. PN 8690473 CAGE 19207	5340-00-753-3744	523612	9	N	29916248	A	\$7.18	\$64.62	
EOB467K	STRAP, Webbing, 42 in. lg. PN 8690473 CAGE 19207	5340-00-339-3768	523612	1	N	29916248	A	\$16.41	\$16.41	
EOB467K	STRAP, Webbing, 60 in. lg. PN 8690481 CAGE 19207	5340-00-988-6917	523612	6	N	29916248	A	\$6.23	\$37.38	
EOB467K	STRAP, Webbing, 72 in. lg. PN 8690484 CAGE 19207	5340-00-949-8687	523612	6	N	29916248	A	\$41.76	\$250.66	
EOB467K	STRAP, Webbing, 76 in. lg. PN 8690485 CAGE 19207	5340-00-479-2947	523612	2	N	29916248	A	\$5.84	\$11.68	
EOB467K	STRAP, Webbing, 84 in. lg. PN 8690487 CAGE 19207	5340-00-804-9542	523612	2	N	29916248	A	\$6.78	\$13.56	
EOB467K	STRAP, Webbing, 88 in. lg. PN 8690486 CAGE 19207	5340-00-132-3631	523612	1	N	29916248	A	\$6.15	\$6.15	
EOB467K	STRAP, Webbing, 100 in. lg. PN 8690359 CAGE 19207	5340-01-078-3908	523612	1	N	29916248	A	\$3.09	\$3.09	
EOB467K	TRACK SHOE, Vulkolite PN 12359466-7 CAGE 19207	2530-01-442-3966	523612	2	N	29916248	A	\$202.00	\$404.00	
EOB467K	BAR, Piv. O.3 by PN 8107-410 CAGE 05047	5120-01-335-2064	523612	1	N	29916248	A	\$9.95	\$9.95	
EOB467K	BATTERY, Nonrechargeable, 1.5 v. "C" cell, for Pelican light; PN 14A CAGE 80204	6135-00-985-7846	523612	8	N	29916248	A	\$6.31	\$50.48	
EOB467K	BATTERY, Nonrechargeable, 1.5 v. "D" cell, for flashlight; PN 13A CAGE 80204	6135-00-835-2710	523612	4	N	29916248	A	\$9.00	\$36.00	
EOB467K	BRUSH, Wire, Search, 7/718 in. lg. PN AC50 CAGE 55719	7820-01-135-5355	523612	1	N	29916248	A	\$1.80	\$1.80	
EOB467K	EXTENSION, Socket Wrench, 3/4 in. dr. 16 in. lg. PN 1122 CAGE 55719	5120-01-335-1054	523612	1	N	29916248	A	\$12.36	\$12.36	
EOB467K	EXTENSION, Socket Wrench, 3/4 in. dr. 3 in. lg. PN 132 CAGE 55719	5120-01-378-6154	523612	1	N	29916248	A	\$6.50	\$6.50	
EOB467K	EXHAUSTER, Hand Sucker, 6 lb w/cr. 32 in. lg. PN B107-400 CAGE 05047	5120-00-265-7462	523612	1	N	29916248	A	\$24.48	\$24.48	
EOB467K	LAMP, Incandescent, C-9 filament, 2.470v. B-3 1/2 bulb; 1.250 in. lg. PN PR-6 CAGE 27244	6240-00-185-8675	523612	1	N	29916248	A	\$1.30	\$1.30	
EOB467K	LAMP, Incandescent, 2C, 2V filament, 28v. G6 bulb; 1.488 in. lg. PN AA5243-409 CAGE 58366	6240-00-019-3099	523612	1	N	29916248	A	\$0.34	\$0.34	
EOB467K	OLLER, Hand; PN A50477-AS, D-D, CAGE 58366	4930-00-282-8688	523612	1	N	29916248	A	\$6.47	\$6.47	
EOB467K	PADLOCK, PN A-4, 5/8x87, 18-C, CAGE 58366	5340-00-682-1508	523612	1	N	29916248	A	\$7.83	\$7.83	
EOB467K	PAID LOCK, PN S1012-000-231-9224 CAGE 80244	5120-00-294-5274	523612	1	N	29916248	A	\$20.36	\$20.36	
EOB467K	1 - NOIL, Food And Accessorie; PN S1012-567 CAGE 80244	5120-00-106-5671	523612	1	N	29916248	A	\$10.64	\$10.64	
EOB467K	1 - SOFT WEL, Socket Wrench, 1/2 in. w/cr. 10 7/8 in. lg. w/cr. handle, 1/2 in. dr. 12 in. lg. PN 108721-117 CAGE 37835	5120-01-317-2084	523612	1	N	29916248	A	\$2.36	\$2.36	
EOB467K	2 - CAP, Protective Dust And Moisture Seal; PN A3207523-1 CAGE 80063	5340-01-381-5666	523612	2	N	29916248	A	\$13.19	\$26.38	
EOB467K	KEY, Socket Head Screw, 5/32, 0.1515 in.; PN AV50 CAGE 80063	4010-01-381-1581	523612	2	N	29916248	A	\$9.31	\$18.62	
EOB467K	KEY, Socket Head Screw, 1/4, 0.250 in.; PN AN80 CAGE 55719	5120-01-428-7920	523612	1	N	29916248	A	\$1.37	\$1.37	
EOB467K	KEY, Socket Head Screw, 3/8, 0.375 in.; PN AN90 CAGE 55719	5120-01-428-7920	523612	1	N	29916248	A	\$1.37	\$1.37	
EOB467K	KEY, Socket Head Screw, 1/2, 0.500 in.; PN AN120 CAGE 55719	5120-01-428-8005	523612	1	N	29916248	A	\$2.81	\$2.81	
EOB467K	STRAP, Webbing, 30 in. lg. PN 8690471 CAGE 19207	5340-00-753-3742	523612	2	N	29916248	A	\$3.18	\$6.36	
EOB467K	STRAP, Webbing, 36 in. lg. PN 8690473 CAGE 19207	5340-00-339-3768	523612	2	N	29916248	A	\$1.41	\$2.82	
EOB467K	STRAP, Webbing, 42 in. lg. PN 8690473 CAGE 19207	5340-00-988-6917	523612	9	N	29916248	A	\$6.23	\$56.07	
EOB467K	STRAP, Webbing, 60 in. lg. PN 8690481 CAGE 19207	5340-00-949-8687	523612	6	N	29916248	A	\$6.78	\$40.68	
EOB467K	STRAP, Webbing, 72 in. lg. PN 8690484 CAGE 19207	5340-00-804-9542	523612	6	N	29916248	A	\$6.78	\$40.68	
EOB467K	STRAP, Webbing, 76 in. lg. PN 8690485 CAGE 19207	5340-00-134-3195	523612	1	N	29916248	A	\$3.58	\$3.58	
EOB467K	STRAP, Webbing, 84 in. lg. PN 8690487 CAGE 19207									
	<b>TOTAL</b>								<b>\$1,118.82</b>	

TAMCN	NOMEN	NIIN	SERIAL#	QTY	Condition Code	SR#	SR Status	T/P (\$)	REMARKS
E08467K	COLLET, SPECIAL	01-435-8079	523612	10	R	29921992	SHT PART	\$41.60	
E08467K	CABLE ASSEMBLY, R	01-226-2442	523612	2	R	29921992	SHT PART	\$95.00	
E08467K	CABLE ASSEMBLY, R	01-301-0894	523612	2	R	29921992	SHT PART	\$106.28	
E08467K	BRACKET, MOUNTING	01-456-7985	523612	4	R	29921992	SHT PART	\$48.36	

ENCLOSURE (53)

LIMITED TECHNICAL INSPECTION

DATE: 20200413

PURPOSE OF LTI: SLTI

SERVICE REQUEST: 29940628

RESPONSIBLE UNIT: 3D AABN

SET SERIAL: 522932

NOMENCLATURE: AAUPTA1

TAMN: E08467K NSN: 2350 01-458-7410

NOMENCLATURE	NIIN / P/N	SERIAL	QTY	DEF CODE	REMARKS
ENGINE	91-963 8066	371877139	1	S	
TRANSMISSION	01 472 3051	A00 88E	1	S	

DEFECT CODES: S - SERVICABLE U - UNSERVICABLE M - MISSING

SL-E COMPLETE: YES /  NO

MODS VERIFIED:  YES / NO

LAST PMCS DATE: 20191021

COMMENTS: SPOUT, CAN FLEXIBLE, QTY 1, 00-177-6154, WRENCH, ADJUSTABLE, QTY 1, 00-240-1414,

CONDITION CODE: A

LTI BY PRINT/SIG (b)(3), (b)(6), (b)(7)(c)

LTI BY PRINT/SIGN (b)(3), (b)(6), (b)(7)(c)

DATE: 20200413

ENCLOSURE (51)

ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) LIMITED TECHNICAL INSPECTION	
MODEL (CIRCLE ONE) <div style="text-align: center;"> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">AAVP7A1</span>                      AAVC7A1                      AAVR7A1                 </div>	REFERENCES TM 09674A-25&P/4      TM 8F152B-25&P TM 07267B-50 TM 07268B-25&P/2
TAC NO. 3-11-63	MILES 1427
U.S.M.C. NO. 522932	HOURS 204
HULL NO. RAM-Y-729	
ENGINE NO. 371877739	
TRANSMISSION NO. A0088E	
INSPECTOR'S NAME/RANK/SIGNATURE  (b)(3), (b)(6), (b)(7)(c)	DATE INSPECTED  20200413
NOTE: The following inspection sheets are divided into seven columns. The inspector will place a check in the column which best describes the condition of the item being inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the remarks column.	

ENCLOSURE (51)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
I. Outside of Vehicle (Forward and Port)								
1. Hull Forward End. Check for damage and bare metal.	✓							
2. Towing Eyes (Para. 8-33)								
a. Port.	✓							
b. Starboard.	✓							
3. Headlights (Para. 11-32)								
a. Port.	✓							
b. Starboard.	✓							
c. Headlight Guards.	✓							
4. Bow Plane (Para. 10-14)								
a. Hinges and Mounting Hardware. (Para. 10-17)	✓							
b. Bow Plane. (Para. 10-17)	✓							
c. Hydraulic Tubes and Fittings. (Para. 10-16)	✓							
d. Pivot Actuator. (Para. 10-18)	✓							
5. Hull Port Side. Check for damage and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-26a)	✓							
b. Steps. (Para. 16-29)	✓							
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage provisions. (Para. 16-37)	✓							
e. Fairings. (Para. 16-28)	✓							
f. Standoff Brackets. (Para. 16-27)	✓							
g. Hull Bosses. (Para. 16-36)	✓							
6. Port Track Shroud. Check for loose mounting hardware and damage. (Para. 16-28)	✓							
7. Port Final Drive (Para. 7-18)								
a. Outer Housing.	✓							
b. Bolts.	✓							
8. Port Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)								
9. Port Sprockets. (Para. 7-16)								
a. Inner.	✓							
b. Outer.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>11. Port Track (Para. 7-7)</b> Use track wear gage to measure wear. Mark each unserviceable track shoe.								
a. Track Shoes.	✓							<i>Lowered in sand</i>
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.				✓				
<b>12. Port Road Wheels and Hubs (Para. 7-12)</b> Circle those numbers which are unserviceable.								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level. 1 2 3 4 5 6	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
<b>13. Port Support Arms (Para. 7-13)</b> Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
<b>14. Port Torsion Bars (Para. 7-13)</b> Circle those numbers which are unserviceable.								
a. Torsion Bars. 1 2 3 4 5 6	✓							
b. Retaining Screws. 1 2 3 4 5 6	✓							
<b>15. Port Shock Absorbers (Para. 7-11)</b>								
a. No. 1 Shock.	✓							
b. No. 2 Shock.	✓							
c. No. 3 Shock.	✓							
d. No. 4 Shock.	✓							
e. Mounting Hardware.	✓							
<b>16. Port Front Single Support Roller (Para. 7-14)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>17. Port Dual Support Roller (Para 7-15)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>18. Port Rear Single Support Roller (Para 7-14)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
19. Port Slap Guard (Para 7-10) Check for wear and loose mounting hardware.			✓					① Loose bolt
<b>20. Port Idler Wheel and Hub (Para 7-9)</b>								
a. Idler.	✓							
b. Outer Wheel.	✓							
c. Inner Wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
<b>21. Port Track Tension Adjuster (Para 7-8)</b>								
a. Track Adjuster Support.	✓							Covered in sand
b. Track Adjuster.					✓			Rust on cylinder, no tension
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
22. Port Anode (Para 8-53) Check for tightness of mounting screw. Make sure there is no paint on anode.	✓							
23. Port Midships Bearing (Para 9-18) Check for signs of leaks.	✓							
24. Drive Shaft (Para 9-17) Check for signs of damage.	✓							
25. Footman Loop (Para ) Check for weld cracks.	✓							
26. Port Handrails (Para ) Check for weld cracks.	✓							
<b>27. Port Cargo Hatch Supports (Para )</b>								
a. Forward Support.	✓							
b. Aft Support.	✓							
28. Fuel Tank Pressure Relief Valve and Outlet Cover (Para ) Check cover and mounting screws for damage. Check relief opens.	✓							
29. Check fuel filter cap (Para )	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
30. Stowage Brackets. Check for weld cracks.	✓							
31. Bilge Pump Outlets								
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
32. Personnel Heater Exhaust Outlet								
a. Outlet Cap.	✓							
b. Outlet Adapter.	✓							
33. Exterior Fire Extinguisher Pull Handle								
a. Handle.	✓							
b. Wire Seal.	✓							
34. External Fuel Tank Drain. Check plug for tightness and leaks.	✓							
35. Port Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
36. Port Reverse Flow Duct. Check for damage and tight mounting hardware.	✓							
37. Fuel Tank Pressure Relief Valve Outlet Cover. Check cover and mounting screws for damage.	✓							
38. Port Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate driveshaft to check for free movement of impeller.	✓							
<b>II. Outside of Vehicle (Aft and Starboard)</b>								
1. Taillights								
a. Port Taillight.	✓							
b. Starboard Taillight.	✓							
c. Taillight Guards.	✓							
2. Horn. Check for loose mounting hardware, corrosion, and proper electrical connections.	✓							
3. Tow Cable Stowage Brackets. Check for cracked or bent brackets.	✓							
4. Towing Pintle. Check for loose mounting hardware. Check pintle for free rotation and proper quick-release operation.	✓							
5. Ramp Plugs. Check for tightness.	✓							
6. Ramp Hinges and Towing Eyes. Check mounting hardware for tightness.	✓							

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NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>7. Vision Block and Guard</b>								
a. Vision Block Guard.	✓							
b. Vision Block.	✓							
<b>8. Personnel Hatch</b>								
a. Personnel Hatch Handle (inner and outer).	✓							
b. Personnel Hatch Seal.	✓							
c. Hook and Damper.	✓							
d. Mounting Hardware.	✓							
9. Starboard Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
<b>10. Trailer Receptacle</b>								
a. Cover.	✓							
b. Retainer Chain.	✓							
11. Starboard Reverse Flow Duct. Check for damage and tight mounting hardware.	✓							
12. Starboard Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate drive shaft to check for free movement of impeller.	✓							
13. Drive Shaft. Check for signs of damage.	✓							
14. Footman Loop. Check for weld cracks.	✓							
<b>15. Starboard Idler Wheel and Hub</b>								
a. Idler.	✓							
b. Outer wheel.	✓							
c. Inner wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
<b>16. Starboard Track Tension Adjuster</b>								
a. Track Adjuster Support.	✓							
b. Track Adjuster.	✓							
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
17. Starboard Anode. Check for tightness of mounting screw. Make sure there is no paint on anode.	✓							
18. Starboard Midships Bearing. Check for signs of leaks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>19. Starboard Road Wheels and Hubs. Check those numbers which are unserviceable.</b>								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level.	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
20. Starboard Support Arms. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
21. Starboard Torsion Bars. Check for broken bar and loose retaining screws. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
<b>22. Starboard Shock Absorbers.</b>								
a. No. 1 Shock	✓							
b. No. 2 Shock	✓							
c. No. 3 Shock	✓							
d. No. 4 Shock	✓							
e. Mounting Hardware.	✓							
<b>23. Starboard Front Single Support Roller.</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>24. Starboard Dual Support Roller.</b>								
a. Support Wheel Cracks Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>25. Starboard Rear Single Support Roller.</b>								
a. Support Wheel Cracks Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
26. Starboard Slap Guard. Check for wear and loose mounting hardware.	✓							
27. Starboard Track. Use track wear gage to measure wear. Mark each unserviceable track shoe.								
a. Track Shoes.	✓							
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
28. Starboard Sprocket Rings.								
a. Inner.	✓							
b. Outer.	✓							
29. Starboard Sprocket Carrier. Check for loose mounting hardware and damage.	✓							
30. Starboard Final Drive.								
a. Outer Housing.	✓							
b. Bolts.	✓							
31. Starboard Side Pontoon. Remove drain plug and check for water.	✓							
32. Starboard Track Shroud. Check for loose mounting hardware and damage.	✓							
33. Starboard Bilge Pump Outlets.								
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
34. Stowage Brackets. Check for weld cracks.	✓							
35. Heater Exhaust Outlet. Check for loose mounting hardware and damage.	✓							
36. Starboard Cargo Hatch Supports.								
a. Forward Support.	✓							
b. Aft Support.	✓							
c. Hand Rails.	✓							
37. Footman Loop. Check for weld cracks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
38. Starboard Side Hull. Check for damaged and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-69a)	✓							
b. Steps. (Para. 16-72)	✓							
c. Slope Rack Kit (SRK). (Para. 16-73)	✓							
d. Stowage provisions. (Para. 16-81)	✓							
e. Fairings. (Para. 16-71)	✓							
f. Standoff Brackets. (Para. 16-70)	✓							
g. Hull Bosses. (Para. 16-80)	✓							
III. Bottom of Vehicle								
1. Hull. Check bottom of vehicle for damage.	✓							
2. Drain Plugs. Check for missing, tight, or damaged plugs.								
a. Hull.	✓							
b. Ramp.	✓							
c. Contact Cooler.	✓							
IV. Outside of Vehicle (Topside)								
1. Hand Rail (forward). Check for weld cracks or other damage.	✓							
2. Mooring Cleats/Lifting Fixtures. Check for damage. (Para. 8-34)								
a. Forward (port and starboard).	✓							
b. Aft (port and starboard).	✓							
3. Intake Grille <b>NOTE:</b> Make sure intake grille is secured properly in raised position.								
a. Screen.	✓							
b. Brace Rod.	✓							
c. Cam Lock Handles/Stop Screws.	✓							
d. Torsion Bar Assembly. (Para. 8-17)	✓							
e. Mounting Hardware.	✓							
f. Seal.	✓							
4. Ventilator-Aspirator. Check that valve works properly and inlet screen is clean and not damaged. (Para. 8-18)	✓							
5. Radiator Cover and Cap. Check ballistic cover for damage and radiator cap for proper seating. (Para. 8-19)	✓							

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NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
6. Center Plate. Check sealing surface for tight fit and retaining screws for tightness.	✓							
7. Exhaust Grille. (Para. 8-14)  <b>NOTE</b> Make sure that exhaust grille is secured properly in raised position.								
a. Screen.	✓							
b. Seal.	✓							
c. Brace Rod.	✓							
d. Lugs (dogs).	✓							
e. Mounting Hardware.	✓							
8. Plenum Indicators								
a. Intake.	✓							
b. Exhaust.	✓							
9. Searchlight Mount and Receptacle. Check for damage.	✓							
10. Driver's Hatch								
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓							
f. DVE Adapter Assembly.	✓							
11. Periscope and Support. Check periscope for breaks and chips and support for damage.	✓							
12. Commander's Hatch								
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓							
13. External Exhaust system. Check the external muffler, muffler guard, for damage and operation.								
a. Muffler.	✓							
b. Guard.	✓							
c. Pipes Clamp.	✓							



NOMENCLATURE LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
14. Ventilation Exhaust Outlet. Check ballistic cover for damage and tight retaining screws. Check screen for damage.	✓							
15. Overhead Protection Kit (OPK).								
a. OPK Tiles.	✓							
b. Torsion Bar Assist Mechanism (TBAM) Cover.	✓							
c. TBAM.	✓							
d. Bosses.	✓							
16. Cargo Hatches.								
a. Covers and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals.	✓							
17. Antenna Mounts.								
a. Receiving Mount.	✓							
b. Port Sending Mount.	✓							
c. Starboard Sending Mount.	✓							
d. PLRS Antenna Mount.	✓							
e. DACT Antenna Mount.	✓							
18. Sea Tow Quick-Release. Check assembly for damage and proper operation.	✓							
V. Engine Compartment (Forward)								
1. Forward Bulkhead, Bow Pod Access Cover, and Bow Pod.								
<p style="text-align: center;"><b>NOTE</b></p> <p>Make sure intake grille is properly secured in raised position.</p>								
a. Bow Plane Velocity Fuse Valves.	✓							
b. Bow Pod Access Cover.	✓							
c. TACNAV sensor.	✓							
2. Intake Plenum Actuating Cylinder.								
a. Cylinder.	✓							
b. Hydraulic Hoses.	✓							
3. Cam Roller Lock. Check condition of each latch roller.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
4. Cooling Fan.								
a. Guard.	✓							
b. Shroud.	✓							
c. Fan.	✓							
d. Bearings.	✓							
e. Belt Adjustment.	✓							
f. Seals.	✓							
g. Fan Cartridge Bearing.	✓							
h. Drain Tube.	✓							
5. Surge Tank.								
a. Tank.	✓							
b. Valve.	✓							
c. Hose and Tubes.	✓							
d. Mounting Hardware.	✓							
6. Crew Ventilation.								
a. Ducts, Clamps, and Hoses.	✓							
b. Drain Tube.	✓							
7. Control Linkages.								
a. Brake Linkage.	✓							
b. Steering Linkage.	✓							
c. Throttle Linkage.	✓							
d. Brake Flood Control Valve Linkage.								
NOTE Make sure flood valve spindle moves freely.	✓							
e. Engine Compartment Exhaust Fan Linkage.	✓							
8. Transmission Mounts. Check mounts for loose mounting hardware. Check transmission guide and guide rollers for damage.	✓							
9. Electrical Wiring and Connections.								
a. Bulk Head Connectors.	✓							
b. Power Plant Wiring.	✓							
c. Crew Vent Fan.	✓							
d. Electrical Bilge Pump.	✓							
10. Hydrostatic Steering Disconnect Lever. Check lever for correct operation, damage, and wear. Check for leaks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>11. Port Final Drive</b>								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
d. Speedometer Adapter/Cable.	✓							
12. Port U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
13. Port Hydraulic Bilge Pump. Check for oil leaks, loose mounting hardware, damaged screen, and debris.	✓							
14. Bilge Pump Bypass Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connections.	✓							
15. Plenum Solenoid Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connection.	✓							
16. Bow Plane Hydraulic tubes. Hoses and Fittings. Check for leaks, loose fittings and loose mounting hardware.	✓							
17. Fuel Manifold. Check for fuel leaks and loose mounting hardware.	✓							
18. Forward Engine Compartment Fire Extinguisher Discharge Nozzle. Check for damage and debris.	✓							
19. Port Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
20. Port Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
<b>21. Starboard Final Drive</b>								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
22. Starboard U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
23. Starboard Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
24. Starboard Electrical Bilge Pump. Check screen for debris and damage. Check mounting hardware for tightness.	✓							

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NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
25. Precleaner. Check cleaner for damage, loose mounting hardware, and loose clamps. Check screen for damage and debris.	✓							
26. Crew Ventilation Fan. Check mounting hardware for looseness. Check ducts and clamps for damage and tightness.	✓							
27. Starboard Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
28. Starboard Right Angle Drive Shaft. Check condition of shaft coupling for damage. Check coupling bolts for tightness and proper safety wire.	✓							
29. Fan Drive Shaft. Check shaft and coupling for damage or wear. Check safety wire for damage.	✓							
30. Fuel Filter.								
a. Fuel Leaks.	✓							
b. Drain Cock/Contamination.	✓							
c. Electrical Leads/Transducer.	✓							
d. Mounting Hardware Air Valve.	✓							
31. Power Takeoff Unit.								
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Electrical leads/Connections.	✓							
32. Starter. Check that starter is mounted properly. Check electrical leads and connections for damage and proper connections.	✓							
33. Transmission Oil Cooler. Check for oil and water leaks. Check electrical leads and connections for damage. Check oil lines, hoses, and clamps for tightness.	✓							
34. Exhaust Manifold (starboard side). Check for cracks, holes, and corrosion. Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
35. Transmission. Check for overall cleanliness and damage.								
a. Leaks.	✓							
b. Torque converter to engine mounting screw for tightness.	✓							
c. Range selector valve for leaks and safety wire.	✓							
d. Oil Leaks.	✓							
e. Left and right brake and steer sections for leaks and loose mounting bolts.	✓							
f. Check brakes for proper adjustment.	✓							
g. Check transmission drain line for leaks, damage, and loose drain plug.	✓							
VI. Engine Compartment (Aft)								
1. Exhaust Plenum. Check actuating cylinder and oil lines for leaks. Check condition of plenum seal.	✓							
2. Components Bolted on to the Engine. Check for tight mounting hardware, proper electrical connections, damaged hoses and electrical leads, and leaks.								
a. Turbocharger.	✓							
b. PT Pump.	✓							
c. Exhaust Manifold (port side).	✓							
d. Engine Oil Cooler.	✓							
e. Engine Oil Filter.	✓							
f. Intake Manifold.	✓							
g. Smoke Generation Components.	✓							
h. Cold Start Components.	✓							
i. Crankcase Breathers.	✓							
3. Transmission Oil Filter.								
a. Mounting Hardware.	✓							
b. Leaks.	✓							
c. Check Electrical Connections.	✓							
4. Engine Oil Level. Check for correct level and signs of contamination. Check dipstick for damage.	✓							
5. Transmission Oil Level. Check for correct level and signs of contamination. Check fill tube and dipstick for damage.	✓							
6. Tachometer Drive Shaft. Check for adapter and cable damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
7. Radiator. Check for radiator damage. Check for water leaks on radiator and coolant tubes.	✓							
8. Exhaust System. Check condition of insulation. Check for loose mounting hardware and damaged scavenging system check valve and for leaks.	✓							
9. Engine Compartment Exhaust Duct. Check for cracks or other damage. Check mounting hardware and clamps for tightness. Check tubes for proper mounting.	✓							
10. Engine. Check overall condition of engine for cleanliness and fuel, coolant, and oil leaks.	✓							
11. Generator								
a. Bracket and Hardware.	✓							
b. Pulley and Belt.	✓							
c. Adjustment.	✓							
d. Voltage Regulator	✓							
12. Water Pump. Check for leaks								
a. Pump.	✓							
b. Hoses and Tubes.	✓							
c. Belt and Adjustment.	✓							
13. Fire Extinguisher Discharge Nozzle. Check for damage, debris, and condition of safety wire.	✓							
14. Engine Oil Heat Exchanger. Check mounting hardware for tightness. Check for oil leaks. Check electrical leads for damage and tight connections.	✓							
15. Cold Start Disconnect Lever. Check for proper operation, damage, and corrosion.	✓							
16. Hydraulic Reservoir								
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Oil Level.	✓							
d. Dipstick for damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
VII. Troop Compartment								
<b>NOTE</b>								
Before inspecting troop compartment, open cargo hatch. Sound horn and lower ramp.								
1. Engine Compartment Access Covers (all). Check all thumbscrews and clamps for damage and operation. Check covers for correct mating and damage.								
a. Aft Upper.	✓							
b. Aft Center.	✓							
c. Aft Lower.	✓							
d. Port Upper.	✓							
e. Port Lower.	✓							
f. Smoke Generation.	✓							
2. Smoke Generation Fuel Control Valve. Check to see if valve operates freely. Check for any damaged components and leaks.	✓							
3. Engine Compartment Fire Extinguisher.								
a. Bottle and Tag.	✓							Tag (M)
b. Control Valve.	✓							
c. Clamps.	✓							
4. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
5. Coolant Bypass Tube. Check to see if tube is mounted properly in retaining brackets.	✓							
6. Air Cleaner Compartment								
a. Access Door.	✓							
b. Retaining Brackets.	✓							
c. Element.	✓							
d. Compartment.	✓							
7. Right Angle Drive Access Cover. Rotate weapon station to gain access to cover. Check cover for proper mating and damage.	✓							
8. Starboard Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.	✓							
9. Starboard Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							

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NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
10. Fuel Tank Drains. Check both valves for proper operation. Check fuel lines and fittings for leaks. Check manual shutoff valves to make sure the handle rotates freely.								
a. Internal Fuel Tank Drain.	✓							
b. External Fuel Tank Drain.	✓							
c. Fuel Lines and Fittings.	✓							
d. Manual Shutoff Valve.	✓							
11. Fuel Tank								
a. Electrical Leads.	✓							
b. Leaks.	✓							
c. Retaining Straps.	✓							
d. Breather Cap.	✓							
13. Troop Seats.								
a. Hinges.	✓							
b. Supports.	✓							
c. Seat Pans.	✓							
d. Cushions.	✓							
e. Safety Belts/Straps.	✓							
f. Adjusting Rods.	✓							
13. Interior Stowage.								
a. MG Cleaning Rod Bracket.	✓							
b. Rifle Brackets.	✓							
c. Water Can Supports.	✓							
d. Seat Stowage Supports.	✓							
e. DVE Container.	✓							
f. Portable Fire Extinguisher Bracket.	✓							
g. Pamphlet Stowage Rack.	✓							
h. Ammo Box Bracket.	✓							
i. Hand Oiler Bracket.	✓							
j. Tool Box Stowage Support.	✓							
14. Power Distribution Box. Check to see if box is securely mounted. Check all electrical connections for tightness. Check cover for tight screws. Check slave output power switch for damage.	✓							4 bolts (M)



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>24. Ramp. With ramp lowered, check ramp seal for breaks and spongy condition.</b>								
a. Ramp Seal. Check mating with hull in closed position.	✓							
b. Vision Block Cover.	✓							
c. Skid Bars	✓							
d. Quick-Release (Visual Only).	✓							
e. Tow Pintle Release.	✓							
<b>25. Deck Plates.</b>								
a. Deck Plates (port and starboard).	✓							
b. Center Deck Plate.	✓							
c. Contact Cooler Bleeder Valve Access Cover.	✓							
d. Bilge Pump Access Cover (port and starboard).	✓							
e. Tiedown Rings.	✓							
<b>NOTE</b> Remove troop compartment deck plates before continuing.								
26. Contact Cooler. Check that bleeder valve is not frozen. Check for signs of leaks.	✓							
27. Torsion Bars. Check torsion bars for damage.	✓							
28. Ramp Cylinder and Cable.	✓							
<b>29. Hydraulic Bilge Pump.</b>								
a. Bilge Pump.	✓							
b. Outlet tube.	✓							
<b>30. Electric Bilge Pump.</b>								
a. Electric Pump.	✓							
b. Outlet Tube.	✓							
<b>31. Bilges. Check for cleanliness and obvious signs of damage.</b>								
a. Brackets and Mounting Hardware.	✓							
b. Discharge Tubs and Nozzles.	✓							
<b>32. Fire Extinguisher (17 lb).</b>								
a. Mounting Hardware.	✓							
b. Discharge Tub and Seal.	✓							
c. Tag Date. _____								
d. Seal.	✓	✓						

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>15. Batteries</b>								
a. Battery Box Cover.	✓							
b. Holddowns.	✓							
c. Cables and Terminals.	✓							
d. Battery and Terminal Posts.	✓							
e. Battery Box Drains.	✓							
f. Battery Instruction Plate.	✓							
16. Radio Guards. Check guards for damage and loose or missing mounting hardware.	✓							
<b>17. Deflector Actuator Guards. Check guards for debris and damage. Check mounting hardware for tightness.</b>								
a. Port	✓							
b. Starboard.	✓							
<b>18. Water Steer System Components</b>								
a. Water-Jet Deflector Position Sensing Module (port and starboard).	✓							
b. Water-Jet Deflector Servo Module (port and starboard).	✓							
c. Water-Jet Deflector Solenoid Module (port and starboard).	✓							
d. Actuator Cylinders Port and Starboard.	✓							
e. Actuator Bracket Port and Starboard.	✓							
<b>19. AFSSS Electrical Components</b>								
a. Sensors Control Box.	✓							
b. Cables.	✓							
20. Dome Lights. Check mounting hardware for tightness. Check for broken or cracked lens and knobs. With master switch ON, check lights for proper operation.	✓							
21. Aft Slave Receptacle. Check cover and chain for damage. Check insert for corrosion and damage. Check electrical lead for damage and loose connections. Check mounting hardware for tightness.	✓							
22. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
23. Ramp Lock Linkage. Check to see that linkage does not bind. Check for bent or warped linkage rods.	✓							SFBD Dog needs adj.

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
33. Personnel Heater								
a. Mounts.	✓							
b. Exhaust System and Cover.	✓							
c. Electrical Wiring and Switches.	✓							
d. Fuel System.	✓							
e. Heater Ducts.	✓							
34. Port Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.								
35. Port Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
36. Radio Mounts.								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts.	✓							
c. Check Radio Cables.	✓							
37. EPLRS Rack								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts	✓							
c. Check Radio Cables.	✓							
VIII. Driver's and Commander's Station								
1. Access Covers.								
a. Hydrostatic Steer Disconnect Lever.	✓							
b. Final Drive U-Joint.	✓							
c. Hydraulic Reservoir.	✓							
2. Flapper Valve. Check spring tension flapper. Check mounting screws for tightness and damage to flapper.	✓							
3. Fire Extinguisher (7 lb). Check mounting bracket and hardware for tightness. Check tag for date bottle was last weighed. Check wire seal on control head.								
a. Bracket and Mounting Hardware.	✓							
b. Tag Date.		✓						
c. Wire Seal.	✓							
4. Ramp Lock Handle. Check handle and lock for damage and proper operation.	✓							
5. Ramp Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
6. Fire Extinguisher Discharge Handle. Check handle for damage and unbroken wire seal.	✓							
7. Power Train Switch. Move lever and check for binding. Check bail for damage.	✓							
8. Mode Selector Switch. Check for missing or damaged toggle switch.	✓							
9. Handle Throttle. Move throttle and check for proper operation. Check linkage and cover for damage.			✓					inop
10. Gear Selector. Check console for loose mounting hardware for damage. Check movement of selector through all gear range.				✓				
11. Air Cleaner Restrictor Indicator. Check for proper mounting to bulkhead. Check indicator for damage.	✓							
12. Auxiliary Instrument Panel. Check panel for loose mounting hardware. Check that gages are securely mounted in panel, and that hose connections are tight.	✓							
13. Accelerator Pedal								
a. Mounting Hardware/Brackets.	✓							
b. Pedal and Pedal Stop Screw.	✓							
c. Water Drive Switch.	✓							
14. Brake Pedal. Apply and release brakes to check binding.	✓							
15. Parking Brake Handle. Check for proper operation. Make sure that parking brake holds and releases properly.	✓							
16. Steering Wheel. Check wheel for damage. Check operation of wheel tilt. Check for binding linkage. Check steering wheel sensing module for loose mounting hardware or damaged wiring.								
a. Steering Wheel.	✓							
b. Steering Wheel Sensing Module.	✓							

NOMENCLATURE, LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
17. Indicator Panel. Check mounting hardware and grommets for tightness and damage. Check for loose or damaged switches, lights, and buttons.								
a. Master Switch.	✓							
b. Lamp Test/Warning Cancel Switch.	✓							
c. Horn Button.	✓							
d. Panel Lights Brt/Dim Switch.	✓							
e. Cold Start Switch.	✓							
f. Starter Button.	✓							
g. Light Switch.	✓							
h. TACNAV Indicator.	✓							
i. Tachometer.	✓							
j. Speedometer.	✓							
k. Smoke Generation Indicator Light.	✓							
l. Smoke Generation Switch.	✓							
m. Forward Electric Bilge Pump Switch.	✓							
n. Aft Electric Bilge Pump Switch.	✓							
o. Aft Electric Bilge Pump Indicator Light.	✓							
p. Forward Electric Bilge Pump Indicator Light.	✓							
q. Aft Hydraulic Bilge Pump Indicator Light.						✓		
r. Forward Hydraulic Bilge Pump Indicator Light.	✓							
s. Ventilation Switch.	✓							
18. Driver's Display Unit. Check for cracked glass and moisture. Check that unit is securely mounted in indicator panel.  NOTE Bar scales and warning lights will be checked during the operational portion of preinduction.	✓							
19. Bow Plane Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							
20. Vent Air Outlets. Check driver's and commander's outlets for breaks and cracks. Check to see if outlet rotates freely. Check mounting hardware for tightness.								
a. Driver's Outlet.	✓							
b. Commander's Outlet.	✓							

NOMENCLATURE:LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
21. Vent Air Hoses, Tubes, and Duct. Check for loose clamps and mounting hardware. Check for damaged hoses, tubes, and duct.	✓							
22. Bilge Outlet Tube. Check tube for damage, hoses for cracks, and clamps for tightness.	✓							
23. Instrument Distribution Box. Check that box is securely mounted, and that cover screws are tight. Check all wiring harness connectors for tightness.	✓							
24. Forward Slave Receptacle on Instrument Distribution Box. Check cover and chain for damage. Check receptacle for corrosion and damage.	✓							
25. Searchlight Switch. Check for damage and operation.	✓							
26. Ventilation Air Outlet Valve. Check for loose mounting hardware and damaged cable and handle with ball. Open and close outlet and check for binding linkage.	✓							
27. Data Plates. Check for damage.	✓							
28. Manual Fuel Shutoff Handle. Check shaft for damage and grommets for wear. Rotate handle to check for free operation.	✓							
29. Driver's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							
30. Troop Commander's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							
31. Interior Decals and Instruction Plates. Check to see that they are readable.	✓							
<p>32. Fire Extinguishers (MFSS and AFSS)</p> <p style="text-align: center;"><b>NOTE</b></p> <p>At this time all fire suppression system bottles are to be pulled and weighed.</p>								
a. Mounting Hardware.	✓							
b. Discharge Tube and Seal.	✓							
c. Tag Date.	✓							
d. Seal.	✓							
33. Drive Shaft Guards. Check guards for damage and mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>IX. Equipment Operation</b>								
1. Start vehicle; check operation of the following:								
a. Master Switch.	✓							
b. Horn.	✓							
c. Fuel Level Indicator.	✓							
d. Battery Generator Indicator.	✓							
e. Electric Bilge Pumps (forward and aft).			✓					FL/D (1)
f. Panel Lights (brt/dim).	✓							
g. Display Panel Warning Lights.	✓							
h. Vent Switch Low Position.	✓							
2. Perform Diagnostic Test Equipment checks in accordance with TM 09674A-25&P/4. (See worksheet at the end of this Appendix).								
3. Vehicle Stall Check: With brakes locked, and gear selector in 4th gear, accelerate fully and check the following:								
a. Brakes.	✓							
b. Transmission.	✓							
c. Engine RPM.	✓							2300 RPM
d. TACNAV Indicator. Check that system powers and display works.	✓							
4. Lights. Check that lights work properly.								
a. Light Switch.	✓							
b. Service Drive.	✓							
c. Dimmer Switch.	✓							
d. Blackout Markers.	✓							
e. Stop Light.	✓							
f. Park.	✓							
g. Searchlight.	✓							
h. Interior Dome Lights.	✓							
5. Driver's Viewer Enhancer (DVE). Check that power system works.	✓							
6. Lamp Test Warning Cancel Switch. Check audio signal with proper comm helmet.	✓							

ENCLOSURE (54)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>X. Functional Road Test</b>								
1. Steering. Check operation and drift.	✓							
2. Gear Ranges. Check for slippage and that lockup works properly.	✓							
3. Smoke Generation. Check for correct operation.	✓							
4. Brakes. Check to see if brakes pull to one side or the other.	✓							
5. Speedometer. Check for correct operation.	✓							
6. Noises. Check for any unusual noises.	✓							
<b>XI. Water Systems Test</b>								
1. Plenums. Check that plenums close completely. Fan shuts off. (Para. 8-13)	✓							
2. Check if hydraulic bilge pumps operation.	✓							
3. Check if electric bilge pumps operate.	✓							
4. Check that jet drive activates at 1000 to 1200 RPM.	✓							
<b>5. Bow Plane Operation</b>								
a. Control Valve. Check for proper operation and leaks.	✓							
b. Bow Plane. Check that it fully extends and retracts.	✓							
c. Pivot Actuator. Check for leaks, unusual noise and smooth operation.	✓							

**NOTE**

See TM 10004A-25&P:2 for LII of UGWS Unique Items.  
 See TM 07267B-25&P:4 for LII of AAVR7A1 Unique Items.  
 See TM 07268B-25&P:2 for LII of AAVC7A1 Unique Items.



APPENDIX C  
 ASSAULT AMPHIBIOUS VEHICLE  
 UPGUNNED WEAPONS STATION (UGWS), AAVP7A1  
 LIMITED TECHNICAL INSPECTION

TAC No. 3-11-03 USMC No. 522932 Miles 1427 Hours 299  
 Date Inspected 20200413 Inspector \_\_\_\_\_

(b)(3), (b)(6), (b)(7)(c)

\*See Table C-1 for UGWS Deadline Criteria.

NOMENCLATURE/LOCATION								Remarks MUST be included if unserviceable.
	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	
<b>L. Basket Weldment</b>								
1. Basket Weldment Clearance.								
a. Area around sides of basket weldment clear of obstructions.	✓							
b. Area around 12 channel slip ring clear of obstructions.	✓							
2. 12 Channel Slip Ring.								
a. Electrical connectors tight and in good condition.	✓							
b. Upper portion of 12-channel slip ring rotates freely.	✓							
c. Manual and electrical weapons station operation.	✓							
3. Power Relay Assembly.								
a. Box secure to bottom of basket.	✓							
b. Electrical connectors tight and in good condition.	✓							
4. Basket inspection								
a. Seat belt secure, latch working properly, belt in good condition.	✓							
b. Stowed items do not overhang basket.	✓							
c. Seat in good condition, locks in all height positions, secure in basket assembly.	✓							
<b>II. Weapons Station Interior</b>								
1. Turret Power Control Assembly.								
a. Box cover secure. Box secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							
2. Weapon Control Assembly.								
a. Box cover secure. Box secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							

ENCLOSURE (54)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>3. Traverse Switch Assembly</b>								
a. Box cover secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							
<b>4. M36E TSS Periscope</b>								
a. Mounting Screws. Check screws for security. Check sight is secure to turret weldment.	✓							
b. Sight. Check for moisture in window and in mirror. Check condition of glass.	✓							
c. Sight Eyepieces. Check for moisture, condition of reticles, condition of eye-piece pads, and proper operation.	✓							
d. Latch Assembly. Check that latch moves freely, and has spring tension.	✓							
e. Hanger Strap. Check for serviceability.	✓							
f. Head Assembly. Check nuts on head assembly for tightness.	✓							
g. Body Assembly. Check mounting hardware for security and that safety wire is present.	✓							
h. Boresight Knobs – Azimuth and Elevation. Check setting on both knobs and record. Turn each knob, check for smooth movement and shift of sight reticle. Reposition knobs to original settings.	✓							
i. Sight Power Electrical Connectors. Check that electrical connectors are in good condition.	✓							
j. Check for cracks, dents, burns and chipped paint on housing.	✓							
k. Check that valve cap is tight and retaining strap is not broken or missing.	✓							
l. Check that both knobs on elbow assembly move freely from LO to HI position.	✓							
m. Check that lamp holder is tight and packing is installed.	✓							
n. Check that plug or shutter switch is present. If missing, notify supervisor.	✓							
o. Check that all boresight knobs move freely, and scales can be easily read.	✓							
p. Check ID plate for damage and if it can be easily read. If plate cannot be read, notify supervisor.	✓							
q. Check that shutter switch will not move to ON without pushing safety button first.	✓							
r. Check that valve cap strap is not damaged or missing.	✓							
s. Check that all screws are tight on mounting hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
5. Exhaust Blower. Check for corrosion and debris. Make sure electrical connectors are tight and in good shape. Check operation of blower door.	✓							
6. .50 Caliber Ammo Ejection Chute. Check for condition and security. Ensure that chute is clear of debris.								
a. Check ejection-chute hose for security and condition.	✓							
b. Spent-Cartridge Box. Check security and condition. Check operation of latches.	✓							
7. Equilibrator. Check for corrosion, security and adjustment.	✓							
8. .50 Caliber Ammo Feed System.								
a. Check security and condition of .50 caliber ammo trays.	✓							
b. Check security and condition of roller guides.	✓							
9. 40mm Ammo Feed System.								
a. Feed Chute. Check for dents, corrosion and/or damage.	✓							
b. Check feed-chute cover for tears, holes; zipper must move freely. Check attachment points for security and condition.	✓							
c. Check anti-feedback lever for condition and security.	✓							
10. 40mm Ammo Box Assembly.								
a. Check security and condition of box, doors, and flaps.	✓							
b. Check operation of latches.	✓							
c. Check that electrical connector on last-round switch is tight and in good condition.	✓							
11. 40mm Charger Assembly. Check condition and security of charger tube.	✓							
12. 40mm Mantlet.								
a. Check condition and security.	✓							
b. Check operation of cover latches.	✓							
13. .50 Caliber Mantlet and Cradle. Check condition and security. Check for damage, cracked welds and bare metal.	✓							
14. Power-Assist Traverse Mechanism. Check for security, condition and leakage. Make sure that electrical connectors are tight and in good condition.	✓							
15. Elevation Control Assembly. Check for security and condition.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
16. Gunner's Trigger Switch. Check for security and condition. Check that electrical connectors are tight and in good condition.	✓							
17. Linkage. Check for security and condition.	✓							
18. Grenade Launcher Inhibit Switch. Check for security and condition. Check that electrical connector is tight and in good condition.	✓							
19. Elevation Interrupter Switches. Check for condition and security. Check that electrical connectors are tight and in good condition.	✓							
20. Utility Light. Check that light and electrical connector is secure and in good condition.	✓							
21. Communications Box								
a. Check that electrical connector is tight and in good condition.	✓							
b. Check for security and condition.	✓							
22. Weapons Station. Inspect for damage, security and clarity.								
a. Vision Blocks. Inspect for damage, security and clarity.	✓							
b. Ring Gear. Inspect for damage and corrosion. Should be clean and no grease.	✓							
23. Hatch								
a. Seal, Hatch, Hinges. Inspect for damage, loose hardware and proper operation.	✓							
b. Hatch Latch Check. It should lock the hatch closed, hatch vertical to turret and hatch horizontally open in three positions (15 degrees, 90 degrees and 175 degrees).	✓							
c. Hatch Handle. Check security, condition and proper operation.	✓							
d. Crash Pads. Inspect pads on hatch and weapons station for security and condition.	✓							
24. DAGR								
a. Check that electrical and antenna connections are tight and in good condition.		✓						
b. Check for security and condition.		✓						

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>III. Weapons Station Exterior</b>								
1. Receptacle, Spot Light. Inspect for corrosion and damage. Check that cover fits securely and is tight.		✓						Cap
2. Mount, Spot Light. Inspect condition and security.	✓							
<b>3. Smoke Grenade Launchers</b>								
a. Tubes. Inspect sight tubes for dents, cracks or corrosion, and security to mounts. Check security of mount to turret.	✓							
b. Electrical Contacts. Check that contacts are tight and free of corrosion.	✓							
c. Rubber Caps. Check sight caps for condition.	✓							
4. Entrance Window. Inspect condition and security. Look for signs of moisture.	✓							
5. Sight Cover. Inspect condition and security.	✓							
6. 40mm Mantlet Cover. Check for security and condition. Check operation of latches.	✓							
7. Remote Antenna. Check security and condition of cover.	✓							
<b>IV. Functional Tests</b>								
<b>1. Manual Operation. Check for weapons station binding and backlash</b>								
a. Azimuth. Check movement through 360 degree clockwise and counter-clockwise.	✓							
b. Elevation. Check for +45 degree maximum elevation and -3 degree maximum depression.	✓							
<b>2. Powered Systems Test. Vehicle master switch and turret power switch ON. Check operation as noted.</b>								
a. Control Box Lights. Check that control box lamps light when turret power switch is ON by pressing lamp test all button.	✓							
b. Domelight. Lights in both blue and white switch positions.	✓							
c. Utility Light. Lights in both red and white.	✓							
d. Thermal Elbow Check Only. Ensure the unit shows an image and all controls work.	✓							
e. Spot Light. Install and check operation.	✓							
f. Exhaust Blower. Check operation.	✓							

ENCLOSURE (5A)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>3. Low Ammo System Test</b>								
a. Last-Round Switch OFF. Last-round indicator light on, triggers do not work.	✓							
b. Last-Round Switch ON. Last-round indicator lamp light ON, override switch in up position, triggers work.	✓							
c. Last-Round Switch OFF. Last-round indicator light OFF, override switch down, triggers work.	✓							
<b>4. Weapons Station System. Perform test as prescribed in Section 3.</b>								
a. Manual Elevation. Check operation.	✓							
b. Deck Clearance. Check clearance of all obstacles. Check all inhibit zones. Weapons electrical trigger will not fire while in inhibit zones.	✓							
<b>5. Smoke Grenade Launcher Test</b>								
a. Tubes. Check that they are clear of grenades.	✓							
b. Contacts. Check for 24 volts at eight firing pins inside of tubes on smoke grenade launchers. Turret power switches ON, smoke grenade switch ON, hatch in closed and locked position and grenade firing switch depressed.	✓							
<b>6. DAGR Operational Test. Refer to TM 11-5820-1172-13.</b>								
a. Check that DAGR passes self-test.		✓						
b. Check that DAGR is using vehicle power.		✓						
c. Check that DAGR is using remote antenna.		✓						
d. Check functioning of DAGR screen back lighting.		✓						

PARTNO	DESCRIPTION	QTY	UOM	PRICE EACH	TOTAL	REMARKS
EQ647K	2 - CAP Protective Dust And Moisture Seal, PN A320155-1, CAGE 80063	2	N	\$26.38	\$52.76	
EQ647K	WIRE ROPE ASSEMBLY, Single Leg, PN A320153-1, CAGE 80063	1	N	\$13.19	\$13.19	
EQ647K	STRAP, Webbing, 16 in. lg, PN 8690461 CAGE 19207	2	N	\$26.89	\$53.78	
EQ647K	STRAP, Webbing, 30 in. lg, PN 8690471 CAGE 19204	1	N	\$26.89	\$26.89	
EQ647K	STRAP, Webbing, 38 in. lg, PN 8690473 CAGE 19207	1	N	\$17.81	\$17.81	
EQ647K	STRAP, Webbing, 42 in. lg, PN 8690475 CAGE 19207	5	N	\$16.41	\$82.05	
EQ647K	STRAP, Webbing, 60 in. lg, PN 8690481 CAGE 19207	2	N	\$6.23	\$12.46	
EQ647K	STRAP, Webbing, 75 in. lg, PN 8690485 CAGE 19207	6	N	\$6.96	\$41.76	
EQ647K	STRAP, Webbing, 84 in. lg, PN 8690487 CAGE 19207	2	N	\$5.84	\$11.68	
EQ647K	STRAP, Webbing, 96 in. lg, PN 8690493 CAGE 19207	2	N	\$6.78	\$13.56	
EQ647K	STRAP, Webbing, 100 in. lg, PN 8690536 CAGE 19207	1	N	\$6.15	\$6.15	
EQ647K	STRAP, Webbing, 100 in. lg, PN 8690539 CAGE 19207	1	N	\$3.09	\$3.09	
EQ647K	BATTERY, Nonrechargeable, 1.5 v, "C" cell, for Pelican Light, PN 13A CAGE 80204	8	N	\$6.31	\$50.48	
EQ647K	BATTERY, Nonrechargeable, 1.5 v, "D" cell, for Pelican Light, PN 13A CAGE 80204	4	N	\$9.00	\$36.00	
EQ647K	EXTENSION, Socket Wrench, 3/4 in. dr., 3 in. lg, PN 132 CAGE 80204	1	N	\$98.54	\$98.54	
EQ647K	EXTENSION, Socket Wrench, 3/4 in. dr., 3 in. lg, PN 132 CAGE 55719	1	N	\$6.90	\$6.90	
EQ647K	HOUS, Wire Rope, PN 4800-20 CAGE 93601	1	N	\$114.94	\$114.94	
EQ647K	LAMP, Incandescent, CAR filament, 2.47W, B-3 1/2 bulb, 1.250 in. lg, PN PR-6 CAGE 71744	1	N	\$285.46	\$285.46	
EQ647K	LAMP, Incandescent, 2C 2V filament, 28V, G6 bulb, 1.438 in. lg, PN AA52463-A09 CAGE 58536	1	N	\$0.34	\$0.34	
EQ647K	OILER, Hand, PN A5047-A5-D-D CAGE 58536	1	N	\$6.47	\$6.47	
EQ647K	PAULOCK, PN A-A-59487-1BC CAGE 58536	1	N	\$7.83	\$7.83	
EQ647K	SOCKET, Socket Wrench, 1-1/8 in., 3/4 dr, PN LD1562 CAGE 55719	1	N	\$16.90	\$16.90	
EQ647K	SOCKET, Socket Wrench, 1-1/8 in., 3/4 dr, PN LD1562 CAGE 55719	1	N	\$4.79	\$4.79	
EQ647K	WRENCH, 1-1/8 in. lg, 12 in. lg, 12 in. lg, PN 82521-1 CAGE 55719	1	N	\$11.67	\$11.67	
EQ647K	WRENCH, 1-1/8 in. lg, 12 in. lg, 12 in. lg, PN 82521-1 CAGE 55719	1	N	\$13.19	\$13.19	
EQ647K	WRENCH, Adjustable, 18 in. lg, PN 8107-8 CAGE 05047	1	N	\$65.11	\$65.11	
EQ647K	WIRE ROPE ASSEMBLY, Single Leg, PN A320155-1, CAGE 80063	1	N	\$13.19	\$13.19	
EQ647K	KEY, Socket Head Screw, 5/32, 0.156 in., PN A5010 CAGE 80063	2	N	\$9.31	\$18.62	
EQ647K	KEY, Socket Head Screw, 1/8, 0.250 in., PN A5010 CAGE 80063	1	N	\$1.37	\$1.37	
EQ647K	KEY, Socket Head Screw, 3/16, 0.375 in., PN A5010 CAGE 80063	1	N	\$1.37	\$1.37	
EQ647K	KEY, Socket Head Screw, 1/2, 0.500 in., PN A5010 CAGE 80063	1	N	\$1.37	\$1.37	
EQ647K	STRAP, Webbing, 30 in. lg, PN 8690471 CAGE 19204	1	N	\$2.81	\$2.81	
EQ647K	STRAP, Webbing, 38 in. lg, PN 8690473 CAGE 19207	2	N	\$1.51	\$3.02	
EQ647K	STRAP, Webbing, 42 in. lg, PN 8690475 CAGE 19207	4	N	\$2.18	\$8.72	
EQ647K	STRAP, Webbing, 60 in. lg, PN 8690481 CAGE 19207	2	N	\$1.41	\$2.82	
EQ647K	STRAP, Webbing, 75 in. lg, PN 8690485 CAGE 19207	6	N	\$6.23	\$36.07	
EQ647K	STRAP, Webbing, 84 in. lg, PN 8690487 CAGE 19207	2	N	\$6.78	\$13.56	
EQ647K	STRAP, Webbing, 114 in. lg, PN 8690493 CAGE 19207	8	N	\$3.56	\$28.48	
EQ647K	STRAP, Webbing, 114 in. lg, PN 8690493 CAGE 19207	1	N	\$3.56	\$3.56	
	<b>TOTAL</b>				\$1,105.98	

ENCLOSURE (34)

TAMCN	NOMEN	NIIN	SERIAL#	QTY	Condition Code	SR#	SR Status	T/P (\$)	REMARKS
E08467K	SCREW, MACHINE	00-984-6211	522932	4	R	29921818	SHT PART	\$16.56	
E08467K	WASHER, FLAT	00-014-5850	522932	4	R	29921818	SHT PART	\$3.96	
E08467K	DETECTOR, POSITION	00-432-1787	522932	1	R	29921818	SHT PART	\$214.51	
E08467K	CABLE ASSEMBLY, R	01-226-2442	522932	4	R	29921818	SHT PART	\$190.00	
E08467K	CABLE ASSEMBLY, R	01-301-0834	522932	4	R	29921818	SHT PART	\$212.56	
E08467K	BRACKET, MOUNTING	01-456-7985	522932	4	R	29921818	SHT PART	\$48.36	
E08467K	COLLET, SPECIAL	01-435-8079	522932	4	R	29921818	SHT PART	\$16.64	
E08467K	ANTENNA ELEMENT	01-376-7934	522932	4	R	29921818	SHT PART	\$194.96	

ENCLOSURE (31)



LIMITED TECHNICAL INSPECTION

DATE: 20200415

PURPOSE OF LTI: SLT1

RESPONSIBLE UNIT: 3D AADW

NOMENCLATURE: AAUPTA1

SERVICE REQUEST: 29876112

SET SERIAL: 523311

TAMN: E08467K NSN: 2350-01-458-7410

NOMENCLATURE	NIIN / P/N	SERIAL	QTY	DEF CODE	REMARKS
ENGINE	01-463-8066	37122252	1	S	
TRANSMISSION	01-472-3051	A15238E	1	S	

DEFECT CODES: S - SERVICABLE U - UNSERVICABLE M - MISSING

SL-3 COMPLETE: YES  NO

MODS VERIFIED:  YES / NO

LAST PMCS DATE: 20191031

COMMENTS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

CONDITION CODE: A

LTI BY PRINT/SIG

(b)(3), (b)(6), (b)(7)(c)

LTI BY PRINT/SIG

(b)(3), (b)(6), (b)(7)(c)

DATE: 20200415

C

ENCLOSURE (55)

ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) LIMITED TECHNICAL INSPECTION	
MODEL (CIRCLE ONE)	REFERENCES
AAVP7A1	TM 09674A-25&P/4      TM 8F152B-25&P
AAVC7A1	TM 07267B-50
AAVR7A1	TM 07268B-25&P/2
TAC NO. <u>3 HG 04</u>	MILES <u>1763</u>
U.S.M.C. NO. <u>523311</u>	HOURS <u>239</u>
HULL NO. <u>RAM-Y-109</u>	
ENGINE NO. <u>37188252</u>	
TRANSMISSION NO. <u>A15238E</u>	
INSPECTOR'S NAME/RANK/SIGNATURE	DATE INSPECTED
(b)(3), (b)(6), (b)(7)(c)	<u>25200415</u>
NOTE: The following inspection sheets are divided into seven columns. The inspector will place a check in the column which best describes the condition of the item being inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the remarks column.	

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
11. Port Track (Para. 7-7) Use track wear gage to measure wear. Mark each unserviceable track shoe.								
a. Track Shoes.	/							
b. Track Pads.	/							
c. Track Pins.	/							
d. Track Wear.	/							
e. Track Adjustment.	/							
12. Port Road Wheels and Hubs (Para. 7-12) Circle those numbers which are unserviceable.								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	/							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	/							
c. Hub Oil Leaks. 1 2 3 4 5 6	/							
d. Hub Oil Level. 1 2 3 4 5 6	/							
e. Mounting Hardware. 1 2 3 4 5 6	/							
13. Port Support Arms (Para. 7-13) Circle those numbers which are unserviceable. 1 2 3 4 5 6	/							
14. Port Torsion Bars (Para. 7-13) Circle those numbers which are unserviceable.								
a. Torsion Bars. 1 2 3 4 5 6	/							
b. Retaining Screws. 1 2 3 4 5 6	/							
15. Port Shock Absorbers (Para. 7-11)								
a. No. 1 Shock.	/							
b. No. 2 Shock.	/							
c. No. 3 Shock.	/							
d. No. 4 Shock.	/							
e. Mounting Hardware.	/							
16. Port Front Single Support Roller (Para. 7-14)								
a. Support Wheel Cracks/Damage.	/							
b. Hub Oil Leaks.	/							
c. Hub Oil Level.	/							
d. Mounting Hardware.	/							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
30. Stowage Brackets. Check for weld cracks.	/							
31. Bilge Pump Outlets								
a. Hydraulic Pump Outlet.	/							
b. Electric Pump Outlet.	/							
32. Personnel Heater Exhaust Outlet								
a. Outlet Cap.	/							
b. Outlet Adapter.	/							
33. Exterior Fire Extinguisher Pull Handle								
a. Handle.	/							
b. Wire Seal.	/							
34. External Fuel Tank Drain. Check plug for tightness and leaks.	/							
35. Port Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage.	/							
36. Port Reverse Flow Duct. Check for damage and tight mounting hardware.	/							
37. Fuel Tank Pressure Relief Valve Outlet Cover. Check cover and mounting screws for damage.	/							
38. Port Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate driveshaft to check for free movement of impeller.	/							
II. Outside of Vehicle (Aft and Starboard)								
1. Taillights								
a. Port Taillight.						/		lights are cracked
b. Starboard Taillight.	/							
c. Taillight Guards.	/							
2. Horn. Check for loose mounting hardware, corrosion, and proper electrical connections.	/							
3. Tow Cable Stowage Brackets. Check for cracked or bent brackets.	/							
4. Towing Pintle. Check for loose mounting hardware. Check pintle for free rotation and proper quick-release operation.	/							
5. Ramp Plugs. Check for tightness.	/							
6. Ramp Hinges and Towing Eyes. Check mounting hardware for tightness.	/							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>19. Starboard Road Wheels and Hubs. Check those numbers which are unserviceable.</b>								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	/							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	/							
c. Hub Oil Leaks. 1 2 3 4 5 6	/							
d. Hub Oil Level.	/							
e. Mounting Hardware. 1 2 3 4 5 6	/							
20. Starboard Support Arms. Circle those numbers which are unserviceable. 1 2 3 4 5 6	/							
21. Starboard Torsion Bars. Check for broken bar and loose retaining screws. Circle those numbers which are unserviceable. 1 2 3 4 5 6	/							
<b>22. Starboard Shock Absorbers.</b>								
a. No. 1 Shock	/							
b. No. 2 Shock	/							
c. No. 3 Shock	/							
d. No. 4 Shock	/							
e. Mounting Hardware.	/							
<b>23. Starboard Front Single Support Roller.</b>								
a. Support Wheel Cracks/Damage.	/							
b. Hub Oil Leaks.	/							
c. Hub Oil Level.	/							
d. Mounting Hardware.	/							
<b>24. Starboard Dual Support Roller.</b>								
a. Support Wheel Cracks Damage.	/							
b. Hub Oil Leaks.	/							
c. Hub Oil Level.	/							
d. Mounting Hardware.	/							
<b>25. Starboard Rear Single Support Roller.</b>								
a. Support Wheel Cracks Damage.	/							
b. Hub Oil Leaks.	/							
c. Hub Oil Level.	/							
d. Mounting Hardware.	/							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
38. Starboard Side Hull. Check for damaged and bare metal								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-69a)	/							
b. Steps. (Para. 16-72)	/							
c. Slope Rack Kit (SRK). (Para. 16-73)	/							
d. Stowage provisions. (Para. 16-81)	/							
e. Fairings. (Para. 16-71)	/							
f. Standoff Brackets. (Para. 16-70)	/							
g. Hull Bosses. (Para. 16-80)	/							
III. Bottom of Vehicle								
1. Hull. Check bottom of vehicle for damage.	/							
2. Drain Plugs. Check for missing, tight or damaged plugs.								
a. Hull	/							
b. Ramp.	/							
c. Contact Cooler.								
IV. Outside of Vehicle (Topside)								
1. Hand Rail (forward). Check for weld cracks or other damage.	/							
2. Mooring Cleats/Lifting Fixtures. Check for damage (Para. 8-34)								
a. Forward (port and starboard).	/							
b. Aft (port and starboard).	/							
3. Intake Grille								
<p style="text-align: center;"><b>NOTE</b></p> <p>Make sure intake grille is secured properly in raised position.</p>								
a. Screen.	/							
b. Brace Rod.	/							
c. Cam Lock Handles/Stop Screws.	/							
d. Torsion Bar Assembly. (Para. 8-17)	/							
e. Mounting Hardware.	/							
f. Seal.	/							
4. Ventilator-Aspirator. Check that valve works properly and filter screen is clean and not damaged. (Para. 8-18)	/							
5. Radiator Cover and Cap. Check ballene cover for damage and radiator cap for proper sealing. (Para. 8-19)	/							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
14. Ventilation Exhaust Outlet. Check ballistic cover for damage and tight retaining screws. Check screen for damage.	/							
15. Overhead Protection Kit (OPK).								
a. OPK Tiles.	/							
b. Torsion Bar Assist Mechanism (TBAM) Cover.	/							
c. TBAM.	/							
d. Bosses.	/							
16. Cargo Hatches.								
a. Covers and Hinges.	/							
b. Torsion Bar.	/							
c. Latches (open and closed).			/					Prt Ftg handle (I) (M) spacers
d. Seals.	/							
17. Antenna Mounts.								
a. Receiving Mount.	/							
b. Port Sending Mount.	/							
c. Starboard Sending Mount.	/							
d. PLRS Antenna Mount.	/							
e. DACT Antenna Mount.	/							
18. Sea Tow Quick-Release. Check assembly for damage and proper operation.	/							
V. Engine Compartment (Forward)								
1. Forward Bulkhead, Bow Pod Access Cover, and Bow Pod.								
<b>NOTE</b>								
Make sure intake grille is properly secured in raised position.								
a. Bow Plane Velocity Fuse Valves.	/							
b. Bow Pod Access Cover.		/						(M) 2 Bdl + c
c. TACNAV sensor.	/							
2. Intake Plenum Actuating Cylinder								
a. Cylinder.	/							
b. Hydraulic Hoses.	/							
3. Cam Roller Lock. Check condition of each latch roller.	/							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>11. Port Final Drive</b>								
a. Oil/Oil Level.	/							
b. Oil Leaks/Seals.	/							
c. Mounting Hardware.	/							
d. Speedometer Adapter/Cable.	/							
12. Port U-Joint. Check for wear, tight screws, and proper safety wiring.	/							
13. Port Hydraulic Bilge Pump. Check for oil leaks, loose mounting hardware, damaged screen, and debris.	/							
14. Bilge Pump Bypass Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connections.	/							
15. Plenum Solenoid Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connection.	/							
16. Bow Plane Hydraulic tubes. Hoses and Fittings. Check for leaks, loose fittings and loose mounting hardware.	/							
17. Fuel Manifold. Check for fuel leaks and loose mounting hardware.	/							
18. Forward Engine Compartment Fire Extinguisher Discharge Nozzle. Check for damage and debris	/							
19. Port Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	/							
20. Port Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	/							
<b>21. Starboard Final Drive</b>								
a. Oil/Oil Level.	/							
b. Oil Leaks/Seals.	/							
c. Mounting Hardware.	/							
22. Starboard U-Joint. Check for wear, tight screws, and proper safety wiring.	/							
23. Starboard Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire	/							
24. Starboard Electrical Bilge Pump. Check screen for debris and damage. Check mounting hardware for tightness.	/							



NOMENCLATURE/LOCATION	Satisfactory	Misalign	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
25. Precleaner. Check cleaner for damage, loose mounting hardware, and loose clamps. Check screen for damage and debris.	/							
26. Crew Ventilation Fan. Check mounting hardware for looseness. Check ducts and clamps for damage and tightness.	/							
27. Starboard Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	/							
28. Starboard Right Angle Drive Shaft. Check condition of shaft coupling for damage. Check coupling bolts for tightness and proper safety wire.	/							
29. Fan Drive Shaft. Check shaft and coupling for damage or wear. Check safety wire for damage.	/							
30. Fuel Filter.								
a. Fuel Leaks.	/							
b. Drain Cock/Contamination.	/							
c. Electrical Leads/Transducer.	/							
d. Mounting Hardware/Air Valve.	/							
31. Power Takeoff Unit.								
a. Oil Leaks.	/							
b. Mounting Hardware.	/							
c. Electrical leads/Connections.	/							
32. Starter. Check that starter is mounted properly. Check electrical leads and connections for damage and proper connections.	/							
33. Transmission Oil Cooler. Check for oil and water leaks. Check electrical leads and connections for damage. Check oil lines, hoses, and clamps for tightness.	/							
34. Exhaust Manifold (starboard side). Check for cracks, holes, and corrosion. Check mounting hardware for tightness.	/				/			leak

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
35. Transmission. Check for overall cleanliness and damage.								
a. Leaks.	/							
b. Torque converter to engine mounting screw for tightness.	/							
c. Range selector valve for leaks and safety wire.	/							
d. Oil Leaks.	/							
e. Left and right brake and steer sections for leaks and loose mounting bolts.	/							
f. Check brakes for proper adjustment.	/							
g. Check transmission drain line for leaks, damage, and loose drain plug.	/							
VI. Engine Compartment (Alt)								
1. Exhaust Plenum. Check actuating cylinder and oil lines for leaks. Check condition of plenum seal.	/							
2. Components Bolted on to the Engine. Check for tight mounting hardware, proper electrical connections, damaged hoses and electrical leads, and leaks.								
a. Turbocharger.	/							
b. PT Pump.	/							
c. Exhaust Manifold (port side).	/							(M) Bellow wrap
d. Engine Oil Cooler.	/							
e. Engine Oil Filter.	/							
f. Intake Manifold.	/							
g. Smoke Generation Components.	/							
h. Cold Start Components.	/							
i. Crankcase Breathers.	/							
3. Transmission Oil Filter.								
a. Mounting Hardware.	/							
b. Leaks.	/							
c. Check Electrical Connections.	/							
4. Engine Oil Level. Check for correct level and signs of contamination. Check dipstick for damage.	/							
5. Transmission Oil Level. Check for correct level and signs of contamination. Check fill tube and dipstick for damage.	/							
6. Turbocharger Drive Shaft. Check for adapter and cable damage.	/							

ENCLOSURE (59)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
17. Indicator Panel. Check mounting hardware and grommets for tightness and damage. Check for loose or damaged switches, lights, and buttons.								
a. Master Switch.	/							
b. Lamp Test/Warning Cancel Switch.	/							
c. Horn Button.	/							
d. Panel Lights Brt/Dim Switch.	/							
e. Cold Start Switch.	/							
f. Starter Button.	/							
g. Light Switch.	/							
h. TACNAV Indicator.	/							
i. Tachometer.	/							
j. Speedometer.	/							
k. Smoke Generation Indicator Light.	/							
l. Smoke Generation Switch.	/							
m. Forward Electric Bilge Pump Switch.	/							
n. Aft Electric Bilge Pump Switch.	/							
o. Aft Electric Bilge Pump Indicator Light.	/							
p. Forward Electric Bilge Pump Indicator Light.	/							
q. Aft Hydraulic Bilge Pump Indicator Light.	/							
r. Forward Hydraulic Bilge Pump Indicator Light.	/							
s. Ventilation Switch.	/							
18. Driver's Display Unit. Check for cracked glass and moisture. Check that unit is securely mounted in indicator panel.	/							
<p style="text-align: center;"><b>NOTE</b></p> <p>Bar scales and warning lights will be checked during the operational portion of preinduction.</p>	/							
19. Bow Plane Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	/	/						
20. Vent Air Outlets. Check driver's and commander's outlets for breaks and cracks. Check to see if outlet rotates freely. Check mounting hardware for tightness.								
a. Driver's Outlet.	/							
b. Commander's Outlet.	/							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>VII. Troop Compartment</b>  <b>NOTE</b> Before inspecting troop compartment, open cargo hatches. Sound horn and lower ramp.								
1. Engine Compartment Access Covers (all). Check all thumbscrews and clamps for damage and operation. Check covers for correct mating and damage.								
a. Aft Upper.	/							
b. Aft Center.	/							
c. Aft Lower.	/							
d. Port Upper.	/							
e. Port Lower.	/							
f. Smoke Generation.		/						
2. Smoke Generation Fuel Control Valve. Check to see if valve operates freely. Check for any damaged components and leaks.	/							
3. Engine Compartment Fire Extinguisher.								
a. Bottle and Tag.	/							
b. Control Valve.	/							
c. Clamps.	/							
4. Troop Ventilation Outlets. Check for free movement and damaged louvers.	/							
5. Coolant Bypass Tube. Check to see if tube is mounted properly in retaining brackets.		/						
6. Air Cleaner Compartment.								
a. Access Door.	/							
b. Retaining Brackets.	/							
c. Element.	/							
d. Compartment.	/							
7. Right Angle Drive Access Cover. Rotate weapon station to gain access to cover. Check cover for proper mating and damage.	/							
8. Starboard Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.	/							
9. Starboard Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	/							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>15. Batteries</b>								
a. Battery Box Cover.	✓							
b. Holddowns.	✓							
c. Cables and Terminals.	✓							
d. Battery and Terminal Posts.	✓							
e. Battery Box Drains.	✓							
f. Battery Instruction Plate.	✓							
16. Radio Guards. Check guards for damage and loose or missing mounting hardware.	✓							
<b>17. Deflector Actuator Guards. Check guards for debris and damage. Check mounting hardware for tightness.</b>								
a. Port	✓							
b. Starboard.	✓							
<b>18. Water Steer System Components</b>								
a. Water-Jet Deflector Position Sensing Module (port and starboard).	✓							
b. Water-Jet Deflector Servo Module (port and starboard).	✓							
c. Water-Jet Deflector Solenoid Module (port and starboard).	✓							
d. Actuator Cylinders Port and Starboard.	✓							
e. Actuator Bracket Port and Starboard.	✓							
<b>19. AFSSS Electrical Components</b>								
a. Sensors Control Box.	✓							
b. Cables.	✓							
20. Dome Lights. Check mounting hardware for tightness. Check for broken or cracked lens and knobs. With master switch ON, check lights for proper operation.	✓							
21. Aft Slave Receptacle. Check cover and chain for damage. Check insert for corrosion and damage. Check electrical lead for damage and loose connections. Check mounting hardware for tightness.	✓							
22. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
23. Ramp Lock Linkage. Check to see that linkage does not bind. Check for bent or warped linkage rods.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
33. Personnel Heater.	/							
a. Mounts.	/							
b. Exhaust System and Cover.	/							
c. Electrical Wiring and Switches.	/							
d. Fuel System.	/							
e. Heater Ducts.	/							
34. Port Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.								
35. Port Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	/							
36. Radio Mounts.								
a. Check Mounting Hardware.	/							
b. Check Radio Mounts.	/							
c. Check Radio Cables.	/							
37. EPIRS Rack.								
a. Check Mounting Hardware.	/							
b. Check Radio Mounts.	/							
c. Check Radio Cables.	/							
VIII. Driver's and Commander's Station								
1. Access Covers.								
a. Hydrostatic Steer Disconnect Lever.	/							
b. Final Drive U-Joint.	/							
c. Hydraulic Reservoir.	/							
2. Flapper Valve. Check spring tension flapper. Check mounting screws for tightness and damage to flapper.	/							
3. Fire Extinguisher (7 lb). Check mounting bracket and hardware for tightness. Check tag for date bottle was last weighed. Check wire seal on control head.								
a. Bracket and Mounting Hardware.	/							
b. Tag Date.	/							
c. Wire Seal.	/							
4. Ramp Lock Handle. Check handle and lock for damage and proper operation.	/							
5. Ramp Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	/							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>IX. Equipment Operation</b>								
<b>1. Start vehicle, check operation of the following:</b>								
a. Master Switch.	/							
b. Horn.	/							
c. Fuel Level Indicator.	/							
d. Battery Generator Indicator.	/							
e. Electric Bilge Pumps (forward and aft).	/							
f. Panel Lights (brt/dim).	/							
g. Display Panel Warning Lights.	/							
h. Vent Switch Low Position.	/							
2. Perform Diagnostic Test Equipment checks in accordance with TM 09674A-25&P/4, (See worksheet at the end of this Appendix).								
<b>3. Vehicle Stall Check. With brakes locked, and gear selector in 4th gear, accelerate fully and check the following:</b>								
a. Brakes.	/							
b. Transmission.	/							
c. Engine RPM.	/							2500
*d. TACNAV Indicator. Check that system powers and display works.	/							
<b>4. Lights. Check that lights work properly:</b>								
a. Light Switch.	/							
b. Service Drive.	/							
c. Dimmer Switch.	/							
d. Blackout Markers.	/							
e. Stop Light.	/							
f. Park.	/							
g. Searchlight.	/							
h. Interior Dome Lights.	/							
5. Driver's Viewer Enhancer (DVE). Check that power system works.	/							
6. Lamp Test Warning Cancel Switch. Check audio signal with proper comm helmet.	/							

APPENDIX C  
 ASSAULT AMPHIBIOUS VEHICLE  
 UPGUNNED WEAPONS STATION (UGWS), AAVP7A1  
 LIMITED TECHNICAL INSPECTION

TAC No. 3H604 USMC No. 523311 Miles 1763 Hours 9.39  
 Date Inspected 20200415 Inspector (b)(3), (b)(6), (b)(7)(c)  
 (Rank/Signature)

\*See Table C-1 for UGWS Deadline Criteria.

NOMENCLATURE/LOCATION								Remarks MUST be included if unserviceable.
	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	
<b>I. Basket Weldment</b>								
1. Basket Weldment Clearance.								
a. Area around sides of basket weldment clear of obstructions.	/							
b. Area around 12 channel slip ring clear of obstructions.	/							
2. 12 Channel Slip Ring.								
a. Electrical connectors tight and in good condition.	/		/					(M) Fork
b. Upper portion of 12-channel slip ring rotates freely.	/							
c. Manual and electrical weapons station operation.	/							
3. Power Relay Assembly.	/							
a. Box secure to bottom of basket.	/							
b. Electrical connectors tight and in good condition.	/							
4. Basket Inspection	/							
a. Seat belt secure, latch working properly, belt in good condition.	/							
b. Stowed items do not overhang basket.	/							
c. Seat in good condition, locks in all height positions, secure in basket assembly.	/							
<b>II. Weapons Station Interior</b>								
1. Turret Power Control Assembly.	/							
a. Box cover secure. Box secure to basket weldment.	/							
b. Electrical connector tight and in good condition.	/							
2. Weapon Control Assembly.								
a. Box cover secure. Box secure to basket weldment.	/							
b. Electrical connector tight and in good condition.	/							

ENCLOSURE (95)



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
5. Exhaust Blower. Check for corrosion and debris. Make sure electrical connectors are tight and in good shape. Check operation of blower door.	✓							
<del>6. .50 Caliber Ammo Ejection Chute. Check for condition and security. Ensure that chute is clear of debris.</del>								
a. Check ejection-chute hose for security and condition.	✓							
b. Spent-Cartridge Box. Check security and condition. Check operation of latches.	✓							
7. Equilibrator. Check for corrosion, security and adjustment.	✓							
<del>8. .50 Caliber Ammo Feed System</del>								
a. Check security and condition of .50 caliber ammo trays.	✓							
b. Check security and condition of roller guides.	✓							
<del>9. 40mm Ammo Feed System</del>								
a. Feed Chute. Check for dents, corrosion and/or damage.	✓							
b. Check feed-chute cover for tears, holes; zipper must move freely. Check attachment points for security and condition.	✓							
c. Check anti-feedback lever for condition and security.	✓							
<del>10. 40mm Ammo Box Assembly</del>								
a. Check security and condition of box, doors, and flaps.	✓							
b. Check operation of latches.	✓							
c. Check that electrical connector on last-round switch is tight and in good condition.	✓							
11. 40mm Charger Assembly. Check condition and security of charger tube.	✓							
<del>12. 40mm Mantlet</del>								
a. Check condition and security.	✓							
b. Check operation of cover latches.	✓							
13. .50 Caliber Mantlet and Cradle. Check condition and security. Check for damage, cracked welds and bare metal.	✓							
14. Power-Assist Traverse Mechanism. Check for security, condition and leakage. Make sure that electrical connectors are tight and in good condition.	✓							
15. Elevation Control Assembly. Check for security and condition.	✓							

ENCLOSURE (55)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>III. Weapons Station Exterior</b>								
1. Receptacle, Spot Light. Inspect for corrosion and damage. Check that cover fits securely and is tight.	/							
2. Mount, Spot Light. Inspect condition and security.	/							
<b>3. Smoke Grenade Launchers</b>								
a. Tubes. Inspect sight tubes for dents, cracks or corrosion, and security to mounts. Check security of mount to turret.	/							
b. Electrical Contacts. Check that contacts are tight and free of corrosion.	/							
c. Rubber Caps. Check sight caps for condition.	/							
4. Entrance Window. Inspect condition and security. Look for signs of moisture.	/							
5. Sight Cover. Inspect condition and security.	/							
6. 40mm Mantlet Cover. Check for security and condition. Check operation of latches.	/							
7. Remote Antenna. Check security and condition of cover.	/							
<b>IV. Functional Tests</b>								
<b>1. Manual Operation. Check for weapons station binding and backlash.</b>								
a. Azimuth. Check movement through 360 degree clockwise and counter-clockwise.	/							
b. Elevation. Check for +15 degree maximum elevation and -8 degree maximum depression.	/							
<b>2. Powered Systems Test. Vehicle master switch and turret power switch ON. Check operation as noted.</b>								
a. Control Box Lights. Check that control box lamps light when turret power switch is ON by pressing lamp test all button.	/							
b. Domelight. Lights in both blue and white switch positions.	/							
c. Utility Light. Lights in both red and white.	/							
d. Thermal Elbow Check Only. Ensure the unit shows an image and all controls work.	/							
e. Spot Light. Install and check operation.	/							
f. Exhaust Blower. Check operation.	/							

523311

#	NIIN	Nomenclature	Quantity	Unit Price	Ext Price
1	11870964	SHACKLE	4	\$36.08	\$144.32
2	13552064	BAR,PRY	1	\$9.95	\$9.95
3	2247987	BRUSH,FILE CLEANER	1	\$16.63	\$16.63
4	2363272	CHISEL,COLD,HAND	1	\$5.05	\$5.05
5	10758292	DRIFT PIN,TRACK	1	\$113.56	\$113.56
6	13551899	DRIVE HEAD,SOCKET W	1	\$35.24	\$35.24
7	2657462	HAMMER,HAND	1	\$24.48	\$24.48
8	13785361	HANDLE,EXTENSION,WR	1	\$48.31	\$48.31
9	2532478	LUBRICATING GUN,HAN	1	\$11.15	\$11.15
10	2432395	MATTOCK	1	\$13.71	\$13.71
11	2628868	OILER,HAND	1	\$6.96	\$6.96
12	14297306	PLIERS,DIAGONAL CUT	1	\$11.47	\$11.47
13	13351318	RATCHET HEAD,SOCKET	1	\$134.05	\$134.05
14	2348913	SCREWDRIVER,CROSS T	1	\$1.40	\$1.40
15	13784933	SOCKET,SOCKET WRENC	1	\$31.25	\$31.25
16	13785543	SOCKET,SOCKET WRENC	1	\$10.26	\$10.26
17	1776154	SPOUT,CAN,FLEXIBLE	1	\$11.65	\$11.65
18	2289503	WRENCH,BOX AND OPEN	1	\$2.15	\$2.15
19	2289507	WRENCH,BOX AND OPEN	1	\$5.15	\$5.15
20	2289509	WRENCH,BOX AND OPEN	1	\$3.76	\$3.76
21	2289516	WRENCH,BOX AND OPEN	1	\$17.43	\$17.43
22	2289513	WRENCH,BOX AND OPEN	1	\$11.25	\$11.25
23	2278074	EXTENSION,SOCKET WR	1	\$4.57	\$4.57
24	1897932	SOCKET,SOCKET WRENC	1	\$3.64	\$3.64
25	1897985	SOCKET,SOCKET WRENC	1	\$4.55	\$4.55
26	1897935	SOCKET,SOCKET WRENC	1	\$5.67	\$5.67
27	2405328	WRENCH,ADJUSTABLE	1	\$10.45	\$10.45
28	2401414	WRENCH,ADJUSTABLE	1	\$65.47	\$65.47
29	13491383	WRENCH,BOX	1	\$9.50	\$9.50
30	13375269	CAN,MILITARY	2	\$44.09	\$88.18
31	893827	CAN,MILITARY	1	\$21.00	\$21.00
32	9221200	FIRST AID KIT,UTILI	1	\$51.90	\$51.90
33	13767934	ANTENNA ELEMENT	1	\$48.74	\$48.74
34	14789090	COVER,GUN	1	\$101.36	\$101.36
35	2423650	FLAGSTAFF	3	\$4.29	\$12.87
36	13616921	EXTINGUISHER,FIRE	1	\$129.91	\$129.91
37	3228959	ADAPTER,CONNECTOR	1	\$39.53	\$39.53
38	2881511	ADAPTER,GREASE GUN	1	\$11.53	\$11.53
39	2932336	AX,SINGLE BIT	1	\$34.57	\$34.57
40	9857846	BATTERY,NONRECHARGE	1	\$6.50	\$6.50
41	8357210	BATTERY,NONRECHARGE	1	\$9.20	\$9.20
42	11740968	BRUSH,WIRE,SCRATCH	1	\$4.52	\$4.52
43	2247055	CUTTER,BOLT	1	\$30.30	\$30.30
44	7083799	FIXTURE ASSEMBLY,TR	1	\$119.95	\$119.95
45	2648261	FLASHLIGHT	1	\$10.40	\$10.40

ENCLOSURE (58)

46	2657462	HAMMER,HAND	1	\$24.48	\$24.48
47	1558675	LAMP,INCANDESCENT	1	\$2.03	\$2.03
48	193093	LAMP,INCANDESCENT	1	\$0.25	\$0.25
49	2558113	MEASURE,LIQUID	1	\$45.40	\$45.40
50	6821508	PADLOCK	1	\$7.18	\$7.18
51	2348912	SCREWDRIVER,CROSS T	1	\$4.46	\$4.46
52	2376985	SCREWDRIVER,FLAT TI	1	\$8.60	\$8.60
53	2933336	SHOVEL,HAND	1	\$14.90	\$14.90
54	13673462	SCREWDRIVER ATTACHM	1	\$3.59	\$3.59
55	1065671	ROLL,TOOLS AND ACCE	1	\$10.64	\$10.64
56	2289505	WRENCH,BOX AND OPEN	1	\$4.26	\$4.26
57	2289506	WRENCH,BOX AND OPEN	1	\$4.79	\$4.79
58	2289508	WRENCH,BOX AND OPEN	1	\$3.50	\$3.50
59	2289511	WRENCH,BOX AND OPEN	1	\$5.55	\$5.55
60	2289514	WRENCH,BOX AND OPEN	1	\$13.28	\$13.28
61	2431697	EXTENSION,SOCKET WR	1	\$7.70	\$7.70
62	2437326	EXTENSION,SOCKET WR	1	\$6.72	\$6.72
63	2306385	HANDLE,SOCKET WRENC	1	\$37.69	\$37.69
64	1897924	SOCKET,SOCKET WRENC	1	\$4.29	\$4.29
65	2243154	WRENCH,BOX	1	\$13.79	\$13.79
66	2370984	SOCKET,SOCKET WRENC	1	\$2.36	\$2.36
	66				\$1,718.95

ENCLOSURE (8)

TAMCN	NOMEN	NIIN	SERIAL#	QTY	Condition Code	SR#	SR Status	T/P (\$)	REMARKS
E08467K	PUMP UNIT BILGE	01-111-0813	523311	1	R	29876112	SHT PART	\$7,174.24	
E08467K	WASHER, LOCK	00-579-0079	523311	1	R	29876112	SHT PART	\$1.13	
E08467K	GASKET	00-959-7197	523311	1	R	29876112	SHT PART	\$4.04	
E08467K	SHELL, ELECTRICAL	01-254-9253	523311	1	R	29876112	SHT PART	\$39.17	
E08467K	ADHESIVE	01-068-2423	523311	2	R	29876112	SHT PART	\$109.76	
E08467K	SEAL, NONMETALLIC	00-157-6585	523311	1	R	29876112	SHT PART	\$439.93	
E08467K	BATTERY, STORAGE	01-485-1472	523311	2	R	29876112	SHT PART	\$731.78	
E08467K	CABLE ASSEMBLY, S	01-449-1701	523311	1	R	29921708	SHT PART	\$457.14	
E08467K	CABLE ASSEMBLY, S	01-449-1699	523311	1	R	29921708	SHT PART	\$335.75	
E08467K	CABLE ASSEMBLY, S	01-449-3110	523311	1	R	29921708	SHT PART	\$596.20	
E08467K	WIRING HARNESS	01-258-9598	523311	1	R	29921708	SHT PART	\$553.57	

ENCLOSURE (55)

**ASSAULT AMPHIBIOUS VEHICLE**  
**AAV P 7A1 RAM/RS**

**PL NO.**

**HOISTING WT**

**RAM/RS CONVERSION MO AND YEAR**

**BUILD STANDARD**

**LOCATION**

**SN NO.**  **USMC NO.**

SHIELDED AND PROTECTED  
CC09 4-TTU-290: (X) 10

LIMITED TECHNICAL INSPECTION

DATE: 20200415

PURPOSE OF LTI: JLT

SERVICE REQUEST: 29455614

RESPONSIBLE UNIT: 3D AABN

SET SERIAL: 522677

NOMENCLATURE: AAU P7A1

TAMN: E08467K

NSN: 2350-01-458-7410

NOMENCLATURE	NIIN / P/N	SERIAL	QTY	DEF CODE	REMARKS
ENGINE	01463 8066	37218414	1	U	STARTER / ELECTRICAL WIP
TRANSMISSION	01472 3051	A5155E	1	S	

DEFECT CODES: S - SERVICABLE U - UNSERVICABLE M - MISSING

SL-S COMPLETE: YES /  NO

MODS VERIFIED:  YES / NO

LAST PMCS DATE: 2200131

COMMENTS:

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CONDITION CODE: F

LTI BY PRINT/SIGN (b)(3), (b)(6), (b)(7)(c)

LTI BY PRINT/SIGN (b)(3), (b)(6), (b)(7)(c)

DATE: 20200415

ENCLOSURE (SC)

ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) LIMITED TECHNICAL INSPECTION	
MODEL (CIRCLE ONE) <div style="text-align: center;"> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">AAVP7A1</span>                      AAVC7A1                      AAVR7A1                 </div>	REFERENCES TM 09674A-25&P/4      TM 8F152B-25&P TM 07267B-50 TM 07268B-25&P/2
TAC NO. 3HN04	MILES 2241
U.S.M.C. NO. 522677	HOURS 425
HULL NO. RAM-Y-136	
ENGINE NO. 37218414	
TRANSMISSION NO. <del>26</del> A5155E	
INSPECTOR'S NAME/RANK/SIGNATURE	DATE INSPECTED
(b)(3), (b)(6), (b)(7)(c)	70200415
The following inspection sheets are attached to cover columns. The inspector will place a <i>check</i> in the column which best describes the condition of the item being inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the remarks column.	

ENCLOSURE (5)



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>I. Outside of Vehicle (Forward and Port)</b>								
1. Hull Forward End. Check for damage and bare metal.	✓							
2. Towing Eyes. (Para. 8-33)								
a. Port.	✓							
b. Starboard.	✓							
3. Headlights. (Para. 11-32)								
a. Port.	✓							
b. Starboard.	✓							
c. Headlight Guards.	✓							
4. Bow Plane. (Para. 10-14)								
a. Hinges and Mounting Hardware. (Para. 10-17)	✓							
b. Bow Plane. (Para. 10-17)	✓							
c. Hydraulic Tubes and Fittings. (Para. 10-16)	✓							
d. Pivot Actuator. (Para. 10-18)	✓							
5. Hull Port Side. Check for damage and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-26a)	✓							
b. Steps. (Para. 16-29)	✓							
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage provisions. (Para. 16-37)	✓							
e. Fairings. (Para. 16-28)	✓							
f. Standoff Brackets. (Para. 16-27)	✓							
g. Hull Bosses. (Para. 16-36)	✓							
6. Port Track Shroud. Check for loose mounting hardware and damage. (Para. 16-28)			✓					Ⓜ 3 Bolts
7. Port Final Drive. (Para. 7-18)								
a. Outer Housing.	✓							
b. Bolts.	✓							
8. Port Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)	✓							
9. Port Sprockets. (Para. 7-16)								
a. Inner.	✓							
b. Outer.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
10. Port Track. (Para. 7-7) Use track wear gage to measure wear. Mark each unserviceable track shoe.								
a. Track Shoes.	✓							
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
11. Port Road Wheels and Hubs. (Para. 7-12) Circle those numbers which are unserviceable.								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level. 1 2 3 4 5 6	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
12. Port Support Arms. (Para. 7-13) Circle those numbers which are unserviceable. ① 2 3 4 5 6				✓				SEAL FAULTY
13. Port Torsion Bars. (Para. 7-13) Circle those numbers which are unserviceable.								
a. Torsion Bars. 1 2 3 4 5 6	✓							
b. Retaining Screws. ① 2 3 4 5 6				✓				LEAKING / LOOSE
14. Port Shock Absorbers. (Para. 7-11)								
a. No. 1 Shock.	✓							
b. No. 2 Shock.		✓						Ⓜ
c. No. 3 Shock.		✓						Ⓜ
d. No. 4 Shock.	✓							
e. Mounting Hardware.	✓							
15. Port Front Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
16. Port Dual Support Roller. (Para. 7-15)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
17. Port Rear Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
18. Port Slap Guard. (Para. 7-10) Check for wear and loose mounting hardware.	✓							
19. Port Idler Wheel and Hub. (Para. 7-9)								
a. Idler.	✓							
b. Outer Wheel.	✓							
c. Inner Wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
20. Port Track Tension Adjuster. (Para. 7-8)								
a. Track Adjuster Support.	✓							
b. Track Adjuster.	✓							
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
21. Port Anode. (Para. 8-54) Check for tightness of mounting screw. Make sure there is no paint on anode.	✓							
22. Port Midships Bearing. (Para. 9-18) Check for signs of leaks.	✓							
23. Drive Shaft. (Para. 9-17) Check for signs of damage.	✓							
24. Footman Loop. (Para. 8-50) Check for weld cracks.	✓							
25. Port Handrails. (Table 3-1) Check for weld cracks.	✓							
26. Port Cargo Hatch Supports. (Para. 8-26)								
a. Forward Support.	✓							
b. Aft Support.	✓							
27. Fuel Tank Pressure Relief Valve (Para. 12-18) and Outlet Cover (Para. 12-12). Check cover and mounting screws for damage. Check relief opens.	✓							
28. Check fuel filter cap. (Para. 12-9)	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
29. Stowage Brackets. Check for weld cracks.	✓							
30. Bilge Pump Outlets.								
a. Hydraulic Pump Outlet. (Para. 8-47)	✓							
b. Electric Pump Outlet. (Para. 8-46)	✓							
31. Personnel Heater Exhaust Outlet. (Para. 14-14)								
a. Outlet Cap.	✓							
b. Outlet Adapter.	✓							
32. Exterior Fire Extinguisher Pull Handle. (Para. 15-13)								
a. Handle.	✓							
b. Wire Seal.	✓							
33. External Fuel Tank Drain. Check plug for tightness and leaks. (Para. 12-18)	✓							
34. Port Deflector. (Para. 9-21) Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
35. Port Reverse Flow Duct. Check for damage and tight mounting hardware. (Para. 9-20)	✓							
36. Port Propulsion Unit. (Para. 9-20) Check unit for damage and mounting hardware for tightness. Rotate driveshaft to check for free movement of impeller.	✓							
<b>II. Outside of Vehicle (Aft and Starboard)</b>								
<b>1. Taillights.</b>								
a. Port Taillight. (Para. 11-53)	✓							
b. Starboard Taillight. (Para. 11-59)	✓							
c. Taillight Guards.	✓							
2. Horn. (Para. 11-54) Check for loose mounting hardware, corrosion, and proper electrical connections.	✓							
3. Tow Cable Stowage Brackets. (Para. 8-27) Check for cracked or bent brackets.	✓							
4. Towing Pintle. (Para. 8-41) Check for loose mounting hardware. Check pintle for free rotation and proper quick-release operation.	✓							
5. Ramp Plugs. (Para. 8-27) Check for tightness.	✓							
6. Ramp Hinges and Towing Eyes. (Para. 8-27) Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
7. Vision Block and Guard. (Para. 8-30)								
a. Vision Block Guard.	✓							
b. Vision Block.	✓							
8. Personnel Hatch. (Para. 8-31)								
a. Personnel Hatch Handle (inner and outer).	✓							
b. Personnel Hatch Seal.	✓							
c. Hook and Damper.	✓							
d. Mounting Hardware.	✓							
9. Starboard Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage. (Para. 9-20)	✓							
10. Trailer Receptacle.								
a. Cover.	✓							
b. Retainer Chain.	✓							
11. Starboard Reverse Flow Duct. Check for damage and tight mounting hardware. (Para. 9-20)	✓							
12. Starboard Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate drive shaft to check for free movement of impeller. (Para. 9-20)	✓							
13. Drive Shaft. Check for signs of damage.	✓							
14. Footman Loop. Check for weld cracks.	✓							
15. Starboard Idler Wheel and Hub. (Para. 7-9)								
a. Idler.	✓							
b. Outer wheel.	✓							
c. Inner wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
16. Starboard Track Tension Adjuster. (Para. 7-8)								
a. Track Adjuster Support.	✓							
b. Track Adjuster.	✓							
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
17. Starboard Anode. Check for tightness of mounting screw. Make sure there is no paint on anode. (Para. 8-54)	✓							
18. Starboard Midships Bearing. Check for signs of leaks. (Para. 9-18)	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
19. Starboard Road Wheels and Hubs. Check those numbers which are unserviceable. (Para. 7-12)								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level.	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
20. Starboard Support Arms. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
21. Starboard Torsion Bars. Check for broken bar and loose retaining screws. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
22. Starboard Shock Absorbers. (Para. 7-11)								
a. No. 1 Shock		✓						③
b. No. 2 Shock		✓						④
c. No. 3 Shock	✓							
d. No. 4 Shock	✓							
e. Mounting Hardware.	✓							
23. Starboard Front Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.			✓					LEAK
c. Hub Oil Level.			✓					NO OIL
d. Mounting Hardware.	✓							
24. Starboard Dual Support Roller. (Para. 7-15)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
25. Starboard Rear Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
26. Starboard Slap Guard. Check for wear and loose mounting hardware. (Para. 7-10)	✓							
27. Starboard Track. Use track wear gage to measure wear. Mark each unserviceable track shoe. (Para. 7-7)								
a. Track Shoes.	✓							
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
28. Starboard Sprocket Rings. (Para. 7-16)								
a. Inner.	✓							
b. Outer.	✓							
29. Starboard Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)	✓							
30. Starboard Final Drive. (Para. 7-18)								
a. Outer Housing.								
b. Bolts.	✓		✓					LEAK BAD SEAL
31. Starboard Side Pontoon. Remove drain plug and check for water. (Para. 8-44)	✓							
32. Starboard Track Shroud. Check for loose mounting hardware and damage. (Para. 8-34)			✓					④ 3 BOLTS
33. Starboard Bilge Pump Outlets. (Para. 8-46)								
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
34. Stowage Brackets. Check for weld cracks.	✓							
35. Heater Exhaust Outlet. Check for loose mounting hardware and damage.	✓							
36. Starboard Cargo Hatch Supports. (Para. 8-26)								
a. Forward Support.	✓							
b. Aft Support.	✓							
c. Hand Rails.	✓							
37. Footman Loop. Check for weld cracks. (Para. 8-50)	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
38. Starboard Side Hull. Check for damaged and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-26a)	✓							
b. Steps. (Para. 16-29)	✓							
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage provisions. (Para. 16-37)	✓							
e. Fairings. (Para. 16-28)	✓							
f. Standoff Brackets. (Para. 16-27)	✓							
g. Hull Bosses. (Para. 16-36)	✓							
<b>III. Bottom of Vehicle</b>								
1. Hull. Check bottom of vehicle for damage.	✓							
2. Drain Plugs. Check for missing, tight, or damaged plugs.								
a. Hull. (Para. 8-42)	✓							
b. Ramp. (Para. 8-27)	✓							
c. Contact Cooler. (Para. 8-43)	✓							
<b>IV. Outside of Vehicle (Topside)</b>								
1. Hand Rail (forward). Check for weld cracks or other damage.	✓							
2. Mooring Cleats/Lifting Fixtures. Check for damage. (Para. 8-34)								
a. Forward (port and starboard).	✓							
b. Aft (port and starboard).	✓							
3. Intake Grille.								
<b>NOTE</b>								
Make sure intake grille is secured properly in raised position. (Para. 8-13)								
a. Screen.	✓							
b. Brace Rod.	✓							
c. Cam Lock Handles/Stop Screws.	✓							
d. Torsion Bar Assembly. (Para. 8-17)	✓							
e. Mounting Hardware.	✓							
f. Seal.	✓							
4. Ventilator-Aspirator. Check that valve works properly and inlet screen is clean and not damaged. (Para. 8-18)	✓							
5. Radiator Cover and Cap. Check ballistic cover for damage and radiator cap for proper sealing. (Para. 8-19)	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
6. Center Plate. Check sealing surface for tight fit and retaining screws for tightness.	✓							
7. Exhaust Grille. (Para. 8-14)  <b>NOTE</b> Make sure that exhaust grille is secured properly in raised position.								
a. Screen.	✓							
b. Seal.	✓							
c. Brace Rod.	✓							
d. Lugs (dogs).	✓							
e. Mounting Hardware.	✓							
8. Plenum Indicators. (Para. 8-16)								
a. Intake.	✓							
b. Exhaust.	✓							
9. Searchlight Mount and Receptacle. Check for damage.	✓							
10. Driver's Hatch. (Para. 8-21)								
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.		✓						
e. Vision Blocks.						✓		(M) CRASH PAD 1 BLOCK CRACKED
f. DVE Adapter Assembly.	✓							
11. Periscope and Support. Check periscope for breaks and chips and support for damage. (Para. 8-24)	✓							
12. Commander's Hatch. (Para. 8-23)								
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓							
13. External Exhaust system. Check the external muffler, muffler guard, for damage and operation. (TM 8F152B-25&P/C)								
a. Muffler.	✓							
b. Guard.	✓							
c. Pipes/Clamp.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
14. Ventilation Exhaust Outlet. Check ballistic cover for damage and tight retaining screws. Check screen for damage.	✓							
15. Overhead Protection Kit (OPK).								
a. OPK Tiles.	✓							
b. Torsion Bar Assist Mechanism (TBAM) Cover.		✓						MISSING BOTH COVERS
c. TBAM.	✓							
d. Bosses.	✓							
16. Cargo Hatches.								
a. Covers and Hinges.			✓					CENTER HATCH TORSION ASSIST BR04
b. Torsion Bar.			✓					I
c. Latches (open and closed).	✓							
d. Seals.	✓							
17. Antenna Mounts.								
a. Receiving Mount.	✓							
b. Port Sending Mount.	✓							
c. Starboard Sending Mount.	✓							
d. PLRS Antenna Mount.	✓							
e. DACT Antenna Mount.	✓							
18. Sea Tow Quick-Release. Check assembly for damage and proper operation.	✓							
V. Engine Compartment (Forward)								
1. Forward Bulkhead, Bow Pod Access Cover, and Bow Pod.								
<p style="text-align: center;"><b>NOTE</b></p> <p>Make sure intake grille is properly secured in raised position.</p>								
a. Bow Plane Velocity Fuse Valves.	✓							
b. Bow Pod Access Cover.	✓							
c. TACNAV sensor.	✓							
2. Intake Plenum Actuating Cylinder.								
a. Cylinder.	✓							
b. Hydraulic Hoses.	✓							
3. Cam Roller Lock. Check condition of each latch roller.	✓							

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NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
4. Cooling Fan.								
a. Guard.	✓							
b. Shroud.	✓							
c. Fan.	✓							
d. Bearings.	✓							
e. Belt Adjustment.	✓							
f. Seals.	✓							
g. Fan Cartridge Bearing.	✓							
h. Drain Tube.	✓							
5. Surge Tank.								
a. Tank.	✓							
b. Valve.	✓							
c. Hose and Tubes.	✓							
d. Mounting Hardware.	✓							
6. Crew Ventilation.								
a. Ducts, Clamps, and Hoses.			✓					TUBE UNINSTALLED
b. Drain Tube.			✓					↓
7. Control Linkages.								
a. Brake Linkage.	✓							
b. Steering Linkage.	✓							
c. Throttle Linkage.	✓							
d. Brake Flood Control Valve Linkage.								
<b>NOTE</b>	✓							
Make sure flood valve spindle moves freely.								
e. Engine Compartment Exhaust Fan Linkage.	✓							
8. Transmission Mounts. Check mounts for loose mounting hardware. Check transmission guide and guide rollers for damage.	✓							
9. Electrical Wiring and Connections.								
a. Bulk Head Connectors.	✓							
b. Power Plant Wiring.	✓							
c. Crew Vent Fan.	✓							
d. Electrical Bilge Pump.			✓					TUBE DISCON FROM OUTLET
10. Hydrostatic Steering Disconnect Lever. Check lever for correct operation, damage, and wear. Check for leaks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
11. Port Final Drive.								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
d. Speedometer Adapter/Cable.	✓							
12. Port U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
13. Port Hydraulic Bilge Pump. Check for oil leaks, loose mounting hardware, damaged screen, and debris.	✓							
14. Bilge Pump Bypass Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connections.	✓							
15. Plenum Solenoid Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connection.	✓							
16. Bow Plane Hydraulic tubes. Hoses and Fittings. Check for leaks, loose fittings and loose mounting hardware.	✓							
17. Fuel Manifold. Check for fuel leaks and loose mounting hardware.	✓							
18. Forward Engine Compartment Fire Extinguisher Discharge Nozzle. Check for damage and debris.	✓							
19. Port Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
20. Port Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
21. Starboard Final Drive.								
a. Oil/Oil Level.			✓					NEEDS OIL
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
22. Starboard U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
23. Starboard Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
24. Starboard Electrical Bilge Pump. Check screen for debris and damage. Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
25. Precleaner. Check cleaner for damage, loose mounting hardware, and loose clamps. Check screen for damage and debris.			✓					TUBE DISCON
26. Crew Ventilation Fan. Check mounting hardware for looseness. Check ducts and clamps for damage and tightness.	✓							
27. Starboard Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
28. Starboard Right Angle Drive Shaft. Check condition of shaft coupling for damage. Check coupling bolts for tightness and proper safety wire.	✓							
29. Fan Drive Shaft. Check shaft and coupling for damage or wear. Check safety wire for damage.	✓							
30. Fuel Filter.								
a. Fuel Leaks.	✓							
b. Drain Cock/Contamination.	✓							
c. Electrical Leads/Transducer.	✓							
d. Mounting Hardware/Air Valve.	✓							
31. Power Takeoff Unit.								
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Electrical leads/Connections.	✓							
32. Starter. Check that starter is mounted properly. Check electrical leads and connections for damage and proper connections.	✓							
33. Transmission Oil Cooler. Check for oil and water leaks. Check electrical leads and connections for damage. Check oil lines, hoses, and clamps for tightness.	✓							
34. Exhaust Manifold (starboard side). Check for cracks, holes, and corrosion. Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
35. Transmission. Check for overall cleanliness and damage.								
a. Leaks.	✓							
b. Torque converter to engine mounting screw for tightness.	✓							
c. Range selector valve for leaks and safety wire.	✓							
d. Oil Leaks.	✓							
e. Left and right brake and steer sections for leaks and loose mounting bolts.	✓							
f. Check brakes for proper adjustment.	✓							
g. Check transmission drain line for leaks, damage, and loose drain plug.	✓							
VI. Engine Compartment (Aft)								
1. Exhaust Plenum. Check actuating cylinder and oil-lines for leaks. Check condition of plenum seal.	✓							
2. Components Bolted on to the Engine. Check for tight mounting hardware, proper electrical connections, damaged hoses and electrical leads, and leaks.								
a. Turbocharger.			✓					NEEDS PM
b. PF Pump.	✓							
c. Exhaust Manifold (port side).	✓							
d. Engine Oil Cooler.	✓							
e. Engine Oil Filter.	✓							
f. Intake Manifold.	✓							
g. Smoke Generation Components.	✓							
h. Cold Start Components.	✓							
i. Crankcase Breathers.	✓							
3. Transmission Oil Filter.								
a. Mounting Hardware.	✓							
b. Leaks.	✓							
c. Check Electrical Connections.	✓							
4. Engine Oil Level. Check for correct level and signs of contamination. Check dipstick for damage.	✓							
5. Transmission Oil Level. Check for correct level and signs of contamination. Check fill tube and dipstick for damage.	✓							
6. Tachometer Drive Shaft. Check for adapter and cable damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
7. Radiator. Check for radiator damage. Check for water leaks on radiator and coolant tubes.	✓							
8. Exhaust System. Check condition of insulation. Check for loose mounting hardware and damaged scavenging system check valve and for leaks.	✓							
9. Engine Compartment Exhaust Duct. Check for cracks or other damage. Check mounting hardware and clamps for tightness. Check tubes for proper mounting.	✓							
10. Engine. Check overall condition of engine for cleanliness and fuel, coolant, and oil leaks.	✓							
11. Generator								
a. Bracket and Hardware.	✓							
b. Pulley and Belt.	✓							
c. Adjustment.	✓							
d. Voltage Regulator	✓							
12. Water Pump. Check for leaks.								
a. Pump.	✓							
b. Hoses and Tubes.	✓							
c. Belt and Adjustment.	✓							
13. Fire Extinguisher Discharge Nozzle. Check for damage, debris, and condition of safety wire.	✓							
14. Engine Oil Heat Exchanger. Check mounting hardware for tightness. Check for oil leaks. Check electrical leads for damage and tight connections.	✓							
15. Cold Start Disconnect Lever. Check for proper operation, damage, and corrosion.	✓							
16. Hydraulic Reservoir								
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Oil Level.	✓							
d. Dipstick for damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>VII. Troop Compartment</b>  <b>NOTE</b> Before inspecting troop compartment, open cargo hatches. Sound horn and lower ramp.								
1. Engine Compartment Access Covers (aft). Check all thumbscrews and clamps for damage and operation. Check covers for correct mating and damage.								
a. Aft Upper.	✓							
b. Aft Center.	✓							
c. Aft Lower.	✓							
d. Port Upper.			✓					1 PANE BRACKET (D)
e. Port Lower.	✓							
f. Smoke Generation.		✓						
2. Smoke Generation Fuel Control Valve. Check to see if valve operates freely. Check for any damaged components and leaks.	✓							
3. Engine Compartment Fire Extinguisher.								
a. Bottle and Tag.			✓					TAG (D)
b. Control Valve.	✓							
c. Clamps.	✓							
4. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
5. Coolant Bypass-Tube. Check to see if tube is mounted properly in retaining brackets.	✓							
6. Air Cleaner Compartment.								
a. Access Door.	✓							
b. Retaining Brackets.	✓							
c. Element.	✓							
d. Compartment.	✓							
7. Right Angle Drive Access Cover. Rotate weapon station to gain access to cover. Check cover for proper mating and damage.	✓							
8. Starboard Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.		✓						(D) AFT COVER
9. Starboard Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							

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NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
10. Fuel Tank Drains. Check both valves for proper operation. Check fuel lines and fittings for leaks. Check manual shutoff valves to make sure the handle rotates freely.								
a. Internal Fuel Tank Drain.			✓					① (LAMPS)
b. External Fuel Tank Drain.	✓							
c. Fuel Lines and Fittings.	✓							
d. Manual Shutoff Valve.	✓							
11. Fuel Tank.								
a. Electrical Leads.	✓							
b. Leaks.	✓							
c. Retaining Straps.	✓							
d. Breather Cap.	✓							
12. Troop Seats.								
a. Hinges.	✓							
b. Supports.	✓							
c. Seat Pans.	✓							
d. Cushions.	✓							
e. Safety Belts/Straps.		✓						
f. Adjusting Rods.	✓							
13. Interior Stowage.								
a. MG Cleaning Rod Bracket.	✓							
b. Rifle Brackets.	✓							
c. Water Can Supports.	✓							
d. Seat Stowage Supports.	✓							
e. DVE Container.	✓							
f. Portable Fire Extinguisher Bracket.	✓							
g. Pamphlet Stowage Rack.	✓							
h. Ammo Box Bracket.	✓							
i. Hand Oiler Bracket.	✓							
j. Tool Box Stowage Support.	✓							
14. Power Distribution Box. Check to see if box is securely mounted. Check all electrical connections for tightness. Check cover for tight screws. Check slave output power switch for damage.			✓					① 4 SCREWS

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
15. Batteries.								
a. Battery Box Cover.	✓							
b. Holddowns.			✓					BENT / 1 LATCH (B)
c. Cables and Terminals.	✓							
d. Battery and Terminal Posts.	✓							
e. Battery Box Drains.	✓							
f. Battery Instruction Plate.	✓							
16. Radio Guards. Check guards for damage and loose or missing mounting hardware.	✓							
17. Deflector Actuator Guards. Check guards for debris and damage. Check mounting hardware for tightness.								
a. Port	✓							
b. Starboard.	✓							
18. Water Steer System Components.								
a. Water-Jet Deflector Position Sensing Module (port and starboard).	✓							
b. Water-Jet Deflector Servo Module (port and starboard).	✓							
c. Water-Jet Deflector Solenoid Module (port and starboard).	✓							
d. Actuator Cylinders Port and Starboard.	✓							
e. Actuator Bracket Port and Starboard.	✓							
19. AFSSS Electrical Components.								
a. Sensors/Control Box.	✓							
b. Cables.	✓							
c. Test AFSSS using the test set (Item 4, Table 11-1) (Para. 11-70)	✓							
20. Dome Lights. Check mounting hardware for tightness. Check for broken or cracked lens and knobs. With master switch ON, check lights for proper operation.			✓					AFT + TURRET DOME LIGHT (B) CABLE
21. Aft Slave Receptacle. Check cover and chain for damage. Check insert for corrosion and damage. Check electrical lead for damage and loose connections. Check mounting hardware for tightness.	✓							
22. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
23. Ramp Lock Linkage. Check to see that linkage does not bind. Check for bent or warped linkage rods.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
24. Ramp. With ramp lowered, check ramp seal for breaks and spongy condition.								
a. Ramp Seal. Check mating with hull in closed position.	✓							
b. Vision Block Cover.	✓							
c. Skid Bars	✓							
d. Quick-Release (Visual Only).	✓							
e. Tow Pintle Release.	✓							
25. Deck Plates.								
a. Deck Plates (port and starboard).	✓							
b. Center Deck Plate.	✓							
c. Contact Cooler Bleeder Valve Access Cover.	✓							
d. Bilge Pump Access Cover (port and starboard).	✓							
e. Tiedown Rings.	✓							
<b>NOTE</b> Remove troop compartment deck plates before continuing.	✓							
26. Contact Cooler. Check that bleeder valve is not frozen. Check for signs of leaks.	✓							
27. Torsion Bars. Check torsion bars for damage.	✓							
28. Ramp Cylinder and Cable.	✓							
29. Hydraulic Bilge Pump.								
a. Bilge Pump.	✓							
b. Outlet tube.	✓							
30. Electric Bilge Pump.								
a. Electric Pump.	✓							
b. Outlet Tube.			✓					① CLAMP
31. Bilges. Check for cleanliness and obvious signs of damage.								
a. Brackets and Mounting Hardware.	✓							
b. Discharge Tubs and Nozzles.	✓							
32. Fire Extinguisher (17 lb).								
a. Mounting Hardware.	✓							
b. Discharge Tub and Seal.	✓							
c. Tag Date. _____	✓		✓					NOT DATED
d. Seal.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
33. Personnel Heater.								
a. Mounts.	✓							
b. Exhaust System and Cover.	✓							
c. Electrical Wiring and Switches.	✓							
d. Fuel System.	✓							
e. Heater Ducts.			✓					Ⓣ MOUNTING
34. Port Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.								
35. Port Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.			✓					Ⓣ AFT COVER
36. Radio Mounts.								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts.	✓							
c. Check Radio Cables.	✓							
37. EPLRS Rack.								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts	✓							
c. Check Radio Cables.	✓							
VIII. Driver's and Commander's Station								
1. Access Covers.								
a. Hydrostatic Steer Disconnect Lever.	✓							
b. Final Drive U-Joint.	✓							
c. Hydraulic Reservoir.	✓							
2. Flapper Valve. Check spring tension flapper. Check mounting screws for tightness and damage to flapper.	✓							
3. Fire Extinguisher (7 lb). Check mounting bracket and hardware for tightness. Check tag for date bottle was last weighed. Check wire seat on control head.								
a. Bracket and Mounting Hardware.	✓							
b. Tag/Date.		✓						
c. Wire Seal.	✓							
4. Ramp Lock Handle. Check handle and lock for damage and proper operation.	✓							
5. Ramp Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
6. Fire Extinguisher Discharge Handle. Check handle for damage and unbroken wire seal.	✓							
7. Power Train Switch. Move lever and check for binding. Check bail for damage.	✓							
8. Mode Selector Switch. Check for missing or damaged toggle switch.	✓							
9. Handle Throttle. Move throttle and check for proper operation. Check linkage and cover for damage.			✓					DISCON
10. Gear Selector. Check console for loose mounting hardware for damage. Check movement of selector through all gear range.	✓							
11. Air Cleaner Restrictor Indicator. Check for proper mounting to bulkhead. Check indicator for damage.	✓							
12. Auxiliary Instrument Panel. Check panel for loose mounting hardware. Check that gages are securely mounted in panel, and that hose connections are tight.	✓							
13. Accelerator Pedal.								
a. Mounting Hardware/Brackets.	✓							
b. Pedal and Pedal Stop Screw.	✓							
c. Water Drive Switch.	✓							
14. Brake Pedal. Apply and release brakes to check binding.	✓							
15. Parking Brake Handle. Check for proper operation. Make sure that parking brake holds and releases properly.	✓							
16. Steering Wheel. Check wheel for damage. Check operation of wheel tilt. Check for binding linkage. Check steering wheel sensing module for loose mounting hardware or damaged wiring.								
a. Steering Wheel.	✓							
b. Steering Wheel Sensing Module.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
17. Indicator Panel. Check mounting hardware and grommets for tightness and damage. Check for loose or damaged switches, lights, and buttons.								
a. Master Switch.	✓							
b. Lamp Test/Warning Cancel Switch.	✓							
c. Horn Button.	✓							
d. Panel Lights Brt/Dim Switch.	✓							
e. Cold Start Switch.	✓							
f. Starter Button.	✓							
g. Light Switch.	✓							
h. TACNAV Indicator.	✓							
i. Tachometer.	✓							
j. Speedometer.	✓							
k. Smoke Generation Indicator Light.	✓							
l. Smoke Generation Switch.	✓							
m. Forward Electric Bilge Pump Switch.	✓							
n. Aft Electric Bilge Pump Switch.	✓							
o. Aft Electric Bilge Pump Indicator Light.	✓							
p. Forward Electric Bilge Pump Indicator Light.	✓							
q. Aft Hydraulic Bilge Pump Indicator Light.	✓							
r. Forward Hydraulic Bilge Pump Indicator Light.	✓							
s. Ventilation Switch.	✓							
18. Driver's Display Unit. Check for cracked glass and moisture. Check that unit is securely mounted in indicator panel.								
<p style="text-align: center;"><b>NOTE</b></p> Bar scales and warning lights will be checked during the operational portion of preinduction.	✓							
19. Bow Plane Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							
20. Vent Air Outlets. Check driver's and commander's outlets for breaks and cracks. Check to see if outlet rotates freely. Check mounting hardware for tightness.								
a. Driver's Outlet.	✓							
b. Commander's Outlet.			✓					DOES N'T ROTATE FREELY

ENCLOSURE (52)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
21. Vent Air Hoses, Tubes, and Duct. Check for loose clamps and mounting hardware. Check for damaged hoses, tubes, and duct.			✓					Ⓜ CLAMPS
22. Bilge Outlet Tube. Check tube for damage, hoses for cracks, and clamps for tightness.	✓							
23. Instrument Distribution Box. Check that box is securely mounted, and that cover screws are tight. Check all wiring harness connectors for tightness.			✓					Ⓜ 2 SCREWS
24. Forward Slave Receptacle on Instrument Distribution Box. Check cover and chain for damage. Check receptacle for corrosion and damage.			✓					Ⓜ CAP
25. Searchlight Switch. Check for damage and operation.	✓							
26. Ventilation Air Outlet Valve. Check for loose mounting hardware and damaged cable and handle with ball. Open and close outlet and check for binding linkage.			✓					HANDLE BENT Ⓜ BALL
27. Data Plates. Check for damage.	✓							
28. Manual Fuel Shutoff Handle. Check shaft for damage and grommets for wear. Rotate handle to check for free operation.	✓							
29. Driver's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.			✓					SEAT ADJ DOESN'T MOVE
30. Troop Commander's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.			✓					↓
31. Interior Decals and Instruction Plates. Check to see that they are readable.	✓							
32. Fire Extinguishers (MFSS and AFSSS). <b>NOTE</b> At this time all fire suppression system bottles are to be pulled and weighed.								
a. Mounting Hardware.	✓							
b. Discharge Tube and Seal.	✓							
c. Tag Date.		✓						
d. Seal.	✓							
33. Drive Shaft Guards. Check guards for damage and mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>IX. Equipment Operation</b>								
1. Start vehicle, check operation of the following:								
a. Master Switch.			✓					TRACK TURNS OVER W/ MASTER SWITCH ON
b. Horn.	✓							
c. Fuel Level Indicator.	✓							
d. Battery Generator Indicator.	✓							
e. Electric Bilge Pumps (forward and aft).	✓							
f. Panel Lights (brt/dim).			✓					LIGHT DOESNT TURN ON
g. Display Panel Warning Lights.	✓							
h. Vent Switch Low Position.	✓							
2. Perform Diagnostic Test Equipment checks in accordance with TM 09674A-25&P/4, (See worksheet at the end of this Appendix).								
3. Vehicle Stall Check. With brakes locked, and gear selector in 4th gear, accelerate fully and check the following:								
a. Brakes.			✓					UNABLE TO RUN FULL
b. Transmission.			✓					TEST DUE TO ELEC. ISSUES
c. Engine. RPM.			✓					
d. TACNAV Indicator. Check that system powers and display works.			✓					
4. Lights. Check that lights work properly.								
a. Light Switch.								
b. Service Drive.								
c. Dimmer Switch.								
d. Blackout Markers.								
e. Stop Light.								
f. Park.								
g. Searchlight.								
h. Interior Dome Lights.								
5. Driver's Viewer Enhancer (DVE). Check that power system works.								
6. Lamp Test Warning Cancel Switch. Check audio signal with proper comm helmet.								



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>X. Functional Road Test</b>								
1. Steering. Check operation and drift.								UNABLE TO CHECK
2. Gear Ranges. Check for slippage and that lockup works properly.								DUE TO ELCC. ISSUES
3. Smoke Generation. Check for correct operation.								
4. Brakes. Check to see if brakes pull to one side or the other.								
5. Speedometer. Check for correct operation.								
6. Noises. Check for any unusual noises.								
<b>XI. Water Systems Test</b>								
1. Plenums. Check that plenums close completely. Fan shuts off. (Para. 8-13)								
2. Check if hydraulic bilge pumps operation.								
3. Check if electric bilge pumps operate.								
4. Check that jet drive activates at 1000 to 1200 RPM.								
<b>5. Bow Plane Operation:</b>								
a. Control Valve. Check for proper operation and leaks.								
b. Bow Plane. Check that it fully extends and retracts.								
c. Pivot Actuator. Check for leaks, unusual noise and smooth operation.								

**NOTE**

See TM 10004A-25&P/2 for LTI of UGWS Unique Items.  
 See TM 07267B-25&P/4 for LTI of AAVR7A1 Unique Items.  
 See TM 07268B-25&P/2 for LTI of AAVC7A1 Unique Items.

Turret Uninstalled  
From Vehicle

APPENDIX C

ASSAULT AMPHIBIOUS VEHICLE  
UPGUNNED WEAPONS STATION (UGWS) AAVP7A1  
LIMITED TECHNICAL INSPECTION

TAC No. 3HN04 USMC No. 522677 Miles 2241 Hours 425  
Date Inspected 20200415 Inspect

(b)(3), (b)(6), (b)(7)(c)

\*See Table C-1 for UGWS

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>I. Basket Weldment</b>								
<b>1. Basket Weldment Clearance.</b>								
a. Area around sides of basket weldment clear of obstructions.	✓							
b. Area around 12 channel slip ring clear of obstructions.	✓							
<b>2. 12 Channel Slip Ring.</b>								
a. Electrical connectors tight and in good condition.	✓							
b. Upper portion of 12-channel slip ring rotates freely.	✓							
c. Manual and electrical weapons station operation.	✓							
<b>3. Power Relay Assembly.</b>								
a. Box secure to bottom of basket.	✓							
b. Electrical connectors tight and in good condition.	✓							
<b>4. Basket Inspection</b>								
a. Seat belt secure. Anti-machine properly belt in good condition.	✓							
b. Showed signs of no overhang basket.	✓							
c. No loose bolts in all basket assembly.					✓			Assist For Seat Broken
<b>II. Weapons Station Interior</b>								
<b>1. Turret Power Control Assembly.</b>								
a. Box cover secure. Box secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							
<b>2. Weapon Control Assembly.</b>								
a. Box cover secure. Box secure to basket weldment.	✓	✓	✓					Ⓜ 3 Bolts Loose
b. Electrical connectors tight and in good condition.	✓							

ENCLOSURE (5B)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
3. Traverse Switch Assembly								
a. Box cover secure to basket weldment.		✓	✓					
b. Electrical connector tight and in good condition.	✓							
4. M36E-TSS Periscope								
a. Mounting Screws. Check screws for security. Check sight is secure to turret weldment.	✓							
b. Sight. Check for moisture in window and in mirror. Check condition of glass.			✓					Condensation in Glass
c. Sight Eyepieces. Check for moisture, condition of reticles, condition of eye-piece pads, and proper operation.	✓							
d. Latch Assembly. Check that latch moves freely, and has spring tension.	✓							
e. Hanger Strap. Check for serviceability.	✓							
f. Head Assembly. Check nuts on head assembly for tightness.	✓							
g. Body Assembly. Check mounting hardware for security and that safety wire is present.	✓							
h. Boresight Knobs - Azimuth and Elevation. Check setting on both knobs and record. Turn each knob, check for smooth movement and shift of sight reticle. Reposition knobs to original settings.	✓							
i. Sight Power Electrical Connectors. Check that electrical connectors are in good condition.	✓							
j. Check for cracks, dents, burns and chipped paint on housing.	✓							
k. Check that valve cap is tight and retaining strap is not broken or missing.	✓							
l. Check that both knobs on elbow assembly move freely from LO to HI position.	✓							
m. Check that lamp holder is tight and packing is installed.	✓							
n. Check that plug or shutter switch is present. If missing, notify supervisor.	✓							
o. Check that all boresight knobs move freely, and scales can be easily read.	✓							
p. Check ID plate for damage and if it can be easily read. If plate cannot be read, notify supervisor.	✓							
q. Check that shutter switch will not move to ON without pushing safety button first.	✓							
r. Check that valve cap strap is not damaged or missing.	✓							
s. Check that all screws are tight on mounting hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
5. Exhaust Blower. Check for corrosion and debris. Make sure electrical connectors are tight and in good shape. Check operation of blower door.	✓							
6. .50 Caliber Ammo Ejection Chute. Check for condition and security. Ensure that chute is clear of debris.								
a. Check ejection-chute hose for security and condition.	✓							
b. Spent-Cartridge Box. Check security and condition. Check operation of latches.	✓							
7. Equilibrator. Check for corrosion, security and adjustment.	✓							
8. .50 Caliber Ammo Feed System.								
a. Check security and condition of .50 caliber ammo trays.	✓							
b. Check security and condition of roller guides.	✓							
9. 40mm Ammo Feed System.								
a. Feed Chute. Check for dents, corrosion and/or damage.	✓							
b. Check feed-chute cover for tears, holes; zipper must move freely. Check attachment points for security and condition.	✓							
c. Check anti-feedback lever for condition and security.	✓							
10. 40mm Ammo Box Assembly.								
a. Check security and condition of box, doors, and flaps.	✓							
b. Check operation of latches.	✓							
c. Check that electrical connector on last-round switch is tight and in good condition.	✓							
11. 40mm Charger Assembly. Check condition and security of charger tube.	✓							
12. 40mm Mantlet.								
a. Check condition and security.	✓							
b. Check operation of cover latches.	✓							
13. .50 Caliber Mantlet and Cradle. Check condition and security. Check for damage, cracked welds and bare metal.	✓							
14. Power-Assist Traverse Mechanism. Check for security, condition and leakage. Make sure that electrical connectors are tight and in good condition.	✓							① 2 BOLTS
15. Elevation Control Assembly. Check for security and condition.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
16. Gunner's Trigger Switch. Check for security and condition. Check that electrical connectors are tight and in good condition.	✓							
17. Linkage. Check for security and condition.	✓							
18. Grenade Launcher Inhibit Switch. Check for security and condition. Check that electrical connector is tight and in good condition.						✓		(M) WIRES
19. Elevation Interrupter Switches. Check for condition and security. Check that electrical connectors are tight and in good condition.	✓							
20. Utility Light. Check that light and electrical connector is secure and in good condition.	✓							
21. Communications Box.								
a. Check that electrical connector is tight and in good condition.	✓							
b. Check for security and condition.	✓							
22. Weapons Station. Inspect for damage, security and clarity.								
a. Vision Blocks. Inspect for damage, security and clarity.	✓							
b. Ring Gear. Inspect for damage and corrosion. Should be clean and no grease.	✓							
23. Hatch.								
a. Seal, Hatch, Hinges. Inspect for damage, loose hardware and proper operation.	✓							
b. Hatch Latch Check. It should lock the hatch closed, hatch vertical to turret and hatch horizontally open in three positions (15 degrees, 90 degrees and 175 degrees).	✓							
c. Hatch Handle. Check security, condition and proper operation.	✓							
d. Crash Pads. Inspect pads on hatch and weapons station for security and condition.	✓							
24. Sight Cover.								
a. Seals, cover, hinges, inspect for damage, loose hardware and proper operation.	✓							
b. Sight cover handle. Check conditions and proper operation.	✓							
25. DAGR.								
a. Check that electrical and antenna connections are tight and in good condition.		✓						
b. Check for security and condition.		✓						

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
III. Weapons Station Exterior.								
1. Receptacle, Spot Light. Inspect for corrosion and damage. Check that cover fits securely and is tight.	✓							
2. Mount, Spot Light. Inspect condition and security.	✓							
3. Smoke Grenade Launchers.								
a. Tubes. Inspect sight tubes for dents, cracks or corrosion, and security to mounts. Check security of mount to turret.	✓							
b. Electrical Contacts. Check that contacts are tight and free of corrosion.	✓							
c. Rubber Caps. Check sight caps for condition.	✓							
4. Entrance Window. Inspect condition and security. Look for signs of moisture.	✓							
5. Sight Cover. Inspect condition and security.			✓					UNINSTALLED
6. 40mm Mantlet Cover. Check for security and condition. Check operation of latches.	✓							
7. Remote Antenna. Check security and condition of cover.	✓							
IV. Functional Tests.								
1. Manual Operation. Check for weapons station binding and backlash.								
a. Azimuth. Check movement through 360 degree clockwise and counter-clockwise.	✓							
b. Elevation. Check for +45 degree maximum elevation and -8 degree maximum depression.	✓							
2. Powered Systems Test. Vehicle master switch and turret power switch ON. Check operation as noted.								
a. Control Box Lights. Check that control box lamps light when turret power switch is ON by pressing lamp test all button.			✓					LIGHTS INOP
b. Domelight. Lights in both blue and white switch positions.	✓							
c. Utility Light. Lights in both red and white.	✓							
d. Thermal Elbow Check Only. Ensure the unit shows an image and all controls work.	✓							
e. Spot Light. Install and check operation.	✓							
f. Exhaust Blower. Check operation.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
3. Low Ammo System Test								
a. Last-Round Switch OFF. Last-round indicator light on, triggers do not work.			✓					LIGHTS INOP
b. Last-Round Switch ON. Last-round indicator lamp light ON, override switch in up position, triggers work.			✓					
c. Last-Round Switch OFF. Last-round indicator light OFF, override switch down, triggers work.			✓					
4. Weapons Station System: Perform test as prescribed in Section 3.								
a. Manual Elevation. Check operation.	✓							
b. Deck Clearance. Check clearance of all obstacles. Check all inhibit zones. Weapons electrical trigger will not fire while in inhibit zones.	✓							
5. Smoke Grenade Launcher Test:								
a. Tubes. Check that they are clear of grenades.	✓							
b. Contacts. Check for 24 volts at eight firing pins inside of tubes on smoke grenade launchers. Turret power switches ON, smoke grenade switch ON, hatch in closed and locked position and grenade firing switch depressed.	✓							
6. DAGR Operational Test: Refer to TM 11-5820-1172-13.								
a. Check that DAGR passes self-test.		✓						
b. Check that DAGR is using vehicle power.		✓						
c. Check that DAGR is using remote antenna.		✓						
d. Check functioning of DAGR screen back lighting.		✓						

## 522677

#	NIIN	Nomenclature	Quantity	Unit Price	Ext Price
1	433463	HANDSET	1	\$52.52	\$52.52
2	11870964	SHACKLE	2	\$36.08	\$72.16
3	2247987	BRUSH,FILE CLEANER	1	\$16.63	\$16.63
4	2633873	BRUSH,PAINT	1	\$1.56	\$1.56
5	11740968	BRUSH,WIRE,SCRATCH	1	\$4.52	\$4.52
6	11955355	BRUSH,WIRE,SCRATCH	1	\$1.80	\$1.80
7	2363272	CHISEL,COLD,HAND	1	\$5.05	\$5.05
8	2247055	CUTTER,BOLT	1	\$30.30	\$30.30
9	13551899	DRIVE HEAD,SOCKET W	1	\$35.24	\$35.24
10	10635996	GOGGLES,INDUSTRIAL	1	\$17.66	\$17.66
11	13785361	HANDLE,EXTENSION,WR	1	\$48.31	\$48.31
12	2630349	HANDLE,FILE	1	\$1.59	\$1.59
13	193093	LAMP,INCANDESCENT	1	\$0.25	\$0.25
14	2532478	LUBRICATING GUN,HAN	1	\$11.15	\$11.15
15	2628868	OILER,HAND	1	\$6.96	\$6.96
16	6821508	PADLOCK	1	\$7.18	\$7.18
17	13365636	PLIERS,SLIP JOINT	1	\$14.37	\$14.37
18	2348912	SCREWDRIVER,CROSS T	1	\$4.46	\$4.46
19	2228852	SCREWDRIVER,FLAT TI	1	\$3.84	\$3.84
20	2376985	SCREWDRIVER,FLAT TI	1	\$8.60	\$8.60
21	13784933	SOCKET,SOCKET WRENC	1	\$31.25	\$31.25
22	2289503	WRENCH,BOX AND OPEN	1	\$2.15	\$2.15
23	2289507	WRENCH,BOX AND OPEN	1	\$5.15	\$5.15
24	2289516	WRENCH,BOX AND OPEN	1	\$17.43	\$17.43
25	1897924	SOCKET,SOCKET WRENC	1	\$4.29	\$4.29
26	2355870	SOCKET,SOCKET WRENC	1	\$3.42	\$3.42
27	1897933	SOCKET,SOCKET WRENC	1	\$7.01	\$7.01
28	1897934	SOCKET,SOCKET WRENC	1	\$4.62	\$4.62
29	1897927	SOCKET,SOCKET WRENC	1	\$3.79	\$3.79
30	1897917	SOCKET,SOCKET WRENC	1	\$6.33	\$6.33
31	2697971	UNIVERSAL JOINT,SOC	1	\$5.92	\$5.92
32	2405328	WRENCH,ADJUSTABLE	1	\$10.45	\$10.45
33	2401414	WRENCH,ADJUSTABLE	1	\$65.47	\$65.47
34	2243154	WRENCH,BOX	1	\$13.79	\$13.79
35	14806390	CABLE ASSEMBLY,SPEC	1	\$343.25	\$343.25
36	14812595	CAP,ELECTRICAL	2	\$20.24	\$40.48
37	14812598	CAP,ELECTRICAL	1	\$41.40	\$41.40
38	13375269	CAN,MILITARY	1	\$44.09	\$44.09
39	893827	CAN,MILITARY	2	\$21.00	\$42.00
40	9221200	FIRST AID KIT,UTILI	1	\$51.90	\$51.90
41	13767934	ANTENNA ELEMENT	2	\$48.74	\$97.48
42	8893494	BINDER,LOOSE-LEAF	1	\$9.73	\$9.73
43	13616921	EXTINGUISHER,FIRE	1	\$129.91	\$129.91
44	13552064	BAR,PRY	1	\$9.95	\$9.95
45	1245275	CLIP,SPRING TENSION	1	\$5.65	\$5.65

ENCLOSURE (86)



46	10758292	DRIFT PIN,TRACK	1	\$113.56	\$113.56
47	13351054	EXTENSION,SOCKET WR	1	\$12.36	\$12.36
48	14863431	FLASHLIGHT	1	\$97.99	\$97.99
49	2648261	FLASHLIGHT	2	\$10.40	\$20.80
50	618546	HAMMER,HAND	1	\$23.24	\$23.24
51	10711746	HOIST,WIRE ROPE	1	\$269.39	\$269.39
52	1558675	LAMP,INCANDESCENT	1	\$2.03	\$2.03
53	13351318	RATCHET HEAD,SOCKET	1	\$134.05	\$134.05
54	11182879	REMOVER,SHOCK ABSOR	1	\$13.23	\$13.23
55	2345224	RULE,MACHINIST'S	1	\$18.43	\$18.43
56	13673462	SCREWDRIVER ATTACHM	1	\$3.59	\$3.59
57	2289505	WRENCH,BOX AND OPEN	1	\$4.26	\$4.26
58	2289506	WRENCH,BOX AND OPEN	1	\$4.79	\$4.79
59	2289508	WRENCH,BOX AND OPEN	1	\$3.50	\$3.50
60	2289504	WRENCH,BOX AND OPEN	1	\$4.43	\$4.43
61	2289511	WRENCH,BOX AND OPEN	1	\$5.55	\$5.55
62	2289512	WRENCH,BOX AND OPEN	1	\$8.05	\$8.05
63	2289513	WRENCH,BOX AND OPEN	1	\$11.25	\$11.25
64	2431697	EXTENSION,SOCKET WR	1	\$7.70	\$7.70
65	2437326	EXTENSION,SOCKET WR	1	\$6.72	\$6.72
66	2278074	EXTENSION,SOCKET WR	1	\$4.57	\$4.57
67	2217958	HANDLE,SOCKET WRENC	1	\$11.69	\$11.69
68	2367590	HANDLE,SOCKET WRENC	1	\$13.29	\$13.29
69	2306385	HANDLE,SOCKET WRENC	1	\$37.69	\$37.69
70	2370984	SOCKET,SOCKET WRENC	1	\$2.36	\$2.36
71	1897985	SOCKET,SOCKET WRENC	1	\$4.55	\$4.55
72	1897935	SOCKET,SOCKET WRENC	1	\$5.67	\$5.67
73	1897913	SOCKET,SOCKET WRENC	1	\$3.65	\$3.65
74	13491383	WRENCH,BOX	1	\$9.50	\$9.50
75	14806389	CABLE ASSEMBLY,SPEC	1	\$591.56	\$591.56
76	14810504	SCREW,MACHINE	1	\$0.20	\$0.20
77	14789090	COVER,GUN	1	\$101.36	\$101.36
78	1788437	CASE,FLAG	1	\$11.08	\$11.08
79	2423650	FLAGSTAFF	3	\$4.29	\$12.87
80	2271405	FLAG,SIGNAL	1	\$3.49	\$3.49
81	2271406	FLAG,SIGNAL	1	\$3.21	\$3.21
82	2271511	FLAG,SIGNAL	1	\$3.09	\$3.09
	<b>82</b>				<b>\$2,925.81</b>

TAMCN	NOMEN	NSN	SERIAL#	QTY	Condition Code	SR#	SR Status	T/P (\$)	REMARKS
E08467K	CABLE ASSEMBLY, S	01-310-0335	522677	4	R	29921734	SHT PART	\$173.84	
E08467K	SCREW, CAP, HEXAGON	00-964-0634	522677	10	R	29921734	SHT PART	\$12.70	
E08467K	WASHER, FLAT	00-680-6745	522677	10	R	29921734	SHT PART	\$26.90	
E08467K	WASHER, LOCK	00-933-8118	522677	10	R	29921734	SHT PART	\$10.10	
E08467K	NUT, PLAI, HEXAGON	00-903-5966	522677	10	R	29921734	SHT PART	\$93.10	
E08467K	PARTS KIT, LINEAR	01-382-6522	522677	1	R	29734722	SHT PART	\$544.51	
E08467K	BOLT, MACHINE	00-637-9675	522677	2	R	29734722	SHT PART	\$0.74	
E08467K	WASHER, LOCK	00-974-6623	522677	1	R	29734722	SHT PART	\$3.94	
E08467K	ARM, ANCHOR, SLIP	01-418-9898	522677	1	R	29734722	SHT PART	\$35.47	
E08467K	PACKING, PREFORMED	01-317-7418	522677	6	R	29734722	SHT PART	\$3.54	
E08467K	RING, RETAINING	01-318-6908	522677	3	R	29734722	SHT PART	\$13.35	
E08467K	SEAL, NONMETALLIC	01-102-4720	522677	3	R	29734722	SHT PART	\$32.37	
E08467K	CAP, PROTECTIVE	01-102-4702	522677	3	R	29734722	SHT PART	\$24.99	
E08467K	SCREW, CAP, HEXAGON	00-724-7221	522677	6	R	29734722	SHT PART	\$2.28	
E08467K	SHOCK ABSORBER	01-312-4730	522677	3	R	29734722	SHT PART	\$2,934.48	
E08467K	SCREW, MACHINE	00-984-5674	522677	2	R	29734722	SHT PART	\$17.92	
E08467K	HUB CAP, WHEEL	01-102-4770	522677	1	R	29734722	SHT PART	\$68.46	

ENCLOSURE (56)

Enclosure (1): Limited Technical Inspection, Assault Amphibious Vehicle AAV7A1

ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) LIMITED TECHNICAL INSPECTION	
MODEL (CIRCLE ONE)	REFERENCES
<p><u>AAVP7A1</u> RAM/RS AAVC7A1 RAM/RS AAVR7A1 RAM/RS</p>	<p>TM 09674A-25&amp;P/4 TM 8F152B-25&amp;P TM 07267C-25&amp;P/2 TM 07268C-25&amp;P/2</p>
TAC NO. <u>3B10</u>	MILES <u>345</u>
U.S.M.C. NO. <u>522681</u>	HOURS <u>67</u>
HULL NO. <u>RAM-5-0040</u>	
ENGINE NO. <u>37204294</u>	
TRANSMISSION NO. <u>A600E</u>	
INSPECTOR'S NAME/RANK/SIGNATURE REFERENCES  (b)(3), (b)(6), (b)(7)(c)	DATE INSPECTED <u>20200914</u>
<p>NOTE: The following inspection sheets are divided into seven columns. The inspector will place a check in the column which best describes the condition of the item being inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the remarks column.</p>	

Rear Starboard Hull Plug Needs welding - seized  
 Engine oil temp pegged out on DDM  
 Missing mounting bolt on water plate - planning  
 Deck plates missing bolts  
 Forward Hydro pump trap  
 routing electrical connections per DADR  
 Thermal elbow stays in self check

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>I. Outside of Vehicle (Forward and Port)</b>	✓							
1. Hull Forward End. Check for damage and bare metal.	✓							
<b>2. Towing Eyes. (Para. 8-33)</b>	✓							
a. Port.	✓							
b. Starboard.	✓							
<b>3. Headlights. (Para. 11-32)</b>	✓							
a. Port.	✓							
b. Starboard.	✓							
c. Headlight Guards.	✓							
<b>4. Bow Plane. (Para. 10-14)</b>	✓							
a. Flinges and Mounting Hardware. (Para. 10-17)	✓							
b. Bow Plate. (Para. 10-17)	✓							
c. Hydraulic Tubes and Fittings. (Para. 10-16)	✓							
d. Pivot Actuator. (Para. 10-18)	✓							
<b>5. Hull Port Side. Check for damage and bare metal.</b>	✓							
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-26a)	✓							
b. Steps. (Para. 16-29)	✓							
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage provisions. (Para. 16-37)	✓							
e. Fairings. (Para. 16-28)	✓							
f. Standoff Brackets. (Para. 16-27)	✓							
g. Hull Bosses. (Para. 16-36)	✓							
<b>6. Port Track Shroud. Check for loose mounting hardware and damage. (Para. 16-28)</b>	✓							
<b>7. Port Final Drive. (Para. 7-18)</b>	✓							
a. Outer Housing.	✓							
b. Bolts.	✓							
<b>8. Port Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)</b>	✓							
<b>9. Port Sprockets. (Para. 7-16)</b>	✓							
a. Inner.	✓							
b. Outer.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>10. Port Track. (Para. 7-7) Use track wear gage to measure wear. Mark each unserviceable track shoe.</b>								
a. Track Shoes.	✓							
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
<b>11. Port Road Wheels and Hubs. (Para. 7-12) Circle those numbers which are unserviceable.</b>								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level. 1 2 3 4 5 6	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
<b>12. Port Support Arms. (Para. 7-13) Circle those numbers which are unserviceable.</b> 1 2 3 4 5 6	✓							
<b>13. Port Torsion Bars. (Para. 7-13) Circle those numbers which are unserviceable.</b>								
a. Torsion Bars. 1 2 3 4 5 6	✓							
b. Retaining Screws. 1 2 3 4 5 6	✓							
<b>14. Port Shock Absorbers. (Para. 7-11)</b>								
a. No. 1 Shock.	✓							
b. No. 2 Shock.	✓							
c. No. 3 Shock.	✓							
d. No. 4 Shock.	✓							
e. Mounting Hardware.	✓							
<b>15. Port Front Single Support Roller. (Para. 7-14)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>16. Port Dual Support Roller. (Para. 7-15)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
<b>17. Port Rear Single Support Roller. (Para. 7-14)</b>								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓		✓					<del>Needs to be checked</del>
d. Mounting Hardware.	✓							
<b>18. Port Slap Guard. (Para. 7-10)</b> Check for wear and loose mounting hardware.	✓							
<b>19. Port Idler Wheel and Hub. (Para. 7-9)</b>								
a. Idler.	✓							
b. Outer Wheel.	✓							
c. Inner Wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
<b>20. Port Track Tension Adjuster. (Para. 7-8)</b>								
a. Track Adjuster Support.	✓							
b. Track Adjuster.	✓							
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
<b>21. Port Anode. (Para. 8-54) Check for tightness of mounting screw. Make sure there is no paint on anode.</b>	✓							
<b>22. Port Midships Bearing. (Para. 9-18) Check for signs of leaks.</b>	✓							
<b>23. Drive Shaft. (Para. 9-17) Check for signs of damage.</b>	✓							
<b>24. Footman Loop. (Para. 8-50) Check for weld cracks.</b>	✓							
<b>25. Port Handrails. (Table 3-1) Check for weld cracks.</b>	✓							
<b>26. Port Cargo Hatch Supports. (Para. 8-26)</b>								
a. Forward Support.	✓							
b. Aft Support.	✓							
<b>27. Fuel Tank Pressure Relief Valve (Para. 12-18) and Outlet Cover (Para. 12-12). Check cover and mounting screws for damage. Check relief opens.</b>	✓							
<b>28. Check fuel filter cap. (Para. 12-9)</b>	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
29. Stowage Brackets. Check for weld cracks.	✓							
30. Bilge Pump Outlets								
a. Hydraulic Pump Outlet. (Para. 8-47)	✓							
b. Electric Pump Outlet. (Para. 8-46)	✓							
31. Personnel Heater Exhaust Outlet. (Para. 14-14)								
a. Outlet Cap.	✓							
b. Outlet Adapter.	✓							
32. Exterior Fire Extinguisher Pull Handle. (Para. 15-13)								
a. Handle.	✓							
b. Wire Seal.	✓							
33. External Fuel Tank Drain. Check plug for tightness and leaks. (Para. 12-18)	✓							
34. Port Deflector. (Para. 9-21) Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
35. Port Reverse Flow Duct. Check for damage and tight mounting hardware. (Para. 9-20)	✓							
36. Port Propulsion Unit. (Para. 9-20) Check unit for damage and mounting hardware for tightness. Rotate driveshaft to check for free movement of impeller.	✓							
<b>II. Outside of Vehicle (Aft and Starboard)</b>								
<b>1. Tail lights.</b>								
a. Port Tail light. (Para. 11-53)	✓							
b. Starboard Tail light. (Para. 11-59)	✓							
c. Taillight Guards.	✓							
2. Horn. (Para. 11-54) Check for loose mounting hardware, corrosion, and proper electrical connections.	✓							
3. Tow Cable Stowage Brackets. (Para. 8-27) Check for cracked or bent brackets.	✓							
4. Towing Pintle. (Para. 8-41) Check for loose mounting hardware. Check pintle for free rotation and proper quick-release operation.	✓							
5. Ramp Plugs. (Para. 8-27) Check for tightness.	✓							
6. Ramp Hinges and Towing Eyes. (Para. 8-27) Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
7. Vision Block and Guard. (Para. 8-30)	✓							
a. Vision Block Guard.	✓							
b. Vision Block.	✓							
8. Personnel Hatch. (Para. 8-31)	✓							
a. Personnel Hatch Handle (inner and outer).	✓							
b. Personnel Hatch Seal.	✓							
c. Hook and Damper.	✓							
d. Mounting Hardware.	✓							
9. Starboard Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage. (Para. 9-20)	✓							
10. Trailer Receptacle.								
a. Cover.	✓							
b. Retainer Chain.	✓							
11. Starboard Reverse Flow Duct. Check for damage and tight mounting hardware. (Para. 9-20)	✓							
12. Starboard Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate drive shaft to check for free movement of impeller. (Para. 9-20)	✓							
13. Drive Shaft. Check for signs of damage.	✓							
14. Footman Loop. Check for weld cracks.	✓							
15. Starboard Idler Wheel and Hub. (Para. 7-9)								
a. Idler.	✓							
b. Outer wheel.	✓							
c. Inner wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
16. Starboard Track Tension Adjuster. (Para. 7-8)								
a. Track Adjuster Support.	✓							
b. Track Adjuster.	✓							
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
17. Starboard Anode. Check for tightness of mounting screw. Make sure there is no paint on anode. (Para. 8-54)	✓							
18. Starboard Midships Bearing. Check for signs of leaks. (Para. 9-18)	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
19. Starboard Road Wheels and Hubs. Check those numbers which are unserviceable. (Para. 7-12)								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓	✓						
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓	✓						
c. Hub Oil Leaks. 1 2 3 4 5 6	✓	✓						
d. Hub Oil Level.	✓	✓						
e. Mounting Hardware. 1 2 3 4 5 6	✓	✓						
20. Starboard Support Arms. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓	✓						
21. Starboard Torsion Bars. Check for broken bar and loose retaining screws. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓	✓						
22. Starboard Shock Absorbers. (Para. 7-11)								
a. No. 1 Shock	✓	✓						
b. No. 2 Shock	✓	✓						
c. No. 3 Shock	✓	✓						
d. No. 4 Shock	✓	✓						
e. Mounting Hardware.	✓	✓						
23. Starboard Front Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓	✓						
b. Hub Oil Leaks.	✓	✓						
c. Hub Oil Level.	✓	✓						
d. Mounting Hardware.	✓	✓						
24. Starboard Dual Support Roller. (Para. 7-15)								
a. Support Wheel Cracks/Damage.	✓	✓						
b. Hub Oil Leaks.	✓	✓						
c. Hub Oil Level.	✓	✓						
d. Mounting Hardware.	✓	✓						
25. Starboard Rear Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓	✓						
b. Hub Oil Leaks.	✓	✓						
c. Hub Oil Level.	✓	✓						
d. Mounting Hardware.	✓	✓						

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
26. Starboard Slap Guard. Check for wear and loose mounting hardware. (Para. 7-10)	✓							
27. Starboard Track. Use track wear gage to measure wear. Mark each unserviceable track shoe. (Para. 7-7)	✓							
a. Track Shoes.	✓							
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
28. Starboard Sprocket Rings. (Para. 7-16)	✓							
a. Inner.	✓							
b. Outer.	✓							
29. Starboard Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)	✓							
30. Starboard Final Drive. (Para. 7-18)	✓							
a. Outer Housing.	✓							
b. Bolts.	✓							
31. Starboard Side Pontoon. Remove drain plug and check for water. (Para. 8-44)	✓							
32. Starboard Track Shroud. Check for loose mounting hardware and damage. (Para. 8-34)	✓							
33. Starboard Bilge Pump Outlets. (Para. 8-46)	✓							
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
34. Stowage Brackets. Check for weld cracks.	✓							
35. Heater Exhaust Outlet. Check for loose mounting hardware and damage.	✓							
36. Starboard Cargo Hatch Supports. (Para. 8-26)	✓							
a. Forward Support.	✓							
b. Aft Support.	✓							
c. Hand Rails.	✓							
37. Footman Loop. Check for weld cracks. (Para. 8-50)	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
38. Starboard Side Hull. Check for damaged and bare metal								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-26a)	✓							
b. Steps. (Para. 16-29)	✓							
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage provisions. (Para. 16-37)	✓							
e. Fairings. (Para. 16-28)	✓							
f. Standoff Brackets. (Para. 16-27)	✓							
g. Hull Bosses. (Para. 16-36)	✓							
<b>III. Bottom of Vehicle</b>								
1. Hull. Check bottom of vehicle for damage.	✓							
2. Drain Plugs. Check for missing, tight, or damaged plugs								
a. Hull. (Para. 8-42)	✓							
b. Ramp. (Para. 8-27)	✓							
c. Contact Cooler. (Para. 8-43)	✓							
<b>IV. Outside of Vehicle (Topside)</b>								
1. Hand Rail (forward). Check for weld cracks or other damage.	✓							
2. Mooring Cleats/Lifting Fixtures. Check for damage. (Para. 8-34)								
a. Forward (port and starboard).	✓							
b. Aft (port and starboard).	✓							
3. Intake Grille.								
NOTE Make sure intake grille is secured properly in raised position. (Para. 8-13)								
a. Screen.	✓							
b. Brace Rod.	✓							
c. Cam Lock Handles/Stop Screws.	✓							
d. Torsion Bar Assembly. (Para. 8-17)	✓							
e. Mounting Hardware.	✓							
f. Seal.	✓							
4. Ventilator-Aspirator. Check that valve works properly and inlet screen is clean and not damaged. (Para. 8-18)	✓							
5. Radiator Cover and Cap. Check ballistic cover for damage and radiator cap for proper sealing. (Para. 8-19)	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
6. Center Plate. Check sealing surface for tight fit and retaining screws for tightness.	✓							1 month without missing
7. Exhaust Grille. (Para. 8-14) <b>NOTE</b> Make sure that exhaust grille is secured properly in raised position.								
a. Screen.	✓	/						
b. Seal.	✓	/						
c. Brace Rod.	✓	/						
d. Lugs (dogs).	✓	/						
e. Mounting Hardware.	✓	/						
8. Plenum Indicators. (Para. 8-16)								
a. Intake.	✓	/						
b. Exhaust.	✓	/						
9. Searchlight Mount and Receptacle. Check for damage.	✓							
10. Driver's Hatch. (Para. 8-21)								
a. Cover and Hinges.	✓	/						
b. Torsion Bar.	✓	/						
c. Latches (open and closed).	✓	/						
d. Seals and Pads.	✓	/						
e. Vision Blocks.	✓	/						
f. DVE Adapter Assembly.	✓	/						
11. Periscope and Support. Check periscope for breaks and chips and support for damage. (Para. 8-24)	✓							
12. Commander's Hatch. (Para. 8-23)								
a. Cover and Hinges.	✓	/						
b. Torsion Bar.	✓	/						
c. Latches (open and closed).	✓	/						
d. Seals and Pads.	✓	/						
e. Vision Blocks.	✓	/						
13. External Exhaust system. Check the external muffler, muffler guard, for damage and operation. (TM 8F152B-25&P/C)								
a. Muffler.	✓	/						
b. Guard.	✓	/						
c. Pipes/Clamp.	✓	/						

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
14. Ventilation Exhaust Outlet. Check ballistic cover for damage and tight retaining screws. Check screen for damage.	✓							
15. Overhead Protection Kit (OPK).								
a. OPK Tiles.	✓							
b. Torsion Bar Assist Mechanism (TBAM) Cover.	✓							
c. TBAM.	✓							
d. Bosses.	✓							
16. Cargo Hatches.								
a. Covers and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals.	✓							
17. Antenna Mounts.								
a. Receiving Mount.	✓							
b. Port Sending Mount.	✓							
c. Starboard Sending Mount.	✓							
d. PLRS Antenna Mount.	✓							
e. DACT Antenna Mount.	✓							
18. Sea Tow Quick-Release. Check assembly for damage and proper operation.	✓							
V. Engine Compartment (Forward)								
1. Forward Bulkhead, Bow Pod Access Cover, and Bow Pod.								
<p style="text-align: center;"><b>NOTE</b></p> <p>Make sure intake grille is properly secured in raised position.</p>								
a. Bow Plane Velocity Fuse Valves.	✓							
b. Bow Pod Access Cover.	✓							
c. TACNAV sensor.	✓							
2. Intake Plenum Actuating Cylinder.								
a. Cylinder.	✓							
b. Hydraulic Hoses.	✓							
3. Cam Roller Lock. Check condition of each latch roller.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
4. Cooling Fan.								
a. Guard.	✓							
b. Shroud.	✓							
c. Fan.	✓							
d. Bearings.	✓							
e. Belt Adjustment.	✓							
f. Seals.	✓							
g. Fan Cartridge Bearing.	✓							
h. Drain Tube.	✓							
5. Surge Tank.								
a. Tank.	✓							
b. Valve.	✓							
c. Hose and Tubes.	✓							
d. Mounting Hardware.	✓							
6. Crew Ventilation.								
a. Ducts, Clamps, and Hoses.	✓							
b. Drain Tube.	✓							
7. Control Linkages.								
a. Brake Linkage.	✓							
b. Steering Linkage.	✓							
c. Throttle Linkage.	✓							
d. Brake Flood Control Valve Linkage.	✓							
<b>NOTE</b>								
Make sure flood valve spindle moves freely.								
e. Engine Compartment Exhaust Fan Linkage.	✓							
8. Transmission Mounts. Check mounts for loose mounting hardware. Check transmission guide and guide rollers for damage.	✓							
9. Electrical Wiring and Connections.								
a. Bulk Head Connectors.	✓							
b. Power Plant Wiring.	✓							
c. Crew Vent Fan.	✓							
d. Electrical Bilge Pump.	✓							
10. Hydrostatic Steering Disconnect Lever. Check lever for correct operation, damage, and wear. Check for leaks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
11. Port Final Drive.								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
d. Speedometer Adapter/Cable.	✓							
12. Port U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
13. Port Hydraulic Bilge Pump. Check for oil leaks, loose mounting hardware, damaged screen, and debris.	✓							
14. Bilge Pump Bypass Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connections.	✓							
15. Plenum Solenoid Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connection.	✓							
16. Bow Plane Hydraulic tubes. Hoses and Fittings. Check for leaks, loose fittings and loose mounting hardware.	✓							
17. Fuel Manifold. Check for fuel leaks and loose mounting hardware.	✓							
18. Forward Engine Compartment Fire Extinguisher Discharge Nozzle. Check for damage and debris.	✓							
19. Port Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
20. Port Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
21. Starboard Final Drive.								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
22. Starboard U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
23. Starboard Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
24. Starboard Electrical Bilge Pump. Check screen for debris and damage. Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
25. Precleaner. Check cleaner for damage, loose mounting hardware, and loose clamps. Check screen for damage and debris.	✓							
26. Crew Ventilation Fan. Check mounting hardware for looseness. Check ducts and clamps for damage and tightness.	✓							
27. Starboard Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
28. Starboard Right Angle Drive Shaft. Check condition of shaft coupling for damage. Check coupling bolts for tightness and proper safety wire.	✓							
29. Fan Drive Shaft. Check shaft and coupling for damage or wear. Check safety wire for damage.	✓							
30. Fuel Filter.								
a. Fuel Leaks.	✓							
b. Drain Cock/Contamination.	✓							
c. Electrical Leads/Transducer.	✓							
d. Mounting Hardware/Air Valve.	✓							
31. Power Takeoff Unit.								
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Electrical leads/Connections.	✓							
32. Starter. Check that starter is mounted properly. Check electrical leads and connections for damage and proper connections.	✓							
33. Transmission Oil Cooler. Check for oil and water leaks. Check electrical leads and connections for damage. Check oil lines, hoses, and clamps for tightness.	✓							
34. Exhaust Manifold (starboard side). Check for cracks, holes, and corrosion. Check mounting hardware for tightness.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
35. Transmission. Check for overall cleanliness and damage.								
a. Leaks.	✓							
b. Torque converter to engine mounting screw for tightness.	✓							
c. Range selector valve for leaks and safety wire.	✓							
d. Oil Leaks.	✓							
e. Left and right brake and steer sections for leaks and loose mounting bolts.	✓							
f. Check brakes for proper adjustment.	✓							
g. Check transmission drain line for leaks, damage, and loose drain plug.	✓							
VI. Engine Compartment (Aft)								
1. Exhaust Plenum. Check actuating cylinder and oil lines for leaks. Check condition of plenum seal.	✓							
2. Components Bolted on to the Engine. Check for tight mounting hardware, proper electrical connections, damaged hoses and electrical leads, and leaks.								
a. Turbocharger.	✓							
b. PT Pump.	✓							
c. Exhaust Manifold (port side).	✓							
d. Engine Oil Cooler.	✓							
e. Engine Oil Filter.	✓							
f. Intake Manifold.	✓							
g. Smoke Generation Components.	✓							
h. Cold Start Components.	✓							
i. Crankcase Breathers.	✓							
3. Transmission Oil Filter								
a. Mounting Hardware.	✓							
b. Leaks.	✓							
c. Check Electrical Connections.	✓							
4. Engine Oil Level. Check for correct level and signs of contamination. Check dipstick for damage.	✓							
5. Transmission Oil Level. Check for correct level and signs of contamination. Check fill tube and dipstick for damage.	✓							
6. Tachometer Drive Shaft. Check for adapter and cable damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
7. Radiator. Check for radiator damage. Check for water leaks on radiator and coolant tubes.	✓							
8. Exhaust System. Check condition of insulation. Check for loose mounting hardware and damaged scavenging system check valve and for leaks.	✓							
9. Engine Compartment Exhaust Duct. Check for cracks or other damage. Check mounting hardware and clamps for tightness. Check tubes for proper mounting.	✓							
10. Engine. Check overall condition of engine for cleanliness and fuel, coolant, and oil leaks.	✓							
<b>11. Generator.</b>	✓							
a. Bracket and Hardware.	✓							
b. Pulley and Belt.	✓							
c. Adjustment.	✓							
d. Voltage Regulator	✓							
<b>12. Water Pump. Check for leaks.</b>	✓							
a. Pump.	✓							
b. Hoses and Tubes.	✓							
c. Belt and Adjustment.	✓							
13. Fire Extinguisher Discharge Nozzle. Check for damage, debris, and condition of safety wire.	✓							
14. Engine Oil Heat Exchanger. Check mounting hardware for tightness. Check for oil leaks. Check electrical leads for damage and tight connections.	✓							
15. Cold Start Disconnect Lever. Check for proper operation, damage, and corrosion.	✓							
<b>16. Hydraulic Reservoir.</b>	✓							
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Oil Level.	✓							
d. Dipstick for damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>VII. Troop Compartment</b>  <b>NOTE</b> Before inspecting troop compartment, open cargo hatches. Sound horn and lower ramp.								
1. Engine Compartment Access Covers (aft). Check all thumbscrews and clamps for damage and operation. Check covers for correct mating and damage.								
a. Aft Upper.	✓							
b. Aft Center.	✓							
c. Aft Lower.	✓							
d. Port Upper.	✓							
e. Port Lower.	✓							
f. Smoke Generation.	✓							
2. Smoke Generation Fuel Control Valve. Check to see if valve operates freely. Check for any damaged components and leaks.	✓							
3. Engine Compartment Fire Extinguisher.								
a. Bottle and Tag.	✓							
b. Control Valve.	✓							
c. Clamps.	✓							
4. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
5. Coolant Bypass Tube. Check to see if tube is mounted properly in retaining brackets.	✓							
6. Air Cleaner Compartment.								
a. Access Door.	✓							
b. Retaining Brackets.	✓							
c. Element.	✓							
d. Compartment.	✓							
7. Right Angle Drive Access Cover. Rotate weapon station to gain access to cover. Check cover for proper mating and damage.	✓							
8. Starboard Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.	✓							
9. Starboard Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>10. Fuel Tank Drains.</b> Check both valves for proper operation. Check fuel lines and fittings for leaks. Check manual shutoff valves to make sure the handle rotates freely.								
a. Internal Fuel Tank Drain.	✓							
b. External Fuel Tank Drain.	✓							
c. Fuel Lines and Fittings.	✓							
d. Manual Shutoff Valve.	✓							
<b>11. Fuel Tank.</b>								
a. Electrical Leads.	✓							
b. Leaks.	✓							
c. Retaining Straps.	✓							
d. Breather Cap.	✓							
<b>12. Troop Seats.</b>								
a. Hinges.	✓							
b. Supports.	✓							
c. Seat Pans.	✓							
d. Cushions.	✓							
e. Safety Belts/Straps.	✓							
f. Adjusting Rods.	✓							
<b>13. Interior Stowage.</b>								
a. MG Cleaning Rod Bracket.	✓							
b. Rifle Brackets.	✓							
c. Water Can Supports.	✓							
d. Seat Stowage Supports.	✓							
e. DVE Container.	✓							
f. Portable Fire Extinguisher Bracket.	✓							
g. Pamphlet Stowage Rack.	✓							
h. Ammo Box Bracket.	✓							
i. Hand Oiler Bracket.	✓							
j. Tool Box Stowage Support.	✓							
<b>14. Power Distribution Box.</b> Check to see if box is securely mounted. Check all electrical connections for tightness. Check cover for tight screws. Check slave output power switch for damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>15. Batteries.</b>								
a. Battery Box Cover.	✓							
b. Hold downs.	✓							
c. Cables and Terminals.	✓							
d. Battery and Terminal Posts.	✓							
e. Battery Box Drains.	✓							
f. Battery Instruction Plate.	✓							
16. Radio Guards. Check guards for damage and loose or missing mounting hardware.	✓							
<b>17. Deflector Actuator Guards. Check guards for debris and damage. Check mounting hardware for tightness.</b>								
a. Port	✓							
b. Starboard.	✓							
<b>18. Water Steer System Components.</b>								
a. Water-Jet Deflector Position Sensing Module (port and starboard).	✓							
b. Water-Jet Deflector Servo Module (port and starboard).	✓							
c. Water-Jet Deflector Solenoid Module (port and starboard).	✓							
d. Actuator Cylinders Port and Starboard.	✓							
e. Actuator Bracket Port and Starboard.	✓							
<b>19. AFSSS Electrical Components.</b>								
a. Sensors/Control Box.	✓							
b. Cables.	✓							
c. Test AFSSS using the test set (Item 4, Table 11-1) (Para. 11-70)	✓							
20. Dome Lights. Check mounting hardware for tightness. Check for broken or cracked lens and knobs. With master switch ON, check lights for proper operation.	✓							
21. Aft Slave Receptacle. Check cover and chain for damage. Check insert for corrosion and damage. Check electrical lead for damage and loose connections. Check mounting hardware for tightness.	✓							
22. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
23. Ramp Lock Linkage. Check to see that linkage does not bind. Check for bent or warped linkage rods.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
24. Ramp. With ramp lowered, check ramp seal for breaks and spongy condition.								
a. Ramp Seal. Check mating with hull in closed position.	✓							
b. Vision Block Cover.	✓							
c. Skid Bars	✓							
d. Quick-Release (Visual Only).	✓							
e. Tow Pintle Release.	✓							
25. Deck Plates.	✓							
a. Deck Plates (port and starboard).	✓							missing some bolts
b. Center Deck Plate.	✓							
c. Contact Cooler Bleeder Valve Access Cover.	✓							
d. Bilge Pump Access Cover (port and starboard).	✓							
e. Tie down Rings.	✓							
<p><b>NOTE</b> Remove troop compartment deck plates before continuing.</p>								
26. Contact Cooler. Check that bleeder valve is not frozen. Check for signs of leaks.	✓							
27. Torsion Bars. Check torsion bars for damage.	✓							
28. Ramp Cylinder and Cable	✓							
29. Hydraulic Bilge Pump.					✓			forward repair or replace
a. Bilge Pump.	✓							
b. Outlet tube.	✓							
30. Electric Bilge Pump.	✓							
a. Electric Pump.	✓							
b. Outlet Tube.	✓							
31. Bilges. Check for cleanliness and obvious signs of damage.	✓							
a. Brackets and Mounting Hardware.	✓							
b. Discharge Tubs and Nozzles.	✓							
32. Fire Extinguisher (17 lb).								
a. Mounting Hardware.	✓							
b. Discharge Tub and Seal.	✓							
c. Tag Date. 1-5-19	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
33. Personnel Heater.	✓							
a. Mounts.	✓							
b. Exhaust System and Cover.	✓							
c. Electrical Wiring and Switches.	✓							
d. Fuel System.	✓							
e. Heater Ducts.	✓							
34. Port Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.	✓							
35. Port Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
36. Radio Mounts.	✓							
a. Check Mounting Hardware:	✓							
b. Check Radio Mounts.	✓							
c. Check Radio Cables.	✓							
VIII. Driver's and Commander's Station								
1. Access Covers:								
a. Hydrostatic Steer Disconnect Lever.	✓							
b. Final Drive U-Joint.	✓							
c. Hydraulic Reservoir.	✓							
2. Flapper Valve. Check spring tension flapper. Check mounting screws for tightness and damage to flapper.	✓							
3. Fire Extinguisher (7 lb). Check mounting bracket and hardware for tightness. Check tag for date bottle was last weighed. Check wire seal on control head.	✓							
a. Bracket and Mounting Hardware.	✓							
b. Tag/Date.	✓							
c. Wire Seal.	✓							
4. Ramp Lock Handle. Check handle and lock for damage and proper operation.	✓							
5. Ramp Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
6. Fire Extinguisher Discharge Handle. Check handle for damage and unbroken wire seal.	✓							
7. Power Train Switch. Move lever and check for binding. Check bail for damage.	✓							
8. Mode Selector Switch. Check for missing or damaged toggle switch.	✓							
9. Handle Throttle. Move throttle and check for proper operation. Check linkage and cover for damage.	✓							
10. Gear Selector. Check console for loose mounting hardware for damage. Check movement of selector through all gear range.	✓							
11. Air Cleaner Restrictor Indicator. Check for proper mounting to bulkhead. Check indicator for damage.	✓							
12. Auxiliary Instrument Panel. Check panel for loose mounting hardware. Check that gages are securely mounted in panel, and that hose connections are tight.	✓							
<b>13. Accelerator Pedal.</b>								
a. Mounting Hardware/Brackets.	✓							
b. Pedal and Pedal Stop Screw.	✓							
c. Water Drive Switch.	✓							
14. Brake Pedal. Apply and release brakes to check binding.	✓							
15. Parking Brake Handle. Check for proper operation. Make sure that parking brake holds and releases properly.	✓							
<b>16. Steering Wheel. Check wheel for damage. Check operation of wheel tilt. Check for binding linkage. Check steering wheel sensing module for loose mounting hardware or damaged wiring.</b>								
a. Steering Wheel.	✓							
b. Steering Wheel Sensing Module.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
17. Indicator Panel. Check mounting hardware and grommets for tightness and damage. Check for loose or damaged switches, lights, and buttons.								
a. Master Switch.	✓							
b. Lamp Test/Warning Cancel Switch.	✓							
c. Horn Button.	✓							
d. Panel Lights Brt Dim Switch.	✓							
e. Cold Start Switch.	✓							
f. Starter Button.	✓							
g. Light Switch.	✓							
h. TACNAV Indicator.	✓							
i. Tachometer.	✓							
j. Speedometer.	✓							
k. Smoke Generation Indicator Light.	✓							
l. Smoke Generation Switch.	✓							
m. Forward Electric Bilge Pump Switch.	✓							
n. Aft Electric Bilge Pump Switch.	✓							
o. Aft Electric Bilge Pump Indicator Light.	✓							
p. Forward Electric Bilge Pump Indicator Light.	✓							
q. Aft Hydraulic Bilge Pump Indicator Light.	✓							
r. Forward Hydraulic Bilge Pump Indicator Light.	✓							
s. Ventilation Switch.	✓							
18. Driver's Display Unit. Check for cracked glass and moisture. Check that unit is securely mounted in indicator panel.  <p style="text-align: center;"><b>NOTE</b></p> Bar scales and warning lights will be checked during the operational portion of pre-induction.	✓							
19. Bow Plane Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							
20. Vent Air Outlets. Check driver's and commander's outlets for breaks and cracks. Check to see if outlet rotates freely. Check mounting hardware for tightness.								
a. Driver's Outlet.	✓							
b. Commander's Outlet.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
21. Vent Air Hoses, Tubes, and Duct. Check for loose clamps and mounting hardware. Check for damaged hoses, tubes, and duct.	✓							
22. Bilge Outlet Tube. Check tube for damage, hoses for cracks, and clamps for tightness.	✓							
23. Instrument Distribution Box. Check that box is securely mounted, and that cover screws are tight. Check all wiring harness connectors for tightness.	✓							
24. Forward Slave Receptacle on Instrument Distribution Box. Check cover and chain for damage. Check receptacle for corrosion and damage.	✓							
25. Searchlight Switch. Check for damage and operation.	✓							
26. Ventilation Air Outlet Valve. Check for loose mounting hardware and damaged cable and handle with ball. Open and close outlet and check for binding linkage.	✓							
27. Data Plates. Check for damage.	✓							
28. Manual Fuel Shutoff Handle. Check shaft for damage and grommets for wear. Rotate handle to check for free operation.	✓							
29. Driver's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							
30. Troop Commander's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							
31. Interior Decals and Instruction Plates. Check to see that they are readable.	✓							
32. Fire Extinguishers (MFSS and AFSSS). <b>NOTE</b> At this time all fire suppression system bottles are to be pulled and weighed.	✓							
a. Mounting Hardware.	✓							
b. Discharge Tube and Seal.	✓							
c. Tag Date.	✓							
d. Seal.	✓							
33. Drive Shaft Guards. Check guards for damage and mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>IX. Equipment Operation</b>								
1. Start vehicle, check operation of the following:								
a. Master Switch.	✓							
b. Horn.	✓							
c. Fuel Level Indicator.	✓							
d. Battery Generator Indicator.	✓							
e. Electric Bilge Pumps (forward and aft).	✓							
f. Panel Lights (brt/dim).	✓							
g. Display Panel Warning Lights.	✓							
h. Vent Switch Low Position.	✓							
2. Perform Diagnostic Test Equipment checks in accordance with TM 09674A-25&P/4, (See worksheet at the end of this Appendix).	✓							
3. Vehicle Stall Check. With brakes locked, and gear selector in 4th gear, accelerate fully and check the following:								
a. Brakes.	✓							
b. Transmission.	✓							
c. Engine. RPM.	✓							
d. TACNAV Indicator. Check that system powers and display works.	✓							
4. Lights. Check that lights work properly.								
a. Light Switch.	✓							
b. Service Drive.	✓							
c. Dimmer Switch.	✓							
d. Blackout Markers.	✓							
e. Stop Light.	✓							
f. Park.	✓							
g. Searchlight.	✓							
h. Interior Dome Lights.	✓							
5. Driver's Viewer Enhancer (DVE). Check that power system works.	✓							
6. Lamp Test Warning Cancel Switch. Check audio signal with proper comm helmet.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>X. Functional Road Test</b>								
1. Steering. Check operation and drift.	✓							
2. Gear Ranges. Check for slippage and that lockup works properly.	✓							
3. Smoke Generation. Check for correct operation.	✓							
4. Brakes. Check to see if brakes pull to one side or the other.	✓							
5. Speedometer. Check for correct operation.	✓							
6. Noises. Check for any unusual noises.	✓							
<b>XI. Water Systems Test</b>								
1. Plenums. Check that plenums close completely. Fan shuts off. (Para. 8-13)	✓							
2. Check if hydraulic bilge pumps operation.	✓		✓					Fanward Inop
3. Check if electric bilge pumps operate.	✓							
4. Check that jet drive activates at 1000 to 1200 RPM.	✓							
<b>5. Bow Plane Operation.</b>								
a. Control Valve. Check for proper operation and leaks.	✓							
b. Bow Plane. Check that it fully extends and retracts.	✓							
c. Pivot Actuator. Check for leaks, unusual noise and smooth operation.	✓							

**NOTE**

See TM 10004A-25&P/2 for LTI of UGWS Unique Items.  
 See TM 07267C-25&P/4 for LTI of AAVR7A1 Unique Items.  
 See TM 07268C-25&P/2 for LTI of AAVC7A1 Unique Items.

**Enclosure (2): Limited Technical Inspection, AAV Ungunned Weapons Station (UGWS)**

TAC No. \_\_\_\_\_ USMC No. \_\_\_\_\_ Miles \_\_\_\_\_ Hours \_\_\_\_\_

Date Inspected \_\_\_\_\_ Inspector \_\_\_\_\_  
(Rank/Signature)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>I. Basket Weldment</b>								
1. Basket Weldment Clearance.								
a. Area around sides of basket weldment clear of obstructions.	✓	/						
b. Area around 12- channel slip ring clear of obstructions.	✓	/						
2. 12 Channel Slip Ring.								
a. Electrical connectors tight and in good condition.	✓	/						
b. Upper portion of 12-channel slip ring rotates freely.	✓	/						
c. Manual and electrical weapons station operation.	✓	/						
3. Power Relay Assembly.								
a. Box secure to bottom of basket.	✓	/						
b. Electrical connectors tight and in good condition.	✓	/						
4. Basket inspection								
a. Seat belt secure, latch working properly, belt in good condition.	✓	/						
b. Stowed items do not overhang basket.	✓	/						
c. Seat in good condition, locks in all height positions, secure in basket assembly.	✓	/						
<b>II. Weapons Station Interior</b>								
1. Turret Power Control Assembly								
a. Box cover secure. Box secure to basket weldment.	✓	/						
b. Electrical connector tight and in good condition.	✓	/						
2. Weapon Control Assembly								
a. Box cover secure. Box secure to basket weldment.	✓	/						
b. Electrical connector tight and in good condition.	✓	/						

NOMENCLATURE/LOCATION	Satisfactor	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>3. Traverse Switch Assembly.</b>								
a. Box cover secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							
<b>4. M36E-TSS Periscope.</b>								
a. Mounting Screws. Check screws for security. Check sight is secure to turret weldment.	✓							
b. Sight. Check for moisture in window and in mirror. Check condition of glass.	✓							
c. Sight Eyepieces. Check for moisture, condition of reticles, condition of eye-piece pads, and proper operation.	✓							
d. Latch Assembly. Check that latch moves freely, and has spring tension.	✓							
e. Hanger Strap. Check for serviceability.	✓							
f. Head Assembly. Check nuts on head assembly for tightness.	✓							
g. Body Assembly. Check mounting hardware for security and that safety wire is present.	✓							
h. Boresight Knobs - Azimuth and Elevation. Check setting on both knobs and record. Turn each knob, check for smooth movement and shift of sight reticle. Reposition knobs to original settings.	✓							
i. Sight Power Electrical Connectors. Check that electrical connectors are in good condition.	✓							
j. Check for cracks, dents, burns and chipped paint on housing.	✓							
k. Check that valve cap is tight and retaining strap is not broken or missing.	✓							
l. Check that both knobs on elbow assembly move freely from LO to HI position.	✓							
m. Check that lamp holder is tight and packing is installed.	✓							
n. Check that plug or shutter switch is present. If missing, notify supervisor.	✓							
o. Check that all boresight knobs move freely, and scales can be easily read.	✓							
p. Check ID plate for damage and if it can be easily read. If plate cannot be read, notify supervisor.	✓							
q. Check that shutter switch will not move to ON without pushing safety button first.	✓							
r. Check that valve cap strap is not damaged or missing.	✓							
s. Check that all screws are tight on mounting hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
5. Exhaust Blower. Check for corrosion and debris. Make sure electrical connectors are tight and in good shape. Check operation of blower door.	✓							
6. .50 Caliber Ammo Ejection Chute. Check for condition and security. Ensure that chute is clear of debris.								
a. Check ejection-chute hose for security and condition.	✓							
b. Spent-Cartridge Box. Check security and condition. Check operation of latches.	✓							
7. Equilibrator. Check for corrosion, security and adjustment.	✓							
8. .50 Caliber Ammo Feed System.								
a. Check security and condition of .50 caliber ammo trays.	✓							
b. Check security and condition of roller guides.	✓							
9. 40mm Ammo Feed System								
a. Feed Chute. Check for dents, corrosion and/or damage.	✓							
b. Check feed-chute cover for tears, holes; zipper must move freely. Check attachment points for security and condition.	✓							
c. Check anti-feedback lever for condition and security.	✓							
10. 40mm Ammo Box Assembly								
a. Check security and condition of box, doors, and flaps.	✓							
b. Check operation of latches.	✓							
c. Check that electrical connector on last-round switch is tight and in good condition.	✓							
11. 40mm Charger Assembly. Check condition and security of charger tube.	✓							
12. 40mm Mantlet								
a. Check condition and security.	✓							
b. Check operation of cover latches.	✓							
13. .50 Caliber Mantlet and Cradle. Check condition and security. Check for damage, cracked welds and bare metal.	✓							
14. Power-Assist Traverse Mechanism. Check for security, condition and leakage. Make sure that electrical connectors are tight and in good condition.	✓							
15. Elevation Control Assembly. Check for security and condition.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
16. Gunner's Trigger Switch. Check for security and condition. Check that electrical connectors are tight and in good condition.	✓							
17. Linkage. Check for security and condition.	✓							
18. Grenade Launcher Inhibit Switch. Check for security and condition. Check that electrical connector is tight and in good condition.	✓							
19. Elevation Interrupter Switches. Check for condition and security. Check that electrical connectors are tight and in good condition.	✓							
20. Utility Light. Check that light and electrical connector is secure and in good condition.	✓							
21. Communications Box								
a. Check that electrical connector is tight and in good condition.	✓							
b. Check for security and condition.	✓							
22. Weapons Station. Inspect for damage, security and clarity.								
a. Vision Blocks. Inspect for damage, security and clarity.	✓							
b. Ring Gear. Inspect for damage and corrosion. Should be clean and no grease.	✓							
23. Hatch								
a. Seal, Hatch, Hinges. Inspect for damage, loose hardware and proper operation.	✓							
b. Hatch Latch Check. It should lock the hatch closed, hatch vertical to turret and hatch horizontally open in three positions (15 degrees, 90 degrees and 175 degrees).	✓							
c. Hatch Handle. Check security, condition and proper operation.	✓							
d. Crash Pads. Inspect pads on hatch and weapons station for security and condition.	✓							
24. Sight Cover								
a. Seals, cover, hinges, inspect for damage, loose hardware and proper operation.	✓							
b. Sight cover handle. Check conditions and proper operation.	✓							
25. DAGR								
a. Check that electrical and antenna connections are tight and in good condition.						✓		None
b. Check for security and condition.						✓		None



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>III. Weapons Station Exterior</b>								
1. Receptacle, Spot Light. Inspect for corrosion and damage. Check that cover fits securely and is tight.	✓							
2. Mount, Spot Light. Inspect condition and security.	✓							
<b>3. Smoke Grenade Launchers</b>								
a. Tubes. Inspect sight tubes for dents, cracks or corrosion, and security to mounts. Check security of mount to turret.	✓							
b. Electrical Contacts. Check that contacts are tight and free of corrosion.	✓							
c. Rubber Caps. Check sight caps for condition.	✓							
4. Entrance Window. Inspect condition and security. Look for signs of moisture.	✓							
5. Sight Cover. Inspect condition and security.	✓							
6. 40mm Mantlet Cover. Check for security and condition. Check operation of latches.	✓							
7. Remote Antenna. Check security and condition of cover.	✓							
<b>IV. Functional Tests</b>								
<b>1. Manual Operation. Check for weapons station binding and backlash.</b>								
a. Azimuth. Check movement through 360 degree clockwise and counter-clockwise.	✓							
b. Elevation. Check for +45 degree maximum elevation and -8 degree maximum depression.	✓							
<b>2. Powered Systems Test. Vehicle master switch and turret power switch ON. Check operation as noted.</b>								
a. Control Box Lights. Check that control box lamps light when turret power switch is ON by pressing lamp test all button.	✓							
b. Dome Light. Lights in both blue and white switch positions.	✓							
c. Utility Light. Lights in both red and white.	✓							
d. Thermal Elbow Check Only. Ensure the unit shows an image and all controls work.	✓				✓			Stays in self check
e. Spot Light. Install and check operation.	✓							
f. Exhaust Blower. Check operation.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>3. Low Ammo System Test.</b>								
a. Last-Round Switch OFF. Last-round indicator light on, triggers do not work.	✓							
b. Last-Round Switch ON. Last-round indicator lamp light ON, override switch in up position, triggers work.	✓							
c. Last-Round Switch OFF. Last-round indicator light OFF, override switch down, triggers work.	✓							
<b>4 Weapons Station System. Perform test as prescribed in Section 3.</b>								
a. Manual Elevation. Check operation.	✓							
b. Deck Clearance. Check clearance of all obstacles. Check all inhibit zones. Weapons electrical trigger will not fire while in inhibit zones.	✓							
<b>5. Smoke Grenade Launcher Test.</b>								
a. Tubes. Check that they are clear of grenades.	✓							
b. Contacts. Check for 24 volts at eight firing pins inside of tubes on smoke grenade launchers. Turret power switches ON, smoke grenade switch ON, hatch in closed and locked position and grenade firing switch depressed.								
<b>6 DAGR Operational Test. Refer to TM 11-5820-1172-13</b>								
a. Check that DAGR passes self-test.								
b. Check that DAGR is using vehicle power.								
c. Check that DAGR is using remote antenna.								
d. Check functioning of DAGR screen back lighting.								

LIMITED TECHNICAL INSPECTION

DATE: 20200415

PURPOSE OF LTI: JLT1

RESPONSIBLE UNIT: 3D AAW

NOMENCLATURE: AAV P7A1

SERVICE REQUEST: 29871926

SET SERIAL: 522999

TAMN: E08467K NSN: 2350-01-458-7410

NOMENCLATURE	NIIN / P/N	SERIAL	QTY	DEF CODE	REMARKS
ENGINE	01-453-8066	37192742	1	S	PACK UN/INSTALLED
TRANSMISSION	01-472-3051	B0171E	1	S	↓

DEFECT CODES: S - SERVICABLE U - UNSERVICABLE M - MISSING

SL-3 COMPLETE: YES  NO

MODS VERIFIED:  YES / NO

LAST PMCS DATE: 20191031

COMMENTS:

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CONDITION CODE: A

LTI BY PRINT/SIGN (b)(3), (b)(6), (b)(7)(c)

LTI BY PRINT/SIGN (b)(3), (b)(6), (b)(7)(c)

DATE: 20200415

ENCLOSURE (58)

ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) LIMITED TECHNICAL INSPECTION	
MODEL (CIRCLE ONE)	REFERENCES
(AAVP7A1) AAVC7A1 AAVR7A1	TM 09674A-25&P/4      TM 8F152B-25&P TM 07267B-50 TM 07268B-25&P/2
TAC NO. 34606	MILES 834
U.S.M.C. NO. 522999	HOURS 18
HULL NO. 9567	
ENGINE NO. 37192742	
TRANSMISSION NO. B0171E	
INSPECTOR'S NAME/RANK/SIGNATURE	DATE INSPECTED
(b)(3), (b)(6), (b)(7)(c)	20200415
NOTE: The following inspection sheets are divided into seven columns. The inspector will place a <i>check</i> in the column which best describes the condition of the item being inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the remarks column.	

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>I. Outside of Vehicle (Forward and Port)</b>								
1. Hull Forward End. Check for damage and bare metal.	✓							
2. Towing Eyes. (Para. 8-33)								
a. Port.	✓							
b. Starboard.	✓							
3. Headlights. (Para. 11-32)								
a. Port.	✓							
b. Starboard.	✓							
c. Headlight Guards.	✓							
4. Bow Plane. (Para. 10-14)								
a. Hinges and Mounting Hardware. (Para. 10-17)	✓							
b. Bow Plane. (Para. 10-17)			✓					Needs Paint
c. Hydraulic Tubes and Fittings. (Para. 10-16)	✓							
d. Pivot Actuator. (Para. 10-18)			✓					Needs Paint
5. Hull Port Side. Check for damage and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-26a)			✓					Needs Paint
b. Steps. (Para. 16-29)		✓						⊗ Bottom Step
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage provisions. (Para. 16-37)	✓							
e. Fairings. (Para. 16-28)	✓							
f. Standoff Brackets. (Para. 16-27)	✓							
g. Hull Bosses. (Para. 16-36)	✓							
6. Port Track Shroud. Check for loose mounting hardware and damage. (Para. 16-28)			✓	✓				⊗ 4 Bolts / Needs Paint
7. Port Final Drive. (Para. 7-18)								
a. Outer Housing.	✓							
b. Bolts.	✓							
8. Port Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)	✓							
9. Port Sprockets. (Para. 7-16)								
a. Inner.	✓							
b. Outer.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
10. Port Track. (Para. 7-7) Use track wear gage to measure wear. Mark each unserviceable track shoe.								
a. Track Shoes.	✓							
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
11. Port Road Wheels and Hubs. (Para. 7-12) Circle those numbers which are unserviceable.								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6			✓					Needs PMCS & Paint
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level. 1 2 3 4 5 6	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
12. Port Support Arms. (Para. 7-13) Circle those numbers which are unserviceable.								
1 2 3 4 5 6	✓							
13. Port Torsion Bars. (Para. 7-13) Circle those numbers which are unserviceable.								
a. Torsion Bars. 1 2 3 4 5 6	✓							
b. Retaining Screws. 1 2 3 ④ 5 6		✓						No Retaining Screw
14. Port Shock Absorbers. (Para. 7-11)								
a. No. 1 Shock.	✓							
b. No. 2 Shock.	✓							
c. No. 3 Shock.	✓							
d. No. 4 Shock.	✓							
e. Mounting Hardware.	✓							
15. Port Front Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
16. Port Dual Support Roller. (Para. 7-15)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
17. Port Rear Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
18. Port Slap Guard. (Para. 7-10) Check for wear and loose mounting hardware.	✓							
19. Port Idler Wheel and Hub. (Para. 7-9)								
a. Idler.	✓							
b. Outer Wheel.	✓							
c. Inner Wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
20. Port Track Tension Adjuster. (Para. 7-8)								
a. Track Adjuster Support.	✓							
b. Track Adjuster.	✓							
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
21. Port Anode. (Para. 8-54) Check for tightness of mounting screw. Make sure there is no paint on anode.	✓							
22. Port Midships Bearing. (Para. 9-18) Check for signs of leaks.	✓							
23. Drive Shaft. (Para. 9-17) Check for signs of damage.	✓							
24. Footman Loop. (Para. 8-50) Check for weld cracks.	✓							
25. Port Handrails. (Table 3-1) Check for weld cracks.	✓							
26. Port Cargo Hatch Supports. (Para. 8-26)								
a. Forward Support.	✓							
b. Aft Support.	✓							
27. Fuel Tank Pressure Relief Valve (Para. 12-18) and Outlet Cover (Para. 12-12). Check cover and mounting screws for damage. Check relief opens.	✓							
28. Check fuel filter cap. (Para. 12-9)	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
29. Stowage Brackets. Check for weld cracks.	✓							
30. Bilge Pump Outlets.								
a. Hydraulic Pump Outlet. (Para. 8-47)	✓							
b. Electric Pump Outlet. (Para. 8-46)	✓							
31. Personnel Heater Exhaust Outlet. (Para. 14-14)								
a. Outlet Cap.	✓							
b. Outlet Adapter.	✓							
32. Exterior Fire Extinguisher Pull Handle. (Para. 15-13)								
a. Handle.	✓							
b. Wire Seal.	✓							
33. External Fuel Tank Drain. Check plug for tightness and leaks. (Para. 12-18)	✓							
34. Port Deflector. (Para. 9-21) Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
35. Port Reverse Flow Duct. Check for damage and tight mounting hardware. (Para. 9-20)	✓							
36. Port Propulsion Unit. (Para. 9-20) Check unit for damage and mounting hardware for tightness. Rotate driveshaft to check for free movement of impeller.	✓							
II. Outside of Vehicle (Aft and Starboard)								
1. Taillights.								
a. Port Taillight. (Para. 11-53)	✓							
b. Starboard Taillight. (Para. 11-59)	✓							
c. Taillight Guards.	✓							
2. Horn. (Para. 11-54) Check for loose mounting hardware, corrosion, and proper electrical connections.	✓							
3. Tow Cable Stowage Brackets. (Para. 8-27) Check for cracked or bent brackets.	✓							
4. Towing Pintle. (Para. 8-41) Check for loose mounting hardware. Check pintle for free rotation and proper quick-release operation.	✓							
5. Ramp Plugs. (Para. 8-27) Check for tightness.	✓							
6. Ramp Hinges and Towing Eyes. (Para. 8-27) Check mounting hardware for tightness.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
7. Vision Block and Guard. (Para. 8-30)								
a. Vision Block Guard.						✓		Cover Prod Bent
b. Vision Block.	✓							
8. Personnel Hatch. (Para. 8-31)								
a. Personnel Hatch Handle (inner and outer).	✓							
b. Personnel Hatch Seal.	✓							
c. Hook and Damper.	✓							
d. Mounting Hardware.	✓							
9. Starboard Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage. (Para. 9-20)	✓							
10. Trailer Receptacle.								
a. Cover.	✓							
b. Retainer Chain.	✓							
11. Starboard Reverse Flow Duct. Check for damage and tight mounting hardware. (Para. 9-20)	✓							
12. Starboard Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate drive shaft to check for free movement of impeller. (Para. 9-20)	✓							
13. Drive Shaft. Check for signs of damage.	✓							
14. Footman Loop. Check for weld cracks.	✓							
15. Starboard Idler Wheel and Hub. (Para. 7-9)								
a. Idler.	✓							
b. Outer wheel.	✓							
c. Inner wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
16. Starboard Track Tension Adjuster. (Para. 7-8)								
a. Track Adjuster Support.	✓							
b. Track Adjuster.	✓							
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
17. Starboard Anode. Check for tightness of mounting screw. Make sure there is no paint on anode. (Para. 8-54)	✓							
18. Starboard Midships Bearing. Check for signs of leaks. (Para. 9-18)	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
19. Starboard Road Wheels and Hubs. Check those numbers which are unserviceable. (Para. 7-12)								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6			✓					Needs PMES & Paint
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level.	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
20. Starboard Support Arms. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
21. Starboard Torsion Bars. Check for broken bar and loose retaining screws. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
22. Starboard Shock Absorbers. (Para. 7-11)								
a. No. 1 Shock	✓							
b. No. 2 Shock	✓							
c. No. 3 Shock	✓							
d. No. 4 Shock	✓							
e. Mounting Hardware.	✓							
23. Starboard Front Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
24. Starboard Dual Support Roller. (Para. 7-15)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
25. Starboard Rear Single Support Roller. (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.			✓					Needs Oil
d. Mounting Hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
26. Starboard Slap Guard. Check for wear and loose mounting hardware. (Para. 7-10)	✓							
27. Starboard Track. Use track wear gage to measure wear. Mark each unserviceable track shoe. (Para. 7-7)								
a. Track Shoes.	✓							
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
28. Starboard Sprocket Rings. (Para. 7-16)								
a. Inner.	✓							
b. Outer.	✓							
29. Starboard Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)	✓							
30. Starboard Final Drive. (Para. 7-18)								
a. Outer Housing.	✓							
b. Bolts.	✓							
31. Starboard Side Pontoon. Remove drain plug and check for water. (Para. 8-44)	✓							
32. Starboard Track Shroud. Check for loose mounting hardware and damage. (Para. 8-34)	✓							
33. Starboard Bilge Pump Outlets. (Para. 8-46)								
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
34. Stowage Brackets. Check for weld cracks.	✓							
35. Heater Exhaust Outlet. Check for loose mounting hardware and damage.	✓							
36. Starboard Cargo Hatch Supports. (Para. 8-26)								
a. Forward Support.	✓							
b. Aft Support.	✓							
c. Hand Rails.	✓							
37. Footman Loop. Check for weld cracks. (Para. 8-50)	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
38. Starboard Side Hull. Check for damaged and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-26a)	✓							
b. Steps. (Para. 16-29)	✓							
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage provisions. (Para. 16-37)	✓							
e. Fairings. (Para. 16-28)	✓							
f. Standoff Brackets. (Para. 16-27)	✓							
g. Hull Bosses. (Para. 16-36)	✓							
III. Bottom of Vehicle								
1. Hull. Check bottom of vehicle for damage.	✓							
2. Drain Plugs. Check for missing, tight, or damaged plugs.	✓							
a. Hull. (Para. 8-42)	✓							
b. Ramp. (Para. 8-27)	✓							
c. Contact Cooler. (Para. 8-43)	✓							
IV. Outside of Vehicle (Topside)								
1. Hand Rail (forward). Check for weld cracks or other damage.	✓							
2. Mooring Cleats/Lifting Fixtures. Check for damage. (Para. 8-34)								
a. Forward (port and starboard).	✓							
b. Aft (port and starboard).	✓							
3. Intake Grille.								
NOTE								
Make sure intake grille is secured properly in raised position. (Para. 8-13)								Needs Paint
a. Screen.	✓							
b. Brace Rod.	✓							
c. Cam Lock Handles. Stop Screws.	✓							
d. Torsion Bar Assembly. (Para. 8-17)	✓							
e. Mounting Hardware.	✓							
f. Seal.	✓							
4. Ventilator-Aspirator. Check that valve works properly and inlet screen is clean and not damaged. (Para. 8-18)	✓		✓					Needs Paint
5. Radiator Cover and Cap. Check ballistic cover for damage and radiator cap for proper sealing. (Para. 8-19)	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
6. Center Plate. Check sealing surface for tight fit and retaining screws for tightness.		✓						All Mounting Bolts
7. Exhaust Grille. (Para. 8-14)  <b>NOTE</b> Make sure that exhaust grille is secured properly in raised position.			✓					Needs Paint
a. Screen.	✓							
b. Seal.	✓							
c. Brace Rod.	✓							
d. Lugs (dogs).	✓							
e. Mounting Hardware.	✓							
8. Plenum Indicators. (Para. 8-16)								
a. Intake.	✓							
b. Exhaust.	✓							
9. Searchlight Mount and Receptacle. Check for damage.	✓							
10. Driver's Hatch. (Para. 8-21)			✓					Needs Paint
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓							
f. DVE Adapter Assembly.	✓							
11. Periscope and Support. Check periscope for breaks and chips and support for damage. (Para. 8-24)	✓							
12. Commander's Hatch. (Para. 8-23)								
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓							
13. External Exhaust system. Check the external muffler, muffler guard, for damage and operation. (TM 8F152B-25&P/C)								
a. Muffler.	✓							
b. Guard.	✓							
c. Pipes/Clamp.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
14. Ventilation Exhaust Outlet. Check ballistic cover for damage and tight retaining screws. Check screen for damage.	✓							
15. Overhead Protection Kit (OPK).								
a. OPK Tiles.	✓							
b. Torsion Bar Assist Mechanism (TBAM) Cover.	✓							
c. TBAM.	✓							
d. Bosses.	✓							
16. Cargo Hatches.								
a. Covers and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals.	✓							
17. Antenna Mounts.								
a. Receiving Mount.	✓							
b. Port Sending Mount.	✓							
c. Starboard Sending Mount.	✓							
d. PLRS Antenna Mount.	✓							
e. DACT Antenna Mount.	✓							
18. Sea Tow Quick-Release. Check assembly for damage and proper operation.	✓							
V. Engine Compartment (Forward)								
1. Forward Bulkhead, Bow Pod Access Cover, and Bow Pod.  <b>NOTE</b> Make sure intake grille is properly secured in raised position.								
a. Bow Plane Velocity Fuse Valves.	✓							
b. Bow Pod Access Cover.	✓							
c. TACNAV sensor.	✓							
2. Intake Plenum Actuating Cylinder.								
a. Cylinder.	✓							
b. Hydraulic Hoses.	✓							
3. Cam Roller Lock. Check condition of each latch roller.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
4. Cooling Fan.								
a. Guard.	✓							
b. Shroud.	✓							
c. Fan.	✓							
d. Bearings.	✓							
e. Belt Adjustment.	✓							
f. Seals.	✓							
g. Fan Cartridge Bearing.	✓							
h. Drain Tube.	✓							
5. Surge Tank.								
a. Tank.	✓							
b. Valve.	✓							
c. Hose and Tubes.	✓							
d. Mounting Hardware.	✓							
6. Crew Ventilation.								
a. Ducts, Clamps, and Hoses.	✓							
b. Drain Tube.			✓					Uninstalled
7. Control Linkages.								
a. Brake Linkage.			✓					Uninstalled
b. Steering Linkage.			✓					Uninstalled
c. Throttle Linkage.			✓					Uninstalled
d. Brake Flood Control Valve Linkage.			✓					Uninstalled
<b>NOTE</b> Make sure flood valve spindle moves freely.			✓					Uninstalled
e. Engine Compartment Exhaust Fan Linkage.			✓					Uninstalled
8. Transmission Mounts. Check mounts for loose mounting hardware. Check transmission guide and guide rollers for damage.			✓					Uninstalled
9. Electrical Wiring and Connections.								
a. Bulk Head Connectors.			✓					Uninstalled
b. Power Plant Wiring.			✓					Uninstalled
c. Crew Vent Fan.						✓		(I)
d. Electrical Bilge Pump.	✓							
10. Hydrostatic Steering Disconnect Lever. Check lever for correct operation, damage, and wear. Check for leaks.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
11. Port Final Drive.								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	⊗		✓					Ⓜ Yolk Retaining Bolts
d. Speedometer Adapter/Cable.	✓							
12. Port U-Joint. Check for wear, tight screws, and proper safety wiring.			✓					Uninstalled
13. Port Hydraulic Bilge Pump. Check for oil leaks, loose mounting hardware, damaged screen, and debris.	✓							
14. Bilge Pump Bypass Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connections.	✓							
15. Plenum Solenoid Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connection.	✓							
16. Bow Plane Hydraulic tubes. Hoses and Fittings. Check for leaks, loose fittings and loose mounting hardware.	✓							
17. Fuel Manifold. Check for fuel leaks and loose mounting hardware.				✓				Leak - every 6 Seconds Small one. Left Side
18. Forward Engine Compartment Fire Extinguisher Discharge Nozzle. Check for damage and debris.	✓							
19. Port Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.			✓					Uninstalled
20. Port Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
21. Starboard Final Drive.								
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.			✓					Ⓜ 2 Retaining Bolts For Yolk
22. Starboard U-Joint. Check for wear, tight screws, and proper safety wiring.			✓					Uninstalled
23. Starboard Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.			✓					Uninstalled
24. Starboard Electrical Bilge Pump. Check screen for debris and damage. Check mounting hardware for tightness.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
25. Precleaner. Check cleaner for damage, loose mounting hardware, and loose clamps. Check screen for damage and debris.			✓					Tube Disconnected
26. Crew Ventilation Fan. Check mounting hardware for looseness. Check ducts and clamps for damage and tightness.						✓	①	
27. Starboard Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
28. Starboard Right Angle Drive Shaft. Check condition of shaft coupling for damage. Check coupling bolts for tightness and proper safety wire.	✓							
29. Fan Drive Shaft. Check shaft and coupling for damage or wear. Check safety wire for damage.			✓					Uninstalled
30. Fuel Filter.								
a. Fuel Leaks.	✓							
b. Drain Cock/Contamination.	✓							
c. Electrical Leads/Transducer.	✓							
d. Mounting Hardware/Air Valve.	✓							
31. Power Takeoff Unit.								
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Electrical leads/Connections.	✓							
32. Starter. Check that starter is mounted properly. Check electrical leads and connections for damage and proper connections.	✓							
33. Transmission Oil Cooler. Check for oil and water leaks. Check electrical leads and connections for damage. Check oil lines, hoses, and clamps for tightness.	✓							
34. Exhaust Manifold (starboard side). Check for cracks, holes, and corrosion. Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
35. Transmission. Check for overall cleanliness and damage.								
a. Leaks.	✓							
b. Torque converter to engine mounting screw for tightness.	✓							
c. Range selector valve for leaks and safety wire.	✓							
d. Oil Leaks.	✓							
e. Left and right brake and steer sections for leaks and loose mounting bolts.	✓							
f. Check brakes for proper adjustment.	✓							
g. Check transmission drain line for leaks, damage, and loose drain plug.	✓							
VI. Engine Compartment (Aft)								
1. Exhaust Plenum. Check actuating cylinder and oil lines for leaks. Check condition of plenum seal.	✓							
2. Components Bolted on to the Engine. Check for tight mounting hardware, proper electrical connections, damaged hoses and electrical leads, and leaks.								
a. Turbocharger.	✓							
b. PT Pump.	✓							
c. Exhaust Manifold (port side).	✓							
d. Engine Oil Cooler.	✓							
e. Engine Oil Filter.	✓							
f. Intake Manifold.	✓							
g. Smoke Generation Components.	✓							
h. Cold Start Components.	✓							
i. Crankcase Breathers.	✓							
3. Transmission Oil Filter.								
a. Mounting Hardware.	✓							
b. Leaks.	✓							
c. Check Electrical Connections.	✓							
4. Engine Oil Level. Check for correct level and signs of contamination. Check dipstick for damage.	✓							
5. Transmission Oil Level. Check for correct level and signs of contamination. Check fill tube and dipstick for damage.	✓							
6. Tachometer Drive Shaft. Check for adapter and cable damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
7. Radiator. Check for radiator damage. Check for water leaks on radiator and coolant tubes.	✓							
8. Exhaust System. Check condition of insulation. Check for loose mounting hardware and damaged scavenging system check valve and for leaks.	✓							
9. Engine Compartment Exhaust Duct. Check for cracks or other damage. Check mounting hardware and clamps for tightness. Check tubes for proper mounting.	✓							
10. Engine. Check overall condition of engine for cleanliness and fuel, coolant, and oil leaks.	✓							
11. Generator.								
a. Bracket and Hardware.	✓							
b. Pulley and Belt.	✓							
c. Adjustment.	✓							
d. Voltage Regulator	✓							
12. Water Pump. Check for leaks.								
a. Pump.	✓							
b. Hoses and Tubes.	✓							
c. Belt and Adjustment.	✓							
13. Fire Extinguisher Discharge Nozzle. Check for damage, debris, and condition of safety wire.	✓							
14. Engine Oil Heat Exchanger. Check mounting hardware for tightness. Check for oil leaks. Check electrical leads for damage and tight connections.	✓							
15. Cold Start Disconnect Lever. Check for proper operation, damage, and corrosion.	✓							
16. Hydraulic Reservoir.								
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Oil Level.	✓							
d. Dipstick for damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<p>VII. Troop Compartment</p> <p style="text-align: center;"><b>NOTE</b></p> <p>Before inspecting troop compartment, open cargo hatches. Sound horn and lower ramp.</p>								
<p>1. Engine Compartment Access Covers (aft). Check all thumbscrews and clamps for damage and operation. Check covers for correct mating and damage.</p>								
<p>a. Aft Upper.</p>	✓							
<p>b. Aft Center.</p>			✓					Ⓜ Clamps
<p>c. Aft Lower.</p>	✓							
<p>d. Port Upper.</p>	✓							
<p>e. Port Lower.</p>			✓					Ⓜ Clamps
<p>f. Smoke Generation.</p>	✓							
<p>2. Smoke Generation Fuel Control Valve. Check to see if valve operates freely. Check for any damaged components and leaks.</p>	✓							
<p>3. Engine Compartment Fire Extinguisher.</p>								
<p>a. Bottle and Tag.</p>	✓							
<p>b. Control Valve.</p>	✓							
<p>c. Clamps.</p>	✓							
<p>4. Troop Ventilation Outlets. Check for free movement and damaged louvers.</p>	✓							
<p>5. Coolant Bypass Tube. Check to see if tube is mounted properly in retaining brackets.</p>	✓							
<p>6. Air Cleaner Compartment.</p>								
<p>a. Access Door.</p>	✓							
<p>b. Retaining Brackets.</p>	✓							
<p>c. Element.</p>	✓							
<p>d. Compartment.</p>	✓							
<p>7. Right Angle Drive Access Cover. Rotate weapon station to gain access to cover. Check cover for proper mating and damage.</p>	✓							
<p>8. Starboard Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.</p>	✓							
<p>9. Starboard Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.</p>	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
10. Fuel Tank Drains. Check both valves for proper operation. Check fuel lines and fittings for leaks. Check manual shutoff valves to make sure the handle rotates freely.								
a. Internal Fuel Tank Drain.			✓					Leaks Fuel
b. External Fuel Tank Drain.	✓							
c. Fuel Lines and Fittings.	✓							
d. Manual Shutoff Valve.	✓							
11. Fuel Tank.								
a. Electrical Leads.	✓							
b. Leaks.	✓							
c. Retaining Straps.	✓							
d. Breather Cap.			✓					Cap Loose
12. Troop Seats.								
a. Hinges.	✓							
b. Supports.	✓							
c. Seat Pans.	✓							
d. Cushions.	✓							
e. Safety Belts/Straps.		✓						No Seat Belts
f. Adjusting Rods.		✓						Ⓜ 3
13. Interior Stowage.								
a. MG Cleaning Rod Bracket.	✓							
b. Rifle Brackets.	✓							
c. Water Can Supports.	✓							
d. Seat Stowage Supports.	✓							
e. DVE Container.	✓							
f. Portable Fire Extinguisher Bracket.			✓					Clamp Ⓜ
g. Pamphlet Stowage Rack.	✓							
h. Ammo Box Bracket.	✓							
i. Hand Oiler Bracket.	✓							
j. Tool Box Stowage Support.			✓					Uninstalled
14. Power Distribution Box. Check to see if box is securely mounted. Check all electrical connections for tightness. Check cover for tight screws. Check slave output power switch for damage.		✓						Ⓜ 3 Screws

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
15. Batteries.								
a. Battery Box Cover.	✓							
b. Holddowns.		✓	✓					No Holddowns
c. Cables and Terminals.				✓				Cables Loose
d. Battery and Terminal Posts.			✓					Needs Gel
e. Battery Box Drains.	✓							
f. Battery Instruction Plate.	✓							
16. Radio Guards. Check guards for damage and loose or missing mounting hardware.	✓							Ⓞ 1 Locking Bracket
17. Deflector Actuator Guards. Check guards for debris and damage. Check mounting hardware for tightness.								
a. Port		✓						Ⓞ Hardware
b. Starboard.	✓							
18. Water Steer System Components.	✓							
a. Water-Jet Deflector Position Sensing Module (port and starboard).	✓							
b. Water-Jet Deflector Servo Module (port and starboard).	✓							
c. Water-Jet Deflector Solenoid Module (port and starboard).	✓							
d. Actuator Cylinders Port and Starboard.	✓							
e. Actuator Bracket Port and Starboard.	✓							
19. AFSSS Electrical Components.								
a. Sensors/Control Box.	✓							
b. Cables.	✓							
c. Test AFSSS using the test set (Item 4, Table 11-1) (Para. 11-70)	✓							
20. Dome Lights. Check mounting hardware for tightness. Check for broken or cracked lens and knobs. With master switch ON, check lights for proper operation.			✓					Rear Dome Light Undugged
21. Aft Slave Receptacle. Check cover and chain for damage. Check insert for corrosion and damage. Check electrical lead for damage and loose connections. Check mounting hardware for tightness.	✓							
22. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
23. Ramp Lock Linkage. Check to see that linkage does not bind. Check for bent or warped linkage rods.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
24. Ramp. With ramp lowered, check ramp seal for breaks and spongy condition.								
a. Ramp Seal. Check mating with hull in closed position.	✓							
b. Vision Block Cover.	✓							
c. Skid Bars	✓							
d. Quick-Release (Visual Only).	✓							
e. Tow Pintle Release.	✓							
25. Deck Plates.								
a. Deck Plates (port and starboard).	✓							
b. Center Deck Plate.	✓							
c. Contact Cooler Bleeder Valve Access Cover.	✓							
d. Bilge Pump Access Cover (port and starboard).	✓							
e. Tiedown Rings.	✓							
<b>NOTE</b> Remove troop compartment deck plates before continuing.								
26. Contact Cooler. Check that bleeder valve is not frozen. Check for signs of leaks.	✓							
27. Torsion Bars. Check torsion bars for damage.	✓							
28. Ramp Cylinder and Cable.	✓							
29. Hydraulic Bilge Pump.								
a. Bilge Pump.	✓							
b. Outlet tube.	✓							
30. Electric Bilge Pump.								
a. Electric Pump.	✓							
b. Outlet Tube.	✓							
31. Bilges. Check for cleanliness and obvious signs of damage.								
a. Brackets and Mounting Hardware.	✓							
b. Discharge Tubs and Nozzles.	✓							
32. Fire Extinguisher (17 lb).								
a. Mounting Hardware.	✓							
b. Discharge Tub and Seal.	✓							
c. Tag Date. _____	✓							
d. Seal.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
33. Personnel Heater.								
a. Mounts.	✓							
b. Exhaust System and Cover.	✓							
c. Electrical Wiring and Switches.	✓							
d. Fuel System.	✓							
e. Heater Ducts.	✓							
34. Port Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.	✓							
35. Port Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
36. Radio Mounts.								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts.	✓							
c. Check Radio Cables.	✓							
37. EPLRS Rack.								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts	✓							
c. Check Radio Cables.	✓							
VIII. Driver's and Commander's Station	✓							
1. Access Covers.								
a. Hydrostatic Steer Disconnect Lever.	✓							
b. Final Drive U-Joint.	✓							
c. Hydraulic Reservoir.	✓							
2. Flapper Valve. Check spring tension flapper. Check mounting screws for tightness and damage to flapper.	✓							
3. Fire Extinguisher (7 lb). Check mounting bracket and hardware for tightness. Check tag for date bottle was last weighed. Check wire seat on control head.								
a. Bracket and Mounting Hardware.	✓							
b. Tag Date.	✓							20190814
c. Wire Seal.	✓							
4. Ramp Lock Handle. Check handle and lock for damage and proper operation.	✓							
5. Ramp Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
6. Fire Extinguisher Discharge Handle. Check handle for damage and unbroken wire seal.	✓							
7. Power Train Switch. Move lever and check for binding. Check bail for damage.	✓							
8. Mode Selector Switch. Check for missing or damaged toggle switch.			✓					Seized
9. Handle Throttle. Move throttle and check for proper operation. Check linkage and cover for damage.			✓					Not Connected
10. Gear Selector. Check console for loose mounting hardware for damage. Check movement of selector through all gear range.		✓						Ⓜ Mounting Hardware
11. Air Cleaner Restrictor Indicator. Check for proper mounting to bulkhead. Check indicator for damage.	✓							
12. Auxiliary Instrument Panel. Check panel for loose mounting hardware. Check that gages are securely mounted in panel, and that hose connections are tight.	✓							
13. Accelerator Pedal.								
a. Mounting Hardware/Brackets.	✓							
b. Pedal and Pedal Stop Screw.	✓							
c. Water Drive Switch.			✓					Disconnected
14. Brake Pedal. Apply and release brakes to check binding.	✓							
15. Parking Brake Handle. Check for proper operation. Make sure that parking brake holds and releases properly.	✓							
16. Steering Wheel. Check wheel for damage. Check operation of wheel tilt. Check for binding linkage. Check steering wheel sensing module for loose mounting hardware or damaged wiring.								
a. Steering Wheel.	✓							
b. Steering Wheel Sensing Module.		✓	✓					Needs Tightening Ⓜ 1 Mounting Screw

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
17. Indicator Panel. Check mounting hardware and grommets for tightness and damage. Check for loose or damaged switches, lights, and buttons.								
a. Master Switch.	✓							
b. Lamp Test/Warning Cancel Switch.	✓							
c. Horn Button.	✓							
d. Panel Lights Brt/Dim Switch.	✓							
e. Cold Start Switch.	✓							
f. Starter Button.	✓							
g. Light Switch.	✓							
h. TACNAV Indicator.	✓							
i. Tachometer.	✓							
j. Speedometer.	✓							
k. Smoke Generation Indicator Light.	✓							
l. Smoke Generation Switch.	✓							
m. Forward Electric Bilge Pump Switch.	✓							
n. Aft Electric Bilge Pump Switch.	✓							
o. Aft Electric Bilge Pump Indicator Light.	✓							
p. Forward Electric Bilge Pump Indicator Light.	✓							
q. Aft Hydraulic Bilge Pump Indicator Light.	✓							
r. Forward Hydraulic Bilge Pump Indicator Light.	✓							
s. Ventilation Switch.	✓							
18. Driver's Display Unit. Check for cracked glass and moisture. Check that unit is securely mounted in indicator panel.  <b>NOTE</b> Bar scales and warning lights will be checked during the operational portion of preinduction.	✓							
19. Bow Plane Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							
20. Vent Air Outlets. Check driver's and commander's outlets for breaks and cracks. Check to see if outlet rotates freely. Check mounting hardware for tightness.								
a. Driver's Outlet.	✓							
b. Commander's Outlet.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
21. Vent Air Hoses, Tubes, and Duct. Check for loose clamps and mounting hardware. Check for damaged hoses, tubes, and duct.	✓							
22. Bilge Outlet Tube. Check tube for damage, hoses for cracks, and clamps for tightness.	✓							
23. Instrument Distribution Box. Check that box is securely mounted, and that cover screws are tight. Check all wiring harness connectors for tightness.	✗	✓						All Screws
24. Forward Slave Receptacle on Instrument Distribution Box. Check cover and chain for damage. Check receptacle for corrosion and damage.	✓							
25. Searchlight Switch. Check for damage and operation.	✓							
26. Ventilation Air Outlet Valve. Check for loose mounting hardware and damaged cable and handle with ball. Open and close outlet and check for binding linkage.	✓							
27. Data Plates. Check for damage.	✓							
28. Manual Fuel Shutoff Handle. Check shaft for damage and grommets for wear. Rotate handle to check for free operation.	✓							
29. Driver's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							
30. Troop Commander's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							
31. Interior Decals and Instruction Plates. Check to see that they are readable.	✓							
32. Fire Extinguishers (MFSS and AFSS).  <b>NOTE</b> At this time all fire suppression system bottles are to be pulled and weighed.								
a. Mounting Hardware.	✓							
b. Discharge Tube and Seal.	✓							
c. Tag Date.	✓							
d. Seal.	✓							
33. Drive Shaft Guards. Check guards for damage and mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>IX. Equipment Operation</b>								
1. Start vehicle, check operation of the following:								
a. Master Switch.	✓							
b. Horn.	✓							
c. Fuel Level Indicator.	✓							
d. Battery Generator Indicator.	✓							
e. Electric Bilge Pumps (forward and aft).	✓							
f. Panel Lights (brt/dim).	✓							
g. Display Panel Warning Lights.	✓							
h. Vent Switch Low Position.	✓							
2. Perform Diagnostic Test Equipment checks in accordance with TM 09674A-25&P/4, (See worksheet at the end of this Appendix).								
3. Vehicle Stall Check. With brakes locked, and gear selector in 4th gear, accelerate fully and check the following:								
a. Brakes.			✓					Park Not Installed
b. Transmission.			✓					⊥
c. Engine. RPM.			✓					
d. TACNAV Indicator. Check that system powers and display works.	✓							
4. Lights. Check that lights work properly.								
a. Light Switch.			✓					Power Switches
b. Service Drive.			✓					Ⓡ
c. Dimmer Switch.			✓					⊥
d. Blackout Markers.			✓					
e. Stop Light.			✓					
f. Park.			✓					
g. Searchlight.			✓					
h. Interior Dome Lights.			✓					Ⓡ
5. Driver's Viewer Enhancer (DVE). Check that power system works.			✓					
6. Lamp Test, Warning Cancel Switch. Check audio signal with proper comm helmet.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.	
<b>X. Functional Road Test</b>									
1. Steering. Check operation and drift.			✓					Pacik Not Installed	
2. Gear Ranges. Check for slippage and that lockup works properly.			✓						
3. Smoke Generation. Check for correct operation.			✓						
4. Brakes. Check to see if brakes pull to one side or the other.			✓						
5. Speedometer. Check for correct operation.			✓						
6. Noises. Check for any unusual noises.			✓						
<b>XI. Water Systems Test</b>									
1. Plenums. Check that plenums close completely. Fan shuts off. (Para. 8-13)			✓						
2. Check if hydraulic bilge pumps operation.			✓						
3. Check if electric bilge pumps operate.			✓						
4. Check that jet drive activates at 1000 to 1200 RPM.			✓						
<b>5. Bow Plane Operation.</b>									
a. Control Valve. Check for proper operation and leaks.			✓						
b. Bow Plane. Check that it fully extends and retracts.			✓						
c. Pivot Actuator. Check for leaks, unusual noise and smooth operation.			✓						

**NOTE**

See TM 10004A-25&P/2 for LTI of UGWS Unique Items.  
 See TM 07267B-25&P/4 for LTI of AAVR7A1 Unique Items.  
 See TM 07268B-25&P/2 for LTI of AAVC7A1 Unique Items.

**APPENDIX C**  
**ASSAULT AMPHIBIOUS VEHICLE**  
**UPGUNNED WEAPONS STATION (UGWS), AAVP7A1**  
**LIMITED TECHNICAL INSPECTION**

TAC No. 3HG06 USMC No. 522999 Miles 834 Hours .18

Date Inspected 20200415 Inspector \_\_\_\_\_

(b)(3), (b)(6), (b)(7)(c)

\*See Table C-1 for UGWS Deamie Criteria.

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>I. Basket Weldment</b>								
1. Basket Weldment Clearance.								
a. Area around sides of basket weldment clear of obstructions.	✓							
b. Area around 12 channel slip ring clear of obstructions.	✓							
2. 12 Channel Slip Ring.								
a. Electrical connectors tight and in good condition.	✓							
b. Upper portion of 12-channel slip ring rotates freely.	✓							
c. Manual and electrical weapons station operation.			✓					UNINSTALLED
3. Power Relay Assembly.								
a. Box secure to bottom of basket.	✓		✓					Ⓜ 2 bolts
b. Electrical connectors tight and in good condition.	✓							
4. Basket inspection								
a. Seat belt secure, latch working properly, belt in good condition.			✓					latch is seized
b. Stowed items do not overhang basket.	✓							
c. Seat in good condition, locks in all height positions, secure in basket assembly.	✓							
<b>II. Weapons Station Interior</b>								
1. Turret Power Control Assembly.								
a. Box cover secure. Box secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							
2. Weapon Control Assembly.								
a. Box cover secure. Box secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
3. Traverse Switch Assembly.								
a. Box cover secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							
4. M36E-TSS Periscope.								
a. Mounting Screws. Check screws for security. Check sight is secure to turret weldment.	✓							<i>unserviceable</i>
b. Sight. Check for moisture in window and in mirror. Check condition of glass.	✓							
c. Sight Eyepieces. Check for moisture, condition of reticles, condition of eye-piece pads, and proper operation.	✓							
d. Latch Assembly. Check that latch moves freely, and has spring tension.	✓							
e. Hanger Strap. Check for serviceability.	✓							
f. Head Assembly. Check nuts on head assembly for tightness.			✓					<i>missing one nut</i>
g. Body Assembly. Check mounting hardware for security and that safety wire is present.	✓							
h. Boresight Knobs - Azimuth and Elevation. Check setting on both knobs and record. Turn each knob, check for smooth movement and shift of sight reticle. Reposition knobs to original settings.	✓							
i. Sight Power Electrical Connectors. Check that electrical connectors are in good condition.			✓					<i>ground disconnected</i>
j. Check for cracks, dents, burns and chipped paint on housing.	✓							
k. Check that valve cap is tight and retaining strap is not broken or missing.	✓							
l. Check that both knobs on elbow assembly move freely from LO to HI position.	✓							
m. Check that lamp holder is tight and packing is installed.	✓							
n. Check that plug or shutter switch is present. If missing, notify supervisor.	✓							
o. Check that all boresight knobs move freely, and scales can be easily read.	✓							
p. Check ID plate for damage and if it can be easily read. If plate cannot be read, notify supervisor.	✓							
q. Check that shutter switch will not move to ON without pushing safety button first.	✓							
r. Check that valve cap strap is not damaged or missing.	✓							
s. Check that all screws are tight on mounting hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
5. Exhaust Blower. Check for corrosion and debris. Make sure electrical connectors are tight and in good shape. Check operation of blower door.			✓					No Electric Connection
6. .50 Caliber Ammo Ejection Chute. Check for condition and security. Ensure that chute is clear of debris.								
a. Check ejection-chute hose for security and condition.			✓					uninstalled
b. Spent-Cartridge Box. Check security and condition. Check operation of latches.			✓					Not secured
7. Equilibrator. Check for corrosion, security and adjustment.	✓							
8. .50 Caliber Ammo Feed System.								
a. Check security and condition of .50 caliber ammo trays.			✓					Uninstalled
b. Check security and condition of roller guides.	✓		✓					
9. 40mm Ammo Feed System.								
a. Feed Chute. Check for dents, corrosion and/or damage.	✓							
b. Check feed-chute cover for tears, holes; zipper must move freely. Check attachment points for security and condition.		✓						
c. Check anti-feedback lever for condition and security.	✓							
10. 40mm Ammo Box Assembly.								
a. Check security and condition of box, doors, and flaps.	✓							
b. Check operation of latches.	✓							
c. Check that electrical connector on last-round switch is tight and in good condition.	✓							
11. 40mm Charger Assembly. Check condition and security of charger tube.	✓							
12. 40mm Mantlet.								
a. Check condition and security.		✓						
b. Check operation of cover latches.		✓						
13. .50 Caliber Mantlet and Cradle. Check condition and security. Check for damage, cracked welds and bare metal.	✓							
14. Power-Assist Traverse Mechanism. Check for security, condition and leakage. Make sure that electrical connectors are tight and in good condition.			✓					Seized
15. Elevation Control Assembly. Check for security and condition.			✓					Handle missing pin



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
16. Gunner's Trigger Switch. Check for security and condition. Check that electrical connectors are tight and in good condition.	✓							
17. Linkage. Check for security and condition.			✓					missing top belt → washers + nut
18. Grenade Launcher Inhibit Switch. Check for security and condition. Check that electrical connector is tight and in good condition.	✓		✓					elec. connection (M)
19. Elevation Interrupter Switches. Check for condition and security. Check that electrical connectors are tight and in good condition.	✓							
20. Utility Light. Check that light and electrical connector is secure and in good condition.			✓					elec. connectors cut
21. Communications Box.								
a. Check that electrical connector is tight and in good condition.	✓							
b. Check for security and condition.	✓							
22. Weapons Station. Inspect for damage, security and clarity.								
a. Vision Blocks. Inspect for damage, security and clarity.	✓							
b. Ring Gear. Inspect for damage and corrosion. Should be clean and no grease.	✓							
23. Hatch.								
a. Seal, Hatch, Hinges. Inspect for damage, loose hardware and proper operation.			✓					missing seal
b. Hatch Latch Check. It should lock the hatch closed, hatch vertical to turret and hatch horizontally open in three positions (15 degrees, 90 degrees and 175 degrees).	✓							
c. Hatch Handle. Check security, condition and proper operation.	✓							
d. Crash Pads. Inspect pads on hatch and weapons station for security and condition.					✓			80% or more (M)
24. Sight Cover.								
a. Seals, cover, hinges, inspect for damage, loose hardware and proper operation.			✓					impoverished
b. Sight cover handle. Check conditions and proper operation.		✓						assembly missing
25. DAGR.								
a. Check that electrical and antenna connections are tight and in good condition.			✓					elec. cable cut
b. Check for security and condition.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>III. Weapons Station Exterior.</b>								
1. Receptacle, Spot Light. Inspect for corrosion and damage. Check that cover fits securely and is tight.	✓							
2. Mount, Spot Light. Inspect condition and security.	✓							
<b>3. Smoke Grenade Launchers.</b>								
a. Tubes. Inspect sight tubes for dents, cracks or corrosion, and security to mounts. Check security of mount to turret.			✓					Part side (M)
b. Electrical Contacts. Check that contacts are tight and free of corrosion.			✓					cables are corroded and separating
c. Rubber Caps. Check sight caps for condition.			✓					(M) 4
4. Entrance Window. Inspect condition and security. Look for signs of moisture.	✓							
5. Sight Cover. Inspect condition and security.			✓					All bolts (M)
6. 40mm Mantlet Cover. Check for security and condition. Check operation of latches.		✓						(M)
7. Remote Antenna. Check security and condition of cover.	✓							
<b>IV. Functional Tests.</b>								
<b>1. Manual Operation. Check for weapons station binding and backlash.</b>								
a. Azimuth. Check movement through 360 degree clockwise and counter-clockwise.			✓					can't traverse, <del>restricted</del>
b. Elevation. Check for +45 degree maximum elevation and -8 degree maximum depression.	✓							
<b>2. Powered Systems Test. Vehicle master switch and turret power switch ON. Check operation as noted.</b>								
a. Control Box Lights. Check that control box lamps light when turret power switch is ON by pressing lamp test all button.			✓					No Electrical Connection
b. Domelight. Lights in both blue and white switch positions.			✓					No Electrical Connection
c. Utility Light. Lights in both red and white.			✓					wires are cut
d. Thermal Elbow Check Only. Ensure the unit shows an image and all controls work.			✓					No Power
e. Spot Light. Install and check operation.	✓		✓					No Power
f. Exhaust Blower. Check operation.			✓					No Power

ENCLOSURE (58)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
3. Low Ammo System Test.								
a. Last-Round Switch OFF. Last-round indicator light on, triggers do not work.			✓					No Power
b. Last-Round Switch ON. Last-round indicator lamp light ON, override switch in up position, triggers work.			✓					└─
c. Last-Round Switch OFF. Last-round indicator light OFF, override switch down, triggers work.			✓					
4. Weapons Station System. Perform test as prescribed in Section 3.								
a. Manual Elevation. Check operation.	✓		✓					Needs Grease
b. Deck Clearance. Check clearance of all obstacles. Check all inhibit zones. Weapons electrical trigger will not fire while in inhibit zones.	✓							
5. Smoke Grenade Launcher Test.								
a. Tubes. Check that they are clear of grenades.	✓							
b. Contacts. Check for 24 volts at eight firing pins inside of tubes on smoke grenade launchers. Turret power switches ON, smoke grenade switch ON, hatch in closed and locked position and grenade firing switch depressed.			✓					No Power
6. DAGR Operational Test. Refer to TM 11-5820-1172-13.								
a. Check that DAGR passes self-test.		✓						
b. Check that DAGR is using vehicle power.		✓						
c. Check that DAGR is using remote antenna.		✓						
d. Check functioning of DAGR screen back lighting.		✓						

## 522999

#	NIIN	Nomenclature	Quantity	Unit Price	Ext Price
1	11870964	SHACKLE	4	\$36.08	\$144.32
2	13616921	EXTINGUISHER,FIRE	1	\$129.91	\$129.91
3	13552064	BAR,PRY	1	\$9.95	\$9.95
4	2247987	BRUSH,FILE CLEANER	1	\$16.63	\$16.63
5	2633873	BRUSH,PAINT	1	\$1.56	\$1.56
6	1245275	CLIP,SPRING TENSION	1	\$5.65	\$5.65
7	2247055	CUTTER,BOLT	1	\$30.30	\$30.30
8	10758292	DRIFT PIN,TRACK	1	\$113.56	\$113.56
9	13551899	DRIVE HEAD,SOCKET W	1	\$35.24	\$35.24
10	618546	HAMMER,HAND	1	\$23.24	\$23.24
11	13785361	HANDLE,EXTENSION,WR	1	\$48.31	\$48.31
12	6821508	PADLOCK	1	\$7.18	\$7.18
13	13365636	PLIERS,SLIP JOINT	1	\$14.37	\$14.37
14	13351318	RATCHET HEAD,SOCKET	1	\$134.05	\$134.05
15	2348912	SCREWDRIVER,CROSS T	1	\$4.46	\$4.46
16	2376985	SCREWDRIVER,FLAT TI	1	\$8.60	\$8.60
17	2228852	SCREWDRIVER,FLAT TI	1	\$3.84	\$3.84
18	14863602	SPOTLIGHT	1	\$951.69	\$951.69
19	13673462	SCREWDRIVER ATTACHM	1	\$3.59	\$3.59
20	2289505	WRENCH,BOX AND OPEN	1	\$4.26	\$4.26
21	2289507	WRENCH,BOX AND OPEN	1	\$5.15	\$5.15
22	2289513	WRENCH,BOX AND OPEN	1	\$11.25	\$11.25
23	2289514	WRENCH,BOX AND OPEN	1	\$13.28	\$13.28
24	2431697	EXTENSION,SOCKET WR	1	\$7.70	\$7.70
25	2437326	EXTENSION,SOCKET WR	1	\$6.72	\$6.72
26	2278074	EXTENSION,SOCKET WR	1	\$4.57	\$4.57
27	2217958	HANDLE,SOCKET WRENC	1	\$11.69	\$11.69
28	1897924	SOCKET,SOCKET WRENC	1	\$4.29	\$4.29
29	2370984	SOCKET,SOCKET WRENC	1	\$2.36	\$2.36
30	1897946	SOCKET,SOCKET WRENC	1	\$4.12	\$4.12
31	2355870	SOCKET,SOCKET WRENC	1	\$3.42	\$3.42
32	1897985	SOCKET,SOCKET WRENC	1	\$4.55	\$4.55
33	1897933	SOCKET,SOCKET WRENC	1	\$7.01	\$7.01
34	1897934	SOCKET,SOCKET WRENC	1	\$4.62	\$4.62
35	1897935	SOCKET,SOCKET WRENC	1	\$5.67	\$5.67
36	1897927	SOCKET,SOCKET WRENC	1	\$3.79	\$3.79
37	1897913	SOCKET,SOCKET WRENC	1	\$3.65	\$3.65
38	1897914	SOCKET,SOCKET WRENC	1	\$3.46	\$3.46
39	1897917	SOCKET,SOCKET WRENC	1	\$6.33	\$6.33
40	2405328	WRENCH,ADJUSTABLE	1	\$10.45	\$10.45
41	2401414	WRENCH,ADJUSTABLE	1	\$65.47	\$65.47
42	2243154	WRENCH,BOX	1	\$13.79	\$13.79
43	13491383	WRENCH,BOX	1	\$9.50	\$9.50
44	2243138	WRENCH,BOX	1	\$13.75	\$13.75
45	14812595	CAP,ELECTRICAL	1	\$20.24	\$20.24

ENCLOSURE (58)

46	14810504	SCREW,MACHINE	2	\$0.20	\$0.40
47	2423650	FLAGSTAFF	1	\$4.29	\$4.29
48	2271405	FLAG,SIGNAL	1	\$3.49	\$3.49
	48				<b>\$1,945.72</b>

ENCLOSURE (SF)

TAMCN	NOMEN	NIIN	SERIAL#	QTY	Condition Code	SR#	SR Status	T/P (\$)	REMARKS
E08467E	BOLT, MACHINE	00-933-1131	522999	2	R	29871926	SHT PART	\$9.22	
E08467E	WASHER, FLAT	00-081-4219	522999	6	R	29871926	SHT PART	\$12.66	
E08467E	RETAINER	00-009-4015	522999	2	R	29871926	SHT PART	\$12.46	
E08467E	NUT, SELF LOCKING	00-660-3381	522999	4	R	29871926	SHT PART	\$115.24	
E08467E	RETAINER, BATTERY	00-009-4016	522999	4	R	29871926	SHT PART	\$69.80	
E08467E	BOLT, TEE HEAD	00-920-0640	522999	4	R	29871926	SHT PART	\$24.04	
E08467E	SWITCH, TOGGLE	00-451-5377	522999	1	R	29871926	SHT PART	\$90.72	
E08467E	SCREW, DRIVE	00-253-5608	522999	4	R	29871926	SHT PART	\$5.28	
E08467E	SEAL, NONMETALLIC	00-439-2761	522999	6	R	29871926	SHT PART	\$113.58	
E08467E	PAD, CUSHION	00-402-6024	522999	8	R	29871926	SHT PART	\$269.68	
E08467E	SEAL, NONMETALLIC	00-439-2760	522999	8	R	29871926	SHT PART	\$688.56	
E08467E	RING, RETAINING	00-721-6876	522999	50	R	29871926	SHT PART	\$18.00	
E08467E	GUARD AND CRASH	01-257-7922	522999	2	R	29871926	SHT PART	\$49.86	
E08467E	SCREW, CAP, SOCKET	00-988-7845	522999	50	R	29871926	SHT PART	\$56.00	
E08467E	WASHER, LOCK	01-020-5947	522999	50	R	29871926	SHT PART	\$5.50	
E08467E	CABLE ASSEMBLY, R	01-304-2026	522999	10	R	2992290	SHT PART	\$227.40	
E08467E	BOLT, MACHINE	00-162-6056	522999	40	R	2992290	SHT PART	\$24.40	
E08467E	SCREW, CAP, HEXAGON	00-207-8253	522999	40	R	2992290	SHT PART	\$8.80	
E08467E	NUT, PLAIN HEXAGON	00-903-5966	522999	20	R	2992290	SHT PART	\$186.20	
E08467E	NUT, SELF LOCKING	00-927-3877	522999	20	R	2992290	SHT PART	\$23.00	
E08467E	BOLT, MACHINE	00-543-4405	522999	40	R	2992290	SHT PART	\$10.00	

ENCLOSURE (58)

LIMITED TECHNICAL INSPECTION

DATE: 20200415

PURPOSE OF LTI: SLT

SERVICE REQUEST: 296 80890

RESPONSIBLE UNIT: 3D AABW

SET SERIAL: 522288

NOMENCLATURE: AAUC7A1

TAMN: 07967K

NSN: 2350-01-458-7318

NOMENCLATURE	NIIN / P/N	SERIAL	QTY	DEF CODE	REMARKS
ENGINE	01-463-8566	37189086	1	U	1000 RPM
TRANSMISSION	01-472-3051	ASL13E	1	S	

DEFECT CODES: S - SERVICABLE U - UNSERVICABLE M - MISSING

SL-E COMPLETE: YES /  NO

MODS VERIFIED:  YES / NO

LAST PMCS DATE: 20190928

COMMENTS:

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CONDITION CODE: F

LTI BY PRINT/SIGN

(b)(3), (b)(6), (b)(7)(c)

LTI BY PRINT/SIGN

(b)(3), (b)(6), (b)(7)(c)

DATE: 20200415

ENCLOSURE (5)

ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) LIMITED TECHNICAL INSPECTION	
MODEL (CIRCLE ONE)	REFERENCES
AAVP7A1 <u>AAVC7A1</u> AAVR7A1	TM 09674A-25&P/4      TM 8F152B-25&P TM 07267B-50 TM 07268B-25&P/2
TAC NO. <u>3H02</u>	MILES <u>1909</u>
U.S.M.C. NO. <u>522288</u>	HOURS <u>871</u>
HULL NO. <u>RAM-CX-006</u>	
ENGINE NO. <u>37189886</u>	
TRANSMISSION NO. <u>A6213E</u>	
INSPECTOR'S NAME/RANK/SIGNATURE  (b)(3), (b)(6), (b)(7)(c)	DATE INSPECTED <u>20200415</u>
NOTE: The following inspection sheets are divided into seven columns. The inspector will place a check in the column which best describes the condition of the item being inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the remarks column.	

ENCLOSURE (54)



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
I. Outside of Vehicle (Forward and Port)								
1. Hull Forward End. Check for damage and bare metal.	✓							
2. Towing Eyes. (Para. 8-33)								
a. Port.	✓							
b. Starboard.	✓							
3. Headlights. (Para. 11-32)								
a. Port.	✓							
b. Starboard.	✓							
c. Headlight Guards.	✓							
4. Bow Plane. (Para. 10-14)								
a. Hinges and Mounting Hardware. (Para. 10-17)	✓							
b. Bow Plane. (Para. 10-17)	✓							
c. Hydraulic Tubes and Fittings. (Para. 10-16)	✓							
d. Pivot Actuator. (Para. 10-18)	✓							
5. Hull Port Side. Check for damage and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-26a)	✓							
b. Steps. (Para. 16-29)	✓							
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage provisions. (Para. 16-37)	✓							
e. Fairings. (Para. 16-28)	✓							
f. Standoff Brackets. (Para. 16-27)	✓							
g. Hull Bosses. (Para. 16-36)	✓							
6. Port Track Shroud. Check for loose mounting hardware and damage. (Para. 16-28)	✓							
7. Port Final Drive. (Para. 7-18)								
a. Outer Housing.	✓							
b. Bolts.	✓							
8. Port Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)	✓							
9. Port Sprockets. (Para. 7-16)								
a. Inner.						✓		Worn
b. Outer.	✓							

NOMENCLATURE, LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
11. Port Track (Para. 7-7) Use track wear gage to measure wear. Mark each unserviceable track shoe.								
a. Track Shoes.			✓					① 9 more pads
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
12. Port Road Wheels and Hubs (Para. 7-12) Circle those numbers which are unserviceable.								
a. Road Wheel Cracks Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level. 1 2 3 4 5 6	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
13. Port Support Arms (Para. 7-13) Circle those numbers which are unserviceable.	✓							
14. Port Torsion Bars (Para. 7-13) Circle those numbers which are unserviceable.								
a. Torsion Bars. 1 2 3 4 5 6	✓							
b. Retaining Screws. 1 2 3 4 5 6	✓							
15. Port Shock Absorbers (Para. 7-11)								
a. No. 1 Shock	✓							
b. No. 2 Shock	✓							
c. No. 3 Shock	✓							
d. No. 4 Shock	✓							
e. Mounting Hardware.	✓							
16. Port Front Single Support Roller (Para. 7-14)								
a. Support Wheel Cracks Damage	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
17. Port Dual Support Roller (Para. 7-15)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
18. Port Rear Single Support Roller (Para. 7-14)								
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
19. Port Slap Guard (Para. 7-10) Check for wear and loose mounting hardware.	✓							
20. Port Idler Wheel and Hub (Para. 7-9)								
a. Idler.	✓							
b. Outer Wheel.	✓							
c. Inner Wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
21. Port Track Tension Adjuster (Para. 7-8)								
a. Track Adjuster Support.	✓							
b. Track Adjuster.	✓							
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
22. Port Anode (Para. 8-53) Check for tightness of mounting screw. Make sure there is no paint on anode.	✓							
23. Port Midships Bearing (Para. 9-13) Check for signs of leaks.	✓							
24. Drive Shaft (Para. 9-17) Check for signs of damage	✓							
25. Foreman Loop (Para. ) Check for weld cracks.	✓							
26. Port Handrails (Para. ) Check for weld cracks.	✓							
27. Port Cargo Hatch Supports (Para. )								
a. Forward Support.	✓							
b. Aft Support.	✓							
28. Fuel Tank Pressure Relief Valve and Outlet Cover (Para. ) Check cover and mounting screws for damage. Check relief opens.	✓							
29. Check fuel filter cap (Para. )	✓							

NOMENCLATURE, LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
30. Stowage Brackets. Check for weld cracks.	✓							
31. Bilge Pump Outlets	✓							
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
32. Personnel Heater Exhaust Outlet.	✓							
a. Outlet Cap.	✓							
b. Outlet Adapter.	✓							
33. Exterior Fire Extinguisher Pull Handle.	✓							
a. Handle.	✓							
b. Wire Seal.	✓							
34. External Fuel Tank Drain. Check plug for tightness and leaks.	✓							
35. Port Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
36. Port Reverse Flow Duct. Check for damage and tight mounting hardware.	✓							
37. Fuel Tank Pressure Relief Valve Outlet Cover. Check cover and mounting screws for damage.	✓							
38. Port Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate drive shaft to check for free movement of impeller.	✓							Doesn't free spin
<b>II. Outside of Vehicle (Aft and Starboard)</b>								
1. Taillights.								
a. Port Taillight.	✓							
b. Starboard Taillight.	✓							
c. Taillight Guards.	✓							portside bent
2. Horn. Check for loose mounting hardware, corrosion and proper electrical connections.	✓							
3. Tow Cable Stowage Brackets. Check for cracked or bent brackets.	✓							
4. Towing Points. Check for loose mounting hardware. Check points for bow damage and proper alignment to port.	✓							tow pinable L&S.
5. Pump Flange. Check for tightness.	✓							
6. Pump Flange and Towing Eyes. Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
7. Vision Block and Guard.								
a. Vision Block Guard.	✓							
b. Vision Block.	✓							
8. Personnel Hatch.								
a. Personnel Hatch Handle (inner and outer).			✓					Outer bent
b. Personnel Hatch Seal.	✓							
c. Hook and Damper.	✓							
d. Mounting Hardware.	✓							
9. Starboard Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
10. Trailer Receptacle.								
a. Cover.	✓							
b. Retainer Chain.	✓							
11. Starboard Reverse Flow Duct. Check for damage and tight mounting hardware.	✓							
12. Starboard Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate drive shaft to check for free movement of impeller.	✓							bent on bottom dashed foreaft
13. Drive Shaft. Check for signs of damage.	✓							
14. Footman Loop. Check for weld cracks.	✓							
15. Starboard Idler Wheel and Hub.								
a. Idler.	✓							
b. Outer wheel.	✓							
c. Inner wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
16. Starboard Track Tension Adjuster.								
a. Track Adjuster Support.	✓							
b. Track Adjuster	✓							
c. Bleeder Valve	✓							
d. Grease Fitting	✓							
17. Starboard Anode. Check for tightness of mounting screw. Make sure there is no paint on anode.	✓							
18. Starboard Main Prop. Bearing. Check for signs of leaks	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
19. Starboard Road Wheels and Hubs. Check those numbers which are unserviceable.								
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6	✓							
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level.	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
20. Starboard Support Arms. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
21. Starboard Tension Bars. Check for broken bar and loose retaining screws. Circle those numbers which are unserviceable. 1 2 3 4 5 6	✓							
22. Starboard Shock Absorbers.								
a. No. 1 Shock	✓							
b. No. 2 Shock	✓							
c. No. 3 Shock	✓							
d. No. 4 Shock	✓							
e. Mounting Hardware.	✓							
23. Starboard Front Single Support Roller.								
a. Support Wheel Cracks Damage	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level	✓							
d. Mounting Hardware	✓							
24. Starboard Dual Support Roller								
a. Support Wheel Cracks Damage	✓							
b. Hub Oil Leaks	✓							
c. Hub Oil Level	✓							
d. Mounting Hardware	✓							
25. Starboard Front Single Support Roller								
a. Support Wheel Cracks Damage	✓							
b. Hub Oil Leaks	✓							
c. Hub Oil Level	✓							
d. Mounting Hardware	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
26. Starboard Slap Guard. Check for wear and loose mounting hardware.	✓							
27. Starboard Track. Use track wear gage to measure wear. Mark each unserviceable track shoe.								
a. Track Shoes.			✓					4 track shoes (A)
b. Track Pads.	✓							
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
28. Starboard Sprocket Rings.								
a. Inner.	✓							
b. Outer.						✓		worn
29. Starboard Sprocket Carrier. Check for loose mounting hardware and damage.	✓							
30. Starboard Final Drive.								
a. Outer Housing.	✓							
b. Bolts.	✓							
31. Starboard Side Pontoon. Remove drain plug and check for water.	✓							
32. Starboard Track Shroud. Check for loose mounting hardware and damage.			✓					(R) 1 bolt
33. Starboard Bilge Pump Outlets.								
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
34. Stowage Brackets. Check for weld cracks.	✓							
35. Heater Exhaust Outlet. Check for loose mounting hardware and damage.	✓							
36. Starboard Cargo Hatch Supports.								
a. Forward Support.	✓							
b. Aft Support.	✓							
c. Hand Rails	✓							
37. Foremast Loop. Check for weld cracks.	✓							

NOMENCLATURE LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
38. Starboard Side Hull. Check for damaged and bare metal.								
a. Armor Piercing Protection Plates Kit (APK). (Para. 16-69a)	✓							
b. Steps. (Para. 16-72)	✓	✓						NO STEPS
c. Slope Rack Kit (SRK). (Para. 16-73)	✓							
d. Stowage provisions. (Para. 16-81)	✓							
e. Fairings. (Para. 16-71)	✓							
f. Standoff Brackets. (Para. 16-70)	✓							
g. Hull Bosses. (Para. 16-80)	✓							
III. Bottom of Vehicle								
1. Hull. Check bottom of vehicle for damage.	✓							
2. Drain Plugs. Check for missing, tight, or damaged plugs.								
a. Hull	✓							
b. Ramp.	✓							
c. Contact Cooler.	✓							
IV. Outside of Vehicle (Topside)								
1. Hand Rail (forward). Check for weld cracks or other damage.	✓							
2. Mooring Cleats/Lifting Fixtures. Check for damage. (Para. 8-34)								
a. Forward (port and starboard).	✓							
b. Aft (port and starboard).	✓							
3. Intake Grille. <b>NOTE</b> Make sure intake grille is secured properly in raised position.								
a. Screen.	✓							
b. Brace Rod.	✓							
c. Cam Lock Handles Stop Screws	✓							
d. Torsion Bar Assembly (Para. 8-17)	✓							
e. Mounting Hardware.	✓							
f. Seal	✓							

✓  
Spring in latch  
ENCLOSURE (59)



NOMENCLATURE, LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
6. Center Plate. Check sealing surface for tight fit and retaining screws for tightness.	✓							
7. Exhaust Grille (Para 8-14)  NOTE Make sure that exhaust grille is secured properly in raised position.								
a. Screen.	✓							
b. Seal.	✓							
c. Brace Rod.	✓							
d. Lugs (dogs).	✓							
e. Mounting Hardware.	✓							
8. Plenum Indicators.								
a. Intake.	✓							
b. Exhaust.	✓							
9. Searchlight Mount and Receptacle. Check for damage.			✓					① cap & chain
10. Driver's Hatch.								
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓		✓					low forstom
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓		✓					crash pads ① hatch
e. Vision Blocks.	✓							bumper
f. DVE Adapter Assembly.	✓							st
11. Periscope and Support. Check periscope for breaks and chips and support for damage.	✓							
12. Commander's Hatch.								
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓							
13. External Exhaust system. Check the external muffler, muffler guard, for damage and operation.								
a. Muffler.	✓							
b. Guard.	✓							
c. Pipes/Clamp.	✓							

NOMENCLATURE LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
14. Ventilation Exhaust Outlet. Check ballistic cover for damage and tight retaining screws. Check screen for damage.	✓							
15. Overhead Protection Kit (OPK).								
a. OPK Tiles.			✓					<i>(not to place)</i>
b. Torsion Bar Assist Mechanism (TBAM) Cover.	✓							
c. TBAM.	✓							
d. Bosses.	✓							
16. Cargo Hatches.								
a. Covers and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals.	✓							
17. Antenna Mounts.								
a. Receiving Mount.	✓							
b. Port Sending Mount.	✓							
c. Starboard Sending Mount.	✓							
d. PIRS Antenna Mount.	✓							
e. DACT Antenna Mount.	✓							
18. Sea Tow Quick-Release. Check assembly for damage and proper operation.	✓							
V. Engine Compartment (Forward)								
1. Forward Bulkhead, Bow Pod Access Cover, and Bow Pod.								
<b>NOTE</b> Make sure intake grille is properly secured in raised position.								
a. Bow Plane Velocity Fuse Valves.	✓							
b. Bow Pod Access Cover.	✓							
c. TACNAV sensor.	✓							
2. Brake Plenum Actuating Cylinder.								
a. Cylinder.	✓							
b. Hydraulic Hoses.	✓							
c. ...	✓							

NOMENCLATURE LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
4. Cooling Fan								
a. Guard.	✓							
b. Shroud.	✓							
c. Fan.	✓							
d. Bearings.	✓							
e. Belt Adjustment.	✓							
f. Seals.	✓							
g. Fan Cartridge Bearing.	✓							
h. Drain Tube.	✓							
5. Surge Tank								
a. Tank.	✓							
b. Valve.	✓							
c. Hose and Tubes.	✓							
d. Mounting Hardware.	✓							
6. Crew Ventilation								
a. Ducts, Clamps, and Hoses.	✓							
b. Drain Tube.			✓					not installed
7. Control Linkages.								
a. Brake Linkage.		✓						needs P.M
b. Steering Linkage.	✓							
c. Throttle Linkage.	✓							
d. Brake Flood Control Valve Linkage.	✓							
NOTE								
Make sure flood valve spindle moves freely.								
e. Engine Compartment Exhaust Fan Linkage.	✓							
8. Transmission Mounts. Check mounts for loose mounting hardware. Check transmission guide and guide rollers for damage.	✓							
9. Electrical Wiring and Connections.								
a. Bulk Head Connectors.	✓							
b. Power Plant Wiring.	✓							
c. Crew War Fan.	✓							
d. Electrical Bidge Pump.	✓							
Check gear steering Engage/Lower Deck Low Check gear steering Engage/Lower Deck Low Check gear steering Engage/Lower Deck Low	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
11. Port Final Drive.								
a. Oil/Oil Level.	✓							
b. Oil Leaks, Seals.	✓							
c. Mounting Hardware.	✓							
d. Speedometer Adapter Cable.	✓							
12. Port U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
13. Port Hydraulic Bilge Pump. Check for oil leaks, loose mounting hardware, damaged screen, and debris.	✓							
14. Bilge Pump Bypass Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connections.	✓							
15. Plenum Solenoid Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connection.	✓							
16. Bow Plane Hydraulic tubes, Hoses and Fittings. Check for leaks, loose fittings and loose mounting hardware.	✓							
17. Fuel Manifold. Check for fuel leaks and loose mounting hardware.	✓							
18. Forward Engine Compartment Fire Extinguisher Discharge Nozzle. Check for damage and debris.	✓							
19. Port Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
20. Port Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
21. Starboard Final Drive.								
a. Oil/Oil Level.	✓							
b. Oil Leaks Seals.	✓							
c. Mounting Hardware.	✓							
22. Starboard U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
23. Starboard Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
24. Starboard Bilge Pump. Check for oil leaks, loose mounting hardware, damaged screen, and debris.	✓							

NOMENCLATURE-LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
25. Precleaner. Check cleaner for damage, loose mounting hardware, and loose clamps. Check screen for damage and debris.			✓					(M) clamps
26. Crew Ventilation Fan. Check mounting hardware for looseness. Check ducts and clamps for damage and tightness.	✓							
27. Starboard Right Angle Drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
28. Starboard Right Angle Drive Shaft. Check condition of shaft coupling for damage. Check coupling bolts for tightness and proper safety wire.	✓							
29. Fan Drive Shaft. Check shaft and coupling for damage or wear. Check safety wire for damage.	✓							
30. Fuel Filter.								
a. Fuel Leaks.	✓							
b. Drain Cock Contamination.	✓							
c. Electrical Leads Transducer.	✓							
d. Mounting Hardware Air Valve.	✓							
31. Power Takeoff Unit.								
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Electrical leads Connections.	✓							
32. Starter. Check that starter is mounted properly. Check electrical leads and connections for damage and proper connections.	✓							
33. Transmission Oil Cooler. Check for oil and water leaks. Check electrical leads and connections for damage. Check oil lines, hoses, and clamps for tightness.	✓							
34. Exhaust Manifold (starboard side). Check for cracks, holes, and corrosion. Check mounting hardware for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>35. Transmission. Check for overall cleanliness and damage.</b>								
a. Leaks.	✓							
b. Torque converter to engine mounting screw for tightness.	✓							
c. Range selector valve for leaks and safety wire.	✓							
d. Oil Leaks.	✓							
e. Left and right brake and steer sections for leaks and loose mounting bolts.	✓							
f. Check brakes for proper adjustment.	✓							
g. Check transmission drain line for leaks, damage, and loose drain plug.	✓							
<b>VL Engine Compartment (Aft)</b>								
1. Exhaust Plenum. Check actuating cylinder and oil lines for leaks. Check condition of plenum seal.	✓							
<b>2. Components Bolted on to the Engine. Check for tight mounting hardware, proper electrical connections, damaged hoses and electrical leads, and leaks.</b>								
a. Turbocharger.	✓							
b. PT Pump.	✓							
c. Exhaust Manifold (port side).	✓							
d. Engine Oil Cooler.	✓							
e. Engine Oil Filter.	✓							
f. Intake Manifold.	✓							
g. Smoke Generation Components.	✓							
h. Cold Start Components.	✓							
i. Crankcase Breathers.	✓							
<b>3. Transmission Oil Filter.</b>								
a. Mounting Hardware.	✓							
b. Leaks.	✓							
c. Check Electrical Connections.	✓							
4. Engine Oil Level. Check for correct level and type of transmission oil. Check for leaks for damage.	✓							
5. Transmission Oil Level. Check for correct level and type of transmission oil. Check for leaks for damage.	✓							
6. Transmission Oil Level. Check for correct level and type of transmission oil. Check for leaks for damage.	✓							
7. Transmission Oil Level. Check for correct level and type of transmission oil. Check for leaks for damage.	✓							

NOMENCLATURE LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
7. Radiator. Check for radiator damage. Check for water leaks on radiator and coolant tubes.	✓							
8. Exhaust System. Check condition of insulation. Check for loose mounting hardware and damaged scavenging system check valve and for leaks.	✓							
9. Engine Compartment Exhaust Duct. Check for cracks or other damage. Check mounting hardware and clamps for tightness. Check tubes for proper mounting.	✓							
10. Engine. Check overall condition of engine for cleanliness and fuel, coolant, and oil leaks.	✓							<i>Needs PM</i>
<b>11. Generator</b>								
a. Bracket and Hardware.	✓							
b. Pulley and Belt.	✓							
c. Adjustment.	✓							
d. Voltage Regulator	✓							
<b>12. Water Pump. Check for leaks.</b>								
a. Pump.	✓							
b. Hoses and Tubes.	✓							
c. Belt and Adjustment.	✓							
13. Fire Extinguisher Discharge Nozzle. Check for damage, debris, and condition of safety wire.	✓							
14. Engine Oil Heat Exchanger. Check mounting hardware for tightness. Check for oil leaks. Check electrical leads for damage and tight connections.	✓							
15. Cold Start Disconnect Lever. Check for proper operation, damage, and corrosion.	✓							
<b>16. Hydraulic Reservoir</b>								
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Oil Level.	✓							
d. Dipstick for damage.	✓							

NOMENCLATURE/LOCATION		Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>VII. Troop Compartment</b>									
<b>NOTE</b>									
Before inspecting troop compartment, open cargo hatches. Sound horn and lower ramp.									
1.	Engine Compartment Access Covers (all). Check all nuts/screws and clamps for damage and operation. Check covers for correct mating and damage.								
a.	Aft Upper.	✓							
b.	Aft Center.	✓							
c.	Aft Lower.	✓							
d.	Port Upper.	✓							
e.	Port Lower.	✓							
f.	Smoke Generation.	✓							
2.	Smoke Generation Fuel Control Valve. Check to see if valve operates freely. Check for any damaged components and leaks.	✓							
3.	Engine Compartment Fire Extinguisher.								
a.	Bottle and Tag.		✓						(M) f 09
b.	Control Valve.	✓							
c.	Clamps.	✓							
4.	Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
5.	Coolant Bypass Tube. Check to see if tube is mounted properly in retaining brackets.	✓							
6.	<b>Air Cleaner Compartment</b>								
a.	Access Door.	✓							
b.	Retaining Brackets.	✓							
c.	Element.	✓							
d.	Compartment	✓							
7.	Right Angle Drive Access Cover. Rotate weapon station to gain access to cover. Check cover for proper mating and damage.	✓							
	Starboard Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.	✓							
	Starboard Transverse Shaft Cover. Check for damage. Check for loose mounting hardware.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
10. Fuel Tank Drains. Check both valves for proper operation. Check fuel lines and fittings for leaks. Check manual shutoff valves to make sure the handle rotates freely.								
a. Internal Fuel Tank Drain.	✓							
b. External Fuel Tank Drain.	✓							
c. Fuel Lines and Fittings.	✓							
d. Manual Shutoff Valve.	✓							
11. Fuel Tank								
a. Electrical Leads.	✓							
b. Leaks.	✓							
c. Retaining Straps.	✓							
d. Breather Cap.	✓							
12. Troop Seats.								
a. Hinges.	✓							
b. Supports.	✓							
c. Seat Pans.	✓							
d. Cushions.	✓							
e. Safety Belts Straps.	✓							
f. Adjusting Rods.	✓							
13. Interior Stowage.								
a. MG Cleaning Rod Bracket.	✓							
b. Rifle Brackets.	✓							
c. Water Can Supports.	✓							
d. Seat Stowage Supports.	✓							
e. DVE Container.	✓							
f. Portable Fire Extinguisher Bracket.	✓							
g. Pamphlet Stowage Rack.	✓							
h. Ammo Box Bracket.	✓							
i. Hand Oiler Bracket.	✓							
j. Tool Box Stowage Support	✓							
14. Power Distribution Box. Check to see if box is properly mounted. Check all electrical connections for tightness. Check cover for tight screws. Check slave switch for proper ground for damage.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>15. Batteries</b>								
a. Battery Box Cover.	✓							
b. Holddowns.	✓							
c. Cables and Terminals.	✓							
d. Battery and Terminal Posts.	✓							
e. Battery Box Drains.	✓							
f. Battery Instruction Plate.	✓							
16. Radio Guards. Check guards for damage and loose or missing mounting hardware.	✓							
<b>17. Deflector Actuator Guards. Check guards for debris and damage. Check mounting hardware for tightness.</b>								
a. Port	✓							
b. Starboard.	✓							
<b>18. Water Steer System Components</b>								
a. Water-Jet Deflector Position Sensing Module (port and starboard).	✓							
b. Water-Jet Deflector Servo Module (port and starboard).	✓							
c. Water-Jet Deflector Solenoid Module (port and starboard).	✓							
d. Actuator (plunders Port and Starboard).	✓							
e. Actuator Bracket Port and Starboard.	✓							
<b>19. AFSSS Electrical Components</b>								
a. Sensors Control Box.	✓							
b. Cables.	✓							
20. Dome Lights. Check mounting hardware for tightness. Check for broken or cracked lens and knobs. With master switch ON, check lights for proper operation.						✓		Gull MC has broken
21. Air Slave Receptacle. Check cover and chain for damage. Check insert for corrosion and damage. Check electrical lead for damage and loose connections. Check mounting hardware for tightness.	✓							
22. Troop Ventilation Curtains. Check for free movement and damaged liners.	✓							
23. Hatch Lock Linkage. Check to see that linkage is in correct position. Check for loose mounting hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
24. Ramp. With ramp lowered, check ramp seal for breaks and spongy condition.								
a. Ramp Seal. Check mating with hull in closed position.	✓							
b. Vision Block Cover.	✓							
c. Skid Bars	✓							
d. Quick-Release (Visual Only).	✓							
e. Tow Pintle Release.	✓							
25. Deck Plates								
a. Deck Plates (port and starboard).	✓							
b. Center Deck Plate.	✓							
c. Contact Cooler Bleeder Valve Access Cover.	✓							
d. Bilge Pump Access Cover (port and starboard).	✓							
e. Tiedown Rings.	✓							
NOTE Remove troop compartment deck plates before continuing.								
26. Contact Cooler. Check that bleeder valve is not frozen. Check for signs of leaks.	✓							
27. Torsion Bars. Check torsion bars for damage.	✓							
28. Ramap Cylinder and Cable.	✓							
29. Hydraulic Bilge Pump.								
a. Bilge Pump.	✓							
b. Outlet tube.	✓							
30. Electric Bilge Pump.								
a. Electric Pump.	✓							
b. Outlet Tube.	✓							
31. Bilges. Check for cleanliness and obvious signs of damage.								
a. Brackets and Mounting Hardware.	✓							
b. Discharge Tubs and Nozzles.	✓							
32. Fire Extinguisher (17 lb).								
a. Mounting Hardware.	✓							
b. Extension Tub and Seal.	✓							
c. Tag Tube.	✓							
d. Seal.	✓							<p style="text-align: right;">② Jay</p>

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
33. Personnel Heater								
a. Mounts.	✓							
b. Exhaust System and Cover.	✓							
c. Electrical Wiring and Switches.	✓							
d. Fuel System.	✓							
e. Heater Ducts.	✓							
34. Port Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.								
35. Port Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper safety wire.	✓							
36. Radio Mounts								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts.	✓							
c. Check Radio Cables.	✓							
37. EPLRS Rack								
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts	✓							
c. Check Radio Cables.	✓							
VIII. Driver's and Commander's Station								
1. Access Covers.								
a. Hydrostatic Steer Disconnect Lever		✓						(M)
b. Final Drive U-Joint.	✓							
c. Hydraulic Reservoir.	✓							
2. Flapper Valve. Check spring tension flapper. Check mounting screws for tightness and damage to flapper.	✓							
3. Fire Extinguisher (7 lb). Check mounting bracket and hardware for tightness. Check tag for date bottle was last weighed. Check wire seat on control head.								
a. Bracket and Mounting Hardware	✓							
b. Tag Date		✓						(M) tag
c. Wire Seat	✓							
4. Flapper Lock Handle. Check handle and lock for damage and proper operation.	✓							
5. Flapper Locking Bolt. Check for damage and proper operation.	✓							

NOMENCLATURE LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
6. Fire Extinguisher Discharge Handle. Check handle for damage and unbroken wire seal.	✓							
7. Power Train Switch. Move lever and check for binding. Check bail for damage.	✓							
8. Mode Selector Switch. Check for missing or damaged toggle switch.	✓							
9. Handle Throttle. Move throttle and check for proper operation. Check linkage and cover for damage.	✓							
10. Gear Selector. Check console for loose mounting hardware for damage. Check movement of selector through all gear range.	✓							
11. Air Cleaner Restrictor Indicator. Check for proper mounting to bulkhead. Check indicator for damage.	✓							
12. Auxiliary Instrument Panel. Check panel for loose mounting hardware. Check that gages are securely mounted in panel, and that hose connections are tight.	✓							
13. Accelerator Pedal.								
a. Mounting Hardware Brackets.	✓							
b. Pedal and Pedal Stop Screw.	✓							
c. Water Drive Switch.	✓							
14. Brake Pedal. Apply and release brakes to check binding.	✓							
15. Parking Brake Handle. Check for proper operation. Make sure that parking brake holds and releases properly.	✓							
16. Steering Wheel. Check wheel for damage. Check operation of wheel tilt. Check for binding linkage. Check steering wheel sensing module for loose mounting hardware or damaged wiring.								
a. Steering Wheel.	✓							
b. Steering Wheel Sensing Module.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
17. Indicator Panel. Check mounting hardware and grommets for tightness and damage. Check for loose or damaged switches, lights, and buttons.								
a. Master Switch.	✓							
b. Lamp Test Warning Cancel Switch.	✓							
c. Horn Button.	✓							
d. Panel Lights Brt Dim Switch.	✓							
e. Cold Start Switch.	✓							
f. Starter Button.	✓							
g. Light Switch.	✓							
h. TACNAV Indicator.	✓		✓			✓		insp
i. Tachometer.	✓							
j. Speedometer.	✓							
k. Smoke Generation Indicator Light.	✓							
l. Smoke Generation Switch.	✓							
m. Forward Electric Bilge Pump Switch.	✓							
n. Aft Electric Bilge Pump Switch.	✓							
o. Aft Electric Bilge Pump Indicator Light.	✓							
p. Forward Electric Bilge Pump Indicator Light.	✓							
q. Aft Hydraulic Bilge Pump Indicator Light.	✓							
r. Forward Hydraulic Bilge Pump Indicator Light.	✓							
s. Ventilation Switch.	✓							
18. Driver's Display Unit. Check for cracked glass and moisture. Check that unit is securely mounted in indicator panel.  <b>NOTE</b> Bar scales and warning lights will be checked during the operational portion of preinduction.	✓							
19. Bow Plane Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							
20. Vent Air Outlets. Check driver's and commander's outlets for breaks and cracks. Check to see if outlet rotates freely. Check mounting hardware for tightness.								
a. Driver's Outlet.	✓							
b. Commander's Outlet.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
21. Vent Air Hoses, Tubes, and Duct. Check for loose clamps and mounting hardware. Check for damaged hoses, tubes, and duct.	✓							
22. Bilge Outlet Tube. Check tube for damage, hoses for cracks, and clamps for tightness.	✓							
23. Instrument Distribution Box. Check that box is securely mounted, and that cover screws are tight. Check all wiring harness connectors for tightness.	✓							
24. Forward Slave Receptacle on Instrument Distribution Box. Check cover and chain for damage. Check receptacle for corrosion and damage.			✓					① cover & chain
25. Searchlight Switch. Check for damage and operation.	✓							
26. Ventilation Air Outlet Valve. Check for loose mounting hardware and damaged cable and handle with ball. Open and close outlet and check for binding linkage.	✓							
27. Data Plates. Check for damage.		✓						① gear plate
28. Manual Fuel Shutoff Handle. Check shaft for damage and grommets for wear. Rotate handle to check for free operation.	✓							
29. Driver's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							
30. Troop Commander's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							
31. Interior Decals and Instruction Plates. Check to see that they are readable.	✓							
32. Fire Extinguishers (MFSS and AFSSS)								
<p style="text-align: center;"><b>NOTE</b></p> <p>At this time all fire suppression system bottles are to be pulled and weighed.</p>								
a. Mounting Hardware.	✓							① lower MFSS
b. Discharge Tube and Seal.	✓							
c. Exp. Date.	✓							
d. Seal.	✓							
33. Engine Compartment. Check boards for damage and fasteners to insure for tightness.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>IX: Equipment Operation</b>								
1. Start vehicle, check operation of the following:								
a. Master Switch.	✓							
b. Horn.	✓							
c. Fuel Level Indicator.	✓							
d. Battery Generator Indicator.	✓							
e. Electric Bilge Pumps (forward and aft).	✓							
f. Panel Lights (brt dim).	✓							
g. Display Panel Warning Lights.	✓							
h. Vent Switch Low Position.	✓							
2. Perform Diagnostic Test Equipment checks in accordance with TM 09674A-25&P:4. (See worksheet at the end of this Appendix).	✓							
3. Vehicle Stall Check: With brakes locked, and gear selector in 4th gear, accelerate fully and check the following:								
a. Brakes.	✓							
b. Transmission.	✓							
c. Engine RPM			✓					1000 RPM
d. TACNAV Indicator. Check that system powers and display works.			✓					inop
4. Lights. Check that lights work properly.								
a. Light Switch.	✓							
b. Service Drive.	✓							
c. Dimmer Switch.	✓							
d. Blackout Markers.	✓							
e. Stop Light.	✓							
f. Park.	✓							
g. Searchlight.	✓							
h. Interior Dome Lights.	✓							
5. Driver's Viewfinder Indicator (DVI). Check that power system works.	✓							
6. Lamp Test Warning Control System. Check that lamp test system works.	✓							



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>X. Functional Road Test</b>								
1. Steering. Check operation and drift.	✓							
2. Gear Ranges. Check for slippage and that lockup works properly.	✓							
3. Smoke Generation. Check for correct operation.	✓							
4. Brakes. Check to see if brakes pull to one side or the other.	✓							
5. Speedometer. Check for correct operation.	✓							
6. Noises. Check for any unusual noises.	✓							
<b>XI. Water Systems Test</b>								
1. Plenums. Check that plenums close completely. Fan shuts off. (Para. 8-13)	✓							
2. Check if hydraulic bilge pumps operation.	✓							
3. Check if electric bilge pumps operate.	✓							
4. Check that jet drive activates at 1000 to 1200 RPM.	✓							
<b>5. Bow Plane Operation.</b>								
a. Control Valve. Check for proper operation and leaks.	✓							
b. Bow Plane. Check that it fully extends and retracts.	✓							
c. Pivot Actuator. Check for leaks, unusual noise and smooth operation.	✓							

NOTE:

See TM 10004A-25&P 2 for LTI of UGWS Unique Items.  
 See TM 07267B-25&P 4 for LTI of AAVR7A1 Unique Items.  
 See TM 07268B-25&P 2 for LTI of AAVC7A1 Unique Items.

APPENDIX E  
 ASSAULT AMPHIBIOUS VEHICLE  
 AAVC7A1  
 LIMITED TECHNICAL INSPECTION

TAC No. 3 HNDZ USMC No. 522288 Miles 1909 Hours 341  
 Date Inspected 20200415 Inspector (b)(3), (b)(6), (b)(7)(c)

NOTE

Perform inspections listed below in addition to those contained in Appendix E, TM 09674A-25&P/4.

NOMENCLATURE/LOCATION		Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable
I.	Outside of Vehicle								
1.	Vehicle Commander's Hatch								
	a. Cover and Hinges	✓							
	b. Torsion Bar	✓							
	c. Latches (Open and Closed)	✓							
	d. Seals and Pads	✓							
	e. Vision Blocks	✓							
	f. M240 Machine Gun Pintle	✓							
2.	Antenna Mounts								
	a. AS-3916/VRC (5) /W/(3 GPS) (8)		✓						(M) 3
	b. AS-3449/VSQ-1 EPLRS (2)	✓							
	c. Model 4244-1 HF (1)	✓							
	d. 4310 UHF (1)	✓							
	e. AN0791A-1 OS-302 (1) SATCOM	✓							
	f. AT-1621-5 (2)	✓							
	g. MT-2011 (1) BFT	✓							
	h. RA-1 (1) DAGR	✓							
II.	Vehicle Commander's Station								
1.	Vehicle Commander's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belts and cushions for damage.	✓							

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ENCLOSURE (59)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable
III. Staff Radios And Switching Unit								
1. RT-1694 (C) Receiver-Transmitter. Check knobs and push button switches for cracks and/or breaks. Check for loose or missing mounting hardware. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.	✓							
2. Model 4310 Ultra High Frequency Antenna. Check for bent or broken element. Check for missing element cap. Check antenna base for cracked or broken insulators. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.	✓							
3. RT-1796 (C) Receiver-Transmitter. Check knobs and push button switches for cracks and/or breaks. Check for loose or missing mounting hardware. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.					✓			made knob broken, requires repair/float SN 44160
4. Model 4244 High Frequency Antenna. Check for bent or broken element. Check for missing element cap. Check antenna base for cracked or broken insulators. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.	✓							
5. RT- <del>1796</del> (C) Receiver-Transmitter. Check knobs and push button switches for cracks and/or breaks. Check for loose or missing mounting hardware. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.	✓							
6. RT-1720 (C) EPLRS Receiver-Transmitter. Check knobs and push button switches for cracks and/or breaks. Check for loose or missing mounting hardware. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.		✓						we don't operate EPLRS
7. AS-3449/VSQ-1 EPLRS. Check for bent or broken element. Check for missing element cap. Check antenna base for cracked or broken insulators. Check all cables for frayed and/or broken insulation; bent or broken connector pins, and tightness of connectors.					✓			PM connector & threads. Corroded/possibly inop
8. RT-1523/VRC Receiver-Transmitter. Check for torn key pad. Check for loose, broken or missing knobs. Check for missing screws for Hold Up Battery. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable
<b>IV. Crew Radios And Switching Unit</b>								
1. RT-1523/VRC Receiver-Transmitter. Check for torn key pad. Check for loose, broken or missing knobs. Check for missing screws for Hold Up Battery. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.	✓							
2. AS-3916/VRC Antenna. Check for bent or broken element. Check for missing element cap. Check antenna base for cracked or broken insulators. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.		✓				✓		missing 3 AS 3916's. need 4 collet bolts for the 5 we have
3. AM-7239/VRC Amplifier Adapter. Check for loose or missing mounting hardware. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.	✓							
4. AM-7238/VRC Power Amplifier. Check for loose or missing mounting hardware. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.	✓							
5. MT-6352/VRC Mounting Base. Check for loose or missing mounting hardware. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.	✓							
6. TOCNET Enhanced Crew Access Unit (eCAU). Check for loose or missing mounting hardware. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.	✓							
7. Check Tactical Radio Interface Module (TRIM). Ensure TRIM interfaces with the EMCSU and accesses the crew radio system.	✓							
<b>V. Alternating and Direct Current Power Distribution Units</b>								
1. Check unit for missing or loose mounting hardware.	✓							
2. Check cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.	✓							
<b>VI. Work Station Module</b>								
1. Work Station Crew Seats (Port/Starboard). Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belts and cushions for damage.	✓							
2. Work Station Crew Seats BFT Monitor Keyboard Support Arm Assembly. Check to see the condition and secure in place.	✓							
3. Work Station Crew Seats eCAU Support Arm Assembly. Check to see the condition and secure in place.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable
<b>III. Staff Radios And Switching Unit (Cont.)</b>								
9. AS-3916/VRC Antenna. Check for bent or broken element. Check for missing element cap. Check antenna base for cracked or broken insulators. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.		✓						Missing 3 AS 3916s Missing 4 collet bolts for the 5we
10. AM-7239/VRC Amplifier Adapter. Check for loose or missing mounting hardware. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.	✓							
11. MT-2011 Blue Force Tracking antenna. Antenna. Check for bent or broken element. Check for missing element cap. Check antenna base for cracked or broken insulators. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.	✓							
12. AM-7238/VRC Power Amplifier. Check for loose or missing mounting hardware. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.				✓				2 antenna cables frayed. Repair cable
13. MT-6352/VRC Mounting Base. Check for loose or missing mounting hardware. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.	✓							
14. TOCNET Tactical Inter-Communication System's Enhanced Micro Central Switching Units (EMCSU). Check for loose or missing mounting hardware. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.	✓							
15. TOCNET enhanced Crew Access Unit (eCAU). Check for loose or missing mounting hardware. Check all cables for frayed and/or broken insulation, bent or broken connector pins, and tightness of connectors.	✓							
16. TOCNET Soft Crew Access Unit (CAU). Ensure software is properly configured on Soft CAU laptop and configuration files are loaded on the EMCSU.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable
<b>VI. Work Station Module (Cont.)</b>								
4. Work Station Crew Seats AFATDS Support Arm Assembly. Check to see the condition and secure in place.	✓							
5. Work Station Crew Seats Port Laptop Mount Arm Assembly. Check to see the condition and secure in place.	✓							
6. Work Station Crew Seats Starboard Laptop Mount Arm Assembly. Check to see the condition and secure in place.	✓							
<b>7. Work Station Crew Seat 1 (Port)</b>								
a. eCAU. Check that electrical and connections are tight and in good condition. Complete Built-In Test (BIT).	✓							
b. CF-19. Check that electrical and connections are tight and in good condition.	✓							
c. Soft CAU. Verify in the program directory.	✓							
d. Docking Station. Check that electrical and connections are tight and in good condition.	✓							
e. DVD Drive +/- . Check that electrical and connections are tight and in good condition.	✓							
f. USB Jack Box Assembly. Check that electrical and connections are tight and in good condition.	✓							
g. Convenience Outlet. Check that electrical and connections are tight and in good condition.	✓							
h. Work Light Assembly. Check that electrical and connections are tight and in good condition.		✓						(M) WS light
i. BFT Display. Check that electrical and connections are tight and in good condition.	✓							
<b>8. Work Station Crew Seat 2 (Port)</b>								
a. eCAU. Check that electrical and connections are tight and in good condition. Complete Built-In Test (BIT).	✓							
b. CF-19. Check that electrical and connections are tight and in good condition.	✓							
c. Soft CAU. Verify in the program directory.	✓							
d. Docking Station. Check that electrical and connections are tight and in good condition.	✓							
e. DVD Drive +/- . Check that electrical and connections are tight and in good condition.	✓							
f. USB Jack Box Assembly. Check that electrical and connections are tight and in good condition.	✓							
g. Convenience Outlet. Check that electrical and connections are tight and in good condition.	✓							
h. Work Light Assembly. Check that electrical and connections are tight and in good condition.		✓						(M) WS light

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable
<b>VI. Work Station Modules (Cont.)</b>								
<b>9. Work Station Crew Seat 3 (Port)</b>								
a. eCAU. Check that electrical and connections are tight and in good condition. Complete Built-In Test (BIT).	✓							
b. CF-19. Check that electrical and connections are tight and in good condition.		✓						NO CF in WS
c. Soft CAU. Verify in the program directory.								cant verify
d. Docking Station. Check that electrical and connections are tight and in good condition.	✓							
e. DVD Drive +/- . Check that electrical and connections are tight and in good condition.								CV
f. USB Jack Box Assembly. Check that electrical and connections are tight and in good condition.								CV
g. Convenience Outlet. Check that electrical and connections are tight and in good condition.								CV
h. Work Light Assembly. Check that electrical and connections are tight and in good condition.		✓						(M) WS light
<b>10. Work Station Crew Seat 4 (Starboard)</b>								
a. eCAU. Check that electrical and connections are tight and in good condition. Complete Built-In Test (BIT).	✓							
b. CF-19. Check that electrical and connections are tight and in good condition.	✓							
c. Soft CAU. Verify in the program directory.	✓							
d. Docking Station. Check that electrical and connections are tight and in good condition.	✓							
e. DVD Drive +/- . Check that electrical and connections are tight and in good condition.	✓							
f. USB Jack Box Assembly. Check that electrical and connections are tight and in good condition.	✓							
g. Convenience Outlet. Check that electrical and connections are tight and in good condition.	✓							
h. Work Light Assembly. Check that electrical and connections are tight and in good condition.	✓							<del>WS Light inop</del>
i. AFATDS Tadpole.	✓							
<b>11. Work Station Crew Seat 5 (Starboard)</b>								
a. eCAU. Check that electrical and connections are tight and in good condition. Complete Built-In Test (BIT).	✓							
b. CF-19. Check that electrical and connections are tight and in good condition.	✓							
c. Soft CAU. Verify in the program directory.	✓							
d. Docking Station. Check that electrical and connections are tight and in good condition.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable
<b>VI. Work Station Modules (Cont.)</b>								
e. DVD Drive +/- Check that electrical and connections are tight and in good condition.	✓							
f. USB Jack Box Assembly. Check that electrical and connections are tight and in good condition.	✓							
g. Convenience Outlet. Check that electrical and connections are tight and in good condition.	✓							
h. Work Light Assembly. Check that electrical and connections are tight and in good condition.	✓							
<b>12. Work Station Crew Seat 6 (Starboard)</b>								
a. eCAU. Check that electrical and connections are tight and in good condition. Complete Built-In Test (BIT).	✓							
b. CF-19. Check that electrical and connections are tight and in good condition.	✓							NO CF in WS
c. Soft CAU. Verify in the program directory.								CV
d. Docking Station. Check that electrical and connections are tight and in good condition.								CV
e. DVD Drive +/- . Check that electrical and connections are tight and in good condition.								CV
f. USB Jack Box Assembly. Check that electrical and connections are tight and in good condition.	✓							
g. Convenience Outlet. Check that electrical and connections are tight and in good condition.	✓							
h. Work Light Assembly. Check that electrical and connections are tight and in good condition.	✓							
<b>VII. DAGR Assembly</b>								
<b>1. DAGR</b>								
a. Check that electrical and antenna connections are tight and in good condition.	✓							
b. Check for security and condition.	✓							
<b>2. DAGR Remote Antenna. Check security and condition of cover</b>								
	✓							
<b>3. DAGR Operational Test:</b>								
a. Check that DAGR passes self-test.					✓			DAGR (M) cable won't power on
b. Check that DAGR is using vehicle power.					✓			
c. Check that DAGR is using remote antenna.					✓			
d. Check functioning of DAGR screen back lighting.					✓			
<b>VIII. Windows Server</b>								
1. Check that electrical and connections are tight and in good condition.	✓							
2. Check for security and condition.	✓							



NOMENCLATURE/LOCATION		Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable
IX.	Network Router								
	1. Check that electrical connections are tight.	✓							
	2. Check for security and condition.	✓							
X.	Network Switch								
	1. Check that electrical connections are tight.	✓							
	2. Check for security and condition.	✓							
XI.	SIXNET Hub								
	1. Check that electrical and connections are tight and in good condition.	✓							
	2. Check for security and condition.	✓							
XII.	Iridium Phone Base								
	1. Check that electrical and connections are tight and in good condition.	✓							
	2. Check for security and condition.					✓			dangling. not mounted
	3. Check mounting hardware for damage and tightness.					✓			11

522288					
#	NIIN	Nomenclature	Quantity	Unit Price	Ext Price
1	433463	HANDSET	1	\$52.52	\$52.52
2	13552064	BAR,PRY	1	\$9.95	\$9.95
3	10226004	CABLE ASSEMBLY,POWE	1	\$341.68	\$341.68
4	11348528	CURTAIN,BLACKOUT	1	\$49.40	\$49.40
5	2241390	CROWBAR	1	\$49.45	\$49.45
6	10758292	DRIFT PIN,TRACK	1	\$113.56	\$113.56
7	10635996	GOGGLES,INDUSTRIAL	1	\$17.66	\$17.66
8	618546	HAMMER,HAND	1	\$23.24	\$23.24
9	2657462	HAMMER,HAND	1	\$24.48	\$24.48
10	2630349	HANDLE,FILE	1	\$1.59	\$1.59
11	193093	LAMP,INCANDESCENT	1	\$0.25	\$0.25
12	2432395	MATTOCK	1	\$13.71	\$13.71
13	2558113	MEASURE,LIQUID	1	\$45.40	\$45.40
14	6821508	PADLOCK	1	\$7.18	\$7.18
15	14297306	PLIERS,DIAGONAL CUT	1	\$11.47	\$11.47
16	2348913	SCREWDRIVER,CROSS T	1	\$1.40	\$1.40
17	2348912	SCREWDRIVER,CROSS T	1	\$4.46	\$4.46
18	2228852	SCREWDRIVER,FLAT TI	1	\$3.84	\$3.84
19	13784933	SOCKET,SOCKET WRENC	1	\$31.25	\$31.25
20	13785543	SOCKET,SOCKET WRENC	1	\$10.26	\$10.26
21	1776154	SPOUT,CAN,FLEXIBLE	1	\$11.65	\$11.65
22	2289503	WRENCH,BOX AND OPEN	1	\$2.15	\$2.15
23	2289504	WRENCH,BOX AND OPEN	1	\$4.43	\$4.43
24	2289505	WRENCH,BOX AND OPEN	1	\$4.26	\$4.26
25	2289506	WRENCH,BOX AND OPEN	1	\$4.79	\$4.79
26	2278074	EXTENSION,SOCKET WR	1	\$4.57	\$4.57
27	2217958	HANDLE,SOCKET WRENC	1	\$11.69	\$11.69
28	2306385	HANDLE,SOCKET WRENC	1	\$37.69	\$37.69
29	1897932	SOCKET,SOCKET WRENC	1	\$3.64	\$3.64
30	1897946	SOCKET,SOCKET WRENC	1	\$4.12	\$4.12
31	1897933	SOCKET,SOCKET WRENC	1	\$7.01	\$7.01
32	1897914	SOCKET,SOCKET WRENC	1	\$3.46	\$3.46
33	2405328	WRENCH,ADJUSTABLE	1	\$10.45	\$10.45
34	2401414	WRENCH,ADJUSTABLE	1	\$65.47	\$65.47
35	13491383	WRENCH,BOX	1	\$9.50	\$9.50
36	14806390	CABLE ASSEMBLY,SPEC	1	\$343.25	\$343.25
37	14812598	CAP,ELECTRICAL	1	\$41.40	\$41.40
38	14810596	GASKET	1	\$18.42	\$18.42
39	14810504	SCREW,MACHINE	2	\$0.20	\$0.40
40	9221200	FIRST AID KIT,UTILI	1	\$51.90	\$51.90
41	11870964	SHACKLE	1	\$36.08	\$36.08
42	9857846	BATTERY,NONRECHARGE	1	\$6.50	\$6.50
43	8357210	BATTERY,NONRECHARGE	1	\$9.20	\$9.20
44	13786054	EXTENSION,SOCKET WR	1	\$6.90	\$6.90
45	7083799	FIXTURE ASSEMBLY,TR	1	\$119.95	\$119.95

46	2886574	HANDLE,MATTOCK-PICK	1	\$12.93	\$12.93
47	10711746	HOIST,WIRE ROPE	1	\$269.39	\$269.39
48	2211536	KNIFE,PUTTY	1	\$5.11	\$5.11
49	1558675	LAMP,INCANDESCENT	1	\$2.03	\$2.03
50	11187711	LIFTER,ROAD WHEEL	1	\$248.91	\$248.91
51	193093	LAMP,INCANDESCENT	1	\$0.25	\$0.25
52	13616921	EXTINGUISHER,FIRE	1	\$129.91	\$129.91
53	11661730	FIBER ROPE ASSEMBLY	2	\$164.67	\$329.34
54	2247987	BRUSH,FILE CLEANER	1	\$16.63	\$16.63
55	11955355	BRUSH,WIRE,SCRATCH	1	\$1.80	\$1.80
56	2363272	CHISEL,COLD,HAND	1	\$5.05	\$5.05
57	2247055	CUTTER,BOLT	1	\$30.30	\$30.30
58	2558113	MEASURE,LIQUID	1	\$45.40	\$45.40
59	2628868	OILER,HAND	1	\$6.96	\$6.96
60	13351318	RATCHET HEAD,SOCKET	1	\$134.05	\$134.05
61	2376985	SCREWDRIVER,FLAT TI	1	\$8.60	\$8.60
62	14863602	SPOTLIGHT	1	\$951.69	\$951.69
63	2289507	WRENCH,BOX AND OPEN	1	\$5.15	\$5.15
64	2289516	WRENCH,BOX AND OPEN	1	\$17.43	\$17.43
65	2431697	EXTENSION,SOCKET WR	1	\$7.70	\$7.70
66	1897935	SOCKET,SOCKET WRENC	1	\$5.67	\$5.67
67	2243154	WRENCH,BOX	1	\$13.79	\$13.79
68	2243138	WRENCH,BOX	1	\$13.75	\$13.75
69	14789090	COVER,GUN	1	\$101.36	\$101.36
70	13375269	CAN,MILITARY	2	\$44.09	\$88.18
	<b>70</b>				<b>\$4,083.01</b>

ENCLOSURE (54)

TAMCN	NOMEN	NIIN	SERIAL#	QTY	Condition Code	SR#	SR Status	T/P (\$)	REMARKS
E07967K	MANIFOLD, EXHAUST	01-497-4810	522288	1	R	29984958	RPR PRGS	\$2,763.17	

ENCLOSURE (54)

**APPENDIX C**  
**ASSAULT AMPHIBIOUS VEHICLE**  
**UPGUNNED WEAPONS STATION (UGWS), AAVP7A1**  
**LIMITED TECHNICAL INSPECTION**

TAC No. 3 HN 01 USMC No. 522656 Miles 1929, Hours 381

Date Inspected 20200623 Inspector \_\_\_\_\_

(b)(3), (b)(6), (b)(7)(c)

\*See Table \_\_\_\_\_

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
<b>I. Basket Weldment</b>								
1. Basket Weldment Clearance.	✓							
a. Area around sides of basket weldment clear of obstructions.	✓							
b. Area around 12 channel slip ring clear of obstructions.	✓							
2. 12 Channel Slip Ring.	✓							
a. Electrical connectors tight and in good condition.	✓							
b. Upper portion of 12-channel slip ring rotates freely.	✓							
c. Manual and electrical weapons station operation.	✓							
3. Power Relay Assembly.	✓							
a. Box secure to bottom of basket.	✓							
b. Electrical connectors tight and in good condition.	✓							
4. Basket inspection	✓							
a. Seat belt secure, latch working properly, belt in good condition.	✓							
b. Stowed items do not overhang basket.	✓							
c. Seat in good condition, locks in all height positions, secure in basket assembly.	✓							
<b>II. Weapons Station Interior</b>								
<b>1. Turret Power Control Assembly.</b>								
a. Box cover secure. Box secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							
<b>2. Weapon Control Assembly.</b>								
a. Box cover secure. Box secure to basket weldment.	✓							
b. Electrical connector tight and in good condition.	✓							

ENCLOSURE (6)

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
3. Traverse Switch Assembly.								
a. Box cover secure to basket weldment.		✓						2 Bolts
b. Electrical connector tight and in good condition.	✓							
4. M36E-TSS Periscope.								
a. Mounting Screws. Check screws for security. Check sight is secure to turret weldment.	✓							
b. Sight. Check for moisture in window and in mirror. Check condition of glass.	✓							
c. Sight Eyepieces. Check for moisture, condition of reticles, condition of eye-piece pads, and proper operation.	✓							
d. Latch Assembly. Check that latch moves freely, and has spring tension.	✓							
e. Hanger Strap. Check for serviceability.	✓							
f. Head Assembly. Check nuts on head assembly for tightness.	✓							
g. Body Assembly. Check mounting hardware for security and that safety wire is present.	✓							
h. Boresight Knobs – Azimuth and Elevation. Check setting on both knobs and record. Turn each knob, check for smooth movement and shift of sight reticle. Reposition knobs to original settings.	✓							
i. Sight Power Electrical Connectors. Check that electrical connectors are in good condition.	✓							
j. Check for cracks, dents, burns and chipped paint on housing.	✓							
k. Check that valve cap is tight and retaining strap is not broken or missing.	✓							
l. Check that both knobs on elbow assembly move freely from LO to HI position.	✓							
m. Check that lamp holder is tight and packing is installed.	✓							
n. Check that plug or shutter switch is present. If missing, notify supervisor.	✓							
o. Check that all boresight knobs move freely, and scales can be easily read.	✓							
p. Check ID plate for damage and if it can be easily read. If plate cannot be read, notify supervisor.	✓							
q. Check that shutter switch will not move to ON without pushing safety button first.	✓							
r. Check that valve cap strap is not damaged or missing.	✓							
s. Check that all screws are tight on mounting hardware.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
5. Exhaust Blower. Check for corrosion and debris. Make sure electrical connectors are tight and in good shape. Check operation of blower door.	✓							
6. .50 Caliber Ammo Ejection Chute. Check for condition and security. Ensure that chute is clear of debris.								
a. Check ejection-chute hose for security and condition.			✓					Uninstalled
b. Spent-Cartridge Box. Check security and condition. Check operation of latches.		✓						Ⓜ Box Cover
7. Equilibrator. Check for corrosion, security and adjustment.	✓							
8. .50 Caliber Ammo Feed System.								
a. Check security and condition of .50 caliber ammo trays.	✓							
b. Check security and condition of roller guides.	✓							
9. 40mm Ammo Feed System.								
a. Feed Chute. Check for dents, corrosion and/or damage.	✓							
b. Check feed-chute cover for tears, holes; zipper must move freely. Check attachment points for security and condition.	✓							
c. Check anti-feedback lever for condition and security.	✓							
10. 40mm Ammo Box Assembly.								
a. Check security and condition of box, doors, and flaps.	✓							
b. Check operation of latches.	✓							
c. Check that electrical connector on last-round switch is tight and in good condition.	✓							
11. 40mm Charger Assembly. Check condition and security of charger tube.	✓							
12. 40mm Mantlet.								
a. Check condition and security.	✓							
b. Check operation of cover latches.	✓							
13. .50 Caliber Mantlet and Cradle. Check condition and security. Check for damage, cracked welds and bare metal.	✓							
14. Power-Assist Traverse Mechanism. Check for security, condition and leakage. Make sure that electrical connectors are tight and in good condition.	✓							
15. Elevation Control Assembly. Check for security and condition.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
16. Gunner's Trigger Switch. Check for security and condition. Check that electrical connectors are tight and in good condition.	✓							
17. Linkage. Check for security and condition.	✓							
18. Grenade Launcher Inhibit Switch. Check for security and condition. Check that electrical connector is tight and in good condition.						✓		Switch Broken
19. Elevation Interrupter Switches. Check for condition and security. Check that electrical connectors are tight and in good condition.	✓							
20. Utility Light. Check that light and electrical connector is secure and in good condition.	✓							
21. Communications Box.								
a. Check that electrical connector is tight and in good condition.	✓							
b. Check for security and condition.	✓							
22. Weapons Station. Inspect for damage, security and clarity.								
a. Vision Blocks. Inspect for damage, security and clarity.	✓							
b. Ring Gear. Inspect for damage and corrosion. Should be clean and no grease.	✓							
23. Hatch.								
a. Seal, Hatch, Hinges. Inspect for damage, loose hardware and proper operation.	✓							
b. Hatch Latch Check. It should lock the hatch closed, hatch vertical to turret and hatch horizontally open in three positions (15 degrees, 90 degrees and 175 degrees).	✓							
c. Hatch Handle. Check security, condition and proper operation.	✓							
d. Crash Pads. Inspect pads on hatch and weapons station for security and condition.						✓		Pad (D)
24. Sight Cover.								
a. Seals, cover, hinges, inspect for damage, loose hardware and proper operation.	✓							
b. Sight cover handle. Check conditions and proper operation.	✓							
25. DAGR.								
a. Check that electrical and antenna connections are tight and in good condition.								
b. Check for security and condition.								



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
<b>III. Weapons Station Exterior.</b>								
1. Receptacle, Spot Light. Inspect for corrosion and damage. Check that cover fits securely and is tight.	✓							
2. Mount, Spot Light. Inspect condition and security.	✓							
<b>3. Smoke Grenade Launchers.</b>								
a. Tubes. Inspect sight tubes for dents, cracks or corrosion, and security to mounts. Check security of mount to turret.	✓							
b. Electrical Contacts. Check that contacts are tight and free of corrosion.	✓							
c. Rubber Caps. Check sight caps for condition.		✓						Ⓜ 1 Cap
4. Entrance Window. Inspect condition and security. Look for signs of moisture.	✓							
5. Sight Cover. Inspect condition and security.	✓							
6. 40mm Mantlet Cover. Check for security and condition. Check operation of latches.	✓							
7. Remote Antenna. Check security and condition of cover.								
<b>IV. Functional Tests.</b>								
<b>1. Manual Operation. Check for weapons station binding and backlash.</b>								
a. Azimuth. Check movement through 360 degree clockwise and counter-clockwise.	✓							
b. Elevation. Check for +45 degree maximum elevation and -8 degree maximum depression.	✓							
<b>2. Powered Systems Test. Vehicle master switch and turret power switch ON. Check operation as noted.</b>								
a. Control Box Lights. Check that control box lamps light when turret power switch is ON by pressing lamp test all button.	✓							
b. Domelight. Lights in both blue and white switch positions.	✓							
c. Utility Light. Lights in both red and white.			✓					Light Ⓜ
d. Thermal Elbow Check Only. Ensure the unit shows an image and all controls work.	✓							
e. Spot Light. Install and check operation.	✓							
f. Exhaust Blower. Check operation.	✓							

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be Included if unserviceable.
3. Low Ammo System Test.								
a. Last-Round Switch OFF. Last-round indicator light on, triggers do not work.	✓							
b. Last-Round Switch ON. Last-round indicator lamp light ON, override switch in up position, triggers work.	✓							
c. Last-Round Switch OFF. Last-round indicator light OFF, override switch down, triggers work.	✓							
4. Weapons Station System. Perform test as prescribed in Section 3.								
a. Manual Elevation. Check operation.	✓							
b. Deck Clearance. Check clearance of all obstacles. Check all inhibit zones. Weapons electrical trigger will not fire while in inhibit zones.	✓							
5. Smoke Grenade Launcher Test.								
a. Tubes. Check that they are clear of grenades.	✓							
b. Contacts. Check for 24 volts at eight firing pins inside of tubes on smoke grenade launchers. Turret power switches ON, smoke grenade switch ON, hatch in closed and locked position and grenade firing switch depressed.								
6. DAGR Operational Test. Refer to TM 11-5820-1172-13.								
a. Check that DAGR passes self-test.								
b. Check that DAGR is using vehicle power.								
c. Check that DAGR is using remote antenna.								
d. Check functioning of DAGR screen back lighting.								

## APPENDIX E LIMITED TECHNICAL INSPECTION

E-1. AAV7A1 LIMITED TECHNICAL INSPECTION.

Table E-1. AAV7A1 Limited Technical Inspection

ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) LIMITED TECHNICAL INSPECTION	
MODEL (CIRCLE ONE)	REFERENCES
AAVP7A1 AAVC7A1 AAVR7A1	TM 07007/07267/07268-25/1 TM 07267C-25/1 TM 07268C-25/1 TM 07007/07267/07268-25/2
TAC NO. 31H01	MILES 1929
U.S.M.C. NO. 522656	HOURS 381
HULL NO. RAMS 0142	
ENGINE NO. 37206618	
TRANSMISSION NO. A14072E	
INSPECTOR'S NAME/RANK/SIGNATURE	DATE INSPECTED
(b)(3), (b)(6), (b)(7)(c)	2020623
<p><b>NOTE:</b> The following inspection sheets are divided into seven columns. The inspector will place a <i>check</i> in the column which best describes the condition of the item being inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the remarks column.</p>	

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
I. Outside of Vehicle (Forward and Port)	✓							
1. Hull Forward End. Check for damage and bare metal.	✓							
2. Towing Eyes. (Para. 8-33)	✓							
a. Port.	✓							
b. Starboard.	✓							
3. Headlights. (Para. 11-32)	✓							
a. Port.	✓							
b. Starboard.	✓							
c. Headlight Guards.	✓							
4. Bow Plane. (Para. 10-14)	✓							
a. Hinges and Mounting Hardware. (Para. 10-17)	✓							

Check Ramp Seal - Dunk Test  
All of Suspension Rusty & Has Chipped Paint  
Covered in Sand

ENCLOSURE (60)

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
b. Bow Plane. (Para. 10-17)	✓							
c. Hydraulic Tubes and Fittings. (Para. 10-16)	✓							
d. Pivot Actuator. (Para. 10-18)	✓							
5. Hull Port Side. Check for damage and bare metal.	✓							
a. Armor Piercing Protection Plates Kit (APK). (Para. 17-26a)	✓							
b. Steps. (Para. 17-29)	✓							
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage Provisions. (Para. 17-37)	✓							
e. Fairings. (Para. 17-28)	✓							
f. Standoff Brackets. (Para. 17-27)	✓							
g. Hull Bosses. (Para. 17-36)	✓							
6. Port Track Shroud. Check for loose mounting hardware and damage. (Para. 17-28)		✓						Ⓜ 6 Bolts
7. Port Final Drive. (Para. 7-18)	✓							
a. Outer Housing.	✓							
b. Bolts.	✓							
8. Port Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)	✓							
9. Port Sprockets. (Para. 7-16)	✓							
a. Inner.	✓							
b. Outer.	✓							
10. Port Track. (Para. 7-7) Use track wear gauge to measure wear. Mark each unserviceable track shoe.	✓							
a. Track Shoes.	✓							
b. Track Pads.	✓	✓						Ⓜ 26 Inner Pads
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
11. Port Road Wheels and Hubs. (Para. 7-12) Circle those numbers that are unserviceable.	✓							
a. Road Wheel Cracks/Damage. 1 2 3 4 5 6						✓		Inner Wheel Cracked
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level. 1 2 3 4 5 6	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							
12. Port Support Arms. (Para. 7-13) Circle those numbers that are unserviceable.	✓							
1 2 3 4 5 6	✓							
13. Port Torsion Bars. (Para. 7-13) Circle those numbers that are unserviceable.	✓							
a. Torsion Bars. 1 2 3 4 5 6	✓							
b. Retaining Screws. 1 2 3 4 5 6	✓							
14. Port Shock Absorbers. (Para. 7-11)	✓							
a. No. 1 Shock.	✓							
b. No. 2 Shock.	✓							
c. No. 3 Shock.	✓							
d. No. 4 Shock.	✓							
e. Mounting Hardware.	✓							
15. Port Front Single Support Roller. (Para. 7-14)	✓							
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
16. Port Dual Support Roller. (Para. 7-15)	✓							
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
17. Port Rear Single Support Roller. (Para. 7-14)	✓							
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
18. Port Slap Guard. (Para. 7-10)	✓							
Check for wear and loose mounting hardware.	✓							
19. Port Idler Wheel and Hub. (Para. 7-9)	✓							
a. Idler.	✓							
b. Outer Wheel.	✓							
c. Inner Wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
20. Port Track Tension Adjuster. (Para. 7-8)	✓							
a. Track Adjuster Support.	✓							
b. Track Adjuster.	✓							
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
21. Port Anode. (Para. 8-54) Check for tightness of mounting screw. Make sure there is no paint on anode.	✓							
22. Port Midships Bearing. (Para. 9-18) Check for signs of leaks.	✓							
23. Drive Shaft. (Para. 9-17) Check for signs of damage.	✓							
24. Footman Loop. (Para. 8-50) Check for weld cracks.	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
25. Port Handrails. (Table 3-1) Check for weld cracks.	✓							
26. Port Cargo Hatch Supports. (Para. 8-26)	✓							
a. Forward Support.	✓							
b. Aft Support.	✓							
27. Fuel Tank Pressure Relief Valve (Para. 12-18) and Outlet Cover (Para. 12-12). Check cover and mounting screws for damage. Check relief opens.	✓							
28. Check fuel filter cap. (Para. 12-9)	✓							
29. Stowage Brackets. Check for weld cracks.	✓							
30. Bilge Pump Outlets.	✓							
a. Hydraulic Pump Outlet. (Para. 8-47)	✓							
b. Electric Pump Outlet. (Para. 8-46)	✓							
31. Personnel Heater Exhaust Outlet. (Para. 14-14)	✓							
a. Outlet Cap.	✓							
b. Outlet Adapter.	✓							
32. Exterior Fire Extinguisher Pull Handle. (Para. 15-13)	✓							
a. Handle.	✓							
b. Wire Seal.	✓							
33. External Fuel Tank Drain. Check plug for tightness and leaks. (Para. 12-18)	✓							
34. Port Deflector. (Para. 9-21) Check for warping and cracks. Check mounting hardware for tightness and damage.	✓							
35. Port Reverse Flow Duct. Check for damage and tight mounting hardware. (Para. 9-20)	✓							
36. Port Propulsion Unit. (Para. 9-20) Check unit for damage and mounting hardware for tightness. Rotate drive shaft to check for free movement of impeller.	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
II. Outside of Vehicle (Aft and Starboard)	✓							
1. Taillights.	✓							
a. Port Taillight. (Para. 11-53)	✓							
b. Starboard Taillight. (Para. 11-59)	✓							
c. Taillight Guards.	✓							
2. Horn. (Para. 11-54) Check for loose mounting hardware, corrosion, and proper electrical connections.	✓							
3. Tow Cable Stowage Brackets. (Para. 8-27) Check for cracked or bent brackets.	✓							
4. Towing Pintle. (Para. 8-41) Check for loose mounting hardware. Check pintle for free rotation and proper quick-release operation.	✓							
5. Ramp Plugs. (Para. 8-27) Check for tightness.	✓							
6. Ramp Hinges and Towing Eyes. (Para. 8-27) Check mounting hardware for tightness.	✓							
7. Vision Block and Guard. (Para. 8-30)	✓							
a. Vision Block Guard.	✓							
b. Vision Block.	✓							
8. Personnel Hatch. (Para. 8-31)	✓							
a. Personnel Hatch Handle (inner and outer).	✓							
b. Personnel Hatch Seal.	✓							
c. Hook and Damper.	✓							
d. Mounting Hardware.	✓							
9. Starboard Deflector. Check for warping and cracks. Check mounting hardware for tightness and damage. (Para. 9-20)	✓							
10. Trailer Receptacle.	✓							
a. Cover.	✓							
b. Retainer Chain.	✓							
11. Starboard Reverse Flow Duct. Check for damage and tight mounting hardware. (Para. 9-20)	✓							



Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
12. Starboard Propulsion Unit. Check unit for damage and mounting hardware for tightness. Rotate drive shaft to check for free movement of impeller. (Para. 9-20)	✓							
13. Drive Shaft. Check for signs of damage.	✓							
14. Footman Loop. Check for weld cracks.	✓							
15. Starboard Idler Wheel and Hub. (Para. 7-9)	✓							
a. Idler.	✓							
b. Outer Wheel.	✓							
c. Inner Wheel.	✓							
d. Mounting Hardware.	✓							
e. Oil Level.	✓							
16. Starboard Track Tension Adjuster. (Para. 7-8)	✓							
a. Track Adjuster Support.	✓							
b. Track Adjuster.			✓					<i>Chrome Rusty</i>
c. Bleeder Valve.	✓							
d. Grease Fitting.	✓							
17. Starboard Anode. Check for tightness of mounting screw. Make sure there is no paint on anode. (Para. 8-54)	✓							
18. Starboard Midships Bearing. Check for signs of leaks. (Para. 9-18)	✓							
19. Starboard Road Wheels and Hubs. Check those numbers which are unserviceable. (Para. 7-12)	✓							
a. Road Wheel Cracks/Damage. 1 <del>2</del> 3 4 5 6						✓		<i>#2 &amp; #3 Both Inner Wheels Cracked</i>
b. Road Wheel Wear Rings. 1 2 3 4 5 6	✓							
c. Hub Oil Leaks. 1 2 3 4 5 6	✓							
d. Hub Oil Level.	✓							
e. Mounting Hardware. 1 2 3 4 5 6	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
20. Starboard Support Arms. Circle those numbers that are unserviceable.	✓							
1 2 3 4 5 6	✓							
21. Starboard Torsion Bars. Check for broken bar and loose retaining screws. Circle those numbers that are unserviceable.	✓							
1 2 3 4 5 6	✓							
22. Starboard Shock Absorbers. (Para. 7-11)	✓							
a. No. 1 Shock.	✓							
b. No. 2 Shock.	✓							
c. No. 3 Shock.	✓							
d. No. 4 Shock.	✓							
e. Mounting Hardware.	✓							
23. Starboard Front Single Support Roller. (Para. 7-14)	✓							
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
24. Starboard Dual Support Roller. (Para. 7-15)	✓							
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							
25. Starboard Rear Single Support Roller. (Para. 7-14)	✓							
a. Support Wheel Cracks/Damage.	✓							
b. Hub Oil Leaks.	✓							
c. Hub Oil Level.	✓							
d. Mounting Hardware.	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
26. Starboard Slap Guard. Check for wear and loose mounting hardware. (Para. 7-10)	✓							
27. Starboard Track. Use track wear gauge to measure wear. Mark each unserviceable track shoe. (Para. 7-7)	✓							
a. Track Shoes.	✓							
b. Track Pads.		✓						Ⓜ 22 Inner Pads
c. Track Pins.	✓							
d. Track Wear.	✓							
e. Track Adjustment.	✓							
28. Starboard Sprocket Rings. (Para. 7-16)	✓							
a. Inner.	✓							
b. Outer.	✓							
29. Starboard Sprocket Carrier. Check for loose mounting hardware and damage. (Para. 7-16)	✓							
30. Starboard Final Drive. (Para. 7-18)	✓							
a. Outer Housing.	✓							
b. Bolts.	✓							
31. Starboard Side Pontoon. Remove drain plug and check for water. (Para. 8-44)	✓							
32. Starboard Track Shroud. Check for loose mounting hardware and damage. (Para. 8-34)		✓						Ⓜ 3 Bolts
33. Starboard Bilge Pump Outlets. (Para. 8-46)	✓							
a. Hydraulic Pump Outlet.	✓							
b. Electric Pump Outlet.	✓							
34. Stowage Brackets. Check for weld cracks.	✓							
35. Heater Exhaust Outlet. Check for loose mounting hardware and damage.	✓							
36. Starboard Cargo Hatch Supports. (Para. 8-26)	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
a. Forward Support.	✓							
b. Aft Support.	✓							
c. Hand Rails.	✓							
37. Footman Loop. Check for weld cracks. (Para. 8-50)	✓							
38. Starboard Side Hull. Check for damaged and bare metal.	✓							
a. Armor Piercing Protection Plates Kit (APK). (Para. 17-26a)	✓							
b. Steps. (Para. 17-29)	✓							
c. Slope Rack Kit (SRK). (Para. 8-49)	✓							
d. Stowage Provisions. (Para. 17-37)	✓							
e. Fairings. (Para. 17-28)	✓							
f. Standoff Brackets. (Para. 17-27)	✓							
g. Hull Bosses. (Para. 17-36)	✓							
III. Bottom of Vehicle								
1. Hull. Check bottom of vehicle for damage.	✓							
2. Drain Plugs. Check for missing, tight, or damaged plugs.	✓							
a. Hull. (Para. 8-42)	✓							
b. Ramp. (Para. 8-27)	✓							
c. Contact Cooler. (Para. 8-43)	✓							
IV. Outside of Vehicle (Topside)								
1. Hand Rail (forward). Check for weld cracks or other damage.	✓							
2. Mooring Cleats/Lifting Fixtures. Check for damage. (Para. 8-34)	✓							
a. Forward (port and starboard).	✓							
b. Aft (port and starboard).	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
3. Intake Grille.								
NOTE								
Make sure intake grille is secured properly in raised position. (Para. 8-13)	✓							
a. Screen.	✓							
b. Brace Rod.	✓							
c. Cam Lock Handles/Stop Screws.	✓							
d. Torsion Bar Assembly. (Para. 8-17)	✓							
e. Mounting Hardware.	✓							
f. Seal.	✓							
4. Ventilator-Aspirator. Check that valve works properly and inlet screen is clean and not damaged. (Para. 8-18)	✓							
5. Radiator Cover and Cap. Check ballistic cover for damage and radiator cap for proper sealing. (Para. 8-19)	✓							
6. Center Plate. Check sealing surface for tight fit and retaining screws for tightness.		✓						(M) All (8) Bolts
7. Exhaust Grille. (Para. 8-14)								
NOTE								
Make sure that exhaust grille is secured properly in raised position.	✓							
a. Screen.	✓							
b. Seal.	✓							
c. Brace Rod.	✓							
d. Lugs (Dogs).	✓							
e. Mounting Hardware.	✓							
8. Plenum Indicators. (Para. 8-16)	✓							
a. Intake.	✓							
b. Exhaust.	✓							
9. Searchlight Mount and Receptacle. Check for damage.		✓						(M) Cap & Chain
10. Driver's Hatch. (Para. 8-21)	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.	✓							
e. Vision Blocks.	✓							
f. DVE Adapter Assembly.			✓					DVE Plug Falls Out
11. Periscope and Support. Check periscope for breaks and chips and support for damage. (Para. 8-24)	✓							
12. Commander's Hatch. (Para. 8-23)	✓							
a. Cover and Hinges.	✓							
b. Torsion Bar.	✓							
c. Latches (open and closed).	✓							
d. Seals and Pads.						✓		Seal (I)
e. Vision Blocks.	✓							
13. External Exhaust system. Check the external muffler, muffler guard, for damage and operation. (TM 07007/07267/07268-25/2)	✓							
a. Muffler.	✓							
b. Guard.	✓							
c. Pipes/Clamp.	✓							
14. Ventilation Exhaust Outlet. Check ballistic cover for damage and tight retaining screws. Check screen for damage.	✓							
15. Overhead Protection Kit (OPK).	✓							
a. OPK Tiles.	✓							
b. Torsion Bar Assist Mechanism (TBAM) Cover.	✓							
c. TBAM.			✓					Loose Mounting Bolts/STBD Side
d. Bosses.	✓							
16. Cargo Hatches.	✓							
a. Covers and Hinges.	✓							
b. Torsion Bar.	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
c. Latches (open and closed).	✓							
d. Seals.	✓							
17. Antenna Mounts.	✓							
a. Receiving Mount.	✓							
b. Port Sending Mount.	✓							
c. Starboard Sending Mount.	✓							
d. PLRS Antenna Mount.	✓							
e. DACT Antenna Mount.	✓							
18. Sea Tow Quick-Release. Check assembly for damage and proper operation.	✓							
V. Engine Compartment (Forward)	✓							
1. Forward Bulkhead, Bow Pod Access Cover, and Bow Pod:								
<p><b>NOTE</b></p> <p>Make sure intake grille is properly secured in raised position.</p>								
a. Bow Plane Velocity Fuse Valves.	✓							
b. Bow Pod Access Cover.	✓							
c. TACNAV Sensor.	✓							
2. Intake Plenum Actuating Cylinder.	✓							
a. Cylinder.	✓							
b. Hydraulic Hoses.	✓							
3. Cam Roller Lock. Check condition of each latch roller.	✓							
4. Cooling Fan.	✓							
a. Guard.	✓							
b. Shroud.	✓							
c. Fan.	✓							
d. Bearings.	✓							
e. Belt Adjustment.	✓							
f. Seals.	✓							
g. Fan Cartridge Bearing.	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
h. Drain Tube.	✓							
5. Surge Tank.	✓							
a. Tank.	✓							
b. Valve.	✓							
c. Hose and Tubes.	✓							
d. Mounting Hardware.	✓							
6. Crew Ventilation.	✓							
a. Ducts, Clamps, and Hoses.	✓							
b. Drain Tube.	✓							
7. Control Linkages.	✓							
a. Brake Linkage.	✓							
b. Steering Linkage.	✓							
c. Throttle Linkage.	✓							
d. Brake Flood Control Valve Linkage.	✓							
<b>NOTE</b> Make sure flood valve spindle moves freely.	✓							
e. Engine Compartment Exhaust Fan Linkage.	✓							
8. Transmission Mounts. Check mounts for loose mounting hardware. Check transmission guide and guide rollers for damage.	✓							
9. Electrical Wiring and Connections.	✓							
a. Bulk Head Connectors.	✓							
b. Power Plant Wiring.	✓							
c. Crew Vent Fan.	✓							
d. Electrical Bilge Pump.	✓							
10. Hydrostatic Steering Disconnect Lever. Check lever for correct operation, damage, and wear. Check for leaks.	✓							
11. Port Final Drive.	✓							
a. Oil/Oil Level.	✓							



Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
d. Speedometer Adapter/Cable.	✓							
12. Port U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
13. Port Hydraulic Bilge Pump. Check for oil leaks, loose mounting hardware, damaged screen, and debris.	✓							
14. Bilge Pump Bypass Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connections.	✓							
15. Plenum Solenoid Valve. Check for oil leaks, loose mounting hardware, and damaged electrical connection.	✓							
16. Bow Plane Hydraulic tubes. Hoses and Fittings. Check for leaks, loose fittings and loose mounting hardware.	✓							
17. Fuel Manifold. Check for fuel leaks and loose mounting hardware.	✓							
18. Forward Engine Compartment Fire Extinguisher Discharge Nozzle. Check for damage and debris.	✓							
19. Port Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper lock wire.	✓							
20. Port right-angle drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
21. Starboard Final Drive.	✓							
a. Oil/Oil Level.	✓							
b. Oil Leaks/Seals.	✓							
c. Mounting Hardware.	✓							
22. Starboard U-Joint. Check for wear, tight screws, and proper safety wiring.	✓							
23. Starboard Lateral Drive Shaft. Check shaft for damage and coupling for tight mounting screws and proper lock wire.	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
24. Starboard Electrical Bilge Pump. Check screen for debris and damage. Check mounting hardware for tightness.	✓							
25. Precleaner. Check cleaner for damage, loose mounting hardware, and loose clamps. Check screen for damage and debris.			✓					<i>Needs Cleaning</i>
26. Crew Ventilation Fan. Check mounting hardware for looseness. Check ducts and clamps for damage and tightness.	✓							
27. Starboard right-angle drive. Check oil level. Check mounting hardware for looseness. Check for signs of leaks.	✓							
28. Starboard Right-Angle Drive Shaft. Check condition of shaft coupling for damage. Check coupling bolts for tightness and proper lock wire.	✓							
29. Fan Drive Shaft. Check shaft and coupling for damage or wear. Check lock wire for damage.	✓							
30. Fuel Filter.	✓							
a. Fuel Leaks.	✓							
b. Drain Cock/Contamination.	✓							
c. Electrical Leads/Transducer.	✓							
d. Mounting Hardware/Air Valve.	✓							
31. Power Takeoff Unit.	✓							
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Electrical leads/Connections.	✓							
32. Starter. Check that starter is mounted properly. Check electrical leads and connections for damage and proper connections.	✓							
33. Transmission Oil Cooler. Check for oil and water leaks. Check electrical leads and connections for damage. Check oil lines, hoses, and clamps for tightness.	✓							
34. Exhaust Manifold (starboard side). Check for cracks, holes, and corrosion. Check mounting hardware for tightness.	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
35. Transmission. Check for overall cleanliness and damage.	✓							
a. Leaks.	✓							
b. Torque converter to engine mounting screw for tightness.	✓							
c. Range selector valve for leaks and lock wire.	✓							
d. Oil Leaks.	✓							
e. Left and right brake and steer sections for leaks and loose mounting bolts.	✓							
f. Check brakes for proper adjustment.	✓							
g. Check transmission drain line for leaks, damage, and loose drain plug.	✓							
VI. Engine Compartment (Aft)								
1. Exhaust Plenum. Check actuating cylinder and oil lines for leaks. Check condition of plenum seal.	✓							
2. Components Bolted on to the Engine. Check for tight mounting hardware, proper electrical connections, damaged hoses and electrical leads, and leaks.	✓							
a. Turbocharger.	✓							
b. PT Pump.	✓							
c. Exhaust Manifold (Port Side).	✓							
d. Engine Oil Cooler.	✓							
e. Engine Oil Filter.	✓							
f. Intake Manifold.	✓							
g. Smoke Generation Components.	✓							
h. Cold-Start Components.	✓							
i. Crankcase Breathers.	✓							
3. Transmission Oil Filter.	✓							
a. Mounting Hardware.	✓							
b. Leaks.	✓							
c. Check Electrical Connections.	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
4. Engine Oil Level. Check for correct level and signs of contamination. Check dipstick for damage.	✓							
5. Transmission Oil Level. Check for correct level and signs of contamination. Check fill tube and dipstick for damage.							✓	Oil Too Full <i>pe</i>
6. Tachometer Drive Shaft. Check for adapter and cable damage.	✓							
7. Radiator. Check for radiator damage. Check for water leaks on radiator and coolant tubes.	✓							
8. Exhaust System. Check condition of insulation. Check for loose mounting hardware and damaged scavenging system check valve and for leaks.	✓							
9. Engine Compartment Exhaust Duct. Check for cracks or other damage. Check mounting hardware and clamps for tightness. Check tubes for proper mounting.	✓							
10. Engine. Check overall condition of engine for cleanliness and fuel, coolant, and oil leaks.	✓							
11. Generator.	✓							
a. Bracket and Hardware.	✓							
b. Pulley and Belt.			✓					Belt Loose
c. Adjustment.	✓							
d. Voltage Regulator	✓							
12. Water Pump. Check for leaks.	✓							
a. Pump.	✓							
b. Hoses and Tubes.	✓							
c. Belt and Adjustment.			✓					Belt Loose
13. Fire Extinguisher Discharge Nozzle. Check for damage, debris, and condition of lock wire.	✓							
14. Engine Oil Heat Exchanger. Check mounting hardware for tightness. Check for oil leaks. Check electrical leads for damage and tight connections.	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
15. Cold-Start Disconnect Lever. Check for proper operation, damage, and corrosion.	✓							
16. Hydraulic Reservoir.	✓							
a. Oil Leaks.	✓							
b. Mounting Hardware.	✓							
c. Oil Level.	✓							
d. Dipstick for damage.	✓							
<p>VII. Troop Compartment</p> <p style="text-align: center;"><b>NOTE</b></p> <p>Before inspecting troop compartment, open cargo hatches. Sound horn and lower ramp.</p>								
1. Engine Compartment Access Covers (aft). Check all thumbscrews and clamps for damage and operation. Check covers for correct mating and damage.	✓							
a. Aft Upper.	✓							
b. Aft Center.	✓							
c. Aft Lower.	✓							
d. Port Upper.	✓							
e. Port Lower.	✓							
f. Smoke Generation.	✓							
2. Smoke Generation Fuel Control Valve. Check to see if valve operates freely. Check for any damaged components and leaks.	✓							
3. Engine Compartment Fire Extinguisher.								
a. Bottle and Tag.	✓							
b. Control Valve.	✓							
c. Clamps.	✓							
4. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
5. Coolant Bypass Tube. Check to see if tube is mounted properly in retaining brackets.		✓						Tube (M)

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
6. Air Cleaner Compartment.	✓							
a. Access Door.	✓							
b. Retaining Brackets.	✓							
c. Element.	✓							
d. Compartment.	✓							
7. Right-Angle Drive Access Cover. Rotate weapon station to gain access to cover. Check cover for proper mating and damage.	✓							
8. Starboard Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.	✓							
9. Starboard Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper lock wire.	✓							
10. Fuel Tank Drains. Check both valves for proper operation. Check fuel lines and fittings for leaks. Check manual shutoff valves to make sure the handle rotates freely.	✓							
a. Internal Fuel Tank Drain.	✓							
b. External Fuel Tank Drain.	✓							
c. Fuel Lines and Fittings.	✓							
d. Manual Shutoff Valve.	✓							
11. Fuel Tank.	✓							
a. Electrical Leads.	✓							
b. Leaks.	✓							
c. Retaining Straps.	✓							
d. Breather Cap.	✓							
12. Troop Seats.								
a. Hinges.	✓							
b. Supports.	✓							
c. Seat Pans.	✓							
d. Cushions.	✓							
e. Safety Belts/Straps.		✓						No Seat Belts
f. Adjusting Rods.		✓						Ⓜ 1 Adjusting Rod

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
13. Interior Stowage.								
a. MG Cleaning Rod Bracket.	✓							
b. Rifle Brackets.	✓							
c. Water Can Supports.			✓					Support @ 1 Bolt
d. Seat Stowage Supports.	✓							
e. DVE Container.	✓							
f. Portable Fire Extinguisher Bracket.	✓							
g. Pamphlet Stowage Rack.	✓							
h. Ammo Box Bracket.	✓							
i. Hand Oiler Bracket.	✓							
j. Tool Box Stowage Support.	✓							
14. Power Distribution Box. Check to see if box is securely mounted. Check all electrical connections for tightness. Check cover for tight screws. Check slave output power switch for damage.		✓						Cover (M) 4 Screws
15. Batteries.								
a. Battery Box Cover.	✓							
b. Hold-Downs.	✓							
c. Cables and Terminals.	✓							
d. Battery and Terminal Posts.	✓							
e. Battery Box Drains.	✓							
f. Battery Instruction Plate.	✓							
16. Radio Guards. Check guards for damage and loose or missing mounting hardware.	✓							
17. Deflector Actuator Guards. Check guards for debris and damage. Check mounting hardware for tightness.			✓					
a. Port		✓						↓ Mounting Hardware
b. Starboard.		✓						Mounting Hardware
18. Water Steer System Components.								
a. Water-Jet Deflector Position Sensing Module (port and starboard).	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
b. Water-Jet Deflector Servo Module (port and starboard).	✓							
c. Water-Jet Deflector Solenoid Module (port and starboard).	✓							
d. Actuator Cylinders Port and Starboard.	✓							
e. Actuator Bracket Port and Starboard.			✓					STBD Bucket Pivoting Prod ①
19. AFSSS Electrical Components.								
a. Sensors/Control Box.	✓							
b. Cables.	✓							
c. Test AFSSS using the test set (Item 4, Table 11-1) (Para. 11-70)								
20. Dome Lights. Check mounting hardware for tightness. Check for broken or cracked lens and knobs. With master switch ON, check lights for proper operation.			✓					AFT Dome Light Not Connected
21. Aft Slave Receptacle. Check cover and chain for damage. Check insert for corrosion and damage. Check electrical lead for damage and loose connections. Check mounting hardware for tightness.	✓							
22. Troop Ventilation Outlets. Check for free movement and damaged louvers.	✓							
23. Ramp Lock Linkage. Check to see that linkage does not bind. Check for bent or warped linkage rods.	✓							
24. Ramp. With ramp lowered, check ramp seal for breaks and spongy condition.	✓							
a. Ramp Seal. Check mating with hull in closed position.						✓		Replace Seal
b. Vision Block Cover.	✓							
c. Skid Bars	✓							
d. Quick-Release (Visual Only).	✓							
e. Tow Pintle Release.	✓							
25. Deck Plates.	✓							
a. Deck Plates (port and starboard).		✓						Ⓜ All Bolts



Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
b. Center Deck Plate.		✓						Ⓜ All Bolts
c. Contact Cooler Bleeder Valve Access Cover.		✓						Ⓜ 4 Bolts
d. Bilge Pump Access Cover (port and starboard).	✓							
e. Tie-Down Rings.	✓							
<b>NOTE</b>								
Remove troop compartment deck plates before continuing.								
26. Contact Cooler. Check that bleeder valve is not frozen. Check for signs of leaks.	✓							
27. Torsion Bars. Check torsion bars for damage.	✓							
28. Ramp Cylinder and Cable:	✓							
29. Hydraulic Bilge Pump.	✓							
a. Bilge Pump.	✓							
b. Outlet Tube.	✓							
30. Electric Bilge Pump.	✓							
a. Electric Pump.	✓							
b. Outlet Tube.	✓							
31. Bilges. Check for cleanliness and obvious signs of damage.	✓							
a. Brackets and Mounting Hardware.	✓							
b. Discharge Tubs and Nozzles.	✓							
32. Fire Extinguisher (17-lb).	✓							
a. Mounting Hardware.	✓							
b. Discharge Tub and Seal.	✓							
c. Tag Date <u>2005 0205</u>						✓		15 Years Old
d. Seal.	✓							
33. Personnel Heater.	✓							
a. Mounts.	✓							
b. Exhaust System and Cover.	✓							
c. Electrical Wiring and Switches.	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
d. Fuel System.	✓							
e. Heater Ducts.	✓							
34. Port Longitudinal Shaft Cover. Check for damage. Check for loose mounting hardware.	✓							
35. Port Longitudinal Shaft. Check shaft for damage and coupling for tight mounting screws and proper lock wire.	✓							
36. Radio Mounts.	✓							
a. Check Mounting Hardware.	✓							
b. Check Radio Mounts.	✓							
c. Check Radio Cables.	✓							
VIII. Driver's and Commander's Station	✓							
1. Access Covers.	✓							
a. Hydrostatic Steer Disconnect Lever.	✓							
b. Final Drive U-Joint.	✓							
c. Hydraulic Reservoir.	✓							
2. Flapper Valve. Check spring tension flapper. Check mounting screws for tightness and damage to flapper.	✓							
3. Fire Extinguisher (7-lb). Check mounting bracket and hardware for tightness. Check tag for date bottle was last weighed. Check wire seat on control head.	✓							
a. Bracket and Mounting Hardware.	✓							
b. Tag/Date.	✓							
c. Wire Seal.	✓							
4. Ramp Lock Handle. Check handle and lock for damage and proper operation.	✓							
5. Ramp Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							
6. Fire Extinguisher Discharge Handle. Check handle for damage and unbroken wire seal.	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
7. Power Train Switch. Move lever and check for binding. Check bail for damage.	✓							
8. Mode Selector Switch. Check for missing or damaged toggle switch.	✓							
9. Handle Throttle. Move throttle and check for proper operation. Check linkage and cover for damage.			✓					<i>Not Connected</i>
10. Gear Selector. Check console for loose mounting hardware for damage. Check movement of selector through all gear range.	✓		✓					<i>Trouble Staying in Reverse / Only moves to 1st while in Reverse</i>
11. Air Cleaner Restrictor Indicator. Check for proper mounting to bulkhead. Check indicator for damage.	✓							
12. Auxiliary Instrument Panel. Check panel for loose mounting hardware. Check that gauges are securely mounted in panel, and that hose connections are tight.	✓							
13. Accelerator Pedal.	✓							
a. Mounting Hardware/Brackets.	✓							
b. Pedal and Pedal Stop Screw.	✓							
c. Water Drive Switch.	✓							
14. Brake Pedal. Apply and release brakes to check binding.	✓							
15. Parking Brake Handle. Check for proper operation. Make sure that parking brake holds and releases properly.	✓							
16. Steering Wheel. Check wheel for damage. Check operation of wheel tilt. Check for binding linkage. Check steering wheel sensing module for loose mounting hardware or damaged wiring.	✓							
a. Steering Wheel.	✓							
b. Steering Wheel Sensing Module.	✓							
17. Indicator Panel. Check mounting hardware and grommets for tightness and damage. Check for loose or damaged switches, lights, and buttons.	✓							
a. Master Switch.	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
b. Lamp Test/Warning Cancel Switch.	✓							
c. Horn Button.	✓							
d. Panel Lights Brt/Dim Switch.	✓							
e. Cold-Start Switch.	✓							
f. Starter Button.	✓							
g. Light Switch.	✓							
h. TACNAV Indicator.	✓							
i. Tachometer.	✓							
j. Speedometer.	✓							
k. Smoke Generation Indicator Light.	✓							
l. Smoke Generation Switch.	✓							
m. Forward Electric Bilge Pump Switch.	✓							
n. Aft Electric Bilge Pump Switch.	✓							
o. Aft Electric Bilge Pump Indicator Light.	✓							
p. Forward Electric Bilge Pump Indicator Light.	✓							
q. Aft Hydraulic Bilge Pump Indicator Light.	✓							
r. Forward Hydraulic Bilge Pump Indicator Light.	✓							
s. Ventilation Switch.	✓							
18. Driver's Display Unit. Check for cracked glass and moisture. Check that unit is securely mounted in indicator panel.  <b>NOTE</b>  Bar scales and warning lights will be checked during the operational portion of preinduction.	✓							
19. Bow Plane Control Valve. Check for damage, loose fittings, leaks, and loose mounting hardware.	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
20. Vent Air Outlets. Check driver's and commander's outlets for breaks and cracks. Check to see if outlet rotates freely. Check mounting hardware for tightness.	✓							
a. Driver's Outlet.	✓							
b. Commander's Outlet.	✓							
21. Vent Air Hoses, Tubes, and Duct. Check for loose clamps and mounting hardware. Check for damaged hoses, tubes, and duct.	✓							
22. Bilge Outlet Tube. Check tube for damage, hoses for cracks, and clamps for tightness.	✓							
23. Instrument Distribution Box. Check that box is securely mounted, and that cover screws are tight. Check all wiring harness connectors for tightness.	✓							
24. Forward Slave Receptacle on Instrument Distribution Box. Check cover and chain for damage. Check receptacle for corrosion and damage.	✓							
25. Searchlight Switch. Check for damage and operation.	✓							
26. Ventilation Air Outlet Valve. Check for loose mounting hardware and damaged cable and handle with ball. Open and close outlet and check for binding linkage.	✓							
27. Data Plates. Check for damage.	✓							
28. Manual Fuel Shutoff Handle. Check shaft for damage and grommets for wear. Rotate handle to check for free operation.	✓							
29. Driver's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							
30. Troop Commander's Seat. Check seat adjustments for proper operation. Check mounting hardware and brackets for damage and tightness. Check seat supports, pan, belt and cushions for damage.	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
31. Interior Decals and Instruction Plates. Check to see that they are readable.	✓							
32. Fire Extinguishers (MFSS and AFSSS).  NOTE  At this time, all fire-suppression system bottles are to be pulled and weighed.	✓							
a. Mounting Hardware.	✓							
b. Discharge Tube and Seal.	✓							
c. Tag Date.		✓						No Date
d. Seal.	✓							
33. Drive Shaft Guards. Check guards for damage and mounting hardware for tightness.	✓							
IX. Equipment Operation								
1. Start vehicle, check operation of the following:	✓							
a. Master Switch.	✓							
b. Horn.	✓							
c. Fuel Level Indicator.	✓							
d. Battery Generator Indicator.	✓							
e. Electric Bilge Pumps (Forward and Aft).	✓							
f. Panel Lights (Brt/Dim).	✓							
g. Display Panel Warning Lights.	✓							
h. Vent Switch Low Position.	✓							
2. Perform Diagnostic Test Equipment checks IAW TM 07007/07267/07268-25/1 (see worksheet at the end of this Appendix).								
3. Vehicle Stall Check. With brakes locked, and gear selector in 4th gear, accelerate fully and check the following:	✓							
a. Brakes.	✓							
b. Transmission.	✓							

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
c. Engine RPM.	✓							2250 RPM
d. TACNAV Indicator. Check that system powers and display works.	✓							
4. Lights. Check that lights work properly.								
a. Light Switch.	✓							
b. Service Drive.	✓							
c. Dimmer Switch.	✓							
d. Blackout Markers.	✓							
e. Stop Light.	✓							
f. Park.	✓							
g. Searchlight.	✓							
h. Interior Dome Lights.	✓							
5. Driver's Viewer Enhancer (DVE). Check that power system works.								
6. Lamp Test/Warning Cancel Switch. Check audio signal with proper comm helmet.	✓							
X. Functional Road Test								
1. Steering. Check operation and drift.								
2. Gear Ranges. Check for slippage and that lockup works properly.								
3. Smoke Generation. Check for correct operation.								
4. Brakes. Check to see if brakes pull to one side or the other.								
5. Speedometer. Check for correct operation.								
6. Noises. Check for any unusual noises.								
XI. Water Systems Test								
1. Plenums. Check that plenums close completely. Fan shuts off. (Para. 8-13)	✓							
2. Check if hydraulic bilge pumps operation.								
3. Check if electric bilge pumps operate.	✓							
4. Check that jet drive activates at 1000 to 1200 RPM.								

Table E-1. AAV7A1 Limited Technical Inspection — Continued

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Modify	Remarks MUST be included if unserviceable.
5. Bow Plane Operation.								
a. Control Valve. Check for proper operation and leaks.	✓							
b. Bow Plane. Check that it fully extends and retracts.	✓							
c. Pivot Actuator. Check for leaks, unusual noise and smooth operation.	✓							

NOTE

See TM 07007/07267/07268-25/1 for LTI of UGWS-Unique Items.

See TM 07267C-25/1 for LTI of AAVR7A1-Unique Items.

See TM 07268C-25/1 for LTI of AAVC7A1-Unique Items.

Ramp Seal Leaked on Dunk Test  
 All Suspension Rusty & Chipped Paint  
 3 Roadwheels Extremely Cracked  
 A lot of Sand in Hull & on top of Track  
 (M) 26 Port Inner Track Pads  
 (M) 22 STBD Inner Track Pads  
 (M) 9 Total Track Shroud Bolts  
 (M) All Deck Plate Bolts  
 STBD Track Adjuster - Rust on Chrome  
 TC Hatch Seal (I)  
 STBD TBAM Mount Loose  
 Fire Extinguishers (M) Dates or Expired  
 Handle Throttle not Connected  
 Gear Selector Has Trouble Staying in Reverse  
 STBD Bucket Pivoting Rod (I)  
 No Seat Belts  
 Bench Seat (M) Adjusting Rod  
 Water/POL Jig Rack (M) Hardware

Water Belt Loose  
 Generator Belt Loose  
 Tranny Oil too Full  
 Pre-Cleaner Needs PMing  
 DVE Plug Holder Loose  
 Searchlight Rec. (M) Cap & Chain



POP LTI Comm

AAVP7A1 LTI DATED 2019 FEB 26

SR # \_\_\_\_\_ USMC # 522656 DATE 2020/1/23  
 TECHNICIAN \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c)

NOMEN	ON HAND	VERSION	SERIAL	NOMEN	ON-HAND	SERIAL
AUX 1	<input checked="" type="checkbox"/> IN	B   C   <input checked="" type="checkbox"/>   F	014410	AM-7162	<input checked="" type="checkbox"/> IN	0403
RT 1	<input checked="" type="checkbox"/> IN	B   C   <input checked="" type="checkbox"/>   F	041828	C-11133 dw	<input checked="" type="checkbox"/> IN	558
MOUNT	<input checked="" type="checkbox"/> IN	B   <input checked="" type="checkbox"/>   E	005864C	C-11133 TC	<input checked="" type="checkbox"/> IN	00460
AMP	<input checked="" type="checkbox"/> IN	A   <input checked="" type="checkbox"/>	012871	C-11133 VC	<input checked="" type="checkbox"/> IN	A4101
W-4	Y   <input checked="" type="checkbox"/> IN	N/A	N/A	C-11133 agnr	<input checked="" type="checkbox"/> IN	A0996
W-4	Y   <input checked="" type="checkbox"/> IN	N/A	N/A	C-11135 aft	<input checked="" type="checkbox"/> IN	248
W-2	<input checked="" type="checkbox"/> IN	N/A	N/A	C-11291 TC	<input checked="" type="checkbox"/> IN	015520AA
AUX 2	<input checked="" type="checkbox"/> IN	B   C   <input checked="" type="checkbox"/>   F	133562	C-11291 VC	<input checked="" type="checkbox"/> IN	005615AA
RT 2	<input checked="" type="checkbox"/> IN	B   C   <input checked="" type="checkbox"/>   F	094866	LS-671	<input checked="" type="checkbox"/> IN	045394AA
MOUNT	<input checked="" type="checkbox"/> IN	B   C   <input checked="" type="checkbox"/>	180577	AS-3916	<input checked="" type="checkbox"/> IN	<input checked="" type="checkbox"/> collect N/A
AMP	<input checked="" type="checkbox"/> IN	A   <input checked="" type="checkbox"/>	014700	AS-3916	<input checked="" type="checkbox"/> IN	<input checked="" type="checkbox"/> collect N/A
W-4	Y   <input checked="" type="checkbox"/> IN	N/A	N/A	AS-3916	<input checked="" type="checkbox"/> IN	<input checked="" type="checkbox"/> collect N/A
W-4	Y   <input checked="" type="checkbox"/> IN	N/A	N/A	AS-3916	<input checked="" type="checkbox"/> IN	<input checked="" type="checkbox"/> collect N/A
W-2	<input checked="" type="checkbox"/> IN	N/A	N/A	H-250	Y   <input checked="" type="checkbox"/> IN	N/A

VIC 2 PERFORMANCE CHECKS

POSITION	ALL	RT-1	INT	AUX-1	RT-2/AUX-2	MOUNTED	REMARKS
DRIVER	<input checked="" type="checkbox"/> GOOD   BAD	<input checked="" type="checkbox"/> GOOD   BAD	<input checked="" type="checkbox"/> GOOD   BAD	<input checked="" type="checkbox"/> GOOD   BAD	<input checked="" type="checkbox"/> GOOD   BAD	<input checked="" type="checkbox"/> Y   <input checked="" type="checkbox"/> N	
TROOP CMDR	<input checked="" type="checkbox"/> GOOD   BAD	<input checked="" type="checkbox"/> GOOD   BAD	<input checked="" type="checkbox"/> GOOD   BAD	<input checked="" type="checkbox"/> GOOD   BAD	<input checked="" type="checkbox"/> GOOD   BAD	<input checked="" type="checkbox"/> Y   <input checked="" type="checkbox"/> N	switch loose/bad
AFT	<input checked="" type="checkbox"/> GOOD   BAD	GOOD   BAD	<input checked="" type="checkbox"/> GOOD   BAD	N/A	N/A	<input checked="" type="checkbox"/> Y   <input checked="" type="checkbox"/> N	
VEH CMDR	<input checked="" type="checkbox"/> GOOD   BAD	<input checked="" type="checkbox"/> GOOD   BAD	<input checked="" type="checkbox"/> GOOD   BAD	<input checked="" type="checkbox"/> GOOD   BAD	<input checked="" type="checkbox"/> GOOD   BAD	<input checked="" type="checkbox"/> Y   <input checked="" type="checkbox"/> N	
AGNR	<input checked="" type="checkbox"/> GOOD   BAD	<input checked="" type="checkbox"/> GOOD   BAD	GOOD   <input checked="" type="checkbox"/> BAD	<input checked="" type="checkbox"/> GOOD   BAD	<input checked="" type="checkbox"/> GOOD   BAD	<input checked="" type="checkbox"/> Y   <input checked="" type="checkbox"/> N	can't receive int of net

C-11291 OP CHECKS	MOUNTED	LS-671 OP CHECKS	REMARKS
TCC-11291	GOOD   BAD	<input checked="" type="checkbox"/> GOOD   BAD	PWR UP
VC C-11291	GOOD   BAD	<input checked="" type="checkbox"/> GOOD   BAD	MOUNTED
			KEYS RT-1
			Y   <input checked="" type="checkbox"/> N
			LS incp. spkn no work

JBC-P INVENTORY AND PERFORMANCE CHECKS

ITEMS	ON-HAND	PWRS UP	SERIAL	REMARKS
DISPLAY	<input checked="" type="checkbox"/> IN	<input checked="" type="checkbox"/> IN	MP1A010474	set 011-0783 NOTM box <input checked="" type="checkbox"/> glass susceptible to water damage NO HD KGV unsecured, JBCP unsecured Need 2 locks LINK ESTABLISHED: <input checked="" type="checkbox"/> IN
KEYBOARD	<input checked="" type="checkbox"/> IN	<input checked="" type="checkbox"/> IN	MP1A010501	
PROCESSOR	<input checked="" type="checkbox"/> IN	<input checked="" type="checkbox"/> IN	MP1A001616	
DAGR	<input checked="" type="checkbox"/> IN	<input checked="" type="checkbox"/> IN	516845	
SSD	Y   <input checked="" type="checkbox"/> IN	Y   <input checked="" type="checkbox"/> IN		
KGV-72	<input checked="" type="checkbox"/> IN	<input checked="" type="checkbox"/> IN	047951	

RADIO CHECKS	FREQS	FREQ DEV(±.002)	HI / PA PWR OUTS (3W+/30W-)	VSWR (≤3:1)	REMARKS
AUX 1	41.000				
AUX 1	54.000				
AUX 1	75.000				
RT 1	41.000				
RT 1	54.000				
RT 1	75.000				
AUX 2	41.000				
AUX 2	54.000				
AUX 2	75.000				
RT 2	41.000				
RT 2	54.000				
RT 2	75.000				

ENCLOSURE (00)

bottom stack unsecured; no L side mount, no lock | base helmet, 1 cve no mic @2117G  
 bottom stack  thumb screws antennas no collet belts:  M4  video scout feed

P/C incorr  
 rear part antenna hook  
 Puck in atty needs weld

## ROK L12 NLSCREPS

- has / bose helmet, 1 CVC w/ m mic
- 4 antennas missing collet bolts
- m H-250
- TC c box switch loose
- Agnr C box cannot hear but can talk
- Loud speaker inop
- JBCE doesn't have hard drive, KGV, B JBCE unsecure (need 2 locks)
- NOTM box m glass, susceptible to water / impact damage
- P/c incorrect, need to add 2 c boxes
- rear port antenna hockey pack mount snapped. Needs to be welded / mounted
- m 2 117 G's for NOTM stack
- bottom stack need locking bars & lock<sup>thru</sup> screen
- m video scout feed (NOTM)

(b)(3), (b)(6), (b)(7)(c)

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**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Monday, September 21, 2020 10:18 AM  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** FW: 15th MEU AAV Plt Gunnery  
**Attachments:** 15th MEU Gunnery.pdf

**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Monday, September 21, 2020 10:11 AM  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** FW: 15th MEU AAV Plt Gunnery

**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Wednesday, August 12, 2020 3:33 PM  
**To:**  
**Cc:** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** 15th MEU Gunnery

Sir,

Attached is the GST tracker and Table VI rollups from the 15<sup>th</sup> MEU gunnery conducted 12-16 Feb at Range 222 (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) was the Master Gunner for this range. Seven of their crews were qualified on Table VI.

The 15<sup>th</sup> MEU scheduled a range to finish their Table VI qualification and conduct Table IX from 10-14 Jun, these ranges were cancelled due to the fires aboard Camp Pendleton.

They then scheduled R-408A from 10-12 July to complete their qualifications. All of their products and confirmation brief were conducted through the BLT and there was nothing ran through 3DAABn. I received texts from the Plt Sgt asking for Master Gunner support for this range. When I arrived at the range to conduct their training, they were changing and assigning Marines to new crews on the range. The majority of the Marines I had contact with at that range did not know what vehicle or crew they were part of. I informed the Plt Commander and Plt Sgt the only way I would conduct Table VI qualifications was if the crews were the same as they were when they conducted their GST and prerequisite training, as changing crews at that point would cause all of their crews to be newly formed crews, not turbulent since they only had seven qualified crews. The reply to this was "we are chopped, so that doesn't matter." They decided that their priority was getting gunners familiarity with firing because they had a live-fire event with the BLT a few days later. I stayed and assisted in their range for 3DAABn oversight and safety purposes while the five newly formed crews conducted live-fire for practice, and trained our newly graduated master gunner (b)(3), (b)(6), (b)(7)(c) during their practice.

(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

**H&S Co. 15TH MEU (PT)**  
**Gunnery Tracker**

Name	Individual Level			Crew Level	Crew Level (AAV-TT)												Section Level												
	GST M3 (2/min)	GST MK19 (6/min)	GST M1240 (7/min)	GST Ammo ID (3/min)	GST Armor ID (10/min)	GST Load/Unload (20/min)	GST M107 (5/min)	GST Bore/PH (15/min)	GST Mount Wpns (20/min)	Sim Table 1	Sim Table 2	Sim Table 3	Sim Table 4	Sim Table 5	Sim Table 6	Sim Table 7	Sim Table 8	Sim Table 9	Sim Table 10	Sim Table 11	Sim Table 12	Sim Table 13	Sim Table 14	Sim Table 15	Sim Pre-Qual	Sim Qualification	Table 1 (Simulated)	Table 2 (Pre-Qual)	Table 3 (Qualification)
Gunner/ Commander																													
Driver																													
Rear Crewman																													
Gunner/ Commander																													
Driver																													
Rear Crewman																													
Gunner/ Commander																													
Driver																													
Rear Crewman																													
Gunner/ Commander																													
Driver																													
Rear Crewman																													
Gunner/ Commander																													
Driver																													
Rear Crewman																													
Gunner/ Commander																													
Driver																													
Rear Crewman																													
Gunner/ Commander																													
Driver																													
Rear Crewman																													
C7/ Commander																													
C7/ Driver																													
C7/ Rear Crewman																													
Chase/ Commander																													
Chase/ Driver																													
Chase/ Rear Crewman																													

(b)(3), (b)(6), (b)(7)(c)

XX 2nd  
XX 3rd  
XX Fail

Platoon percentage

ENCLOSURE (6)

**COMMON CREW ROLL-UP**

For use of this form see TC 3-20.31; the proponent agency is TRADOC.

1. BUMPER NUMBER <b>3 15 01</b>	2. VEHICLE PLATFORM <b>AVP7A1</b>	3. UNIT <b>317 AABN</b>	4. DATE <b>20200215</b>
5a. VEHICLE COMMANDER RANK AND NAME	b. GUNNER RANK AND NAME <b>(b)(3), (b)(6), (b)(7)(c)</b>	c. DRIVER RANK AND NAME <b>(b)(3), (b)(6), (b)(7)(c)</b>	d. LOADER RANK AND NAME <b>(b)(3), (b)(6), (b)(7)(c)</b>
6a. SIMULATOR TYPE	d. VIRTUAL GATE-TO-LIVE-FIRE LEVEL	c. VIRTUAL GATE-TO-LIVE-FIRE DATE	d. VIRTUAL GATE-TO-LIVE SCORE

7. SCORING DATA				8. MALFUNCTIONS					9. REMARKS
a. DAY/NIGHT	b. ENGAGEMENT NUMBER	c. ENGAGEMENT SCORE	d. VALUE OF 5-PT PENALTIES ALLOWED	e. QUALIFIED YES/NO	a. BREECH UP (BU)	b. CASE BASE (CB)	c. MISFIRE (MF)	d. STOPPAGE (ST)	e. THERMAL FAILURE (TF)
D	1	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					
D	2	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					
D	3	89		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					
D	4	86		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					
D	5	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					
D	6	75		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					
D	7	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					
N	8	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					
N	9	33		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					
N	10	91		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					
10a. DAY RUN TOTAL		b. 650	c.	d. POINTS/QUALIFIED 617	e.	f.	g.	h.	i.
11a. NIGHT RUN TOTAL		b. 224	c.	d. POINTS/QUALIFIED 213	e.	f.	g.	h.	i.
12a. OVERALL TOTAL		b. 874	c.	d. POINTS/QUALIFIED 810	e.	f.	g.		
13. RATING (Check one) <input type="checkbox"/> DISTINGUISHED <input checked="" type="checkbox"/> SUPERIOR <input type="checkbox"/> QUALIFIED <input type="checkbox"/> UNQUALIFIED <input type="checkbox"/> REFIRE (Q2)									
14. VEHICLE COMMANDER SIGNATURE (DAY)					15. VEH NAME SIGNATURE (DAY)				
(b)(3), (b)(6), (b)(7)(c)					NAME SIGNATURE (NIGHT)				
16. (b)(3), (b)(6), (b)(7)(c)									

ENCLOSURE (1)

### COMMON CREW ROLL-UP

For use of this form see TC 3-20.31; the proponent agency is TRADOC.

1. BUMPER NUMBER <b>3 15 02</b>	2. VEHICLE PLATFORM <b>AAVP7A1</b>	3. UNIT <b>3D AABN</b>	4. DATE <b>20200215</b>
5a. VEHICLE COMMANDER RANK AND NAME	b. GUNNER RANK AND NAME (b)(3), (b)(6), (b)(7)(c)	c. DRIVER RANK AND NAME (b)(3), (b)(6), (b)(7)(c)	d. LOADER RANK AND NAME (b)(3), (b)(6), (b)(7)(c)
6a. SIMULATOR TYPE	b. VIRTUAL GATE-TO-LIVE-FIRE LEVEL	c. VIRTUAL GATE-TO-LIVE-FIRE DATE	d. VIRTUAL GATE-TO-LIVE SCORE

7. SCORING DATA					8. MALFUNCTIONS					9. REMARKS
a. DAY/NIGHT	b. ENGAGEMENT NUMBER	c. ENGAGEMENT SCORE	d. VALUE OF 5-PT PENALTIES ALLOWED	e. QUALIFIED YES/NO	a. BREACH UP (BU)	b. CASE BASE (CB)	c. MISFIRE (MF)	d. STOPPAGE (ST)	e. THERMAL FAILURE (TF)	
D	1	79		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	2	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	3	90		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	4	90		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	5	93		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	6	75		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO						
D	7	97		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
N	8	99		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
N	9	47		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO						
N	10	47		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO						
10a. DAY RUN TOTAL		b. 624	c.	d. POINTS/QUALIFIED 617	e.	f.	g.	h.	i.	
11a. NIGHT RUN TOTAL		b. 193	c.	d. POINTS/QUALIFIED 113	e.	f.	g.	h.	i.	
12a. OVERALL TOTAL		b. 817	c.	d. POINTS/QUALIFIED 7110	e.	f.	g.			

13. RATING (Check one)     DISTINGUISHED     SUPERIOR     QUALIFIED     UNQUALIFIED     REFIRE (Q2)

VEHICLE COMMANDER SIGNATURE (DAY) \_\_\_\_\_ ME/SIGNATURE (DAY) \_\_\_\_\_

\_\_\_\_\_ ME/SIGNATURE (NIGHT) \_\_\_\_\_

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (4)

NS ARE OBSOLETE

### COMMON CREW ROLL-UP

For use of this form see TC 3-20.31; the proponent agency is TRADOC.

1. BUMPER NUMBER <b>3 15 03</b>	2. VEHICLE PLATFORM <b>ANVT7A1</b>	3. UNIT <b>3D AAGN</b>	4. DATE <b>20200215</b>
5a. VEHICLE COMMANDER RANK AND NAME	b. GUNNER RANK AND NAME (b)(3), (b)(6), (b)(7)(c)	c. DRIVER RANK AND NAME (b)(3), (b)(6), (b)(7)(c)	d. LOADER RANK AND NAME (b)(3), (b)(6), (b)(7)(c)
6a. SIMULATOR TYPE	b. VIRTUAL GATE-TO-LIVE-FIRE LEVEL	c. VIRTUAL GATE-TO-LIVE-FIRE DATE	d. VIRTUAL GATE-TO-LIVE SCORE

7. SCORING DATA					8. MALFUNCTIONS					9. REMARKS
a. DAY/NIGHT	b. ENGAGEMENT NUMBER	c. ENGAGEMENT SCORE	d. VALUE OF 5-PT PENALTIES ALLOWED	e. QUALIFIED YES/NO	a. BREECH UP (BU)	b. CASE BASE (CB)	c. MISFIRE (MF)	d. STOPPAGE (ST)	e. THERMAL FAILURE (TF)	
D	1	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	2	90		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	3	92		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	4	92		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	5	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	6	91		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	7	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
N	8	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
N	9	52		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO						
N	10	97		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
10a. DAY RUN TOTAL		b. 665	c.	d. POINTS/QUALIFIED 717	e.	f.	g.	h.	i.	
11a. NIGHT RUN TOTAL		b. 249	c.	d. POINTS/QUALIFIED 213	e.	f.	g.	h.	i.	
12a. OVERALL TOTAL		b. 914	c.	d. POINTS/QUALIFIED 910	e.	f.	g.			

13. RATING (Check one)     DISTINGUISHED     SUPERIOR     QUALIFIED     UNQUALIFIED     REFIRE (Q2)

15. _____	16. _____
17. _____	18. _____

ENCLOSURE (4)

DA FORM 5000 (10-1999)



### COMMON CREW ROLL-UP

For use of this form see TC 3-20.31; the proponent agency is TRADOC.

1. BUMPER NUMBER <b>3 15 04</b>	2. VEHICLE PLATFORM <b>AAVPTAI</b>	3. UNIT <b>3D AARN</b>	4. DATE <b>202025</b>
5a. VEHICLE COMMANDER RANK AND NAME	6. GUNNER RANK AND NAME <b>(b)(3), (b)(6), (b)(7)(c)</b>	c. DRIVER RANK AND NAME <b>(b)(3), (b)(6), (b)(7)(c)</b>	d. LOADER RANK AND NAME <b>(b)(3), (b)(6), (b)(7)(c)</b>
6a. SIMULATOR TYPE	7. VIRTUAL GATE-TO-LIVE-FIRE LEVEL	8. VIRTUAL GATE-TO-LIVE-FIRE DATE	d. VIRTUAL GATE-TO-LIVE SCORE

7. SCORING DATA					8. MALFUNCTIONS					9. REMARKS
a. DAY/NIGHT	b. ENGAGEMENT NUMBER	c. ENGAGEMENT SCORE	d. VALUE OF 5-PT PENALTIES ALLOWED	e. QUALIFIED YES/NO	a. BREACH UP (BU)	b. CASE BASE (CB)	c. MISFIRE (MF)	d. STOPPAGE (ST)	e. THERMAL FAILURE (TF)	
D	1	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	2	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	3	94		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	4	97		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	5	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	6	95		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	7	93		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
N	8	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
N	9	76		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
N	10	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
10a. DAY RUN TOTAL		b. <b>679</b>	c.	d. POINTS/QUALIFIED <b>717</b>	e.	f.	g.	h.	i.	
11a. NIGHT RUN TOTAL		b. <b>276</b>	c.	d. POINTS/QUALIFIED <b>313</b>	e.	f.	g.	h.	i.	
12a. OVERALL TOTAL		<b>955</b>		b. POINTS/QUALIFIED <b>1010</b>	c.	d.	e.	f.	g.	

13. RATING (Check one)     DISTINGUISHED     SUPERIOR     QUALIFIED     UNQUALIFIED     REFIRE (Q2)

14. VEHICLE COMMANDER SIGNATURE (DAY)	15. V	NAME/SIGNATURE (DAY)
16. VEI    (b)(3), (b)(6), (b)(7)(c)	17. V	NAME/SIGNATURE (NIGHT)

IONS ARE OBSOLETE

ENCLOSURE (4)

DA FORM 8205-1, MAR 2011

### COMMON CREW ROLL-UP

For use of this form see TC 3-20.31; the proponent agency is TRADOC.

1. BUMPER NUMBER <b>3 15 05</b>	2. VEHICLE PLATFORM <b>AAVP7A1</b>	3. UNIT <b>3D AABN</b>	4. DATE <b>20200215</b>
5a. VEHICLE COMMANDER RANK AND NAME	b. GUNNER RANK AND NAME <b>(b)(3), (b)(6), (b)(7)(c)</b>	c. DRIVER RANK AND NAME <b>(b)(3), (b)(6), (b)(7)(c)</b>	d. LOADER RANK AND NAME <b>(b)(3), (b)(6), (b)(7)(c)</b>
6a. SIMULATOR TYPE	VIRTUAL GATE-TO-LIVE-FIRE LEVEL	c. VIRTUAL GATE-TO-LIVE-FIRE DATE	d. VIRTUAL GATE-TO-LIVE SCORE

7. SCORING DATA					8. MALFUNCTIONS					9. REMARKS
a. DAY/NIGHT	b. ENGAGEMENT NUMBER	c. ENGAGEMENT SCORE	d. VALUE OF 5-PT PENALTIES ALLOWED	e. QUALIFIED YES/NO	a. BREECH UP (BU)	b. CASE BASE (CB)	c. MISFIRE (MF)	d. STOPPAGE (ST)	e. THERMAL FAILURE (TF)	
D	1	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	2	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	3	99		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	4	98		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	5	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	6	50		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO						
D	7	70		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
N	8	0		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO						
N	9	93		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
N	10	0		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO						
10a. DAY RUN TOTAL		b. 617	c.	d. POINTS/QUALIFIED 617	e.	f.	g.	h.	i.	
11a. NIGHT RUN TOTAL		b. 93	c.	d. POINTS/QUALIFIED 113	e.	f.	g.	h.	i.	
12a. OVERALL TOTAL		b. 710	c.	d. POINTS/QUALIFIED 710	e.	f.	g.			

DISTINGUISHED   
  SUPERIOR   
  QUALIFIED   
  UNQUALIFIED   
  REFIRE (Q2)

15. VEH  17. VEH	NAME/SIGNATURE (DAY)  NAME/SIGNATURE (NIGHT)
------------------------	--

(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

ONS ARE OBSOLETE

ENCLOSURE (6)

### COMMON CREW ROLL-UP

For use of this form see TC 3-20.31; the proponent agency is TRADOC.

1. BUMPER NUMBER <b>31508</b>	2. VEHICLE PLATFORM <b>LAVERA</b>	3. UNIT <b>3D AAGN</b>	4. DATE <b>20200215</b>
5a. VEHICLE COMMANDER RANK AND NAME	b. GUNNER RANK AND NAME <b>(b)(3), (b)(6), (b)(7)(c)</b>	c. DRIVER RANK AND NAME <b>(b)(3), (b)(6), (b)(7)(c)</b>	d. LOADER RANK AND NAME <b>(b)(3), (b)(6), (b)(7)(c)</b>
6a. SIMULATOR TYPE	b. VIRTUAL GATE-TO-LIVE-FIRE LEVEL	c. VIRTUAL GATE-TO-LIVE-FIRE DATE	d. VIRTUAL GATE-TO-LIVE SCORE

7. SCORING DATA					8. MALFUNCTIONS					9. REMARKS
a. DAY/NIGHT	b. ENGAGEMENT NUMBER	c. ENGAGEMENT SCORE	d. VALUE OF 5-PT PENALTIES ALLOWED	e. QUALIFIED YES/NO	a. BREACH UP (BU)	b. CASE BASE (CB)	c. MISFIRE (MF)	d. STOPPAGE (ST)	e. THERMAL FAILURE (TF)	
D	1	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	2	90		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	3	86		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	4	50		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO						
D	5	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	6	50		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO						
D	7	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
N	8	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
N	9	95		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
N	10	97		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
10a. DAY RUN TOTAL		b. 576	c.	d. POINTS/QUALIFIED 517	e.	f.	g.	h.	i.	
11a. NIGHT RUN TOTAL		b. 292	c.	d. POINTS/QUALIFIED 313	e.	f.	g.	h.	i.	
12a. OVERALL TOTAL		b. 868	c.	d. POINTS/QUALIFIED 810	e.	f.	g.			
13. RATING (Check one)					15. VEHIC SIGNATURE (DAY)					
<input type="checkbox"/> DISTINGUISHED <input checked="" type="checkbox"/> SUPERIOR <input type="checkbox"/> QUALIFIED <input type="checkbox"/> UNQUALIFIED <input type="checkbox"/> REFIRE (Q2)										
14. VEHIC SIGNATURE (DAY)					17. VEHIC SIGNATURE (NIGHT)					
(b)(3), (b)(6), (b)(7)(c)					(b)(3), (b)(6), (b)(7)(c)					

ENCLOSURE (4)

### COMMON CREW ROLL-UP

For use of this form see TC 3-20.31; the proponent agency is TRADOC.

1. BUMPER NUMBER <u>31509</u>	2. VEHICLE PLATFORM <u>2200</u>	3. UNIT <u>30</u>	4. DATE <u>20200215</u>
5a. VEHICLE COMMANDER RANK AND NAME	b. GUNNER RANK AND NAME <u>(b)(3), (b)(6), (b)(7)(c)</u>	c. DRIVER RANK AND NAME <u>(b)(3), (b)(6), (b)(7)(c)</u>	d. LOADER RANK AND NAME <u>(b)(3), (b)(6), (b)(7)(c)</u>
6a. SIMULATOR TYPE	b. VIRTUAL GATE-TO-LIVE-FIRE LEVEL	c. VIRTUAL GATE-TO-LIVE-FIRE DATE	d. VIRTUAL GATE-TO-LIVE SCORE

#### 7. SCORING DATA

7. SCORING DATA					8. MALFUNCTIONS					9. REMARKS
a. DAY/NIGHT	b. ENGAGEMENT NUMBER	c. ENGAGEMENT SCORE	d. VALUE OF 5-PT PENALTIES ALLOWED	e. QUALIFIED YES/NO	a. BREACH UP (BU)	b. CASE BASE (CB)	c. MISFIRE (MF)	d. STOPPAGE (ST)	e. THERMAL FAILURE (TF)	
D	1	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	2	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	3	77		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	4	94		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	5	93		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	6	86		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	7	99		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
N	8	89		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
N	9	50		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO						
N	10	97		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
10a. DAY RUN TOTAL		b. 649	c.	d. POINTS/QUALIFIED 717	e.	f.	g.	h.	i.	
11a. NIGHT RUN TOTAL		b. 236	c.	d. POINTS/QUALIFIED 213	e.	f.	g.	h.	i.	
12a. OVERALL TOTAL		b. 885	c.	d. POINTS/QUALIFIED 9110	e.	f.	g.	h.	i.	

13. RATING (Check one)     DISTINGUISHED     SUPERIOR     QUALIFIED     UNQUALIFIED     REFIRE (Q2)

14. VEHICLE COMMANDER SIGNATURE (DAY) \_\_\_\_\_ 15. VE \_\_\_\_\_ NAME/SIGNATURE (DAY)

16. \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_ 17. VE \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_ NAME/SIGNATURE (NIGHT)

ENCLOSURE (4)

DA FORM 8200-1, MAR 2001

NS ARE OBSOLETE

### COMMON CREW ROLL-UP

For use of this form see TC 3-20.31; the proponent agency is TRADOC.

1. BUMPER NUMBER <b>3 B 10</b>	2. VEHICLE PLATFORM <b>AAV7A1</b>	3. UNIT <b>3D AABN</b>	4. DATE <b>20200215</b>
5a. VEHICLE COMMANDER RANK AND NAME	b. GUNNER RANK AND NAME (b)(3), (b)(6), (b)(7)(c)	c. DRIVER RANK AND NAME (b)(3), (b)(6), (b)(7)(c)	d. LOADER RANK AND NAME (b)(3), (b)(6), (b)(7)(c)
6a. SIMULATOR TYPE	b. VIRTUAL GATE-TO-LIVE-FIRE LEVEL	c. VIRTUAL GATE-TO-LIVE-FIRE DATE	SCORE

7. SCORING DATA					8. MALFUNCTIONS					9. REMARKS
a. DAY/NIGHT	b. ENGAGEMENT NUMBER	c. ENGAGEMENT SCORE	d. VALUE OF 5-PT PENALTIES ALLOWED	e. QUALIFIED YES/NO	a. BREACH UP (BU)	b. CASE BASE (CB)	c. MISFIRE (MF)	d. STOPPAGE (ST)	e. THERMAL FAILURE (TF)	
D	1	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	2	73		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	3	85		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	4	0		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO						
D	5	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	6	91		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
D	7	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
N	8	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
N	9	36		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO						
N	10	100		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
10a. DAY RUN TOTAL		b. 549	c.	d. POINTS/QUALIFIED 617	e.	f.	g.	h.	i.	
11a. NIGHT RUN TOTAL		b. 236	c.	d. POINTS/QUALIFIED 213	e.	f.	g.	h.	i.	
12a. OVERALL TOTAL		b. 785		d. POINTS/QUALIFIED 810	c.	d.	e.	f.	g.	

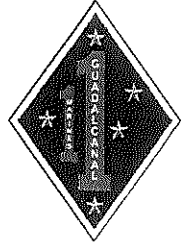
13. RATING (Check one)	<input type="checkbox"/> SUPERIOR	<input checked="" type="checkbox"/> QUALIFIED	<input type="checkbox"/> UNQUALIFIED	<input type="checkbox"/> REFIRE (Q2)
14. VEHICLE COMMANDER SIGNATURE		15. NAME/SIGNATURE (DAY)		
16. VEHICLE COMMANDER SIGNATURE		17. NAME/SIGNATURE (NIGHT)		

(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

CTIONS ARE OBSOLETE

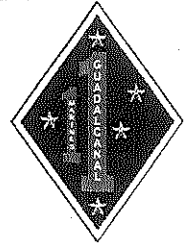
ENCLOSURE (4)



**1st Marine Regiment**  
**Table 3-6**  
**Confirmation Brief**  
Range 215A & 212 Complex  
13-14 & 16 January 2020

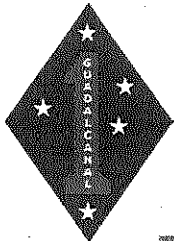
ENCLOSURE (2)

# Orientation



ENCLOSURE (2)

1/10/20



# Orientation: Weather



## Weather

13 January

Mon

Day 63 deg

Precipitation 10%

Night 40 deg

Precipitation 10%

14 January

Tue

Day 63 deg

Precipitation 10%

Night 39 deg

Precipitation 10%

16 January

Thur

Day 62 deg

Precipitation 10%

Night 40 deg

Precipitation 40%

## Astronomical Data

13 January

Mon

Sunset 1703

End civil twilight 1824

Moon (90% illum)

Moon transit 0224

Moon set 0918

14 January

Tue

Sunset 1703

End civil twilight 1824

Moon (82% illum)

Moon transit 0319

Moon Set 0957

16 January

Thur

Sunset 1703

End civil twilight 1824

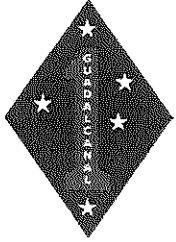
Moon (61% illum)

Moon Transit 0501

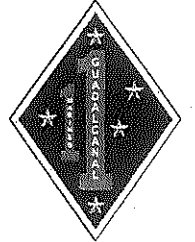
Moon Set 2309

ENCLOSURE (2)





# Situation

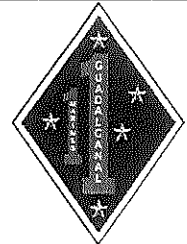


- In preparation for Native Furry, Headquarters Company and Marines from Major Subordinate Elements conduct training in accordance with the Pre-deployment Training Plan, in order to ensure 100% completion of deployment training requirements.

ENCLOSURE (2)

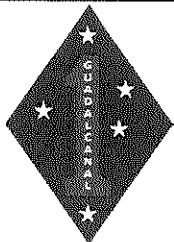


# Range 215A – HQ CO BZO & Tables 3-6

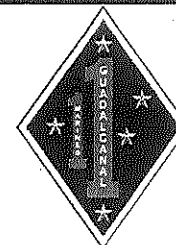


Mission	Safety Personnel	
On 13-14 Jan HQ CO and MSE's will conduct a battle sight zero (BZO) and Tables 3-6 IOT meet PTP requirements for Native Fury.	<b>13 Jan</b> OIC (ar Reg) RSC (1stMar Reg)  <b>14 Jan</b> (b)(3), (b)(6), (b)(7)(c) OIC (ia 1/11) RSC (India 1/11)	
Equipment	Unit Training	PSOs Day: 1:4 Night: 1:2
1 HMMWV– Safety Vehicle 1 HMMWV—TSD target pickup Chow: MREs 1 PRC-152 10 PRC-153 193,200 – A059 – 5.56mm Ball	HQCO will be unit training on 13 Jan  -1/11 will be unit training on 14 Jan	
Phase I	Phase II	Phase III
Planning & Prep (06 Jan – 10 Jan)	Execution (13-14 Jan)	Ammo Watch and Mvmnt to R212 (14-16 Jan)
<b>Begins:</b> Confirmation Brief (01/09) <b>Ends:</b> Range Set Up Complete and Marines arrive (NLT 0700 on 01/13)  <b>Key Events:</b> 1. Collimate/LBS at Armory on 01/10 2. PFI/PFI complete 01/10 3. RSO has occupied R215A: 0530 01/13 4. Ammo drop off R215A: 0600 01/13 5. PSO Brief: 0630 01/13 6. Range set up by 0630 01/13 7. Marines arrive NLT 0700 for safety brief	<b>Begins:</b> Safety Brief ( 01/13) <b>Ends:</b> Range cold on 2359, 01/14  <b>Key Events:</b> 1. RSO Safety Brief ① 2. CASEVAC Rehearsal ② 3. BZO ③ 4. Tables 3-6 ④	<b>Begins:</b> Range Cold 2359, 01/14 <b>Ends:</b> Mvmnt to R212 0530, 01/16  <b>Key Events:</b> 1. Safety structure maintained 2. Ammo watch maintained 3. Police call. Range inspector. 4. Personnel and gear accountability

 PRODUCE  
 (R)

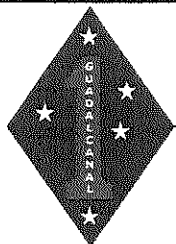


# Range 212 Complex – HQ CO BZO & Tables 3-6



Mission		Safety Personnel		
On 16 Jan HQ CO and MSE's will conduct a battle sight zero (BZO) and Tables 3-6 IOT meet PTP requirements for Native Fury.		<b>16 Jan:</b> <b>OIC:</b> <b>RSO</b> (b)(3), (b)(6), (b)(7)(c) <b>1stMarReg)</b>		
Equipment		Unit Training		PSOs Day: 1:4 Night: 1:2
1 HMMWV– Safety Vehicle Chow: MREs 1 PRC-152 10 PRC-153 193,200 – A059 – 5.56mm Ball		-AAVs will be primary unit training on 16 Jan -HQCO and MSEs stragglers and remediation		
Phase III		Phase IV		Phase V
Ammo Watch and Mvmnt to R212 (14-16 Jan)		Execution (16 Jan)		Retrograde/Follow on Actions (16-17 Jan)
<b>Begins:</b> Range Cold 2359, 01/14 <b>Ends:</b> Mvmnt to R212 0530, 01/16 <b>Key Events:</b> 1. Safety structure maintained 2. Ammo watch maintained 3. Police call. Range inspector. 4. Personnel and gear accountability		<b>Begins:</b> Safety Brief (0700 on 01/16) <b>Ends:</b> Range cold on 2359, 01/16 <b>Key Events:</b> 1. RSO Safety Brief ① 2. CASEVAC Rehearsal ② 3. BZO ③ 4. Tables 3-6 ④		<b>Begins:</b> Range Cold. <b>Ends:</b> Range Cleared by Longrifle <b>Key Events:</b> 1. Remediation if necessary 2. Police call. Range inspector. 3. Personnel and gear accountability 4. Weapons Maintenance

ENCLOSURE (6)



# R215A - Timeline



Date	Time	Event	Location	POC
10 Jan	0800-1600	LBS/ collimate	HQCD Armory	
13 Jan	0500	Trip Safety	Motor Pool	
13 Jan	0600	Ammo Pick up	ASP	
13 Jan	0700	Safety vic arrive/Ammo drop off	R215A	
13 Jan	0630	Working Party range set up	R215A	
13 Jan	0630	PSO brief	R215A	
13 Jan	NLT 0700	Marines arrive	R215A	
13 Jan	0700	Safety Brief/Rehearsal/PCC/PCI	R215A	
13 Jan	0730	Range Hot	R215A	
13 Jan	0730	Conduct Tables 3 & 5	R215A	
13 Jan	1700	Night Safety Brief/Rehearsal/PCC/PCI	R215A	
13 Jan	1730	Conduct Tables 4 & 6	R215A	
13 Jan	2359	Range Cold. Police Call. Marines depart.	R215A	(b)(3), (b)(6), (b)(7)(c)
14 Jan	0630	PSO brief	R215A	
14 Jan	NLT 0700	Marines arrive	R215A	
14 Jan	0700	Safety Brief/Rehearsal/PCC/PCI	R215A	
14 Jan	0730	Range Hot	R215A	
14 Jan	0730	Conduct Tables 3 & 5	R215A	
14 Jan	1700	Night Safety Brief/Rehearsal/PCC/PCI	R215A	
14 Jan	1730	Conduct Tables 4 & 6	R215A	
14 Jan	2359	Range Cold. Police Call. Marines depart.	R215A	
14 Jan	2359	Range Cold. Police Call. Marines depart.	R215A	
15 Jan	0000-2359	Ammo Watch Est. (Range occupied by 1st Maint Bn)	R215A	
16 Jan	0500	Movement to R212	R215A → R212	

ENCLOSURE (62)

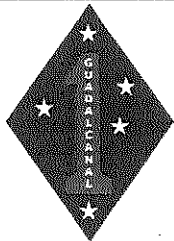


# R212 - Timeline

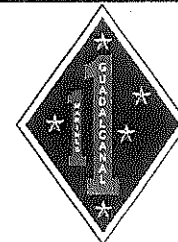


Date	Time	Event	Location	POC
16 Jan	0500	Movement to R212	R212	
16 Jan	0530	Safety vic arrive/Ammo drop off	R212	
16 Jan	0630	Working Party range set up	R212	
16 Jan	0630	PSO brief	R212	
16 Jan	NLT 0700	Marines arrive	R212	
16 Jan	0700	Safety Brief/Rehearsal/PCC/PCI	R212	
16 Jan	0730	Range Hot	R212	
16 Jan	0730	Conduct Tables 3 & 5	R212	
16 Jan	1700	Night Safety Brief/Rehearsals/PCC/PCI	R212	(b)(3), (b)(6), (b)(7)(c)
16 Jan	1730	Conduct Tables 4 & 6	R212	
16 Jan	2359	Range Cold. Police Call. Marines depart.	R212	
17 Jan	0000-0700	Ammo Watch Est.	R212	
17 Jan	0700	Ammo Pickup	R212	
17 Jan	0800	Range Inspected. Depart	R212	
17 Jan				
17 Jan				

ENCLOSURE (2)



# UKD Course of Fire



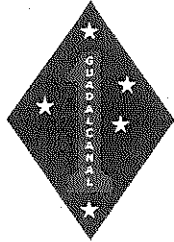
**TABLE 3 UNKNOWN DISTANCE DAY (TRAINING)**

STAGE	METER LINE	DRILL	ROUNDS PER ITERATION	EXPOSURE TIME	POSITION(S)	ITERATION(S)	TOTAL ROUNDS
ZEROING	100	ZEROING EXERCISE	5	1 MIN	PRONE	3	15
MID RANGE	40-60	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED STANDING	1	4
MID RANGE	90-110	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED KNEELING	1	4
MID RANGE	140-160	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED KNEELING	1	4
MID RANGE	180-200	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED KNEELING	1	4
LONG RANGE	200-300	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED PRONE	1	4
LONG RANGE	300-400	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED PRONE	1	4
LONG RANGE	400-500	ENGAGE UNTIL DOWN	6	30 SEC	SUPPORTED PRONE	1	6
TOTAL							45

**TABLE 3 UNKNOWN DISTANCE DAY (PRE-EVALUATION AND EVALUATION)**

STAGE	METER LINE	DRILL	ROUNDS PER ITERATION	EXPOSURE TIME	POSITION(S)	ITERATION(S)	TOTAL ROUNDS
MID RANGE	40-60	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED STANDING	1	4
MID RANGE	90-110	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED KNEELING	1	4
MID RANGE	140-160	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED KNEELING	1	4
MID RANGE	180-200	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED KNEELING	1	4
LONG RANGE	200-300	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED PRONE	1	4
LONG RANGE	300-400	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED PRONE	1	4
LONG RANGE	400-500	ENGAGE UNTIL DOWN	6	30 SEC	SUPPORTED PRONE	1	6
TOTAL							30

ENCLOSURE (A)



# UKD Night Course of Fire

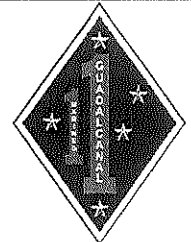


TABLE 4 NIGHT UKD (TRAINING)

STAGE	METER LINE	DRILL	ROUNDS PER ITERATION	TIME	POSITION(S)	ITERATION(S)	TOTAL ROUNDS
ZEROING	100	ZEROING EXERCISE	5	N/A	PRONE	3	15
UKD	40-60	ENGAGE UNTIL DOWN	5	5 SEC	SUPPORTED STANDING	1	20
	90-110	ENGAGE UNTIL DOWN	5	5 SEC	SUPPORTED KNEELING		
	140-160	ENGAGE UNTIL DOWN	5	5 SEC	SUPPORTED PRONE		
	180-200	ENGAGE UNTIL DOWN	5	5 SEC	SUPPORTED PRONE		
TOTAL							20

TABLE 4 NIGHT UKD (PRE-EVALUATION AND EVALUATION)

STAGE	METER LINE	DRILL	ROUNDS PER ITERATION	TIME	POSITION(S)	ITERATION(S)	TOTAL ROUNDS
UKD	40-60	ENGAGE UNTIL DOWN	5	5 SEC	SUPPORTED STANDING	1	20
	90-110	ENGAGE UNTIL DOWN	5	5 SEC	SUPPORTED KNEELING		
	140-160	ENGAGE UNTIL DOWN	5	5 SEC	SUPPORTED PRONE		
	180-200	ENGAGE UNTIL DOWN	5	5 SEC	SUPPORTED PRONE		
TOTAL							20

ENCLOSURE (C)



# Short Range (Practice)

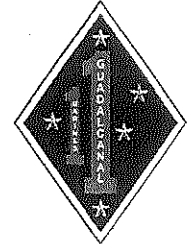
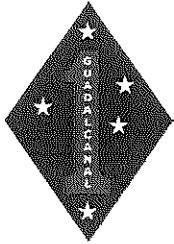


TABLE 5 SHORT RANGE DAY (TRAINING)

STAGE	METER LINE	DRILL	ROUNDS PER ITERATION	TIME	POSITION(S)	ITERATION(S)	TOTAL ROUNDS
ZEROING	100	ZEROING EXERCISE	5	1 MIN	PRONE	3	15
SHORT RANGE STAGE 1	5	HEAD SHOT	1	5 SEC	STANDING	3	3
		HAMMER PAIR	2	5 SEC	STANDING	2	4
		FAILURE TO STOP	3	5 SEC	STANDING	1	3
SHORT RANGE STAGE 2	10	HEAD SHOT	1	5 SEC	STANDING	3	3
		HAMMER PAIR	2	5 SEC	STANDING	2	4
		BOX DRILL	6	5 SEC	STANDING	1	6
		FAILURE TO STOP HEAD	3	5 SEC	STANDING	1	3
SHORT RANGE STAGE 3	15	PELVIC	1	5 SEC	STANDING	3	3
		HAMMER PAIR	2	5 SEC	STANDING	2	4
		BOX DRILL	6	5 SEC	STANDING	1	6
		FAILURE TO STOP PELVIC	3	5 SEC	STANDING	1	3
SHORT RANGE STAGE 4	25	PELVIC	1	5 SEC	STANDING	3	3
		CONTROLLED PAIR	2	5 SEC	STANDING	2	4
		BOX DRILL	6	5 SEC	STANDING	1	6
		FAILURE TO STOP PELVIC	3	5 SEC	STANDING	1	3
SHORT RANGE STAGE 5 FWD MOVMT	25-15	BOX DRILL	6	N/A	FWD MOVEMENT	1	6
	15-10	FAILURE TO STOP PELVIC	3	N/A	FWD MOVEMENT	1	3
	10-5	FAILURE TO STOP HEAD	3	N/A	FWD MOVEMENT	1	3
						TOTAL	85





# Short Range (Qual)

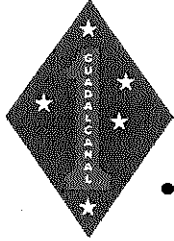


TABLE 5 SHORT RANGE DAY (PRE-EVALUATION AND EVALUATION)

STAGE	METER LINE	DRILL	ROUNDS PER ITERATION	TIME	POSITION(S)	ITERATION(S)	TOTAL ROUNDS
STAGE 1	25	CONTROLLED PAIR	2	5 SEC	STANDING	2	4
		BOX DRILL	6	5 SEC	STANDING	1	6
		FAILURE TO STOP PELVIC	3	5 SEC	STANDING	1	3
	25-65	BOX DRILL	6	N/A	FWD MOVEMENT	1	6
STAGE 2	25	HAMMER PAIR	2	5 SEC	STANDING	2	4
		BOX DRILL	6	5 SEC	STANDING	1	6
		FAILURE TO STOP PELVIC	3	5 SEC	STANDING	1	3
	15-30	FAILURE TO STOP	3	N/A	FWD MOVEMENT	1	3
STAGE 3	30	HAMMER PAIR	2	5 SEC	STANDING	2	4
		HEAD SHOT	1	5 SEC	STANDING	1	1
		BOX DRILL	6	5 SEC	STANDING	1	6
		FAILURE TO STOP HEAD	3	5 SEC	STANDING	1	3
	10-5	FAILURE TO STOP HEAD	3	N/A	FWD MOVEMENT	1	3
STAGE 4	5	HAMMER PAIR	2	5 SEC	STANDING	2	4
		HEAD SHOT	1	5 SEC	STANDING	1	1
		FAILURE TO STOP HEAD	3	5 SEC	STANDING	1	3
						TOTAL	60

ENCLOSURE (2)

# CASEVAC



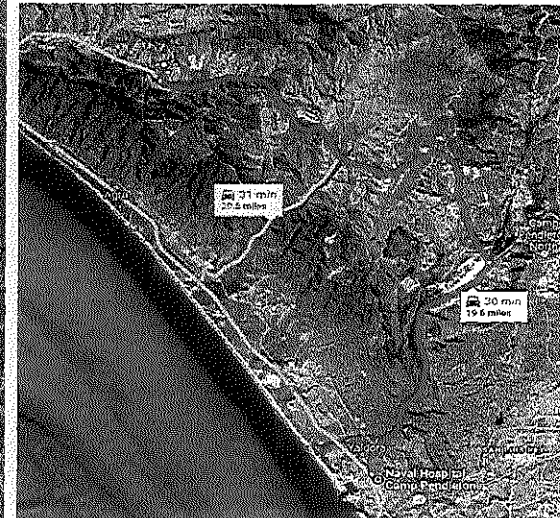
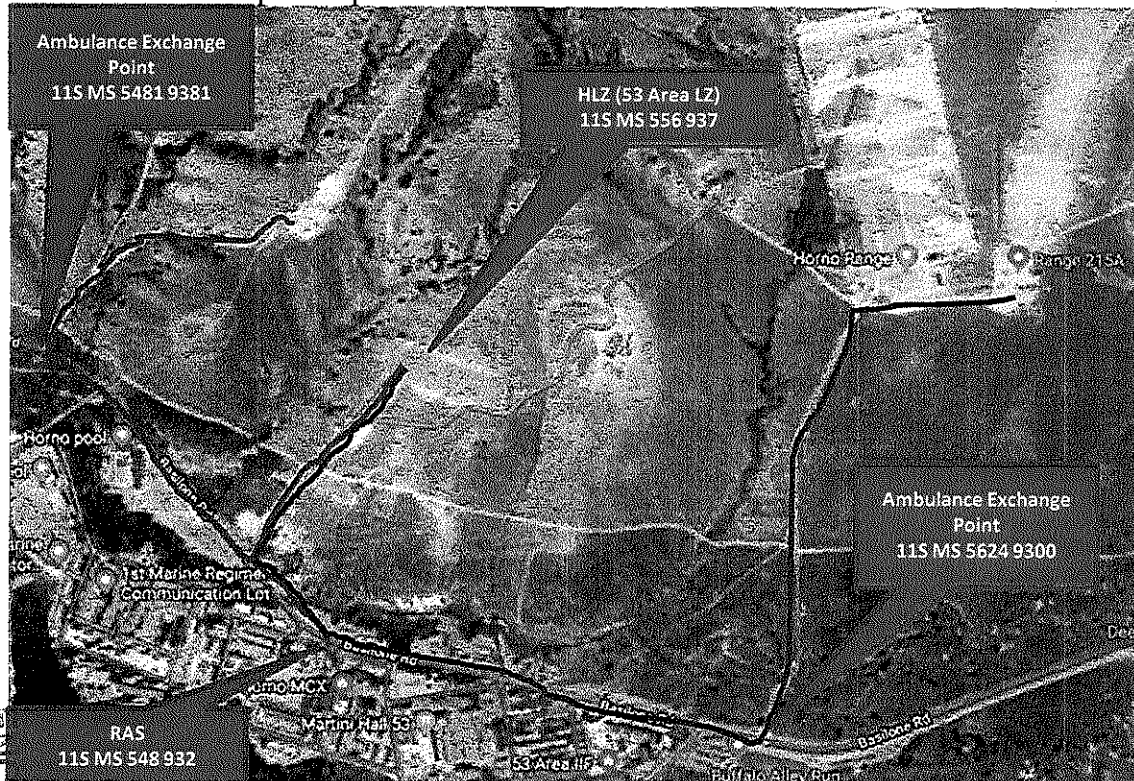
- Priority/Urgent
  - Handled through Long Rifle
- Routine
  - Triaged by Corpsman and transported to RAS or Camp Pendleton Naval Hospital upon recommendation
- Rehearsals
  - Day/Night
- Strip Map w/ Safety vic



33.3849032, -117.4804586

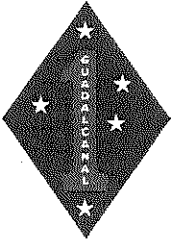
- ↑ Head southwest on Airfield Rd toward Basiline Rd  
Restricted usage road  
 0.3 mi
- ↶ Turn left onto Basiline Rd  
Restricted usage road  
 11.9 mi
- ↷ Turn right onto Vandegrift Blvd  
Restricted usage road  
 7.2 mi
- ↶ Turn left onto Comfort Way  
Restricted usage road  
 0.1 mi
- ↷ Turn right onto Mercy Cir  
Restricted usage road  
 Destination will be on the left  
 427 ft

Naval Hospital Camp Pendleton  
 Camp Pendleton South, CA 92058



ENCLOSURE

(K)



# Command & Signal /Admin & Logistics



## Personnel

- Event OIC: (b)(3), (b)(6), (b)(7)(c)
- Event RSO:
- Safety Corpsman: Provided by V11
- Driver/A-Driver
  - 13 Jan: S3 provided
  - 14 Jan: S3 Provided
  - 15 Jan: S3 Provided
- CMT: (b)(3), (b)(6), (b)(7)(c) (MTU)
- CMC: MTU
- PSO: NCO or above, 1:4 day, 1:2 at night

## Logistics/Comm Required

- 1x Highback – safety vehicle
- 1 x PRC-152's, 10 x PRC-153
- 8 x 5 gallon water jugs
- Range Supplies: 30 target stands with 800 refaces, 400 BZO targets, 100 sand bags, 50 blue, 50 red, 50 green, 50 yellow, 50 IR chemlights, TSD contractor support
- MREs– 1 DOS

## Ammunition

- 193,200 - A059 - 5.56MM BALL

## T&R Events

- Tables 3-6 per MARADMIN 132/15

## Range/Safety Marking

- RSO/PSO Day: E-Tape; Night: Grn Chem
- Corpsman/Safety Vic Night: Blu Chem
- Obstacle/Hazard: Day: E-Tape; Night: Red Chem
- Range "M" Day: E-Tape; Night: Yel chem
- Targets: Night: IR Chem

UNCLASSIFIED//FOUO

# RANGE SPECIAL INSTRUCTIONS

Date Revised: 15 October, 2019

**FACE TO FACE IS REQUIRED FOR MILITARY TRAINING EXCEPT EMP/CMP & STATIC FIRING LINE  
FACE TO FACE IS REQUIRED FOR NFE RECREATIONAL USE PRIOR TO GOING INTO A HOT STATUS**

<b>Range:</b> R-215A	<b>Location:</b> 56779 93956	<b>Military Training</b>	<b>Vehicles:</b>
<b>Elevation:</b> 530 AMSL	<b>Impact Area:</b> Whiskey	Rifles - .50cal and below AA11 Authorized (No A606) Machine Guns - 7.62 and below Pistols - .45 cal. and below Service Shotguns - All Shoulder Fired Grenade Launchers - Pyro and TP Only Infantry Rockets - SMAW, LAW, & AT-4 Trainers/Practice Only Infantry Mortars -60mm Illum Only <b>SESAMS</b> Lasers - Class 3B & 4 Lasers are not Authorized	1. Road & River Report Dependent.  2. Maximum of five (5) POVs are Authorized to park in parking lot area with or without a POV pass.  3. POV (Trucks) are authorized for target emplacement during NFE use. Must remain on established Roads.
<b>Troop Penetration:</b> Line: 1,200 meters		<b>NFE Recreational Use (Factory Loads Only)</b>	
<b>Type:</b> Offensive Field BZO, EMP	<b>Engagement Distance:</b> Min - 3 Meters Max - 1,000 meters	Rifles - 50 cal. and below	

## THIS IS A CONTRACTOR SUPPORTED RANGE

**Range Facilities:** Assembly area, control tower, operations office/storage building, classroom, ammunition distribution building, vaulted head facility, 30 Stationary Infantry Targets, 17 Moving Infantry Targets



### Scheduling

1. All scheduling requests for R-215A must be submitted via their battalion.
2. Unit must utilize RFMSS to schedule range.
3. (b)(2)

### Contractor Support

1. Contractor support is at **NO COST** to the unit.
2. Contractor support is **REQUIRED** to be scheduled if the unit intends to use the automated targets.
3. The contractor times **MUST** be scheduled in RFMSS, utilizing the "USER FIELDS" tab, for the duration of live-fire training.
4. If unit fails to schedule contractor times, use of the automated targets will **NOT** be authorized.
5. If the unit is a "no-show" one hour after the scheduled start time, the contractor can depart the range and is not required to return.
6. Contact (b)(2) for further information.

Closed To Any Use

Facility May Still Be Used With Restrictions

Facility Must Check Fire ALL Weapons

Facility Occupied, or in Training/Live Fire Status	Effects to R215A
I-IMP Whiskey8	Check Fire
A-R220 (M)	Live 2.75" Rockets @ R-215 Closes Any Movement Past Barrel Pile. Check Fire All Weapons Other Than Snipers On Steel Targets, Mortars, 30mm Rocket
A-R220 (PACF) OR IM	Check Fire All Weapons Other Than Snipers On Steel Targets, Mortars, 30mm Rocket
R-210F (40mm Grenade Rng and Past 250m Down Rng)	Check Fire all NFE 7.62mm and Above
R-214	Down Range Movement Restricted to 500m on R215A
R-AFAJ	Closes

**Special Instructions Continued on Next page**



ENCLOSURE (FL)

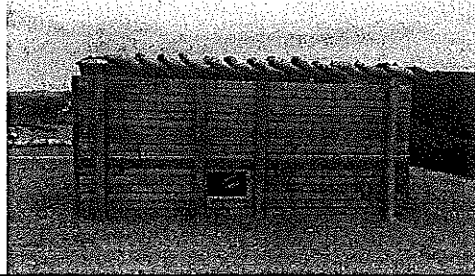
## RANGE SPECIAL INSTRUCTIONS

### OIC/RSO Requirements

1. A safety Brief must be conducted prior to each live fire event to all participants.
2. All personnel must wear required PPE during all training events.
3. Live Fire and Maneuver, Steel target, Rockets, & SESAMS
  - a. OIC Requirement – GySgt or Above
  - b. RSO Requirement –SSgt or Above
4. Static Fire & Blanks
  - a. OIC Requirement – SSgt or Above
  - b. RSO Requirement – Sgt or Above
5. No Munitions
  - a. OIC Requirement – None
  - b. RSO Requirement – Cpl or Above
6. LASER (If Used) LRSO Requirement –Sgt or Above
7. NFE Recreational Use
  - a. OICs/RSOs MUST have organizations assignment later on hand during training.
  - b. Only OICs/RSOs listed on this letter will be allowed to OIC/RSO NFE ranges.

### Lateral Limits Markers

1. Unit must emplace lateral limit markers for any direct fire position used. Markers must consist of the following:
2. Left Lateral Limit – White Triangle Pointing to the Right 
3. Right Lateral Limit – Red Triangle Pointing to the Left 
4. Signs must be placed at the furthest distance viewable by all shooters and at the firing positions.
5. Markers must be laid in by compass from the firing position utilizing the data contained below.
6. **NOTE:** During night live, all lateral limits must be illuminated. The lateral limits must be visible by all participating and safety personnel.
7. Wooded protective structure must not be directly/purposefully targeted by any weapon other than 40mm TP.



### 5.56mm and Below EMP/CMP Box

1. For all EMP/CMP Training:
  - a. Steel Targets are not authorized for EMP/CMP.
  - b. For multiple target engagements, RSO must verify by compass from firing points to targets that all trajectories remain within the designated LLL/RLL of range.
  - c. All EMP/CMP Training must be conducted utilizing the depicted firing line.
  - d. All EMP/CMP Targets must be made of softwood uprights with cardboard backing.
  - e. Sandbags must be used on any metal bases. Bases must be made of soft metal.
  - f. Pallets and engineer stakes can be used.
  - g. Engineer stakes must be placed on the outside edges of the pallets.
  - h. No engagement on pallets closer than 7 yards.
  - i. OIC and RSO must ensure no-one is down range before the EMP/CMP goes into a hot status.
2. Firing Data:  
Start Firing Line  
56784 94010 to 56833 93991  
Lateral Limits:  
LLL: 10° mag  
RLL: 016° mag  
CFL/LOA: 56827 94101 to 56875 94081

### .50 Cal and Below Static Firing Line

1. Steel Targets are not authorized.
2. All Training must be conducted utilizing the depicted firing line.
3. All Targets must be made of softwood uprights with cardboard backing, PITS or SITS targets.
4. OIC and RSO must ensure no-one is down range before the going into a hot status.
5. Firing Data:  
Firing Line – 56710 94038 to 57028 93912  
Lateral Limits:  
LLL: 003° mag  
RLL: 009° mag

Special Instructions Continued on Next page

ENCLOSURE (R2)

## RANGE SPECIAL INSTRUCTIONS

### Live Fire & Movement/Maneuver 5.56mm Only

1. Steel Targets authorized for 5.56mm Static Shoot ONLY from SFL.
2. Maneuver elements must conduct attacks inside their respective movement boxes as depicted on the attached graphics.
3. ~~If the Support by Fire or Mortar Position Blue is utilized then the Marines in the movement box must not engage any targets until they are a breast of the SBF/MP Blue Position.~~
4. MP Red can be occupied then entire time the LFAM is occupied/hot.
5. M203 pyrotechnics, smoke and TP (DODIC B519) must be employed at the identified targets provided by the unit for this weapon system. Unit must not shoot RETS Tgts with any 40mm ammunition.
6. This range is a COMTS range. All units must coordinate with the contractor at least 48 hours prior to training event.
7. When target emplacement is required beyond limit of advance of the movement box, the RSO from R215A must conduct a face-to-face with the RSO from R218A to coordinate a mutually agreed time for emplacement. Target emplacement must not take more than 30 minutes from the start of agree time.
8. RSO must maintain communication with the OIC, and control the exposure of any targets.
9. All targets within the movement box must be knock-down stay-down type targets.
10. All targets must be laid in by compass from the firing position.
11. Targets must not be exposed for a period longer than 30 seconds.

**Firing Data:**

SFL: 56737 94198 to 57038 94144

**Lateral Limits**

LLL: 003° mag

RLL: 013° mag

CFL/LOA: 56828 94744 to 57299 94677

### Support By Fire Position 7.62 Only

1. Steel Targets are not authorized.
2. 15° or 100m rule in effect, positive stops must be used to prevent crossfire.
3. Tripods must be left in place once MGs are registered.
4. Min Safe Line must be identified to all personnel.
5. SBF element must make movement to SBP position in Condition 4.

**Firing Data:**

Firing Point - 57144 94296

**Lateral Limits**

LLL: 346° mag

RLL: 003° mag

SBF must Cease-Firing prior to anyone crossing the SBF MSL at 331° mag

### Infantry Rockets (TP Only) (NO Carl Gustaf)

1. Rockets:
  - a. SMAWs/AT-4/LAW must be employed at the identified targets for these weapon systems only.
  - b. Prior to firing any Rockets, RSO and OIC must ensure that Back Blast Area is all clear.
  - c. No personnel must be forward of the rocket Firing Position.
  - d. Any misfires, the unit must attempt to replace safety devises and notify LONGRIFLE for EOD support.
  - e. EOD must determine if the rocket can be transported back to ASP.
2. Firing Limitations:
  - a. SMAW Trainer Practice
    - i. During training with the SMAW, the gunner, assistant gunner or any instructors are authorized to fire/be exposed to only five rounds per day.
  - b. AT-4 Trainer Practice
    - i. Prone or foxhole firing of AT-4 Trainer is not authorized.
    - ii. In training, an individual may fire one round from the sitting position or three rounds from the standing or kneeling positions in a 24-hour period.
  - c. LAW Trainer Practice
    - i. Limit the number of daily firings by any individual (gunner or personnel within 20m) to four.

**Firing Data:**

Firing Point - 57002 94647

PDF: 032°mag

Rocket Target: Bunker 57139 94782

Special Instructions Continued on Next page

ENCLOSURE (6)

# RANGE SPECIAL INSTRUCTIONS

## Mortar Firing Data

1. **Mortars:**
  - a. No POV's must enter R-215A even if they have a range pass when utilizing mortars.
  - b. OIC must report to Longrifle the Max Ord and charge to be fired.
  - c. Max Ord must remain within the scheduled Airspace and must be at least 1000 Feet below any FW Aircraft transitioning over the Impact Area.
  - d. RSO must ensure that the FDC has plotted the target box and any RFA's on both the primary and secondary plotting boards.
  - e. RSO is required to check the FDC/Gun line Safety-T's. Safety-T must be on hand with each gun.
  - f. Mortar Position must engage targets utilizing the data contained in this brief.
  - g. All mortars must fire registration fires that must be verified by the RSO prior to the exercise.
  - h. Base Plates must be marked at 11 o'clock and aiming stakes must be left in place after registration.
2. **Increment Burning:**
  - a. Increment Burning must be IAW BO 3500.1A
  - b. Units must contact Longrifle for permission prior to burning increments.
  - c. Powder must be burned in areas cleared to mineral earth, and located no closer than 200 feet from vegetation.
  - d. Unit must not exceed 100 increments at any one time while burning.
  - e. Units must have fire extinguishers, water, and shovels at the burn site.
  - f. Units must remain at the burn site for 30 minutes after the last burn, ensuring no fires have been started in the surrounding vegetation.
  - g. Units must contact Longrifle after last increment has burned and 30 minutes has passed.

## MP Blue 60mm Mortar

FP 57144 94296  
DOF 0080 mils grid  
Charge 1 Illum Only

Mortar **must cease fire** prior to anyone crossing MSL Blue at Dir 280° mag  
Range to Target  
550 meters  
Target Grid  
57180 94830

## SESAMS

1. A **"SESAMS Training in Progress"** Sign must be posted at the entrance to R215A by the unit.
2. **When conducting Force-on-Force no shooting member must have conducted live fire within 24 hours of this event.**
3. All participating Marines must be required to wear flak, Kevlar, throat/groin protector, contact gloves, utilities, hearing protection, and approved masks.
4. All personnel must wear the specified gear when inside the safety perimeter.
5. You must have a minimum of two NCOs or higher to act as PSO's.
6. **PSO's must ensure that there are no intentional headshots.**
7. No engagements closer than **7 feet for the 9mm.**
8. No engagements closer than **14 feet for the 5.56mm.**
9. All Marines must be lined out before any SESAMS rounds are distributed.
10. All SESAMS magazines must be clearly marked, as must the barrels.
11. Following the completion of the training, all Marines must be lined out again.
12. **Ensure all training is conducted IAW MCO 3570.1C/DPAM 385-63.**

## Steel Reactive Targets (SRT)

1. Only SRTs with a certified Brinell hardness rating (BHN) of AR (BHN) 500 to AR (BHN) 550 will be used for training.
2. Homemade or unit-constructed targets must meet a minimum of an AR (BHN) 500 rating.
  - a. Manufacturers (commercial or organizational) of SRT must provide a certificate of hardness to ensure the steel targets meet the minimum hardness rating of AR 500.
  - b. Before firing, the RSO must ensure that all SRT have the correct Brinell hardness rating.
  - c. The certificate must remain on file as long as the targets are being utilized by the installation.
  - d. Steel with an abrasion resistant coating coupled with AR (BHN) 550 steel is considered optimum for safety and longevity of use.
3. SRT that is not flat and smooth, will cause unpredictable splatter effects.
  - a. SRTs that are warped, cracked, or have holes burrowed through them, are considered unserviceable and must be replaced.
  - b. Targets with dimples (slight surface depressions) that are 1/32" deep into the steel are considered unserviceable.
4. Mounting bolts on the target face will have a rounded head. The rounded head end of the mounting bolt must be oriented to the shooter. Mounting bolts that are damaged must be replaced.
5. If more than one portable target is to be used, the targets will be set in a fashion so that the splatter from one target will not ricochet off the next shooter.
6. Each target must be placed with the direction of fire and the angle of deflection taken into consideration.
7. Ensure the SRT remain adjusted to operate properly upon impact.
8. Targets that are intended to flip, swing, or rotate must move freely and operate as intended.
  - a. Ensure all targets are adjusted to fall with minimal bullet impact.

**Special Instructions Continued on Next page**

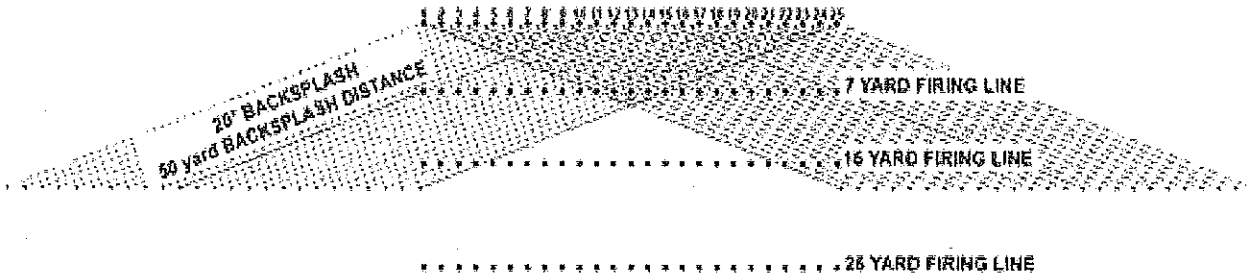
ENCLOSURE (4)

# RANGE SPECIAL INSTRUCTIONS

PPE Requirements	Prohibitions
<ol style="list-style-type: none"> <li>1. PPE Level 0 and OSHA-approved wrap-around impact-resistant eyeglasses are mandatory for all personnel on the range within 50 meters of the firing line.</li> </ol>	<ol style="list-style-type: none"> <li>1. Automatic fire is not authorized on SRT.</li> <li>2. Applying grease or oil ("slicking") to the target face is not authorized.</li> </ol>

### 20-degree Dispersion Area

1. The RSO will observe and maintain control of the firing line to ensure shooters do not inadvertently move into the 20 degree dispersion area.
2. Angle of deflection is the angle of travel of bullet fragments relative to the plane of the target surface towards the shooter.
  - a. When a shooter is shooting directly at a target, the bullet splatter will angle off the target up to 20-degrees in all directions from the point of impact and travel up to 45m.
  - b. The majority of all bullet fragments will exit the target within the 20-degree Dispersion Area.
  - c. A stationary target with a 20-degree forward cant (head forward of the body) produces the best angle of deflection with the most fragment consistency.
  - d. Careful consideration of the 20-degree Dispersion Area must be taken into account when multiple stationary SRT are in a line.
  - e. The number of shooters on the firing line have to be limited at closer distances to keep all personnel out of the 20-degree Dispersion Area.
3. Ensure portable SRT are prevented from moving (laterally, rotationally, or downrange) from set-up position during training which would change the 20-degree Dispersion Area(s) of the targets.



### Ammunition and Minimum Engagement Distances

1. Armor piercing ammunition will not be used to engage SRT.
2. Frangible and M1037 Short Range Training Ammunition (SRTA) when used on SRT will pit, gouge, and buildup residue on steel. Making the target unserviceable.
3. Enhanced Performance Round (EPR) ammunition will damage steel targets faster than other service ammunition.

#### Marine Corps

Service Pistol – 7 meters  
 00 Buck Shotgun – 10 meters.  
 12 Gauge Slug - 46 meters.  
 5.56mm (w/penetrators) – 69 meters  
 5.56mm (Soft Core or Solid copper Alloy) 23 meters  
 7.62mm – 140 meters  
 .50 and .338 caliber – 375 meters.

#### Army

Service Pistol - 7 meters  
 5.56mm - 25 meters  
 7.62mm - 100 meters  
 .50 and .338 caliber – 375 meters.

**Note: SRTs that are unserviceable maybe used for engagements exceeding 150m for 5.56mm and 140m for 7.62mm.**

Special Instructions Continued on Next page

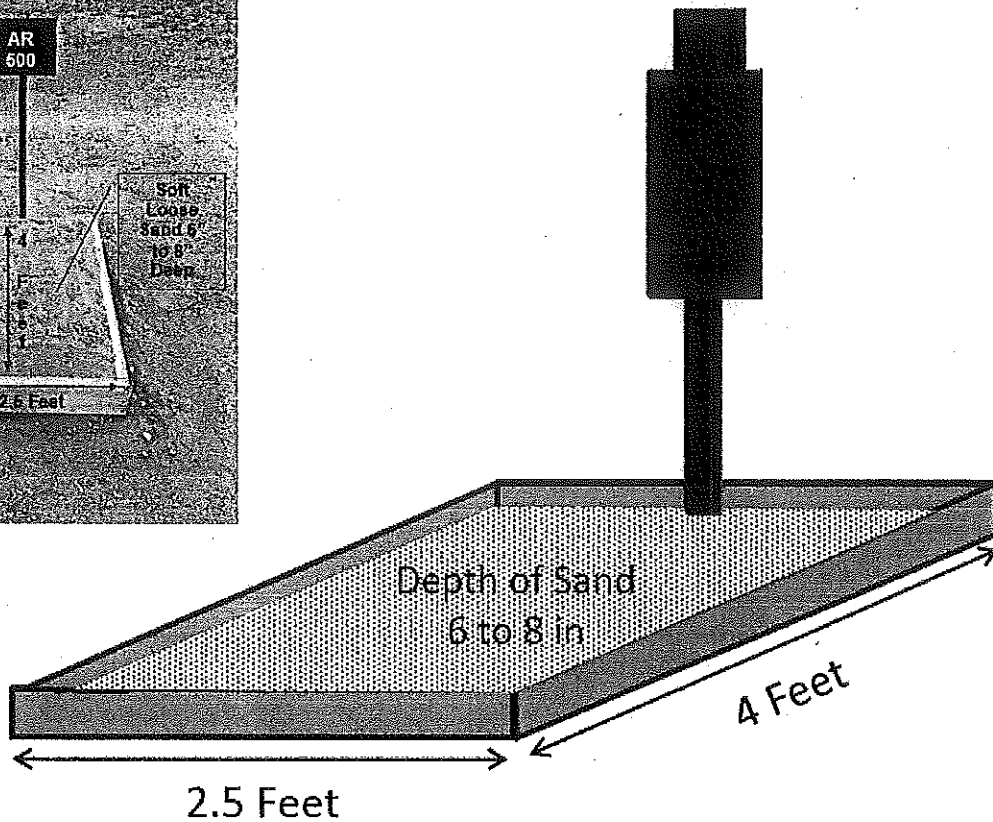
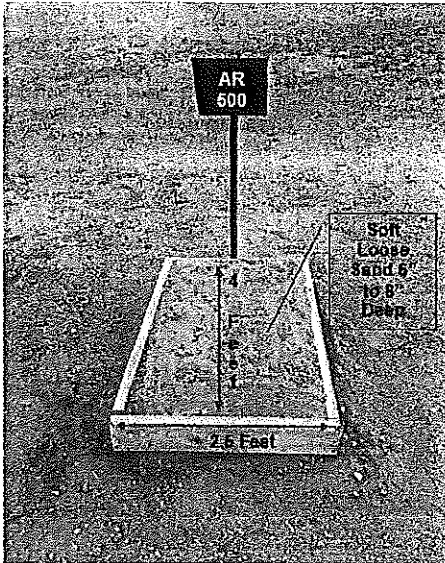
ENCLOSURE (1)



# RANGE SPECIAL INSTRUCTIONS

## Target Placement

- Place targets on soft sandy-type soil or place an absorbing material such as a sand box (minimum 2.5' x 4 feet with 6 to 8 inches of sand) in front of the target to absorb the splatter and prevent projectiles from ricocheting off the ground.



Note: SRTs that are unserviceable may be used for engagements exceeding 150m for 5.56mm and 140m for 7.62mm.

## Civilian Static Firing Data

### Factory Loads ONLY

#### FACE-TO-FACE WITH RANGE SAFETY IS REQUIRED PRIOR TO GOING HOT

- Steel Targets **MUST** be placed directly behind and centered on the survey marker.
- Survey marker **MUST** be visible from the firing line
- Once Face-to-Face with Range Safety is completed, targets shall **NOT** be moved without a new face-to-Face being conducted.
- Target shall be placed with a 20 degree head tilt forward or free hanging.
- Gimmick targets are not authorized because of the inability to control angle of the target, and the angle of the splatter.
  - Examples Rotating Christmas trees.
  - Examples Targets that flip back and forth.
- Cross firing is prohibited.**
- Shooters **SHALL** be laid in with a compass by OIC.
- Each shooter **MUST** have their lateral limits and allowable targets verified by the RSO.

FL: 56737 94198 to 57038 94144

#### Lateral Limits

LLL: 008° mag

RLL: 010° mag

LOA: 56828 94744 to 57299 94677

Target Number	Range to Target	UTM Grid	
1	273m	456924	3694437
2	473m	457101	3694609
3	414m	457110	3694543
4	430m	457141	3694549

Special Instructions Continued on Next page

ENCLOSURE (12)

## RANGE SPECIAL INSTRUCTIONS

Target Number	Range to Target	UTM Grid	
5	498m	457147	3694619
6	551m	457224	3694644
7	565m	457205	3694669

### ACTIVE DUTY PERSONNEL PARTAKING IN NFE OR MCCS RECREATIONAL SHOOTING

1. Definition of NFE vs MCCS.
  - a. Non-Federal Entity (NFE) means a state, local government, Indian tribe, institution of higher education (IHE), or nonprofit organization that carries out a Federal award as a recipient or sub-recipient.
  - b. Marine Corps Community Services (MCCS) is a comprehensive set of programs that support and enhance the operational readiness, war fighting capabilities, and life quality of Marines, their families, retirees and civilians.
2. Participating in NFE Recreational Shoots.
  - a. Service members who participate in NFE recreational shoots must be members of that NFE club.
  - b. As members, they are covered by that NFE's liability insurance.
3. Wearing Utility Uniforms at NFE or MCCS Recreational Shooting Events.
  - a. Minimum PPE level requirements remain the same, PPE Level 0.
  - b. Military PPE Level 0 is full utility uniform with eye and ear protection.
  - c. Civilian PPE Level 0 is long trousers, closed toed shoes, at least 1/4 length sleeve shirt with eye and ear protection.
  - d. It is entirely up to the active duty participant's chain of command if they require their service member to wear the utility uniform or civilian attire to meet that requirement.
4. Utilizing Military Issued Weapons at NFE or MCCS Recreational Shooting Events.
  - a. In order to utilize their issued weapon, the service member must have a letter from their Battalion Commander authorizing use and transportation (if in a POV) of that weapon.
  - b. In the case of a POV, transportation of that weapon needs to meet the requirements that SES Battalion has set forth for transportation of assault weapons on board MCB Camp Pendleton.
5. Utilizing Military Issued Ammunition at NFE or MCCS Recreational Shooting Events.
  - a. Military issued ammunition cannot be utilized with personally owned weapons. Conversely, civilian ammunition cannot be utilized in service issued weapons.
  - b. In order to utilize issued military ammunition, with issued service weapon, authorization must be included in the same letter from their Battalion Commander authorizing use of weapons or in a separate letter.
  - c. Ammunition needs to be drawn from ASP and transported to range in approved military vehicle by an authorized Ammunition Technician.
  - d. Ammunition is normally received by the OIC of the range and is included on the OIC's NAVMC 11381.
  - e. In the case of recreational shooting when utilizing military ammunition, the senior service member from the unit that the ammunition is coming from will receive all the military ammunition from that unit, inventory it against the 1348, and record it on a separate NAVMC 11381.
  - f. Senior service member will check in with Range OIC to ensure range is certified and authorized for that ammunition for a NFE or MCCS recreational shooting event, and to ensure Range OIC, whether NFE or MCCS, includes it their count for ammunition utilized on range.
  - g. Military ammunition is not recorded in the NFE or MCCS NAVMC 11381.
  - h. If there is any military ammunition remaining at the end of the recreational shoot, the senior service member who signed for the ammunition from that unit, will inventory it and transfer the ammunition to an authorized Ammunition Technician and transported back to the ASP for turn in.
  - i. The military chain of custody for ammunition shall not be broken at any time.
6. Military Waiver/Deviations.
  - a. Military waivers/deviations **DO NOT APPLY** to active service members utilizing military ammunition at NFE or MCCS recreational shooting events.
7. Documentation.
  - a. All documents, Letters of authorization, NAVMC 11381, etc., will be inspected by the Range OIC.
  - b. All documents, Letters of authorization, NAVMC 11381, etc., must be available for inspection by the RCO or his direct representation at all times.

Special Instructions Continued on Next page

ENCLOSURE (GL)

# R215A

57



ENCLOSURE (4)

457000m E

# R215A NFE Steel Target Box

Whiskey

Tgt #1

LOA

LOA

Tgt #2

Tgt #5

Tgt #7

Tgt #6

Tgt #3

Tgt #4

NFE Static Firing Line

ENCLOSURE (2)

**OPERATIONAL RISK MANAGEMENT MATRIX  
MCB, CAMP PENDLETON**

<b>Training Evolution:</b> Range 212, 215A Tables 3-6	<b>Organization:</b> 1stMar Reg	<b>Assigned OIC:</b> (b)(3), (b)(6), (b)(7)(c)	<b>Assigned RSO:</b> (b)(3), (b)(6), (b)(7)(c)	<b>Weapons Systems:</b> M4, M27, M16	<b>Date:</b> 13-16 January 2020
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OPERATIONAL PHASE	HAZARD	CAUSES	INIT RAC	DEVELOP CONTROLS	RES RAC	HOW TO IMPLEMENT	HOW TO SUPERVISE
Execution	Discharge of weapon resulting in injury.	Inexperienced Marines, poor situational awareness, not following proper loading and unloading procedures, lack of position safety officers.	I/C=2	Restate all associated weapons conditions and weapons safety rules during safety brief. Ensure Marines are properly trained on weapons. Marines must understand where they will be in relation to one another. Ensure RSO/PSO's are in a location to observe and control the safety of the range. Marines wear all required PPE.	I/D=3	PSOs will be tasked to ensure that all shooters remain in their assigned lanes and all the weapons safety rules are followed at all times. Shooters will be briefed course of fire with demonstration before executing.	RSO and PSOs will be present for each stick conducting the course of fire on the range.
Execution	Injury due to terrain/obstacle.	Marine unable to identify hazards due to night.	I/C=3	Marines receive safety brief from the RSO on hazardous terrain and will be instructed to watch their footing while moving. RSO ensures all unnecessary obstacles are removed for the safe execution of training.	I/D=4	RSO will give safety brief. PSOs implement controls.	RSO/OIC supervise PSOs. PSOs supervise marines.
Execution	Death or injury due to night live-fire training, negligence	Lack of experience utilizing night vision devices and PEQ-15/16	I/C=2	Marines will be briefed on the course of fire to be conducted at night before the night firing. Marines will receive whitespace training to further enhance understanding and use of equipment prior to execution. Prior to execution, marines will conduct night rehearsal supervised by PSOs. PSOs will ensure marines have mastered the techniques required for night live-fire prior to conducting live-fire. Marines will be briefed that if their NVGs or their PEQ-15/16 turns off, that they are not to fire until they have it back on. Additionally marines will be briefed that if they cannot properly see out of their NVGs, they will not fire. All optics functions checked prior to executing night live-fire.	I/D=3	PSOs ensure marines can properly use NVGs & PEQ-15/16s before advancing in training. RSO/OIC conducts safety brief.	RSO/OIC supervise the overall conduct of execution. PSOs supervise marines on the firing line.
Execution	Marines keeping unfired rounds	Marines do not fire all rounds due to time constraints or weapons malfunctions.	II/C=2	Proper shakedowns, magazine inspection, and line outs will be conducted at the conclusion of firing and before any Marines leave the range.	II/D=3	RSO will ensure that the ammo storage point is supervised at all times. Each Marine will be lined out at the completion of each live run.	PSOs will clear out all weapons and magazines following each course of fire. RSO will conduct a line out of all gear prior to the conduct of live fire training.

ENCLOSURE (2)

Execution	Skeletal Injuries	Uneven Terrain	II/B=2	PSOs will walk the terrain. RSO will give a safety brief covering all hazardous terrain encompassed in the range. Each Marine will use proper movement techniques when moving while firing.	II/D=4	Range Safety Brief giving an orientation to R206 terrain. Any hazardous terrain will be identified and marked or removed.	RSO will ensure all hazardous terrain is marked and briefed to the Marines.
Execution	Hearing Loss	Weapons firing in close proximity to unprotected Marines.	IV/B=4	Safety brief covers safe use of ammunition with hearing protection. Corpsman provides hearing protection at safety brief if needed.	IV/C=5	PSOs will inspect that all Marines utilize the necessary PPE when conducting the range.	PSOs will inspect all shooters prior to conducting live-fire.
Execution	Heat Injuries	Dehydration as a result of minimal water consumption or excessive exposure to sunlight.	IV/B=4	Marines will bring a full camelback to R206 and will be given ample opportunities to consume water, apply sunscreen and eat during the time spent at the range.	IV/D=5	NCOs will ensure their Marines are consistently hydrating and applying sunscreen as needed.	RSO will ensure that PSOs are engaged with the Marines and preventing heat injuries.

**HAZARD SEVERITY**

- I - CATASTROPHIC- Death, permanent disability, major property damage
- II - CRITICAL - Permanent partial disability, major system or minor property damage
- III - MARGINAL - Minor injury, minor system or property damage
- IV - NEGLIGABLE - 1<sup>st</sup> aid, minor system repair

**MISHAP PROBABILITY**

A - FREQUENT, B - LIKELY, C - OCCASIONAL, D - UNLIKELY

**RISK ASSESSMENT CODE (RAC)**

1 - CRITICAL, 2 - SERIOUS, 3 - MODERATE, 4 - MINOR, 5 - NEGL

**RAC ASSESSMENT CODE MATRIX**

**MISHAP PROBABILITY**

HAZARD SEVERITY		A	B	C	D
	I	1	1	2	3
	II	1	2	3	4
	III	2	3	4	5
IV	3	4	5	5	

**COMMAND REVIEW/APPROVAL**

**OIC:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**RSO:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Company CO:** \_\_\_\_\_

**Reg OPSO:** \_\_\_\_\_

ENCLOSURE (4)

WORK DESCRIPTION (CIRCLE ONE):

(LTI / PFI) / SEM-ANN / ANNUAL / QUARTERLY / OTHER: RIFLE LTI / PFI \_\_\_\_\_

INSPECTOR (S): (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_

WEAPON TYPE: M4 QTY: 81 SERVICE REQUEST #: \_\_\_\_\_

QTY	SERIAL NO.	1	2	3	4	5	6	7	8	9	10	11	12	REMARKS
1	W021933	X												CODE "A"
2	W034605	X												CODE "A"
3	W076031	X												CODE "A"
4	W076063	X												CODE "A"
5	W076080	X												CODE "A"
6	W076217	X												CODE "A"
7	W076232	X												CODE "A"
8	W076234	X												CODE "A"
9	W147376	X												CODE "A"
10	W149585	X												CODE "A"
11	W149840	X												CODE "A"
12	W150046	X												CODE "A"
13	W150078	X												CODE "A"
14	W150092	X												CODE "A"
15	W120290	X												CODE "A"
16	W150542	X												CODE "A"
17	W191845	X												CODE "A"
18	W198409	X												CODE "A"
19	W198520	X												CODE "A"
20	W198637	X												CODE "A"
21	W198720	X												CODE "A"
22	W198794	X												CODE "A"
23	W198796	X												CODE "A"
24	W198858	X												CODE "A"
25	W198864	X												CODE "A"
26	W198867	X												CODE "A"
27	W198887	X												CODE "A"
28	W198910	X												CODE "A"
29	W199150	X												CODE "A"
30	W199554	X												CODE "A"

- 1 CODE "A" \_\_\_\_\_
- 2 \_\_\_\_\_
- 3 \_\_\_\_\_
- 4 \_\_\_\_\_
- 5 \_\_\_\_\_
- 6 \_\_\_\_\_

- 7 \_\_\_\_\_
- 8 \_\_\_\_\_
- 9 \_\_\_\_\_
- 10 \_\_\_\_\_
- 11 \_\_\_\_\_
- 12 \_\_\_\_\_

ENCLOSURE (2)



WORK DESCRIPTION (CIRCLE ONE):

(LTI / PFI) / SEM-ANN / ANNUAL / QUARTERLY / OTHER: RIFLE LTI / PFI

INSPECTOR (S) (b)(3), (b)(6), (b)(7)(c)

WEAPON TYPE: M4 QTY: 81 SERVICE REQUEST #:

QTY	SERIAL NO.	1	2	3	4	5	6	7	8	9	10	11	12	REMARKS
1	W199574	X												CODE "A"
2	W199609	X												CODE "A"
3	W204555	X												CODE "A"
4	W205105	X												CODE "A"
5	W205736	X												CODE "A"
6	W205213	X												CODE "A"
7	W205478	X												CODE "A"
8	W205532	X												CODE "A"
9	W205690	X												CODE "A"
10	W205888	X												CODE "A"
11	W208855	X												CODE "A"
12	W209043	X												CODE "A"
13	W237873	X												CODE "A"
14	W237949	X												CODE "A"
15	W259824	X												CODE "A"
16	W259938	X												CODE "A"
17	W260006	X												CODE "A"
18	W264638	X												CODE "A"
19	W264687	X												CODE "A"
20	W264742	X												CODE "A"
21	W265309	X												CODE "A"
22	W265578	X												CODE "A"
23	W265909	X												CODE "A"
24	W265921	X												CODE "A"
25	W265945	X												CODE "A"
26	W270329	X												CODE "A"
27	W270344	X												CODE "A"
28	W270403	X												CODE "A"
29	W270561	X												CODE "A"
30	W270901	X												CODE "A"

- 1
- 2
- 3
- 4
- 5
- 6

- 11
- 12

ENCLOSURE (2)

WORK DESCRIPTION (CIRCLE ONE):

1	W278355	X																			CODE "A"	
2	W278540	X																				CODE "A"
3	W278548	X																				CODE "A"
4	W278947	X																				CODE "A"
5	W278960	X																				CODE "A"
6	W279947	X																				CODE "A"
7	W284155	X																				CODE "A"
8	W284359	X																				CODE "A"
9	W284368	X																				CODE "A"
10	W284554	X																				CODE "A"
11	W284784	X																				CODE "A"
12	W285048	X																				CODE "A"
13	W285107	X																				CODE "A"
14	W285250	X																				CODE "A"
15	W285877	X																				CODE "A"
16	W286693	X																				CODE "A"
17	W287116	X																				CODE "A"
18	W465366	X																				CODE "A"
19	W466731	X																				CODE "A"
20	W467116	X																				CODE "A"
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22	W468090	X																				CODE "A"
23	W501575	X																				CODE "A"
24	W507719	X																				CODE "A"
25	W603601	X																				CODE "A"
26	W034140	X																				CODE "A"
27	W728598	X																				CODE "A"
28	W570134	X																				CODE "A"
29	W468719	X																				CODE "A"
30		X																				CODE "A"



UNITED STATES MARINE CORPS  
3D ASSAULT AMPHIBIAN BATTALION  
1ST MARINE DIVISION, (REIN)  
MCB BOX 555574  
CAMP PENDLETON, CA 92055-5574

IN REPLY REFER TO  
3500  
Co H&S  
14 Jan 19

From: Platoon Commander, 15th MEU Platoon  
To: Operations Officer, 3d Assault Amphibian Battalion  
Via: Company Commander, Company H&S

Subj: RIFLE COMBAT MARKSMANSHIP TABLES III-VI

Ref: (a) BN ORDER 3500.1D MCB RANGE REGULATION  
(b) MCO 3570.1C RANGE SAFETY  
(c) MARADMIN 132/15

Encl: (1) Concept of Operations  
(2) Timeline  
(3) Gear list  
(4) Weather report  
(5) Courses of fire  
(6) ORM

1. Situation: 15th MEU platoon is preparing to conduct Rifle Combat Marksmanship Tables III-VI at Range 212 in Camp Pendleton on 16 January 2020. Due to the operational commitments and pre-deployment training plan (PTP) requirements for Native Fury 2020, it is required that the 15th MEU Platoon is 100% qualified on Rifle Combat Marksmanship Tables III-VI.

2. Mission: On 16 January 15th MEU Platoon will conduct a battle sight zero (BZO) and Tables III-VI in order to (IOT) meet PTP requirements for Native Fury.

3. Execution:

a. Commanders Intent:

(1) Purpose: Accomplish prescribed PTP training requirements in preparation for Native Fury.

(2) Method: This training will be accomplished through a period of instruction, rehearsals, and evaluation by the Marksmanship Training Unit (MTU). Instruction and evaluation will focus on combat marksmanship. The Platoon will accomplish this by conducting Rifle Combat Marksmanship Tables III-VI per MARADMIN 132/15.

(3) End State: All Marines successfully qualify on Rifle Combat Marksmanship Tables III-VI.

ENCLOSURE (AL)

b. Concept of Operations: This will be accomplished in four phases (Phase I-IV).

(1) Phase I: (PREPARATION) This phase begins with identifying the Marines needed to complete Rifle Combat Marksmanship Tables III-IV. During this Phase the Armorer will conduct pre firing inspections (PFI) and limited technical inspection (LTI) on all weapons, as well conduct operational checks on all optics and lasers. A warning order will be given and a range walkthrough will be conducted. This phase ends on 15 January after the completion of the LTIs and PFIs.

(2) Phase II: (MOVEMENT) This phase begins with all Marines and equipment accounted prepared to conduct movement. During this phase Section Leaders will ensure all Marines and equipment are accounted for. The platoon will conduct its movement via 7 tons from the 21 Area to R212. This phase ends with the 15th MEU Platoon occupying R212 on 16 January.

(3) Phase III: (RIFLE COMBAT MARKSMANSHIP TABLES III-VI) This phase begins with the 15th MEU Platoon occupying R212 on 16 January. During this phase the platoon will conduct Rifle Combat Marksmanship Tables III-VI. This consist of both day and night live fire training. This phase ends once all Marines have completed and qualified on Rifle Combat Marksmanship Tables III-VI and the OIC calls the range cold into Longrifle.

(4) Phase IV: (RANGE RETROGRADE) This phase will be in two parts.

(a) Stage I: (MAIN BODY RETROGRADE) This stage begins when the range is called in cold to Longrifle. During this part a majority of the platoon will retrograde back to the 21 area. The OIC will stay at the range with a established ammo watch. This stage ends with the accountability of all 31 Marines and equipment in the 21 Area and at R212.

(b) Stage II: (RBE RETROGRADE) This stage begins once Marines from 1st Marines conduct ammo and range turnover on 17 January. During this phase the remaining 9 Marines will travel back to the 21 Area. This stage ends with the accountability of all remaining Marines and equipment in the 21 Area.

c. Tasks:

(1) Platoon Sergeant:

T1: Consolidate roster of Marines and serialized gear for equipment density list (EDL).

P1: IOT maintain accountability of all Marines and serialized gear for the duration of the training evolution.

T2: Ensure all logistical support requests have been successfully routed to 1st Marines.

P2: IOT ensure all logistical requirements for effective conduct of R212.

T3: Anticipate and send rapid requests as necessary.

P3: IOT allow for continuous operations at R212.

(2) Range Safety Officer:

T1: Ensure strict adherence to all safety rules and regulations while conducting Tables III-IV.

P1: IOT accomplish safe and effective training

T2: Establish an Ambulance Exchange Point (AXP).

P2: IOT ensure an efficient casualty exchange.

T3: Determine road guard positions.

P3: IOT safely conduct the range and ensure adjacent units do not interfere with range SDZs.

(2) Armorer:

T1: LTI/PFI all weapons in our armory and conduct PVS-14 and PEQ 15 checks.

P1: IOT verify all weapons and equipment is operational.

(2) Corpsman:

T1 Be prepared to establish the ambulance exchange point during the movement and training at R212.

P1: IOT facilitate efficient assessment, treatment, and transfer of any casualties.

d. Coordinating Instructions:

(1) No communication plan:

(a) 15th MEU Platoon will complete a minimum of three communications to Company headquarters or Battalion OOD. Near side communications will be established with battalion as per SOP (Mission card, EDL, departing friendly lines report).

(b) Communication with Battalion: All communication will be conducted per Battalion SOP via HF/VHF.

(c) Range control: If at any time the Platoon loses communication with Longrifle, training will cease until communication is re-established.

(d) Road Guards: Communications checks will be conducted once every hour at the bottom of the hour (:30) If a radio check is missed by one road guard training will continue until the second radio check is missed. All training will cease if two radio checks are missed.

(2) Lost Marine plan:

(a) All Marines will travel in pairs and inform their chain of command when they leave the immediate area. All Marines will carry a water source when departing the immediate area. In the event that a Marine has been identified as missing, all movement and training will cease. The platoon will gain accountability of all present personnel and equipment. Then a team of Marines will be sent to search the last known location of the lost Marine.

(b) Accountability will be conducted before and after any major movement. Once a Marine has been identified lost, Range control will be notified in order to prepare aerial search and rescue teams to assist in search.

(c) Lost Marine will remain in place until found. At all cost every attempt should be made to remain in place until absolutely required to displace from last known position. If Marine must displace a large marker will be made pointing in the direction of movement. That Marine will be looking for hardball road and follow it until they find another units command post and check in with the OOD. The lost Marine will contact the 3d AABn OOD, Platoon Commander, or Platoon Sergeant via the OOD.

(3) Uniform and gear: (See encl 3.)

(4) Go/No GO criteria:

(a) If transportation cannot be provided to the range or if more than 25% of our weapons and optics are deadlined the platoon will reschedule the range.

4. Admin and Logistics:

a. Administration:

(1) Personnel count (MO/ME/NO/NE):1/38/0/1

(2) Casualty Evacuation (CASEVAC) plan:

(a) Routine: If a routine casualty occurs, the corpsman present will evaluate the Marine and provide initial treatment. If additional treatment is needed, the Marine will be transported to the 21 Area Battalion Aid Station (BAS) or 1st Marines Regimental Aid Station (RAS) and their chain of command will be notified.

(b) Priority/Urgent: In the event of a priority or urgent casualty, all training will cease and Range Control will immediately be notified while the casualty is assessed by a corpsman and platoon staff. The casualty will be reported by either the OIC, RSO, or Corpsman. If the casualty is going to be transported by air an LZ will be established IVO of R212 or in the 53 Area IVO 11S MS 556 937. Daytime landing zone (LZ) for air casualty evacuation will be marked by an air panel. Nighttime LZ for air CASEVAC will be marked by a chemstick buzz saw. If the casualty is to be transported via ground the casualty will be loaded to the safety vehicle and

brought to the AXP which will be established at 11S MS 5481 9381.

b. Logistics: Provided by 1st Marines.

5. Command and signal:

a. Command:

- (1) Platoon Commander, first in command, will be located at R212.
- (2) Platoon Sergeant, second in command, will be located at R212.
- (3) 1st Section Leader, third in command, will be located at R212.
- (4) Event OI(3), (b)(6), (b)(7)(c) will be located at R212.
- (5) Event RSO (b)(3), (b)(6), (b)(7)(c) will be located at R212.
- (6) CMT(b)(3), (b)(6), (b)(7)(c) will be located at R212.

b. Signal:

- (1) BATTALION: PRIMARY/ALTERNATE 942/943
- (2) FIRST PLATOON: 991/992
- (3) RANGE CONTROL: 40.35

(b)(3), (b)(6), (b)(7)(c)

UNCLASSIFIED//FOUO



Range 212 Rifle Combat Marksmanship Tables III-VI  
15th MEU Platoon  
Confirmation Brief

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Prepared by: (b)(3), (b)(6), (b)(7)(c)  
20200114

UNCLASSIFIED//FOUO

ENCLOSURE (2)





## CONOPS Overview

**Mission:** On 16 Jan 15th MEU Platoon will conduct a battle sight zero (BZO) and Tables III-IV IOT meet PTP requirements for Native Fury.

**Commander's Intent:**

- **Purpose:** Accomplish prescribed PTP training requirements in preparation for Native Fury.
- **Method:** This training will be accomplished through a period of instruction, rehearsals, and evaluation by the Marksmanship Training Unit (MTU). Instruction and evaluation will focus on combat marksmanship. The Platoon will accomplish this by conducting Rifle Combat Marksmanship Tables III-VI per MARADMIN 132/15.
- **Endstate:** All Marines successfully qualify on Rifle Combat Marksmanship Tables III-VI.

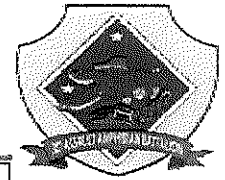
**T&R Standards:**

- MARADMIN 132/15

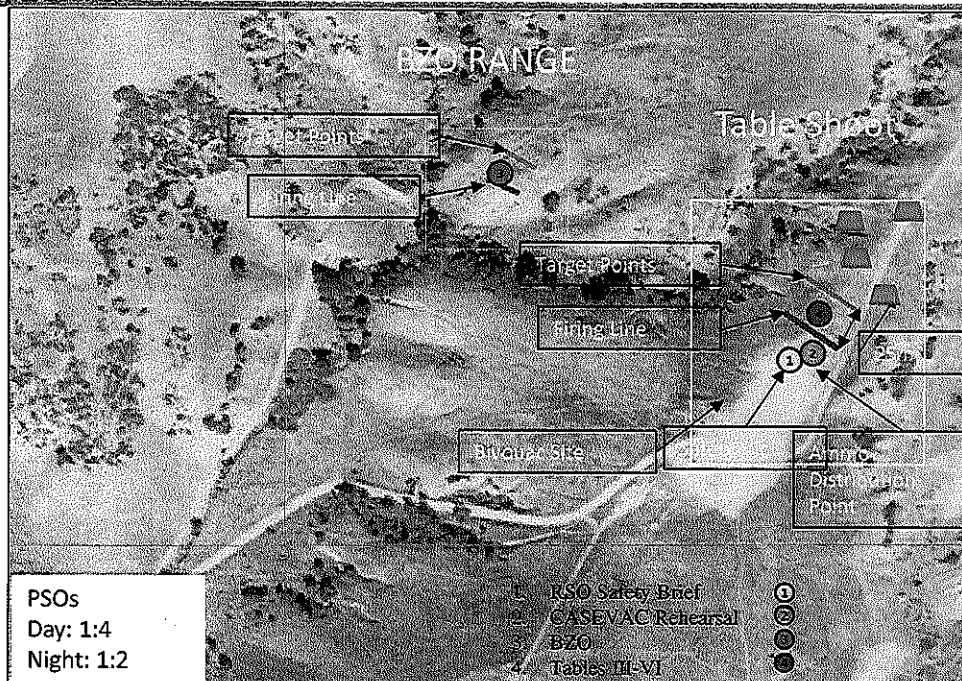
T/O	Equipment	Class I	Class III	Class V	Class IX
1/38/01	40 M4s 40 PEQ15/16s 40 PVS 14s 40 RCOs	Chow: 2 DOS Water: 2 DOS	20200116 Transportation 20200117 Transportation	193,200 - A059 - 5.56MM BALL	N/A



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# COA Graphic/Narrative



PSOs  
 Day: 1:4  
 Night: 1:2

### Timeline:

**20200118**

- 0500- Movement R212
- 0530- Safety vic/Ammo
- 0600- Occupy R212
- 0630- Range setup
- 0630- PSO Brief
- 0700- Safety Brief
- 0730-Range Hot/BZO
- 0900- Tables III&V
- 1700- Night Safety Brief/Rehearsals/PCCs/ PCIs
- 1730- Tables IV&VI
- 2359- Range Cold/Police Call/Retrograde
- 0000-Ammo Watch Est.

**20200119**

- 0700- Ammo Pickup
- 0800- Range insp/Depart
- 0900-Arrive to 21 Area

**COA Narrative:** Phase 1 (PREPARATION): PF/ILT/IT will be conducted on all weapons. All Marines and other equipment will be inspected before departure to R212. The platoon will conduct a range walkthrough. Phase 2 (MOVEMENT): Marines and equipment will depart the 3d AABN RAMP to R212 in Horno. Phase 3 (RIFLE COMBAT MARKSMANSHIP TABLES III-VI): Marines will execute Tables III-VI at R212. Phase 4 (RETROGRADE): All Marines, weapons, and equipment will be accounted for back at the 3d AABN RAMP.

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ENCLOSURE (2)



# Contingencies

## Coordinating Instructions:

- **No Comm Plan**
  - If at any time the Platoon loses communication with Longrifle, training will cease until communication is re-established.
- **Lost Marine Plan**
  - In the event that a Marine has been identified as missing, all movement and training will cease. The platoon will gain accountability of all present personnel and equipment. Then a team of Marines will be sent to search the last known location of the lost Marine.
  - Lost Marine will remain in place until found. At all cost every attempt should be made to remain in place until absolutely required to displace from last known position. If Marine must displace a large marker will be made pointing in the direction of movement.
- **Go/No Go Criteria**
  - If transportation cannot be provided to the range or if more than 25% of our weapons/optics are deadlined the platoon will reschedule the range.

## CASEVAC Plan:

- **Urgent/Priority-** In the event of a priority or urgent casualty, all training will cease and Range Control will immediately be notified while the casualty is assessed by a corpsman and platoon staff. The casualty will be reported by either the OIC, RSO, or Corpsman. If the casualty is going to be transported by air an LZ will be established IVO of R212 or in the 53 Area IVO 11S MS 556 937. Daytime landing zone (LZ) for air casualty evacuation will be marked by an air panel. Nighttime LZ for air CASEVAC will be marked by a chemstick buzz saw. If the casualty is to be transported via ground the casualty will be loaded to the safety vehicle and brought to the AXP which will be established at 11S MS 5481 9381.
- **Routine-** All routine casualties will be evaluated and treated by a corpsman. If additional treatment is needed the Marine will be pushed to 21 Area BAS or 1st Marines RAS.

### Command

- OIC
- RSC (b)(3), (b)(6), (b)(7)(c)

### Signal

- **Primary:** VHF
- **Alternate:** HF
- **Tertiary:** Cellphone
- **Frequencies:** Platoon 991/992, Battalion 942/943



# ORM

RAC ASSESSMENT CODE MATRIX					
<b>H A Z A R D  S E V E R I T Y</b>	MISHAP PROBABILITY				
		A	B	C	D
	I	1	1	2	3
	II	1	2	3	4
	III	2	3	4	5
	IV	3	4	5	5

- **Most Dangerous Hazard 1: Death or injury due to night live-fire training, negligence**
  - Cause: Lack of experience utilizing night vision devices and PEQ-15/16
  - Mitigation: Marines will receive whitespace training to further enhance understanding and use of equipment prior to execution. Prior to execution, marines will conduct night rehearsal supervised by PSOs. Marines will be briefed that if their NVGs or their PEQ-15/16 turns off, that they are not to fire until they have it back on. Additionally marines will be briefed that if they cannot properly see out of their NVGs, they will not fire.
  - Supervise: RSO/OIC supervise the overall conduct of execution. PSOs supervise marines on the firing line.
- **Most Dangerous Hazard 2: Discharge of weapon resulting in injury.**
  - Cause: Inexperienced Marines, poor situational awareness, not following proper loading and unloading procedures, lack of position safety officers.
  - Mitigation: Restate all associated weapons conditions and weapons safety rules during safety brief. Ensure Marines are properly trained on weapons. Marines must understand where they will be in relation to one another. Ensure RSO/PSO's are in a location to observe and control the safety of the range. Marines wear all required PPE.
  - Supervise: RSO and PSOs will be present for each stick conducting the course of fire on the range.
- **Most Likely Hazard 1: Skeletal Injuries**
  - Cause: Uneven Terrain
  - Mitigation: PSOs will walk the terrain. RSO will give a safety brief covering all hazardous terrain encompassed in the range. Each Marine will use proper movement techniques when moving while firing.
  - Supervise: RSO will ensure all hazardous terrain is marked and briefed to the Marines.
- **Most Likely Hazard 2: Hearing Loss**
  - Cause: Weapons firing in close proximity to unprotected Marines.
  - Mitigation: Safety brief covers safe use of ammunition with hearing protection. Corpsman provides hearing protection at safety brief if needed.
  - Supervise: PSOs will inspect all shooters prior to conducting live-fire.

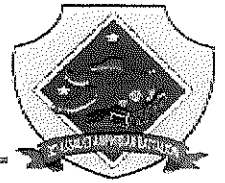
ENCLOSURE (2)

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# Questions

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ENCLOSURE (2)

TIMELINE-Rifle Combat Marksmanship Tables III-VI

0500	Movement to R212	R212
0530	Safety vic arrive/Ammo drop off	R212
0630	Working Party range set up	R212
0630	PSO brief	R212
NLT 0700	Marines arrive	R212
0700	Safety Brief/Rehearsal/PCC/PCI	R212
0730	Range Hot	R212
0730	BZO	R212
0900	Conduct Tables 3 & 5	R212
1700	Night Safety Brief/Rehearsals/PCC/PCI	R212
1730	Conduct Tables 4 & 6	R212
2359	Range Cold. Police Call. Marines depart.	R212
0000-0700	Ammo Watch Est.	R212
0700	Ammo Pickup	R212
0800	Range Inspected. Depart	R212

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (42)

Enclosure (2)

GEAR LIST - Rifle Combat Marksmanship Tables III-VI (MINIMUM)

ON PERSON:

- (1) SET MARPAT WOODLAND UTILITIES
- (1) WOODLAND BOONIE COVER
- (1) PAIR SOCKS
- (1) SKIVVY SHIRT
- (1) APPROPRIATE COLOR MARTIAL ARTS BELT
- (1) MARINE CORPS-APPROVED BOOTS
- (1) T/O WEAPON(S) W/VICKERS SLING (DUMMY CORDED)
- (1) WATCH
- (1) PLATE CARRIER
- (2) FRONT AND BACK SAPIES
- (3) DOUBLE MAGAZINE POUCHES WITH (6) MAGAZINES (8 FOR IAR GUNNERS)
- (2) GRENADE POUCHES
- (1) DROP POUCH
- (1) IFAK
- (1) CAC
- (1) ROOM KEY
- (1) PVS-14 (DUMMY CORDED)
- (1) PEQ-15/16 (DUMMY CORDED)
- (1) RCO (DUMMY CORDED)
- (1) ALL ISSUED SL3 NEEDED FOR PEQ AND PVS-14

ASLT PACK:

- (1) EAR PRO
- (1) HEADLAMP (WHITE AND RED LENS)
- (1) TACTICAL GLOVES
- (1) CAMELBACK BLADDER
- (1) SET OF NOTE TAKING GEAR
- (1) MULTI PURPOSE TOOL/GERBER \*\*OPTIONAL\*\*
- (1) CLEAR & DARK EYE PRO
- (1) TARP
- (1) GLOW BELT (TO GO AROUND ASSAULT BACK FOR WALK BACK TO HORNO)
- (1) WEAPONS CLEANING GEAR
- (2) CANTEENS IN CANTEEN POUCHES W/ CANTEEN CUP & STAND
- (1) PONCHO LINER
- (3) MRE
- (1) GORTEX TOP AND BOTTOM

MAIN PACK (OVERNIGHT MARINES ONLY):

- (1) SLEEP SYSTEM
- (2) DOS CHOW
- (1) PAIR SOCKS
- (1) SKIVVY SHIRT
- (1) SET OF WARMING LAYERS

ENCLOSURE (2)

Enclosure (3)

Weather Report-Rifle Combat Marksmanship Tables III-VI

**Weather**

16 January

Thur

Day	62 deg
Precipitation	10%
Night	40 deg
Precipitation	40%

**Astronomical Data**

16 January

Thur

Sunset	1703
End civil twilight	1824
Moon (61% illum)	
Moon Transit	0501
Moon Set	2309

ENCLOSURE (12)

Enclosure (4)



**OPERATIONAL RISK MANAGEMENT MATRIX  
MCB, CAMP PENDLETON**

Training Evolution: Range 212, 215A Tables 3-6		Organization: 1stMar Reg	Assigned OIC: (b)(3), (b)(6), (b)(7)(c)	Assigned RSO: (b)(3), (b)(6), (b)(7)(c)	Weapons Systems: M4, M27, M16	Date: 13-16 January 2020	
OPERATIONAL PHASE	HAZARD	CAUSES	INTF RAC	DEVELOP CONTROLS	RES RAC	HOW TO IMPLEMENT	HOW TO SUPERVISE
Execution	Discharge of weapon resulting in injury.	Inexperienced Marines, poor situational awareness, not following proper loading and unloading procedures, lack of position safety officers.	I/C=2	Restate all associated weapons conditions and weapons safety rules during safety brief. Ensure Marines are properly trained on weapons. Marines must understand where they will be in relation to one another. Ensure RSO/PSO's are in a location to observe and control the safety of the range. Marines wear all required PPE.	I/D=3	PSOs will be tasked to ensure that all shooters remain in their assigned lanes and all the weapons safety rules are followed at all times. Shooters will be briefed course of fire with demonstration before executing.	RSO and PSOs will be present for each stick conducting the course of fire on the range.
Execution	Injury due to terrain/obstacle.	Marine unable to identify hazards due to night.	I/C=3	Marines receive safety brief from the RSO on hazardous terrain and will be instructed to watch their footing while moving. RSO ensures all unnecessary obstacles are removed for the safe execution of training.	I/D=4	RSO will give safety brief. PSOs implement controls.	RSO/OIC supervise PSOs. PSOs supervise marines.
Execution	Death or injury due to night live-fire training, negligence	Lack of experience utilizing night vision devices and PEQ-15/16	I/C=2	Marines will be briefed on the course of fire to be conducted at night before the night firing. Marines will receive whitespace training to further enhance understanding and use of equipment prior to execution. Prior to execution, marines will conduct night rehearsal supervised by PSOs. PSOs will ensure marines have mastered the techniques required for night live-fire prior to conducting live-fire. Marines will be briefed that if their NVGs or their PEQ-15/16 turns off, that they are not to fire until they have it back on. Additionally marines will be briefed that if they cannot properly see out of their NVGs, they will not fire. All optics functions checked prior to executing night live-fire.	I/D=3	PSOs ensure marines can properly use NVGs & PEQ-15/16s before advancing in training. RSO/OIC conducts safety brief.	RSO/OIC supervise the overall conduct of execution. PSOs supervise marines on the firing line.
Execution	Marines keeping unfired rounds	Marines do not fire all rounds due to time constraints or weapons malfunctions.	II/C=2	Proper shakedowns, magazine inspection, and line outs will be conducted at the conclusion of firing and before any Marines leave the range.	II/D=3	RSO will ensure that the ammo storage point is supervised at all times. Each Marine will be lined out at the completion of each live run.	PSOs will clear out all weapons and magazines following each course of fire. RSO will conduct a line out of all gear prior to the conduct of live fire training.

ENCLOSURE (2)

Execution	Skeletal Injuries	Uneven Terrain	II/B=2	PSOs will walk the terrain. RSO will give a safety brief covering all hazardous terrain encompassed in the range. Each Marine will use proper movement techniques when moving while firing.	II/D=4	Range Safety Brief giving an orientation to R206 terrain. Any hazardous terrain will be identified and marked or removed.	RSO will ensure all hazardous terrain is marked and briefed to the Marines.
Execution	Hearing Loss	Weapons firing in close proximity to unprotected Marines.	IV/B=4	Safety brief covers safe use of ammunition with hearing protection. Corpsman provides hearing protection at safety brief if needed.	IV/C=5	PSOs will inspect that all Marines utilize the necessary PPE when conducting the range.	PSOs will inspect all shooters prior to conducting live-fire.
Execution	Heat Injuries	Dehydration as a result of minimal water consumption or excessive exposure to sunlight.	IV/B=4	Marines will bring a full camelback to R212 and will be given ample opportunities to consume water, apply sunscreen and eat during the time spent at the range.	IV/D=5	NCOs will ensure their Marines are consistently hydrating and applying sunscreen as needed.	RSO will ensure that PSOs are engaged with the Marines and preventing heat injuries.

ENCLOSURE (2)

**HAZARD SEVERITY**

- I - CATASTROPHIC- Death, permanent disability, major property damage
- II - CRITICAL - Permanent partial disability, major system or minor property damage
- III - MARGINAL - Minor injury, minor system or property damage
- IV - NEGLIGABLE - 1<sup>st</sup> aid, minor system repair

**MISHAP PROBABILITY**

A - FREQUENT, B - LIKELY, C - OCCASIONAL, D - UNLIKELY

**RISK ASSESSMENT CODE (RAC)**

1 - CRITICAL, 2 - SERIOUS, 3 - MODERATE, 4 - MINOR, 5 - NEGL

**RAC ASSESSMENT CODE MATRIX**

HAZARD SEVERITY	MISHAP PROBABILITY			
	A	B	C	D
I	1	1	2	3
II	1	2	3	4
III	2	3	4	5
IV	3	4	5	5

**COMMAND REVIEW/APPROVAL**

OIC: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

RSO: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Company CO : \_\_\_\_\_

Reg OPSO : \_\_\_\_\_

ENCLOSURE (2)

**TABLE 3 UNKNOWN DISTANCE DAY (TRAINING)**

STAGE	METER LINE	DRILL	ROUNDS PER ITERATION	EXPOSURE TIME	POSITION(S)	ITERATION(S)	TOTAL ROUNDS
ZEROING	100	ZEROING EXERCISE	5	1 MIN	PRONE	3	15
MID RANGE	40-60	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED STANDING	1	4
MID RANGE	90-110	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED KNEELING	1	4
MID RANGE	140-160	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED KNEELING	1	4
MID RANGE	180-200	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED KNEELING	1	4
LONG RANGE	200-300	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED PRONE	1	4
LONG RANGE	300-400	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED PRONE	1	4
LONG RANGE	400-500	ENGAGE UNTIL DOWN	6	30 SEC	SUPPORTED PRONE	1	6
<b>TOTAL</b>							<b>45</b>

**TABLE 3 UNKNOWN DISTANCE DAY (PRE-EVALUATION AND EVALUATION)**

STAGE	METER LINE	DRILL	ROUNDS PER ITERATION	EXPOSURE TIME	POSITION(S)	ITERATION(S)	TOTAL ROUNDS
MID RANGE	40-60	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED STANDING	1	4
MID RANGE	90-110	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED KNEELING	1	4
MID RANGE	140-160	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED KNEELING	1	4
MID RANGE	180-200	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED KNEELING	1	4
LONG RANGE	200-300	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED PRONE	1	4
LONG RANGE	300-400	ENGAGE UNTIL DOWN	4	20 SEC	SUPPORTED PRONE	1	4
LONG RANGE	400-500	ENGAGE UNTIL DOWN	6	30 SEC	SUPPORTED PRONE	1	6
<b>TOTAL</b>							<b>30</b>

ENCLOSURE (62)

**TABLE 3 UNKNOWN DISTANCE DAY (TRAINING)**

Stage	Meter line	Engagement	Rounds per exposure	Exposure Time	Position(s)	Iteration(s)	Total rounds
Zero/hold confirmation	100	Zero confirmation	5	1 min	Prone	3	15
"TOWER NCO"-riflemen, make a condition one weapon. It is your responsibility to keep your weapon in the best firing condition possible. This is your 100m zero confirmation. You will have 1 minute to fire a 5 round group from the prone position. You will repeat this engagement 3 times in order to achieve the best possible group. You may engage when your threat appears. "TOWER NCO"-same engagement, engage "TOWER NCO"-same engagement, engage "TOWER NCO"-riflemen record those last groups and prepare to move. Stay online with me and move.							
Mid-Range	40-60	Engage until down	4	20 sec	Supported Standing	1	4
"TOWER NCO"-riflemen you are now in an engagement area that requires you to engage threats at unknown distances. Your next drill will be fired from a supported standing position; you are required to engage until your target is down. Engage threats in your sector as they appear. (pause) cease fire!							
Mid-Range	90-110	Engage until down	4	20 sec	Supported Kneeling	1	4
"TOWER NCO"-riflemen your next drill will be fired from a supported kneeling position, you are required to engage until your target is down. (pause) cease fire.							
Mid-Range	140-160	Engage until down	4	20 sec	Supported Kneeling	1	4
"TOWER NCO"-riflemen your next drill will be fired from a supported kneeling position, you are required to engage until your target is down. (pause) cease fire.							
Mid-Range	180-200	Engage until down	4	20 sec	Supported Kneeling	1	4
"TOWER NCO"-riflemen your next drill will be fired from a supported kneeling position, you are required to engage until your target is down. (pause) cease fire.							
Long Range	200-300	Engage until down	4	20 sec	Supported Prone	1	4
"TOWER NCO"-riflemen your next drill will be fired from a supported prone position, you are required to engage until your target is down. (pause) cease fire.							
Long Range	300-400	Engage until down	4	20 sec	Supported Prone	1	4
"TOWER NCO"-riflemen your next drill will be fired from a supported prone position, you are required to engage until your target is down. (pause) cease fire.							
Long Range	400-500	Engage until down	6	30 sec	Supported Prone	1	6
"TOWER NCO"-riflemen your next drill will be fired from a supported prone position, you are required to engage until your target is down. (pause) cease fire., cease fire, all stationary threats have been eliminated (pause) unload show clear.							
Total							45

**TABLE 3 UNKNOWN DISTANCE DAY (PRE-EVALUATION/EVALUATION)**

Stage	Meter line	Engagement	Rounds per exposure	Exposure Time	Position(s)	Iteration(s)	Total rounds
Mid-Range	40-60	Engage until down	4	20 sec	Supported Standing	1	4
"TOWER NCO"-riflemen you are now in an engagement area that requires you to engage threats at unknown distances. Your next drill will be fired from a supported standing position; you are required to engage until your target is down. Engage threats in your sector as they appear. (pause) cease fire!							
Mid-Range	90-110	Engage until down	4	20 sec	Supported Kneeling	1	4
"TOWER NCO"-riflemen your next drill will be fired from a supported kneeling position, you are required to engage until your target is down. (pause) cease fire.							
Mid-Range	140-160	Engage until down	4	20 sec	Supported Kneeling	1	4
"TOWER NCO"-riflemen your next drill will be fired from a supported kneeling position, you are required to engage until your target is down. (pause) cease fire.							
Mid-Range	180-200	Engage until down	4	20 sec	Supported Kneeling	1	4
"TOWER NCO"-riflemen your next drill will be fired from a supported kneeling position, you are required to engage until your target is down. (pause) cease fire.							
Long Range	200-300	Engage until down	4	20 sec	Supported Prone	1	4
"TOWER NCO"-riflemen your next drill will be fired from a supported prone position, you are required to engage until your target is down. "TOWER NCO"- same drill, engage, cease fire							
Long Range	300-400	Engage until down	4	20 sec	Supported Prone	1	4
"TOWER NCO"-riflemen your next drill will be fired from a supported prone position, you are required to engage until your target is down. (pause) cease fire.							
Long Range	400-500	Engage until down	6	20 sec	Supported Prone	1	6
"TOWER NCO"-riflemen your next drill will be fired from a supported prone position, you are required to engage until your target is down. (pause) cease fire., cease fire, all stationary threats have been eliminated (pause) unload show clear.							
Total							30

**TABLE 4 UNKNOWN DISTANCE NIGHT (TRAINING)**

STAGE	METER LINE	DRILL	ROUNDS PER ITERATION	EXPOSURE TIME	POSITION(S)	ITERATION(S)	TOTAL ROUNDS
ZEROING	100	ZEROING EXERCISE	5	1 MIN	PRONE	3	15
MID RANGE	40-60	ENGAGE UNTIL DOWN	5	20 SEC	SUPPORTED STANDING	1	5
MID RANGE	90-110	ENGAGE UNTIL DOWN	5	20 SEC	SUPPORTED KNEELING	1	5
MID RANGE	140-160	ENGAGE UNTIL DOWN	5	20 SEC	SUPPORTED PRONE	1	5
MID RANGE	180-200	ENGAGE UNTIL DOWN	5	20 SEC	SUPPORTED PRONE	1	5
TOTAL							35

**TABLE 4 UNKNOWN DISTANCE NIGHT (PRE-EVALUATION AND EVALUATION)**

STAGE	METER LINE	DRILL	ROUNDS PER ITERATION	EXPOSURE TIME	POSITION(S)	ITERATION(S)	TOTAL ROUNDS
MID RANGE	40-60	ENGAGE UNTIL DOWN	5	20 SEC	SUPPORTED STANDING	1	5
MID RANGE	90-110	ENGAGE UNTIL DOWN	5	20 SEC	SUPPORTED KNEELING	1	5
MID RANGE	140-160	ENGAGE UNTIL DOWN	5	20 SEC	SUPPORTED PRONE	1	5
MID RANGE	180-200	ENGAGE UNTIL DOWN	5	20 SEC	SUPPORTED PRONE	1	5
TOTAL							20

**TABLE 4 UNKNOWN DISTANCE NIGHT (TRAINING)**

Stage	Meter line	Engagement	Rounds per exposure	Exposure Time	Position(s)	Iteration(s)	Total rounds
Zero/hold confirmation	100	Zero confirmation	5	1 min	Prone	3	15
"TOWER NCO"-riflemen, make a condition one weapon. It is your responsibility to keep your weapon in the best firing condition possible. This is your 100m zero confirmation. You will have 1 minute to fire a 5 round group from the prone position. You will repeat this engagement 3 times in order to achieve the best possible group. You may engage when your threat appears. "TOWER NCO"-same engagement, engage "TOWER NCO"-same engagement, engage "TOWER NCO"-riflemen record those last groups and prepare to move. Stay online with me and move.							
Mid-Range	40-60	Engage until down	5	20 sec	Supported Standing	1	5
"TOWER NCO"-riflemen you are now in an engagement area that requires you to engage threats at unknown distances. your next drill will be fired from a supported standing position; you are required to engage until your target is down. (pause) cease fire.							
Mid-Range	90-110	Engage until down	5	20 sec	Supported Kneeling	1	5
"TOWER NCO"-riflemen your next drill will be fired from a supported kneeling position, you are required to engage until your target is down. (pause) cease fire.							
Mid-Range	140-160	Engage until down	5	20 sec	Supported Prone	1	5
"TOWER NCO"-riflemen your next drill will be fired from a supported prone position, you are required to engage until your target is down. (pause) cease fire.							
Mid-Range	180-200	Engage until down	5	20 sec	Supported Standing	1	5
"TOWER NCO"-riflemen your next drill will be fired from a supported prone position, you are required to engage until your target is down. (pause) cease fire, cease fire, all stationary threats have been eliminated (pause) unload show clear							
Total							35

**TABLE 4 UNKNOWN DISTANCE NIGHT (PRE-EVALUATION/EVALUATION)**

Stage	Meter line	Engagement	Rounds per exposure	Time	Position(s)	Iteration(s)	Total rounds
Mid-Range	40-60	Engage until down	5	20 sec	Supported Standing	1	5
"TOWER NCO"-riflemen you are now in an engagement area that requires you to engage threats at unknown distances. your next drill will be fired from a supported standing position; you are required to engage until your target is down. (pause) cease fire.							
Mid-Range	90-110	Engage until down	5	20 sec	Supported Kneeling	1	5
"TOWER NCO"-riflemen your next drill will be fired from a supported kneeling position, you are required to engage until your target is down. (pause) cease fire.							
Mid-Range	140-160	Engage until down	5	20 sec	Supported Prone	1	5
"TOWER NCO"-riflemen your next drill will be fired from a supported prone position, you are required to engage until your target is down. (pause) cease fire.							
Mid-Range	180-200	Engage until down	5	20 sec	Supported Standing	1	5
"TOWER NCO"-riflemen your next drill will be fired from a supported prone position, you are required to engage until your target is down. (pause) cease fire, cease fire, all stationary threats have been eliminated (pause) unload show clear							
Total							20



**TABLE 5 SHORT RANGE DAY (TRAINING)**

STAGE	METER LINE	DRILL	ROUNDS PER ITERATION	TIME	POSITION(S)	ITERATION(S)	TOTAL ROUNDS
ZEROING	100	ZEROING EXERCISE	5	1 MIN	PRONE	3	15
SHORT RANGE STAGE 1	5	HEAD SHOT	1	5 SEC	STANDING	3	3
		HAMMER PAIR	2	5 SEC	STANDING	2	4
		FAILURE TO STOP	3	5 SEC	STANDING	1	3
SHORT RANGE STAGE 2	10	HEAD SHOT	1	5 SEC	STANDING	3	3
		HAMMER PAIR	2	5 SEC	STANDING	2	4
		BOX DRILL	6	5 SEC	STANDING	1	6
		FAILURE TO STOP HEAD	3	5 SEC	STANDING	1	3
SHORT RANGE STAGE 3	15	PELVIC	1	5 SEC	STANDING	3	3
		HAMMER PAIR	2	5 SEC	STANDING	2	4
		BOX DRILL	6	5 SEC	STANDING	1	6
		FAILURE TO STOP PELVIC	3	5 SEC	STANDING	1	3
SHORT RANGE STAGE 4	25	PELVIC	1	5 SEC	STANDING	3	3
		CONTROLLED PAIR	2	5 SEC	STANDING	2	4
		BOX DRILL	6	5 SEC	STANDING	1	6
		FAILURE TO STOP PELVIC	3	5 SEC	STANDING	1	3
SHORT RANGE STAGE 5 FWD MVMNT	25-15	BOX DRILL	6	N/A	FWD MOVEMENT	1	6
	15-10	FAILURE TO STOP PELVIC	3	N/A	FWD MOVEMENT	1	3
	10-5	FAILURE TO STOP HEAD	3	N/A	FWD MOVEMENT	1	3
<b>TOTAL</b>							<b>85</b>

**TABLE 5 SHORT RANGE DAY (PRE-EVALUATION AND EVALUATION)**

STAGE	METER LINE	DRILL	ROUNDS PER ITERATION	TIME	POSITION(S)	ITERATION(S)	TOTAL ROUNDS
STAGE 1	25	CONTROLLED PAIR	2	5 SEC	STANDING	2	4
		BOX DRILL	6	5 SEC	STANDING	1	6
		FAILURE TO STOP PELVIC	3	5 SEC	STANDING	1	3
	25-15	BOX DRILL	6	N/A	FWD MOVEMENT	1	6
STAGE 2	15	HAMMER PAIR	2	5 SEC	STANDING	2	4
		BOX DRILL	6	5 SEC	STANDING	1	6
		FAILURE TO STOP PELVIC	3	5 SEC	STANDING	1	3
	15-10	FAILURE TO STOP	3	N/A	FWD MOVEMENT	1	3
STAGE 3	10	HAMMER PAIR	2	5 SEC	STANDING	2	4
		HEAD SHOT	1	5 SEC	STANDING	1	1
		BOX DRILL	6	5 SEC	STANDING	1	6
		FAILURE TO STOP HEAD	3	5 SEC	STANDING	1	3
	10-5	FAILURE TO STOP HEAD	3	N/A	FWD MOVEMENT	1	3
STAGE 4	5	HAMMER PAIR	2	5 SEC	STANDING	2	4
		HEAD SHOT	1	5 SEC	STANDING	1	1
		FAILURE TO STOP HEAD	3	5 SEC	STANDING	1	3
<b>TOTAL</b>							<b>60</b>

ENCLOSURE (82)

**TABLE 5 SHORT RANGE DAY (TRAINING)**

Stage	Meter line	Engagement	Rounds per exposure	Time	Position(s)	Iteration(s)	Total rounds
Zero/hold confirmation	100	Zero confirmation	5	1 min	Prone	3	15
"TOWER NCO"-riflemen, make a condition one weapon. It is your responsibility to keep your weapon in the best firing condition possible. This is your 100m zero confirmation. You will have 1 minute to fire a 5 round group from the prone position. You will repeat this engagement 3 times in order to achieve the best possible group. You may engage when your threat appears. "TOWER NCO"-same engagement, engage "TOWER NCO"-same engagement, engage "TOWER NCO"-riflemen record those last groups and prepare to move. Stay online with me and move.							
Short range engagement	5	Precision Shot (head)	1	5 sec	Standing	3	3
"TOWER NCO"-RIFLEMEN YOUR FIRST DRILL WILL BE A SINGLE HEAD SHOT. YOU WILL CONDUCT THIS DRILL 3TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	5	Hammer Pair	2	5 sec	Standing	2	4
"TOWER NCO"- YOUR NEXT DRILL WILL BE A HAMMER PAIR YOUR WILL CONDUCT THIS DRILL 2 TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	5	Failure to Stop (Head)	3	5 sec	Standing	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP HEAD. STAND BY "CONTACT" CEASE FIRE. "TOWER NCO"-CEASE FIRE! CEASE FIRE! (PAUSE) CONSOLIDATE AND PREPARE TO MOVE. STAY ONLINE WITH ME AND MOVE!							
Short range engagement	10	Precision Shot (Head)	1	5 sec	Standing	3	3
"TOWER NCO"-RIFLEMEN YOUR FIRST DRILL WILL BE A SINGLE HEAD SHOT. YOU WILL CONDUCT THIS DRILL 3 TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	10	Hammer Pair	2	5 sec	Standing	2	4
"TOWER NCO"- YOUR NEXT DRILL WILL BE A HAMMER PAIR YOUR WILL CONDUCT THIS DRILL 2 TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	10	Box Drill	6	5 sec	Standing	1	6
"TOWER NCO"-YOUR NEXT DRILL WILL BE A BOX DRILL. STAND BY. "CONTACT" CEASE FIRE.							
Short range engagement	10	Failure to Stop (Head)	3	5 sec	Standing	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP HEAD. STAND BY "CONTACT" CEASE FIRE. "TOWER NCO"-CEASE FIRE! CEASE FIRE! (PAUSE) CONSOLIDATE AND PREPARE TO MOVE. STAY ONLINE WITH ME AND MOVE!							
Short range engagement	15	Precision Shot (Pelvic)	1	5 sec	Standing	3	3
"TOWER NCO"-RIFLEMEN YOUR FIRST DRILL WILL BE A SINGLE PELVIC SHOT. YOU WILL CONDUCT THIS DRILL 3 TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	15	Hammer Pair	2	5 sec	Standing	2	4
"TOWER NCO"- YOUR NEXT DRILL WILL BE A HAMMER PAIR YOUR WILL CONDUCT THIS DRILL 2 TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	15	Box Drill	6	5 sec	Standing	1	6
"TOWER NCO"-YOUR NEXT DRILL WILL BE A BOX DRILL. STAND BY. "CONTACT" CEASE FIRE.							
Short range engagement	15	Failure to Stop (Pelvic)	3	5 sec	Standing	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP PELVIC. STAND BY "CONTACT" CEASE FIRE. "TOWER NCO"-CEASE FIRE! CEASE FIRE! (PAUSE) CONSOLIDATE AND PREPARE TO MOVE. STAY ONLINE WITH ME AND MOVE!							
Short range	25	Precision Shot (Pelvic)	1	5 sec	Standing	3	3

ENCLOSURE (62)

engagement							
"TOWER NCO"-RIFLEMEN YOUR FIRST DRILL WILL BE A SINGLE PELVIC SHOT. YOU WILL CONDUCT THIS DRILL 3 TIMES. STAND BY. "CONTACT" CEASE FIRE.							
"TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
"TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	25	Controlled pair	2	5 sec	Standing	2	4
"TOWER NCO"- YOUR NEXT DRILL WILL BE A CONTROLLED PAIR YOUR WILL CONDUCT THIS DRILL 2 TIMES. STAND BY. "CONTACT" CEASE FIRE.							
"TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	25	Box Drill	6	5 sec	Standing	1	6
"TOWER NCO"-YOUR NEXT DRILL WILL BE A BOX DRILL. STAND BY. "CONTACT" CEASE FIRE.							
Short range engagement	25	Failure to Stop (Pelvic)	3	5 sec	Standing	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP PELVIC. STAND BY "CONTACT" CEASE FIRE.							
Short range engagement	25-15	Box Drill	6	N/A	Forward movement	1	6
"TOWER NCO"-RIFLEMEN YOUR FIRST DRILL WILL BE A BOX DRILL WHILE CONDUCTING FORWARD MOVEMENT FROM THE 25M TO THE 15M LINE. STAND BY. "MOVE" CEASE FIRE.							
Short range engagement	15-10	Failure to stop (Pelvic)	3	N/A	Forward movement	1	3
"TOWER NCO"- YOUR NEXT DRILL WILL BE A FAILURE TO STOP DRILL TO THE PELVIC REGION WHILE MOVING FROM THE 15M TO 10M LINE. STAND BY. "MOVE" CEASE FIRE.							
Short range engagement	10-5	Failure to stop (Head)	3	N/A	Forward movement	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP TO THE HEAD WHILE MOVING FROM THE 10M TO 5M LINE. STAND BY "MOVE" CEASE FIRE, ALL STATIONARY THREATS HAVE BEEN ELIMINATED (PAUSE) UNLOAD SHOW CLEAR.							
						Total	85

ENCLOSURE (62)

TABLE 5 SHORT RANGE DAY (PRE-EVALUATION/EVALUATION)

Stage	Meter line	Engagement	Rounds per exposure	Time	Position(s)	Iteration(s)	Total rounds
Short range engagement	25	Controlled pair	2	5 sec	Standing	2	4
"TOWER NCO"-RIFLEMEN YOUR FIRST DRILL WILL BE A PELVIC SHOT. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-YOUR NEXT DRILL WILL CONTROLLED PAIR.YOU WILL FIRE THIS DRILL 2 TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	25	Box Drill	6	5 sec	Standing	1	6
"TOWER NCO"-YOUR NEXT DRILL WILL BE A BOX DRILL. STAND BY. "CONTACT" CEASE FIRE.							
Short range engagement	25	Failure to Stop (Pelvic)	3	5 sec	Standing	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP PELVIC. STAND BY "CONTACT" CEASE FIRE.							
Short range engagement	25-15	Box Drill	6	N/A	Forward movement	1	6
"TOWER NCO"-YOUR NEXT DRILL WILL BE A BOX DRILL WHILE CONDUCTING FORWARD MOVEMENT FROM THE 25M TO THE 15M LINE. "MOVE" CEASE FIRE.							
Short range engagement	15	Hammer Pair	2	5 sec	Standing	2	4
"TOWER NCO"-RIFLEMEN YOUR NEXT DRILL WILL BE A HAMMER PAIR YOU WILL CONDUCT THIS DRILL 2 TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	15	Box Drill	6	5 sec	Standing	1	6
"TOWER NCO"-YOUR NEXT DRILL WILL BE A BOX DRILL. STAND BY. "CONTACT" CEASE FIRE.							
Short range engagement	15	Failure to Stop (Pelvic)	3	5 sec	Standing	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP PELVIC. STAND BY "CONTACT" CEASE FIRE.							
Short range engagement	15-10	Failure to stop (Pelvic)	3	N/A	Forward movement	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP PELVIC REGION WHILE CONDUCTING FORWARD MOVEMENT FROM THE 15M TO THE 10M LINE. "MOVE" CEASE FIRE.							
Short range engagement	10	Hammer Pair	2	5 sec	Standing	2	4
"TOWER NCO"-RIFLEMEN YOUR NEXT DRILL WILL BE A HAMMER PAIR. YOU WILL CONDUCT THIS DRILL 2 TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	10	Precision Shot (Head)	1	5 sec	Standing	1	1
"TOWER NCO"-RIFLEMEN YOUR FIRST DRILL WILL BE A SINGLE HEAD SHOT. STAND BY. "CONTACT" CEASE FIRE.							
Short range engagement	10	Box Drill	6	5 sec	Standing	1	6
"TOWER NCO"-YOUR NEXT DRILL WILL BE A BOX DRILL. STAND BY. "CONTACT" CEASE FIRE.							
Short range engagement	10	Failure to Stop (Head)	3	5 sec	Standing	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP HEAD. STAND BY "CONTACT" CEASE FIRE.							
Short range engagement	10-5	Failure to stop (Head)	3	N/A	Forward movement	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP HEAD WHILE CONDUCTING FORWARD MOVEMENT FROM THE 10M TO THE 5M LINE. "MOVE" CEASE FIRE.							
Short range engagement	5	Hammer Pair	2	5 sec	Standing	2	4
"TOWER NCO"-RIFLEMEN YOUR NEXT DRILL WILL BE A HAMMER PAIR. YOU WILL CONDUCT THIS DRILL 2 TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	5	Precision Shot (head)	1	5 sec	Standing	1	1
"TOWER NCO"-YOUR NEXT DRILL WILL BE SINGLE HEAD SHOT. STAND BY "CONTACT" CEASE FIRE.							

Short range engagement	5	Failure to Stop (Head)	3	5 sec	Standing	1	3	
"TOWER NCO" - YOUR NEXT DRILL WILL BE FAILURE TO STOP HEAD. STAND BY "CONTACT" CEASE FIRE. ALL STATIONARY THREATS HAVE BEEN ELIMINATED (PAUSE) UNLOAD SHOW CLEAR.								
							Total	60

ENCLOSURE (62)

**TABLE 6 SHORT RANGE NIGHT (TRAINING)**

STAGE	METER LINE	DRILL	ROUNDS PER ITERATION	TIME	POSITION(S)	ITERATION(S)	TOTAL ROUNDS
ZEROING	100	ZEROING EXERCISE	5	1 MIN	PRONE	3	15
STAGE 1	5	HEAD SHOT	1	5 SEC	STANDING	3	3
		HAMMER PAIR	2	5 SEC	STANDING	2	4
		FAILURE TO STOP	3	5 SEC	STANDING	1	3
STAGE 2	10	HEAD SHOT	1	5 SEC	STANDING	3	3
		HAMMER PAIR	2	5 SEC	STANDING	2	4
		BOX DRILL	6	5 SEC	STANDING	1	6
		FAILURE TO STOP HEAD	3	5 SEC	STANDING	1	3
STAGE 3	15	PELVIC	1	5 SEC	STANDING	3	3
		HAMMER PAIR	2	5 SEC	STANDING	2	4
		BOX DRILL	6	5 SEC	STANDING	1	6
		FAILURE TO STOP PELVIC	3	5 SEC	STANDING	1	3
STAGE 4	25	PELVIC	1	5 SEC	STANDING	3	3
		CONTROLLED PAIR	2	5 SEC	STANDING	2	4
		BOX DRILL	6	5 SEC	STANDING	1	6
		FAILURE TO STOP PELVIC	3	5 SEC	STANDING	1	3
STAGE 5 FWD MVMNT	25-15	BOX DRILL	6	N/A	FWD MOVEMENT	1	6
	15-10	FAILURE TO STOP PELVIC	3	N/A	FWD MOVEMENT	1	3
	10-5	FAILURE TO STOP HEAD	3	N/A	FWD MOVEMENT	1	3
TOTAL							85

**TABLE 6 SHORT RANGE NIGHT (PRE-EVALUATION AND EVALUATION)**

STAGE	METER LINE	DRILL	ROUNDS PER ITERATION	TIME	POSITION(S)	ITERATION(S)	TOTAL ROUNDS
STAGE 1	25	CONTROLLED PAIR	2	5 SEC	STANDING	2	4
		BOX DRILL	6	5 SEC	STANDING	1	6
		FAILURE TO STOP PELVIC	3	5 SEC	STANDING	1	3
	25-15	BOX DRILL	6	N/A	FWD MOVEMENT	1	6
STAGE 2	15	HAMMER PAIR	2	5 SEC	STANDING	2	4
		BOX DRILL	6	5 SEC	STANDING	1	6
		FAILURE TO STOP PELVIC	3	5 SEC	STANDING	1	3
	15-10	FAILURE TO STOP	3	N/A	FWD MOVEMENT	1	3
STAGE 3	10	HAMMER PAIR	2	5 SEC	STANDING	2	4
		HEAD SHOT	1	5 SEC	STANDING	1	1
		BOX DRILL	6	5 SEC	STANDING	1	6
		FAILURE TO STOP HEAD	3	5 SEC	STANDING	1	3
	10-5	FAILURE TO STOP HEAD	3	N/A	FWD MOVEMENT	1	3
STAGE 4	5	HAMMER PAIR	2	5 SEC	STANDING	2	4
		HEAD SHOT	1	5 SEC	STANDING	1	1
		FAILURE TO STOP HEAD	3	5 SEC	STANDING	1	3
TOTAL							60

ENCLOSURE (2)



**TABLE 6 SHORT RANGE NIGHT (TRAINING)**

Stage	Meter line	Engagement	Rounds per exposure	Time	Position(s)	Iteration(s)	Total rounds
Zero/hold confirmation	100	Zero confirmation	5	1 min	Prone	3	15
"TOWER NCO"-riflemen, make a condition one weapon. It is your responsibility to keep your weapon in the best firing condition possible. This is your 100m zero confirmation. You will have 1 minute to fire a 5 round group from the prone position. You will repeat this engagement 3 times in order to achieve the best possible group. You may engage when your threat appears. "TOWER NCO"-same engagement, engage "TOWER NCO"-same engagement, engage "TOWER NCO"-riflemen record those last groups and prepare to move. Stay online with me and move.							
Short range engagement	5	Precision Shot (head)	1	5 sec	Standing	3	3
"TOWER NCO"-RIFLEMEN YOUR FIRST DRILL WILL BE A SINGLE HEAD SHOT. YOU WILL CONDUCT THIS DRILL 3TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	5	Hammer Pair	2	5 sec	Standing	2	4
"TOWER NCO"- YOUR NEXT DRILL WILL BE A HAMMER PAIR YOUR WILL CONDUCT THIS DRILL 2 TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	5	Failure to Stop (Head)	3	5 sec	Standing	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP HEAD. STAND BY "CONTACT" CEASE FIRE. "TOWER NCO"-CEASE FIRE! CEASE FIRE! (PAUSE) CONSOLIDATE AND PREPARE TO MOVE. STAY ONLINE WITH ME AND MOVE!							
Short range engagement	10	Precision Shot (Head)	1	5 sec	Standing	3	3
"TOWER NCO"-RIFLEMEN YOUR FIRST DRILL WILL BE A SINGLE HEAD SHOT. YOU WILL CONDUCT THIS DRILL 3 TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	10	Hammer Pair	2	5 sec	Standing	2	4
"TOWER NCO"- YOUR NEXT DRILL WILL BE A HAMMER PAIR YOUR WILL CONDUCT THIS DRILL 2 TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	10	Box Drill	6	5 sec	Standing	1	6
"TOWER NCO"-YOUR NEXT DRILL WILL BE A BOX DRILL. STAND BY. "CONTACT" CEASE FIRE.							
Short range engagement	10	Failure to Stop (Head)	3	5 sec	Standing	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP HEAD. STAND BY "CONTACT" CEASE FIRE. "TOWER NCO"-CEASE FIRE! CEASE FIRE! (PAUSE) CONSOLIDATE AND PREPARE TO MOVE. STAY ONLINE WITH ME AND MOVE!							
Short range engagement	15	Precision Shot (Pelvic)	1	5 sec	Standing	3	3
"TOWER NCO"-RIFLEMEN YOUR FIRST DRILL WILL BE A SINGLE PELVIC SHOT. YOU WILL CONDUCT THIS DRILL 3 TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	15	Hammer Pair	2	5 sec	Standing	2	4
"TOWER NCO"- YOUR NEXT DRILL WILL BE A HAMMER PAIR YOUR WILL CONDUCT THIS DRILL 2 TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	15	Box Drill	6	5 sec	Standing	1	6
"TOWER NCO"-YOUR NEXT DRILL WILL BE A BOX DRILL. STAND BY. "CONTACT" CEASE FIRE.							
Short range engagement	15	Failure to Stop (Pelvic)	3	5 sec	Standing	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP PELVIC. STAND BY "CONTACT" CEASE FIRE. "TOWER NCO"-CEASE FIRE! CEASE FIRE! (PAUSE) CONSOLIDATE AND PREPARE TO MOVE. STAY ONLINE WITH ME AND MOVE!							
Short range	25	Precision Shot (Pelvic)	1	5 sec	Standing	3	3

ENCLOSURE (42)

engagement							
"TOWER NCO"-RIFLEMEN YOUR FIRST DRILL WILL BE A SINGLE PELVIC SHOT. YOU WILL CONDUCT THIS DRILL 3 TIMES. STAND BY. "CONTACT" CEASE FIRE.							
"TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
"TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	25	Controlled pair	2	5 sec	Standing	2	4
"TOWER NCO"- YOUR NEXT DRILL WILL BE A CONTROLLED PAIR YOUR WILL CONDUCT THIS DRILL 2 TIMES. STAND BY. "CONTACT" CEASE FIRE.							
"TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	25	Box Drill	6	5 sec	Standing	1	6
"TOWER NCO"-YOUR NEXT DRILL WILL BE A BOX DRILL. STAND BY. "CONTACT" CEASE FIRE.							
Short range engagement	25	Failure to Stop (Pelvic)	3	5 sec	Standing	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP PELVIC. STAND BY "CONTACT" CEASE FIRE.							
Short range engagement	25-15	Box Drill	6	N/A	Forward movement	1	6
"TOWER NCO"-RIFLEMEN YOUR FIRST DRILL WILL BE A BOX DRILL WHILE CONDUCTING FORWARD MOVEMENT FROM THE 25M TO THE 15M LINE. STAND BY. "MOVE" CEASE FIRE.							
Short range engagement	15-10	Failure to stop (Pelvic)	3	N/A	Forward movement	1	3
"TOWER NCO"- YOUR NEXT DRILL WILL BE A FAILURE TO STOP DRILL TO THE PELVIC REGION WHILE MOVING FROM THE 15M TO 10M LINE. STAND BY. "MOVE" CEASE FIRE.							
Short range engagement	10-5	Failure to stop (Head)	3	N/A	Forward movement	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP TO THE HEAD WHILE MOVING FROM THE 10M TO 5M LINE. STAND BY "MOVE" CEASE FIRE, ALL STATIONARY THREATS HAVE BEEN ELIMINATED (PAUSE) UNLOAD SHOW CLEAR.							
						Total	85

**TABLE 6 RANGE NIGHT (PRE-EVALUATION/EVALUATION)**

Stage	Meter line	Engagement	Rounds per exposure	Time	Position(s)	Iteration(s)	Total rounds
Short range engagement	25	Controlled pair	2	5 sec	Standing	2	4
"TOWER NCO"-RIFLEMEN YOUR FIRST DRILL WILL BE A PELVIC SHOT. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-YOUR NEXT DRILL WILL CONTROLLED PAIR.YOU WILL FIRE THIS DRILL 2 TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	25	Box Drill	6	5 sec	Standing	1	6
"TOWER NCO"-YOUR NEXT DRILL WILL BE A BOX DRILL. STAND BY. "CONTACT" CEASE FIRE.							
Short range engagement	25	Failure to Stop (Pelvic)	3	5 sec	Standing	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP PELVIC. STAND BY "CONTACT" CEASE FIRE.							
Short range engagement	25-15	Box Drill	6	N/A	Forward movement	1	6
"TOWER NCO"-YOUR NEXT DRILL WILL BE A BOX DRILL WHILE CONDUCTING FORWARD MOVEMENT FROM THE 25M TO THE 15M LINE. "MOVE" CEASE FIRE.							
Short range engagement	15	Hammer Pair	2	5 sec	Standing	2	4
"TOWER NCO"-RIFLEMEN YOUR NEXT DRILL WILL BE A HAMMER PAIR YOU WILL CONDUCT THIS DRILL 2 TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	15	Box Drill	6	5 sec	Standing	1	6
"TOWER NCO"-YOUR NEXT DRILL WILL BE A BOX DRILL. STAND BY. "CONTACT" CEASE FIRE.							
Short range engagement	15	Failure to Stop (Pelvic)	3	5 sec	Standing	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP PELVIC. STAND BY "CONTACT" CEASE FIRE.							
Short range engagement	15-10	Failure to stop (Pelvic)	3	N/A	Forward movement	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP PELVIC REGION WHILE CONDUCTING FORWARD MOVEMENT FROM THE 15M TO THE 10M LINE. "MOVE" CEASE FIRE.							
Short range engagement	10	Hammer Pair	2	5 sec	Standing	2	4
"TOWER NCO"-RIFLEMEN YOUR NEXT DRILL WILL BE A HAMMER PAIR. YOU WILL CONDUCT THIS DRILL 2 TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	10	Precision Shot (Head)	1	5 sec	Standing	1	1
"TOWER NCO"-RIFLEMEN YOUR FIRST DRILL WILL BE A SINGLE HEAD SHOT. STAND BY. "CONTACT" CEASE FIRE.							
Short range engagement	10	Box Drill	6	5 sec	Standing	1	6
"TOWER NCO"-YOUR NEXT DRILL WILL BE A BOX DRILL. STAND BY. "CONTACT" CEASE FIRE.							
Short range engagement	10	Failure to Stop (Head)	3	5 sec	Standing	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP HEAD. STAND BY "CONTACT" CEASE FIRE.							
Short range engagement	10-5	Failure to stop (Head)	3	N/A	Forward movement	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP HEAD WHILE CONDUCTING FORWARD MOVEMENT FROM THE 10M TO THE 5M LINE. "MOVE" CEASE FIRE.							
Short range engagement	5	Hammer Pair	2	5 sec	Standing	2	4
"TOWER NCO"-RIFLEMEN YOUR NEXT DRILL WILL BE A HAMMER PAIR. YOU WILL CONDUCT THIS DRILL 2 TIMES. STAND BY. "CONTACT" CEASE FIRE. "TOWER NCO"-SAME DRILL, ENGAGE, CEASE FIRE							
Short range engagement	5	Precision Shot (head)	1	5 sec	Standing	1	1
"TOWER NCO"-YOUR NEXT DRILL WILL BE SINGLE HEAD SHOT. STAND BY "CONTACT" CEASE FIRE.							

Short range engagement	5	Failure to Stop (Head)	3	5 sec	Standing	1	3
"TOWER NCO"-YOUR NEXT DRILL WILL BE FAILURE TO STOP HEAD. STAND BY "CONTACT" CEASE FIRE. ALL STATIONARY THREATS HAVE BEEN ELIMINATED (PAUSE) UNLOAD SHOW CLEAR.							
Total							60

# RANGE SPECIAL INSTRUCTIONS

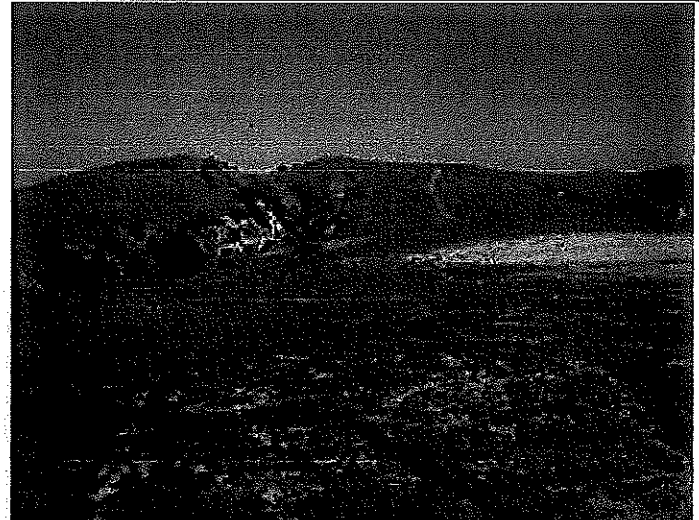
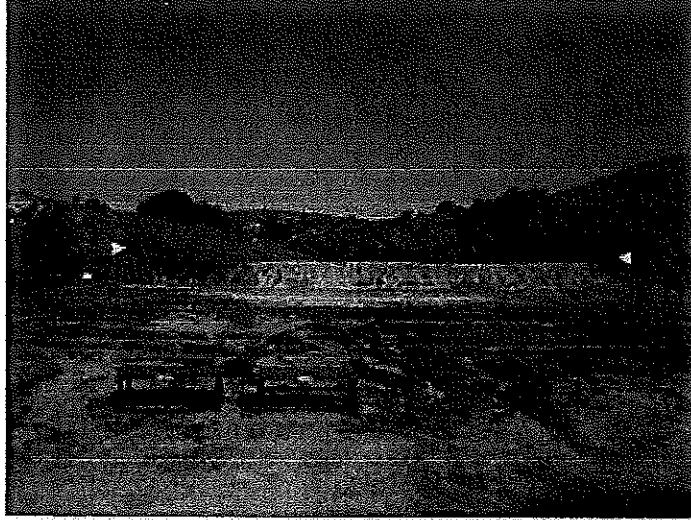
Date Revised - 19 March, 2019

## FACE-TO-FACE REQUIRED FOR ALL TRAINING

<b>Range:</b> R-212 Complex	<b>Location:</b> 54904 93962	<b>Allowable Wpns:</b> Rifles - 5.56mm and below Pistols - .45 cal and below Service Shotgun - (All)	<b>Vehicles:</b>  1. Road & River Report Dependent.  2. Maximum of five (5) POVs (Truck like) are authorized to park in the parking area with or without a POV pass.
<b>Elevation:</b> 600 AMSL	<b>Impact Area:</b> Whiskey		
<b>Troop Penetration: Not beyond Movement Box</b>			
<b>Type:</b> BZO/CMP/EMP Unknown Distance	<b>Engagement Distance:</b> R212A - BZO Min 36 yards, Max 36 yards R212 - CMP/EMP/Unknown Min 3 meters, Max 400 meters		

## THIS NOT A CONTRACTOR SUPPORTED RANGE

**Range Facilities:** Bleachers, Ammo tables, Ammo shelter



### Scheduling

1. If a unit wishes to utilize PITS targets on this range, contact Training Resources Management Division at (760) 725-4444.
2. Scheduling of this range must be submitted to Range Scheduling via RFMSS.

Closed To Any Use

Facility May Still Be Used With Restrictions

Facility Occupied, or in Training/Live Fire Status	Effects to R212 Complex
EMP Whiskey	Check Fire All Weapons Except Pistol and Shotgun
R-210F (DOWN Rng past 300m)	Check Fire 3.56mm on R212 for Down Range Mvt on R210F Past 300m (R212A OK)

### OIC/RSO Requirements

1. A safety Brief must be conducted prior to each live fire event to all participants.
2. All personnel must wear required appropriate PPE during all training events.
3. OIC & RSO Requirements -
  - a. Small Arms
    - i. OIC Requirement - SSgt or Above
    - ii. RSO Requirement - Sgt or Above
  - b. No Munitions
    - i. OIC Requirement - None
    - ii. RSO Requirement - Cpl or Above
  - c. When utilizing R212 or R212A, unit can utilize (1) OIC and (2) RSOs for both ranges.

Special Instructions Continued on Next page

ENCLOSURE (62)

## RANGE SPECIAL INSTRUCTIONS

### R212A 36 yard BZO Range

1. Steel Targets, of any type, are not authorized on this range.
2. When conducting 36 yard BZO Training the RSO Must Ensure:
  - a. Prone position is the ONLY authorized firing position.
  - b. BZO is conducted on the depicted 36 yard firing line.
  - c. All targets emplaced by the unit are laid in with compass and no higher than 3 feet.
3. BZO targets are placed on the depicted 36 yard target line.
4. All BZO Targets are made of softwood uprights with cardboard backing.
5. Sandbags are used on any metal bases. Bases must be made of soft metal.
6. If pallets and engineer stakes are used, engineer stakes must be placed on the outside edges of the pallets.
7. Firing Data:
  - 36 Yard Firing Line
  - 55043 94238 to 55069 94227
  - Lateral Limits:
  - LLL: 012° mag
  - RLL: 012° mag

### R212 5.56mm and Below Movement Box

1. When conducting EMP/CMP or Unknown distance Training the RSO Must Ensure:
  - a. Steel (Plate Type) Targets are not authorized on range.
  - b. All EMP/CMP or Unknown distance Training is conducted in the depicted movement box.
  - c. All Unknown distance targets are emplaced in the movement box.
  - d. All Unknown distance targets are laid in with compass.
  - e. All Unknown distance shooters are laid in with a compass prior to firing multiple target engagement and to stay within the range lateral limits.
  - f. All EMP/CMP Targets are made of softwood uprights with cardboard backing.
  - g. Sandbags are used on any metal bases. Bases must be made of soft metal.
  - h. If pallets and engineer stakes are used, engineer stakes must be placed on the outside edges of the pallets.
  - i. No engagement on pallets closer than 7 yards.
2. Firing Data:
  - Start Firing Line
  - 55304 94120 to 55373 94075
  - Cease Firing Line
  - 55515 94456 to 55656 94356
  - Lateral Limits:
  - LLL: 020° mag
  - RLL: 033° mag

55

R212  
Complex

Cease Firing Line

Movement Box

Whiskey

Target Line

36 Yard Firing Line

Parking  
Area

R212 A  
BZO

R212  
Movement Box

Start Firing Line

Parking  
Area

FINCH

SULT 63

ENCLOSURE (62)

3694 00.0m N

94

455 00.0m E



UNITED STATES MARINE CORPS  
3D ASSAULT AMPHIBIAN BATTALION  
1ST MARINE DIVISION, (REIN)  
MCB BOX 555574  
CAMP PENDLETON, CA 92055-5574

IN REPLY REFER TO  
3500  
H&S Co  
29 Jan 20

From: Platoon Commander, 15th MEU Platoon  
To: Operations Officer, 3d Assault Amphibian Battalion  
Via: Company Commander, H&S Company

Subj: DIRECT FIRE GUNNERY TABLES III-VI

Ref: (a) MCTP 3-10C EMPLOYMENT  
(b) NAVMC 3500.2C (T&R MANUAL)  
(c) NAVMC 3500.2 AAV COMMON SOP  
(d) BN ORDER 3500.1D MCB RANGE REGULATION  
(e) MCO 3570.1C RANGE SAFETY

Encl: (1) Concept of Operations  
(2) Route  
(3) Timeline  
(4) Weather report  
(5) Gear list  
(6) ORM  
(7) Range Regulations

1. Situation: 15th MEU platoon is preparing to conduct direct fire gunnery tables (DFGT) III through VI live-fire evaluation at range 222 Camp Pendleton from 12-16 February. Due to the pre deployment training plan (PTP) requirements for Native Fury 2020, it is essential that 15th MEU platoon is 100% qualified up to Gunnery Skills Table (GST) VI.

2. Mission: From 12-16 February 15th MEU Platoon will conduct DFGT III-VI in order to (IOT) meet PTP requirements for Native Fury.

3. Execution:

a. Commanders Intent:

(1) Purpose: Accomplish prescribed PTP training requirements in preparation for Native Fury.

(2) Method: This training will be accomplished through instruction, rehearsals, and evaluation through the Marksmanship Training Unit (MTU) prior to the conduct of fire. Instruction and evaluation will focus on weapons handling and firing capabilities. Vehicle crews will execute rehearsals at the armory, ramp, and MTU prior to the platoon conducting live-fire. DFGT III-VI is conducted at Range 222.

(3) End State: All crews successfully qualify on DFGT III-VI.

b. Concept of Operations: This will be accomplished in four phases (Phase I-IV).

ENCLOSURE (62)



(1) Phase I: (PREPARATION) Phase one begins with the identified crews conducting the gateway to live-fire and prerequisite range GST qualifications. During this phase an operations order will be given and a range walkthrough will be conducted. Pre fire inspections (PFIs) and limited technical inspections (LTIs) will be conducted on all weapons. This phase ends once the necessary crews are pre live-fire qualified.

(2) Phase II: (MOVEMENT) This phase begins with all Marines and equipment accounted for and prepared to conduct movement. During this phase, Section Leaders will ensure all Marines and equipment are accounted for by conducting count before and after all movements. The platoon will conduct its movement from the 21 Area to R222. This phase ends with the 15th MEU Platoon occupying R222 on 12 February.

(3) Phase III: (DFGT III-VI) This phase begins with the 15th MEU Platoon occupying R222 on 12 February. During this phase the platoon will conduct DFGT III-VI. This consist of both day and night live fire training. This phase ends once all crews have completed and qualified on DFGT III-VI and the range is put into a cold status by Longrifle.

(4) Phase IV: (RANGE RETROGRADE) This stage begins when the range is called in cold to Longrifle. During this phase any leftover ammo will be turned in to the ammunition supply point (ASP). The range will be inspected and the platoon will depart back to the 21 area. Upon arrival the platoon will conduct post ops and wash-downs. This stage ends with the accountability of all remaining Marines and equipment in the 21 Area.

c. Tasks:

(1) Range Safety Officer/Platoon Sergeant:

T1: Ensure strict adherence to all safety rules and regulations for operating the AAV.

P1: IOT accomplish safe, effective training

T2: Determine the ambulance exchange points (AXP).

P2: IOT ensure an efficient casualty exchange.

T3: Determine road guard positions.

P3: IOT safely conduct the range and ensure adjacent units do not interfere with range SDZs.

T4: Provide rosters for Marines and EDL.

P4: IOT maintain accountability of personnel and equipment.

T5: Anticipate and send rapid requests as necessary.

P5: IOT allow for continuous operations at R222.

(2) Armorer:

T1: LTI/PFI all weapons in our armory and conduct PVS-14 checks.

P1: IOT verify all weapons and equipment is operational.

(2) Corpsman:

T1: Be prepared to establish the ambulance exchange point during the movement and training at R222.

P1: IOT facilitate efficient assessment, treatment, and transfer of any casualties.

d. Coordinating Instructions:

(1) No communication plan:

(a) 15th MEU Platoon will complete a minimum of four communications per day to Company headquarters or Battalion OOD. Near side communications will be established with battalion as per SOP (Mission card, EDL, departing friendly lines report).

(b) Communication with Battalion: All communication will be conducted per Battalion SOP via JBCP.

(c) Range control: If at any time the Platoon loses communication with Longrifle, training will cease until communication is re-established.

(d) Road Guards: Communications checks will be conducted once every hour at the bottom of the hour (:30) If a radio check is missed by one road guard training will continue until the second radio check is missed. All training will cease if two radio checks are missed.

(2) Lost Marine plan:

(a) All Marines will travel in pairs and inform their chain of command when they leave the immediate area. All Marines will carry a water source when departing the immediate area. In the event that a Marine has been identified as missing, all movement and training will cease. The platoon will gain accountability of all present personnel and equipment. Then a team of Marines will be sent to search the last known location of the lost Marine.

(b) Accountability will be conducted before and after any major movement. Once a Marine has been identified lost, Range control will be notified in order to prepare aerial search and rescue teams to assist in search.

(c) Lost Marine will remain in place until found. At all cost every attempt should be made to remain in place until absolutely required to displace from last known position. If Marine must displace a large marker will be made pointing in the direction of movement. That Marine will be looking for hardball road and follow it until they find another units command post and check in with the OOD. The lost Marine will contact the 3d AABN OOD, Platoon Commander, or Platoon Sergeant via the OOD.

(3) Vehicle Recovery Plan:

(a) Vehicle recovery plan: 5 minutes to identify, 10 minutes to fix, 15 minutes to rig for tow. The assistant section leader's vehicle is the primary recovery vehicle. The Platoon Sergeant's vehicle is the alternate.

If a vehicle breaks down and is unable to depart the ramp, the vehicles weapons will be stored in the Platoon Sergeant's vehicle. All attempted vehicle repairs after departing the ramp will be done in the field.

(b) Bump plan: Primary is the assistant section leaders vehicle. Alternate bump vehicle is the Platoon Sergeant's vehicle.

(4) Route: (See encl 2.)

(5) Timeline: (See encl 3.)

(6) Uniform and gear: (see encl 5.)

(7) Go/No GO criteria:

(a) Less than 6 operational AAVP7s

(b) If more than 50% of our weapons and optics are deadlined the platoon will reschedule the range.

4. Admin and Logistics:

a. Administration:

(1) Personnel count (MO/ME/NO/NE):1/51/0/1

(2) Casualty Evacuation (CASEVAC) plan:

(a) Routine: If a routine casualty occurs, the corpsman present will evaluate the Marine and provide initial treatment. If additional treatment is needed, the Marine will be transported to the 21 Area Battalion Aid Station (BAS).

(b) Priority/Urgent: In the event of a priority or urgent casualty, all training will cease and Range Control will immediately be notified while the casualty is assessed by a corpsman and platoon staff. The casualty will be reported by either the OIC, RSO, or Corpsman. If the casualty is going to be transported by air a landing zone (LZ) will be established IVO of R222 or LZ Starling. Daytime LZ for air casualty evacuation will be marked by an air panel. Nighttime LZ for air CASEVAC will be marked by a chemstick buzz saw. If the casualty is to be transported via ground the casualty will be loaded to the safety vehicle and brought to the AXP which will be established at 11S MS 60374 92000.

b. Logistics:

(1) Water: 400gal Water bull

(2) Chow: 67 boxes of MREs

(3) Ammo: A576 25,400/B5412 2,232

(4) Port-a-johns: 5

5. Command and signal:

a. Command:

- (1) Platoon Commander, first in command, will be located at R222.
- (2) Platoon Sergeant, second in command, will be located at R222.
- (3) 1st Section Leader, third in command, will be located at R222.

b. Signal:

- (1) BATTALION: PRIMARY/ALTERN
- (2) 15th MEU PLATOON: PRIMARY
- (3) RANGE CONTROL: PRIMARY/AL

(b)(2)

(b)(3), (b)(6), (b)(7)(c)

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Range 222 DFGT III-VI  
15th MEU Platoon  
Confirmation Brief

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Prepared by: (b)(3), (b)(6), (b)(7)(c)  
20200129

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ENCLOSURE (2)



## CONOPS Overview

**Mission:** From 12-16 February 15th MEU Platoon will conduct DFGT III-VI in order to (IOT) meet PTP requirements for Native Fury.

**Commander's Intent:**

- **Purpose:** Accomplish prescribed PTP training requirements in preparation for Native Fury.
- **Method:** This training will be accomplished through instruction, rehearsals, and evaluation through the Marksmanship Training Unit (MTU) prior to the conduct of fire. Instruction and evaluation will focus on weapons handling and firing capabilities. Vehicle crews will execute rehearsals at the armory, ramp, and MTU prior to the platoon conducting live-fire. DFGT III-VI is conducted at Range 222.
- **Endstate:** All crews successfully qualify on DFGT Tables III-VI.

**T&R Standards:**

**3000 Level:**  
AAV-GNRY-3156

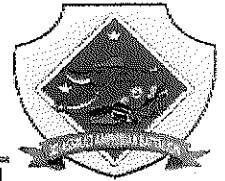
**2000 Level:**  
1833-GNRY-2106  
1833-GNRY-2107  
1833-GNRY-2108

**1000 Level:**  
1803-GNRY-1131/1833-GNRY-1131  
1803-GNRY-1132/1833-GNRY-1132  
1803-GNRY-1133  
1803-GNRY-1134  
1803-GNRY-1135

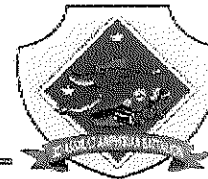
T/O	Equipment	Class I	Class III	Class V	Class IX
1/51/0/1	E TAMCN: E08467K- AAVP7 E08927M- MK19 E09807M- 50	Chow: 67 Boxes MREs Water: 400 gal	Port-a-johns: 5	DODIC A576- 25,400 B5412-2,232 Draw 20200212 Turn-In 20200116	N/A



# COA Graphic/Narrative



**COA Narrative: Phase 1 (PREPARATION):** PFI/LTI will be conducted on all weapons. All Marines will conduct the gateway to live-fire and prerequisite range GST qualifications. The platoon will conduct a range walkthrough. **Phase 2 (MOVEMENT):** Marines and equipment will depart the 3d AABN RAMP to R222. **Phase 3 (DFGT TABLES III-VI):** Marines will execute Tables III-VI at R222. **Phase 4 (RETROGRADE):** The range will be inspected and the platoon will depart back to the 3d AABN RAMP. Upon arrival the platoon will conduct post ops and wash-downs.



# Contingencies

## Coordinating Instructions:

- No Comm Plan
  - If at any time the Platoon loses communication with Longrifle, training will cease until communication is re-established
- Lost Marine Plan
  - In the event that a Marine has been identified as missing, all movement and training will cease. The platoon will gain accountability of all present personnel and equipment. Then a team of Marines will be sent to search the last known location of the lost Marine.
  - Lost Marine will remain in place until found. At all cost every attempt should be made to remain in place until absolutely required to displace from last known position. If Marine must displace a large marker will be made pointing in the direction of movement.
- Go/No Go Criteria
  - Less than 6 operational AAVP7A1s.
  - 50% of our weapons/optics are deadlined.

## CASEVAC Plan:

**Urgent/Priority-**In the event of a priority or urgent casualty, all training will cease and Range Control will immediately be notified while the casualty is assessed by a corpsman and platoon staff. The casualty will be reported by either the OIC, RSO, or Corpsman. If the casualty is going to be transported by air a landing zone (LZ) will be established IVO of R222 or LZ Starling. Daytime LZ for air casualty evacuation will be marked by an air panel. Nighttime LZ for air CASEVAC will be marked by a chemstick buzz saw. If the casualty is to be transported via ground the casualty will be loaded to the safety vehicle and brought to the AXP which will be established at 11S MS 60374 92000.

**Routine-** If a routine casualty occurs, the corpsman present will evaluate the Marine and provide initial treatment. If additional treatment is needed, the Marine will be transported to the 21 Area Battalion Aid Station (BAS).

## Command

- OIC
- RSO (b)(3), (b)(6), (b)(7)(c)

## Signal

- Primary
- Alternat
- Tertiary (b)(2)
- Frequen





# ORM

RAC ASSESSMENT CODE MATRIX					
H A Z A R D  S E V E R I T Y	MISHAP PROBABILITY				
		A	B	C	D
	I	1	1	2	3
	II	1	2	3	4
	III	2	3	4	5
	IV	3	4	5	5

- **Most Dangerous Hazard 1: Marine wounded/killed by Up-Gunned Weapon System or ordnance.**
  - Cause: Weapons Malfunction caused by improper headspace and timing.
  - Mitigation: Armorer checks the headspace and timing of each .50 cal. Classes given on headspace and timing and Marines perform function week prior to going to the field, as well as redundancy checks for each firing vehicle. Ensure weapons have PFIs and LTIs, as necessary prior to live fire training.
  - Supervise: RSO/OIC verifies headspace and timing prior to live fire.
- **Most Dangerous Hazard 2: AAV/wheeled vehicle accident collision/ roll-over.**
  - Cause: Speeding, driver fatigue, passing of other units on roads, or lack of visibility.
  - Mitigation: Marines obey all posted speed limits. Marines are given adequate rest time prior to operating AAV. AAVs remain on right side of road and mind a safe distance from other vehicles while passing. AAVs decrease speed to less than 15mph when passing through dust clouds.
  - Supervise: Section leaders ensure section maintains proper speed limit. Vehicle commanders back-brief section leaders on rest plan for crew. Vehicle commanders verbally command drivers if they do not follow briefed techniques.
- **Most Likely Hazard 1: Injuries on AAVs.**
  - Cause: Marines injured by unsecured hatches, improperly stowed gear, burns, improper wearing of PPE.
  - Mitigation: All hatches and gear are strapped down according to SOP. All internal gear will be strapped down. Hands avoid the rim of the hatch when opening/closing or unsecured. FROG gear worn at all times.
  - Supervise: Section leaders inspect vehicles prior to conducting rehearsals for properly strapped hatches and equipment. Section Leaders ensure proper PPE is worn at all times. RSO ensures vehicle hatches secured, proper PPE utilized before AAV movement conducted.
- **Most Likely Hazard 2: Weather exposure casualties.**
  - Cause: Marines not eating/drinking properly. Excessive heat of vehicle when wearing PPE. Failing to put on or take off warming layers
  - Mitigation: Marines briefed on importance of nutrition/hydration in the field. Section leaders ensure adequate water on each vehicle prior to rehearsals. Section leaders ensure Marines are wearing appropriate warming layers.
  - Platoon sergeant ensures Marines are provided with food and water. Corpsman observes Marines to ensure they are not becoming weather casualties. Platoon commander monitors training to ensure AAV crewmen are given adequate rest time.

ENCLOSURE (R)

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# Questions

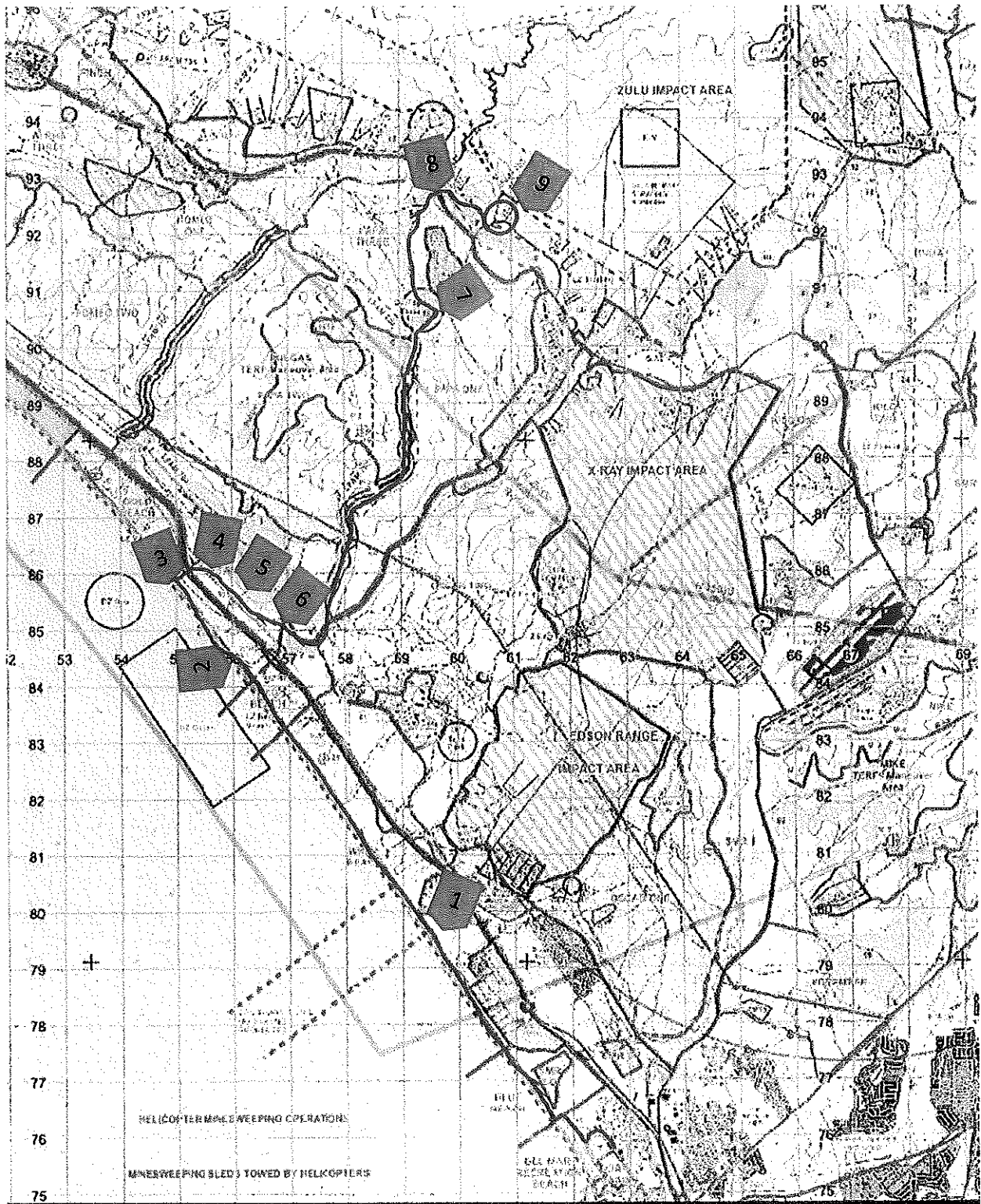
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ENCLOSURE (X)

ROUTE-R222 DFGT III-VI



**Check Points:**

- 1: 11S MS 5922 7995 (LCAC TOWER)
- 2: 11S MS 5586 8496 (WARRIORS COVE)
- 3: 11S MS 5509 8632 (HOLE IN THE WALL)
- 4: 11S MS 5593 8672 (EL CAMINO REAL)

- 5: 11S MS 5658 8596(EL CAMINO REAL)
- 6: 11S MS 5765 8553 (PDL)
- 7: 11S MS 5927 9009 (MOUT TOWN)
- 8: 11S MS 5970 9274 (BASILONE ROAD CROSSING)
- 9: 11S MS 6085 9221 (R222)

Enclosure (2)

ENCLOSURE (2)

TIMELINE R222 DFGT III-VI

Date	Time	Event	Location	POC
12 Feb	0700	Movement to R222	3d AABn RAMP	
12 Feb	0730	Safety vic arrive/ammo drop off	R222	
12 Feb	0800	Occupy R222	R222	
12 Feb	0830	Safety/PSO Brief	R222	
12 Feb	0900	Conduct DFGT III, V	R222	
12 Feb	1630	Night safety/PSO brief	R222	
12 Feb	1700	Conduct DFGT IV, VI	R222	
12 Feb	2359	Range cold/Bivoac	R222	
13 Feb	0530	Reveille	R222	
13 Feb	0530	Hygiene/Chow	R222	
13 Feb	0630	Safety/PSO Brief	R222	
13 Feb	0700	Conduct DFGT III, V	R222	
13 Feb	1630	Night safety/PSO brief	R222	
13 Feb	1700	Conduct DFGT IV, VI	R222	
13 Feb	2359	Range cold/Bivoac	R222	
14 Feb	0530	Reveille	R222	
14 Feb	0530	Hygiene/Chow	R222	
14 Feb	0630	Safety/PSO Brief	R222	
14 Feb	0700	Conduct DFGT III, V	R222	
14 Feb	1630	Night safety/PSO brief	R222	(b)(3), (b)(6), (b)(7)(c)
14 Feb	1700	Conduct DFGT IV, VI	R222	
14 Feb	2359	Range cold/Bivoac	R222	
15 Feb	0530	Reveille	R222	
15 Feb	0530	Hygiene/Chow	R222	
15 Feb	0630	Safety/PSO Brief	R222	
15 Feb	0700	Conduct DFGT III, V	R222	
15 Feb	1630	Night safety/PSO brief	R222	
15 Feb	1700	Conduct DFGT IV, VI	R222	
15 Feb	2359	Range cold/Bivoac	R222	
16 Feb	0530	Reveille	R222	
16 Feb	0530	Hygiene/Chow	R222	
16 Feb	0700	Range inspection	R222	
16 Feb	0700	Ammo turn in	R222	
16 Feb	0730	Movement from R222 to 3d AABn RAMP	R222	
16 Feb	0900	Post Ops/Wash Downs/EDL turn in	3d AABn RAMP	
16 Feb	1500	Platoon secured	3d AABn RAMP	

Enclosure (3)

ENCLOSURE (62)

**WEATHER REPORT R222 DFGT III-VI**

<b>Weather</b>		<b>Astronomical Data</b>	
<b>12 February</b>		<b>12 February</b>	
<b>Day of week</b>		<b>Day of week</b>	
Day	66°	Sunset	1731
Precipitation	65%	End Civil Twilight	1756
		Moon 86% Illumination	
Night	48°	Moon Rise	2142
Precipitation	10%	Moon Set	0908
<b>Weather</b>		<b>Astronomical Data</b>	
<b>13 February</b>		<b>13 February</b>	
<b>Wednesday</b>		<b>Wednesday</b>	
Day	68°	Sunset	1732
Precipitation	20%	End Civil Twilight	1757
		Moon 76.5% Illumination	
Night	46°	Moon Rise	2249
Precipitation	10%	Moon Set	0944
<b>Weather</b>		<b>Astronomical Data</b>	
<b>14 February</b>		<b>14 February</b>	
<b>Thursday</b>		<b>Thursday</b>	
Day	68°	Sunset	1733
Precipitation	10%	End Civil Twilight	1758
		Moon 65.6% Illumination	
Night	45°	Moon Rise	2355
Precipitation	10%	Moon Set	1058

Enclosure (4)

ENCLOSURE (2)

Weather	
15 February	
Friday	
Day	67°
Precipitation	10%
Night	45°
Precipitation	25%
Weather	
16 February	
Saturday	
Day	68°
Precipitation	25%
Night	47°
Precipitation	25%

Astronomical Data	
15 February	
Friday	
Sunset	1734
End Civil Twilight	1759
Moon 54.2% Illumination	
Moon Rise	N/A
Moon Set	1058
Astronomical Data	
16 February	
Saturday	
Sunset	1735
End Civil Twilight	1800
Moon 42.8% Illumination	
Moon Rise	0100
Moon Set	1140

Enclosure (4)

ENCLOSURE (62)

GEAR LIST R222 DFGT III-VI (MINIMUM)

ON PERSON:

- (1) SET DESERT FROGS
- (1) DESERT BOONIE COVER
- (1) PAIR SOCKS
- (1) SKIVVY SHIRT
- (1) APPROPRIATE COLOR MARTIAL ARTS BELT
- (1) MARINE CORPS-APPROVED STEEL TOE BOOTS
- (1) T/O WEAPON(S) W/VICKERS SLING (DUMMY CORDED)
- (1) WATCH
- (1) PLATE CARRIER
- (2) FRONT AND BACK SAPIIS
- (1) WAR BELT (OPTIONAL)
- (3) DOUBLE MAGAZINE POUCHES WITH (6) MAGAZINES
- (1) DROP POUCH
- (1) IFAK
- (1) CAC
- (1) ROOM KEY
- (1) PVS-14 (DUMMY CORDED)
- (1) PEQ-15/16 (DUMMY CORDED)
- (1) RCO (DUMMY CORDED)
- (1) ALL ISSUED SL3 NEEDED FOR PEQ AND PVS-14

ASLT PACK:

- (1) EAR PRO
- (1) HEADLAMP (WHITE AND RED LENS)
- (1) TACTICAL GLOVES
- (1) CAMELBACK BLADDER
- (1) SET OF NOTE TAKING GEAR
- (1) MULTI PURPOSE TOOL/GERBER \*\*OPTIONAL\*\*
- (1) CLEAR & DARK EYE PRO
- (1) GLOW BELT
- (1) WEAPONS CLEANING GEAR
- (2) CANTEENS IN CANTEEN POUCHES W/ CANTEEN CUP & STAND
- (1) PONCHO LINER
- (1) MRE
- (1) GORTEX TOP AND BOTTOM

MAIN PACK:

- (1) SLEEP SYSTEM
- (4) DOS CHOW
- (1) SET DESERT FROGS
- (4) SKIVVY SHIRT
- (4) PAIRS OF SOCKS
- (1) SET OF WARMING LAYERS
- (1) TARP

Enclosure (5)

ENCLOSURE (62)

<b>TRAINING EVOLUTION:</b> Range 222 Gun Tables III-VI	<b>ORGANIZATION:</b> AAV Platoon, 15TH MEU	<b>Assigned OIC:</b> (b)(3), (b)(6), (b)(7)(c)	<b>Assigned RSO:</b>	<b>Weapons Systems:</b> M2 .50 cal Mk19 40mm	<b>Date:</b> 20200212-20200216
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OPERATIONAL PHASE	HAZARD	CAUSES	INIT RAC	DEVELOP CONTROLS	RES RAC	HOW TO IMPLEMENT	HOW TO SUPERVISE
Phase III	Marine wounded/killed by Up-Gunned Weapon System or ordnance	-Weapons Malfunction caused by improper headspace and timing. -Negligent Discharge. -Firing outside of designated limits. -Weapons leaving the range not condition 4.	I/C=2	- Marines perform headspace and timing on the .50 cal prior to live fire. - Weapons are kept in condition 4 until on the firing line with turrets oriented down range. - Marines go condition 4 after firing is complete. - Range lateral limits briefed each day prior to training. - RSO inspect weapons leaving the firing line to ensure clear condition 4. -PPE will be worn at all times.	I/D=3	-Armorer checks the headspace and timing of each .50 cal. -Classes given on headspace and timing and Marines perform function checks a week prior to going to the field, as well as redundancy checks for each firing vehicle. -Ensure weapons have PFIs and LTIs, prior to live fire training. -Marines instructed on when to go condition 3 and condition 1 during safety briefs. - PSOs verify condition 4 prior to movement off the firing line. -RSO/OIC give safety brief outlining left and right lateral limits of the range prior to execution each day.	- RSO/OIC verifies headspace and timing prior to live fire. - Master Gunner or OIC inform gun crews when to change the condition of weapons. -RSO clears each weapon prior to leaving range. -Master Gunner and OIC observe effects of fires with relation to range boundaries. -RSO ensures PSO is briefed on their responsibilities during live fire. -RSO coordinate with armory and platoon maintenance chief IOT ensure all weapons have had a LTI and PFI.
Phase III	Marine injured while handling ammunition	-Marines attempting to relink 40mm ammunition. ("buffalo rounds") -Lack of situational awareness. -Marines improperly handling ammunition.	I/C=2	-Ensure no one handles buffalo rounds except for the RSO, OIC, or designated personnel. -Ensure Marines are paying attention to their surroundings and handling ammunition with care.	I/D=3	-Platoon leadership briefs the platoon on handling buffalo rounds and that only the RSO, OIC, or designated personnel will handle buffalo rounds. -Safety brief is conducted and an emphasis is made on handling ammunition with care.	-Platoon commander, platoon sergeant, OIC, and RSO ensure no one is handling buffalo rounds except those designated to do so. -RSO conducts safety brief with an emphasis on handling buffalo rounds and ammunition in general. -Section leaders supervise Marines IOT ensure they are safely handling ammunition.
Phase III	Marine injured by UXO	-Lack of situational awareness. -Marines attempting to handle UXO. -Marines navigating off of tank trails already laid out in the SOM.	I/C=2	-Ensure Marines are paying attention to their surroundings and that they know to inform their chain of command if they come across any UXO. -Ensure Marines understand not to touch or handle UXO.	I/D=3	-Safety brief conducted to ensure Marines maintain situational awareness so they don't disturb any UXO. -Marines briefed that they are not to handle UXO and that if they come across it, to inform their chain of command. -Marines briefed on SOM during operation order.	-RSO/OIC conduct a safety brief to remind Marines to maintain situational awareness and to never handle UXO themselves. -Section leaders supervise their section to ensure IOT ensure Marines don't disturb any UXO. -Crew chiefs supervise crews IOT ensure crews don't disturb any UXO.

ENCLOSURE (2)



				-Marines will not smoke within 50 m of the refueler.		-Fuel not given to vehicles until crew chief conducts inspection. -All Marines in the platoon briefed of the limitations on smoking.	-Section leaders and platoon leadership monitor refueling to ensure no Marines are smoking within 50 m. -Platoon sergeant will ensure all fire extinguishers are serviceable and located on the AAV per SOP.
All Phases	Loss of personnel or equipment	-Marines not maintaining their prescribed hourly comm checks. -Marines not properly briefed on their respective routes and road guard positions. -Lack of situational awareness.	I/C=2	-Enforce comm checks with all roadguard positions. -Each road guard position will redundant communications -Marines back brief RSO/OIC on locations of road guard positions before leaving.	I/D=3	-Route brief and ROC walks with all vehicles prior to leaving RAMP. -Conduct of proper accountability for personnel and gear before and after every movement, twice daily (morning and evening) with one of those checks being conducted by serial number. -Proper PCC/PCI conducted.	-OIC/RSO conduct daily serialized gear checks before and after each day of training. -Platoon sergeant will gain full accountability of all personnel before any platoon movement. -Section leaders inspect all gear and Marines within their section are accounted for at all times.
All phases	AAV/wheeled vehicle accident collision/ roll-over	-Speeding. -Driver Fatigue. -Passing of other units on roads. -Lack of visibility due to dust.	I/C=2	-Marines obey all posted speed limits. -Marines are given adequate rest time prior to operating AAV. -AAVs remain on right side of road and mind a safe distance from other vehicles while passing. -AAVs decrease speed to less than 15mph when passing through dust clouds.	I/D=3	-Vehicle commanders monitor driver speeds of no more than 25mph. -Vehicle commanders monitor rest period of drivers and remove overly fatigued drivers. -Drivers are briefed prior to leaving RAMP on procedures for passing other units on the road. -Drivers maintain distances of 100m or greater dispersion to avoid creating dust clouds. -Drivers are briefed on slowing down when driving through dust.	-Section leaders ensure section maintains proper speed limit. -Vehicle commanders back-brief section leaders on rest plan for crew. -Vehicle commanders verbally command drivers if they do not follow briefed techniques. -Vehicle commanders verbally command drivers if they do not decrease speed during brown out, and all vehicles will stop until dust settles and visibility is restored.
All Phases	Vehicle fire resulting in injuries	-Mechanical malfunctions which cause fire. -Fire bottles inoperable. -Smoking inside AAV.	I/C=2	-Vehicle commanders report any potentially dangerous problems to maintenance personnel. -Vehicle not utilized until mechanical issue is resolved. -Manual fire bottles on every AAV inspected and weighed by maintainers then annotated on fire bottle tags. -MFSS tested by maintainers. -Properly complete the pre-operational checklist. -Brief safety and evacuation SOPs.	I/D=3	-Vehicle commanders constantly monitor status of vehicles -Other vehicles utilized if vehicle becomes fire hazard. -Vehicle commanders check fire bottle tags prior to operation to ensure date is current. -Vehicle commanders verify MFSS is unobstructed by SL-3.	-Section leaders monitor maintenance issues and report to platoon sergeant -Platoon sergeant ensures all vehicles operating have no mechanical issues -Marines back brief section leaders on proper use and status of manual fire bottles. -Section leaders inspect sections to verify MFSS is unobstructed in all vehicles and fire bottles have current tags.
All phases	Injuries on AAVs	-Marines injured by unsecured hatches, improperly stowed gear. -Burns. -Improper wearing of PPE.	II/C=3	-All hatches and gear are strapped down according to SOP. -All internal gear will be strapped down. -Hands avoid the rim of the hatch when opening/closing or unsecured. -FROG gear worn at all times. -Marines aware of burn treatment.	II/D=4	-Vehicle commanders supervise and inspect crew men properly strapping down hatches and equipment. -Vehicle commanders ensure proper PPE is worn at all times. -Corpsman briefs platoon on burn treatment.	-Section leaders inspect vehicles prior to conducting rehearsals for properly strapped hatches and equipment. -Section Leaders ensure proper PPE is worn at all times. -RSO ensures vehicle hatches secured, proper PPE utilized before AAV movement conducted.

ENCLOSURE (2)

All Phases	Weather exposure casualties	<ul style="list-style-type: none"> <li>-Marines not eating/drinking properly.</li> <li>-Excessive heat of vehicle when wearing PPE.</li> <li>-Failing to put on or take off warming layers</li> </ul>	II/C=3	<ul style="list-style-type: none"> <li>-Vehicle commanders monitor all crew members to ensure they are eating and drinking enough water.</li> <li>-Warming layers will be removed by 0800.</li> <li>-Gear inspections before leaving will ensure Marines bring warming layers.</li> <li>-Each vehicle has (1) full 5 gallon water cooler and (2) designated water jugs.</li> </ul>	II/D=4	<ul style="list-style-type: none"> <li>-Marines briefed on importance of nutrition/hydration in the field.</li> <li>-Section leaders ensure adequate water on each vehicle prior to rehearsals.</li> <li>-Section leaders ensure Marines are wearing appropriate warming layers.</li> </ul>	<ul style="list-style-type: none"> <li>-Platoon commander supervises the platoon as a whole and ensures time is allotted during training for Marines to get chow and water.</li> <li>- Platoon sergeant ensures Marines are provided with food and water.</li> <li>-Corpsman observes Marines to ensure they are not becoming weather casualties.</li> <li>-Platoon commander monitors training to ensure AAV crewmen are given adequate rest time.</li> </ul>
All Phases	Wildlife Hazards	<ul style="list-style-type: none"> <li>-Marines harassing animals.</li> <li>-Lack of situational awareness</li> <li>-Not alerting the chain of command about wild life on range.</li> <li>-Not alerting corpsman to bug/wildlife allergies.</li> </ul>	II/C=3	<ul style="list-style-type: none"> <li>-Brief animal considerations and their likely locations within the area.</li> <li>-Have a corpsman on hand.</li> <li>-Ensure Marines' allergies are known and prepared for.</li> <li>-Ensure proper medication is on hand.</li> </ul>	II/D=4	<ul style="list-style-type: none"> <li>-During safety brief, brief not to touch, harass, or play with any wildlife and to keep your distance.</li> <li>-Ensure corpsman is aware of any existing allergies.</li> </ul>	<ul style="list-style-type: none"> <li>-RSO briefs wildlife concerns and safe practices.</li> <li>-Section leaders supervise to ensure any dangerous or endangered wildlife are reported.</li> <li>-Crew chiefs supervise to ensure any dangerous or endangered wildlife is reported.</li> </ul>
All phases	-Marines leaving the range with ammunition	<ul style="list-style-type: none"> <li>-Lack of situational awareness.</li> <li>-Marines/Vehicles not being inspected prior to departure from range.</li> </ul>	III/C=4	<ul style="list-style-type: none"> <li>-Ensure Marines vehicles are inspected prior to departing the range via a line-out inspection.</li> </ul>	III/D=5	<ul style="list-style-type: none"> <li>-Platoon leadership inspects vehicles and equipment via line-out inspection.</li> </ul>	<ul style="list-style-type: none"> <li>-Platoon commander supervises the conduct of a line-out inspection.</li> <li>-Platoon commander and platoon sergeant inspect one another's vehicles and gear.</li> <li>-Section Leaders inspect all vehicles and crews within their section.</li> </ul>
All Phases	Hazmat/Fuel Spill	<ul style="list-style-type: none"> <li>-Vehicle malfunction or while doing maintenance repairs.</li> <li>-Improper refueling technique.</li> </ul>	III/C=4	<ul style="list-style-type: none"> <li>-Once hazmat spill or potential is discovered, Marines properly clean, report, and control the spill.</li> <li>-Adequate control materials are brought to field.</li> <li>-Marines utilize service station method of refueling.</li> </ul>	III/D=5	<ul style="list-style-type: none"> <li>-Vehicle commanders monitor all hazmat spills to ensure they are handled properly.</li> <li>-Hazmat procedures are briefed to the Marines prior to leaving the RAMP.</li> <li>-Hazmat rep ensures adequate materials are present on each vehicle prior to leaving field.</li> <li>-Vehicle commanders are briefed on refueling using the service station method prior to leaving RAMP.</li> </ul>	<ul style="list-style-type: none"> <li>-Platoon sergeant draws spill kit and disseminates to sections.</li> <li>-Platoon sergeant ensures Hazmat rep has provided adequate materials before leaving RAMP.</li> <li>-Section leaders inspect and supervise vehicle maintenance within section to ensure hazmat spills are properly contained and reported.</li> <li>-Section leaders supervise refueling to ensure proper techniques are utilized.</li> <li>-Crew chiefs inspect and supervise maintenance on assigned vehicle ensuring hazmat spills are properly contained and reported.</li> </ul>

HAZARD SEVERITY	RAC ASSESSMENT CODE MATRIX					COMMAND REVIEW/APPROVAL	
	HAZARD SEVERITY	MISHAP PROBABILITY				OIC RSC RSC XO/ S-3: H&S CO: _____ (as required)	
I - CATASTROPHIC - Death, permanent disability, major property damage II - CRITICAL - Permanent partial disability, major system or minor property damage III - MARGINAL - Minor injury, minor system or property damage IV - NEGLIGABLE - 1 <sup>st</sup> aid, minor system repair		A	B	C	D		
<u>MISHAP PROBABILITY</u> A - FREQUENT, B - LIKELY, C - OCCASIONAL, D - UNLIKELY		I	1	1	2		3
<u>RISK ASSESSMENT CODE (RAC)</u> 1 - CRITICAL, 2 - SERIOUS, 3 - MODERATE, 4 - MINOR, 5 - NEGL		II	1	2	3		4
		III	2	3	4		5
	IV	3	4	5	5		

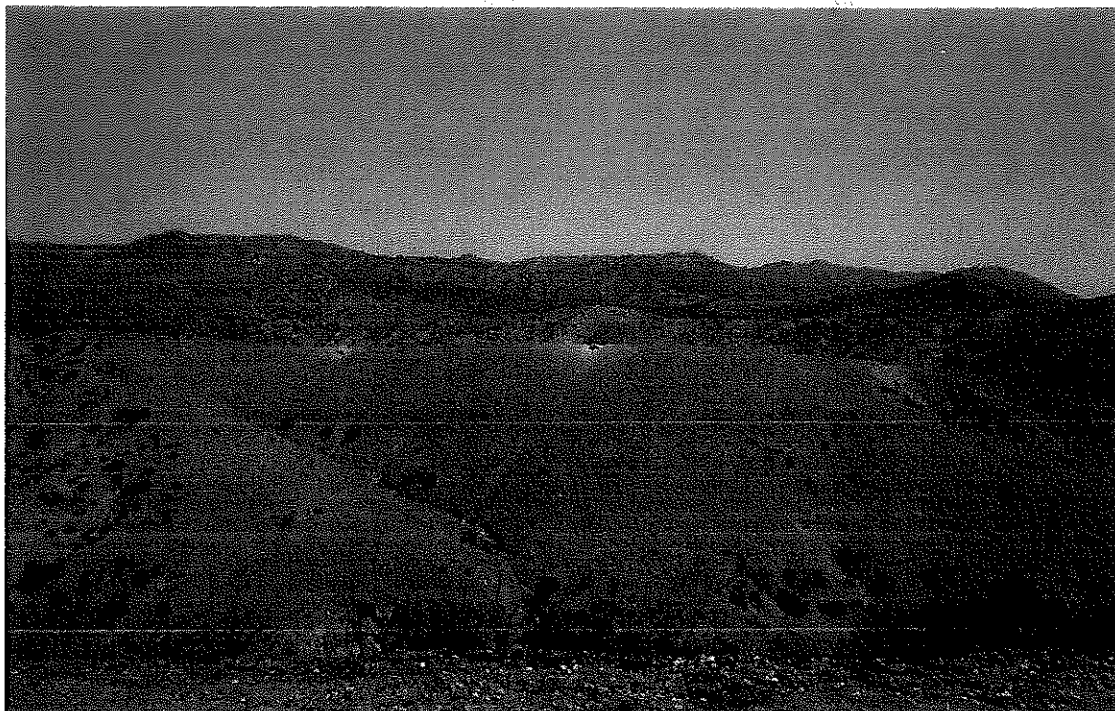
ENCLOSURE (62)

### RANGE AND TRAINING REGULATIONS

Maximum of 5 POVs (Truck Like) are authorized to park in parking lot area with or without a POV pass  
Road & River Report and Weapons Dependent

POVs ARE NOT AUTHORIZED ON THIS RANGE WHEN MORTARS OR ROCKETS/MISSILES ARE PRESENT

<b>Range:</b> R-222	<b>Lateral Limits:</b> See Special Instructions:	<b>Allowable Wpns:</b> Javelin Grenade Launchers (ALL) Infantry Rockets (ALL) Infantry Mortars – 81mm & 60mm 25mm – HEI-T, TP-T & TPDST (Only) MGs & Rifles - 50 Caliber & below Weapons Mounted Lasers	<b>Assigned to:</b> CG, MCB <b>Date Revised:</b> 05 June, 2018
<b>Location:</b> 60716 92205	<b>Engagement Distance:</b> <b>Min</b> 400 meters <b>Max</b> 1500 meters		
<b>Elevation:</b> 690' AMSL			
<b>Type:</b> Field Firing			
<b>Troop Penetration:</b> None	<b>Impact Area:</b> Whiskey an Zulu	<b>Range Facilities:</b> Ammo table; Port-a-johns	



#### Scheduling

1. All scheduling requests for R-222 shall be submitted via their battalion.
2. Unit shall utilize RFMSS to schedule range.

Scheduling Conflicts	Conflict Notes
I-IMP WHISKY	LIVE FIRE @R-222 CLOSES GROUND ACCESS IMP WHISKY
I-IMP ZULU	ALL INFANTRY RKTS, TOW & 25MM L/F@R-222 CLOSES GROUND ACCESS IMP ZULU
A-R220	NONE
A-R440 (Z)	C/F R-222 DURING R-440 (Z)(A/GUNNERY) TACP AND URBAN TACP (SHOULDER FIRED 40MM OK)
A-409A TACP	C/F R-222 DURING R409A TACP (SHOULDER FIRED 40MM OK)
R-221	USE OF MK-19 HEDP @R-222 CLOSES R-221
R-AFA 10	LIVE FIRE @R-222 CLOSES AFA 10
R-HORNO RIDGE	LIVE FIRE @R-222 CLOSES HORNO RIDGE
R-LFAM 223B	LIVE FIRE @R-222 CLOSES LFAM 223B
R-LFAM 703	USE OF R-222 CLOSES LFAM 703
R-MFA 14	LIVE FIRE @R-222 CLOSES MFA 14
TA- OP NOAH	LIVE FIRE @R-222 CLOSES OP NOAH

ENCLOSURE (62)

## RANGE AND TRAINING REGULATIONS

### OIC/RSO Requirements

1. A safety Brief shall be conducted prior to each live fire event to all participants.
2. All personnel shall wear required PPE during all training events.
3. OIC & RSO Requirements -
  - a. LAVs/Javelin/40mm HEDP/HE Rockets
    - i. OIC Requirement - GySgt or Above
    - ii. RSO Requirement - SSgt or Above
  - b. Small Arms-40mm TP/TP Rockets .50 Caliber & below/Mortars
    - i. OIC Requirement - SSgt or Above
    - ii. RSO Requirement - Sgt or Above
  - c. No Munitions
    - i. OIC Requirement - None
    - ii. RSO Requirement - Cpl or Above
    - iii. LASER (If Used) LRSO Requirement - Sgt or Above

### Special Instructions

1. NO POVs on range when firing rockets or Mortars.
2. Infantry Rockets.
  - a. Maximum of Five (5) launchers will only be allowed on the Firing Line.
  - b. No Max Limit for Sub-Caliber Trainers.
  - c. M72AS rockets may only be fired from left side of firing line.
4. Firing Limitations:
  - a. SMAW - During training with the SMAW, the gunner, assistant gunner or any instructors are authorized to fire/be exposed to only five rounds per day.
  - b. HE AT-4 - Prone or foxhole firing of HE AT-4 (M136) is not authorized. In training, an individual may fire one round from the sitting position or three rounds from the standing or kneeling positions in a 24-hour period.
  - c. HE LAW - Limit the number of daily firings by any individual (gunner or personnel within 20m) to four.
  - d. Any miss fires, the unit shall attempt to replace safety devises and notify Longrifle for EOD support. EOD shall determine if the rocket can be transported back to ASP.
5. Infantry Mortars
  - a. Approved safety card, data card, SDZ, & signed ORM must be on hand to conduct training.
  - b. RSO will ensure that the FDC has plotted target box on both primary and secondary boards.
  - c. All mortars will fire registration fires that will be verified by the RSO prior to the exercise.
  - d. Safety "T" will be with each gun.
  - e. Base Plates and Aiming Stakes Shall be left in place after registration fire.
  - f. Unit shall contact Longrifle for permission prior to burning increments.
  - g. Mortar Increments are to be burned IAW CAMPENO 3500.1 and MCRP 3-15.2A and FM 23-90
  - h. Unit shall have firefighting equipment at the burn site, and remain on site for 30 minutes after the last burn to ensure no fires start.
    - i. No more than 100 increments total per burn.
    - j. Handheld on this range is not authorized.

TOW's and Javelin's with Infantry Rockets	.50 Caliber and Below and Mk 19	Infantry Mortars (81mm and 60mm)
<b>Lateral Limits:</b> LLL- 60727 92225 at 013° mag RLL- 60745 92213 at 022° mag	<b>Lateral Limits:</b> LLL- 60716 92225 at 359° mag RLL- 60888 92221 at 015° mag When firing MK 19 The unit shall lock the gate at R221 (Units shall supply their own locks) or range guards shall be posted at 59750 92845.	<b>Firing Point:</b> 60713 92218 <b>FP elevation:</b> 670 feet AMSL <b>81mm Max Charge:</b> Charge 1 <b>60mm Max Charge:</b> Charge 2 <b>Max Range:</b> 1,775m <b>Min Range:</b> 950 meters LLL- 0200 mils grid RLL- 0700 mils grid

ENCLOSURE (62)

## RANGE AND TRAINING REGULATIONS

### LAV-25 (25mm)

1. **Lateral Limits:**  
LLL- 60716 92225 at 359° mag  
RLL- 60888 92221 at 015° mag
2. R221 Personnel must stay within the depicted boundaries of R221.
3. **LAV Stab Runs are authorized along the depicted firing line.**
4. **During Armored Vehicles Live Fire, the following flag display system will be used:**
  - a. **Red** – Weapons are loaded, on target, weapon arm switch is on fire, and manual safety is off
  - b. **Green** – All weapons are cleared and elevated, weapon arm switch is on safe and manual safety is off. No ammunition on vehicle.
  - c. **Yellow & Red** – Malfunction or misfire, weapon arm switch is on safe and manual safety is on or ammunition on vehicle.
  - d. **Yellow & Green** – Malfunction, weapons are clear, weapon arm switch is on safe and manual safety is on, no ammunition on vehicle.
  - e. **Red & Green** – Crew preparing to fire or crew is conducting non-firing exercise, ammunition may be loaded to the feeder but the feeder may not be loaded, bolt is in the sear position and weapon arm switch is on safe and manual safety is on. Ammunition may be to the Coax machinegun but in the coax, bolt to the rear and manual safety is on. Ammunition is either stowed or loaded in ready boxes.
5. **RSO will verify all weapons are clear on each vehicle regardless of flags displayed prior to notifying Longrifle.**

Special Instructions Continued on Next page

ENCLOSURE (62)



# R222 Static Firing Line

Zulu

LFAM 703

Parking Area

ENCLOSURE (62)

R222  
JAVELIN & ROCKET FIRING LINE

LFAM703

Zulu

222

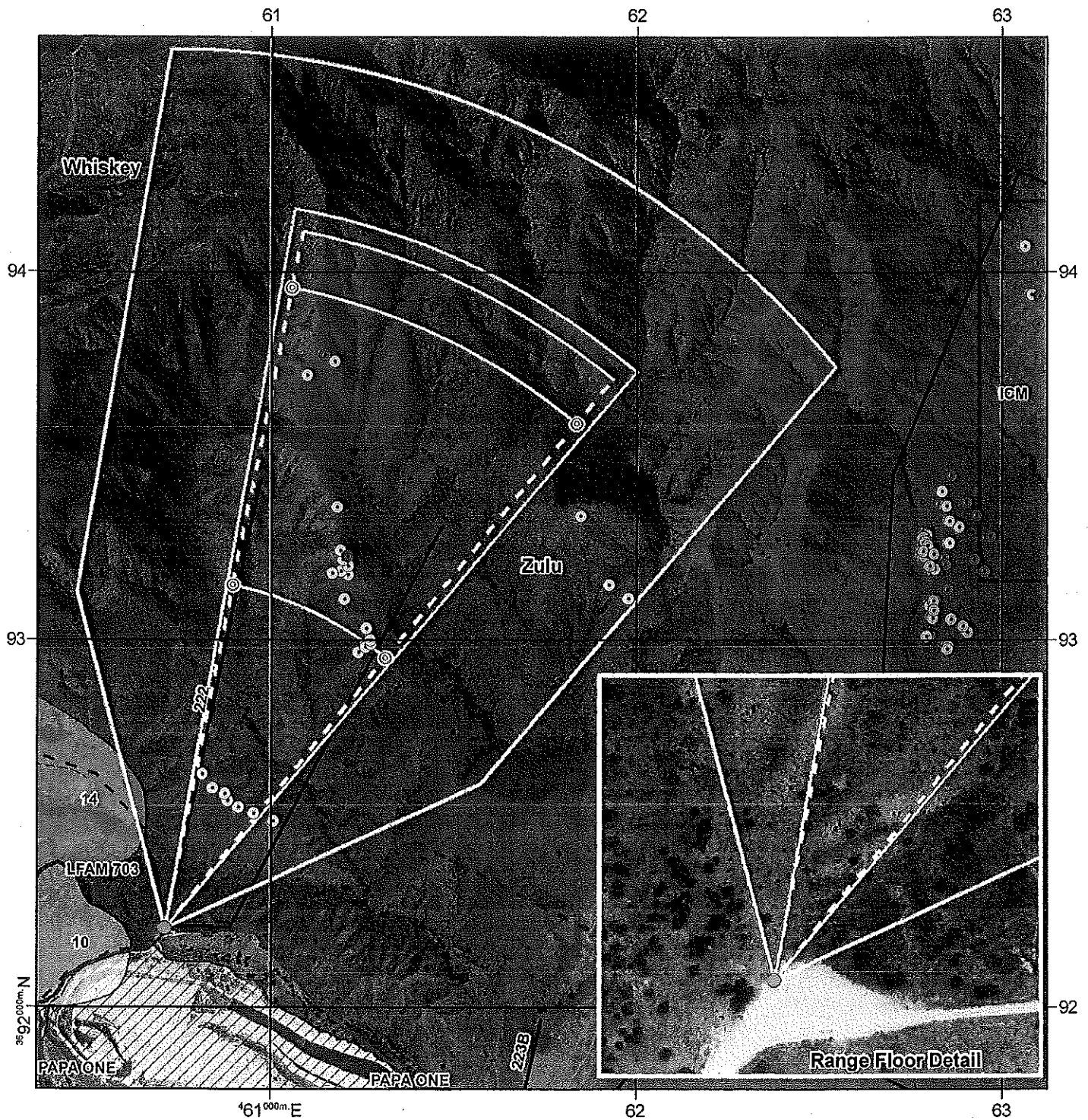


ENCLOSURE (2)



**Weapon Type: MORTARS**  
Conflicts with Zulu Air

Map Scale = 1:15,000



Weapon: 81mm/ 60mm  
 Firing Point: 60713 92218  
 FP elevation: 670 feet AMSL  
 Impact Area: Zulu  
 81 mm Max Range: 1,775 meters  
 Max Charge: 1  
 Min Range: 950 meters  
 60 mm Max Range: 1,775 meters  
 Max Charge: 2  
 Min Range: 950 meters  
 Left Lateral Limit: 0200 mils grid  
 Right Lateral Limit 0700 mils grid

-No POV's shall enter MP 222 even if they have a range pass.  
 -OIC shall report to longrifle Max Ord & charge to be fired  
 -Max Ord shall remain within scheduled Airspace and shall be at least 1000 Ft below any FW Aircraft transitioning over the Impact Area.

**MP-222 Zulu**

- Approved safety card, data card, SDZ, & signed ORM must be on hand to conduct training.
- RSO will ensure that the FDC has plotted target box on both primary and secondary boards.
- All mortars will fire registration fires that will be verified by the RSO prior to the exercise.
- Safety "T" will be with each gun.

Created E  
 Approving

(b)(3), (b)(6), (b)(7)(c)

**LETTER OF INSTRUCTION**

R408A/R600/R800 - COMPANY B

DATE(S): 20200610-20200614	TIME(S):	TRACKING #:
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UNIT: BLT 1/4, B CO, AAV PLT	OPORD: Crew/Sec/Plt DFGT	DTG: 20200601	LOCATION: R408A, R600, R800
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**SUBJ: AAV PLATOON DIRECT FIRE GUNNERY TABLES I-IX**

- REF:**
- (A) MAP: CAMP PENDLETON 1:50,000 AMES SERIES V795S, SHEET IV
  - (B) MCTP 3-10C (EMPLOYMENT OF AMPHIBIOUS ASSAULT VEHICLES)
  - (C) NAVMC 3500.2 (AAV TRAINING AND READINESS MANUAL)
  - (D) MARINE CORPS ORDER 3570.1C RANGE SAFETY
  - (E) DA PAM 385-63
  - (F) USMC RANGE SAFETY POCKET GUIDE VERSION 2.3
  - (G) MCIWEST- MARINE CORPS BASE CAMP PENDLETON ENVIRONMENTAL OPERATIONS MAP

**TASK ORGANIZATION:** B CO AAV PLATOON; FIRST SECTION, SECOND SECTION, THIRD SECTION, AND COMMAND SECTION.

**1. SITUATION:** AAV PLATOON IS PREPARING TO CONDUCT DIRECT FIRE GUNNERY TABLES (DFGT) I THROUGH IX LIVE-FIRE EVALUATION AT RANGE 408A, 600, AND 800 AT CAMP PENDLETON FROM 10-14 JUNE. DUE TO THE PRE DEPLOYMENT TRAINING PLAN (PTP) REQUIREMENTS FOR THE 15TH MEU, IT IS ESSENTIAL THAT AAV PLATOON IS 100% QUALIFIED UP TO DFGT VI.

**2. MISSION:** FROM 10-14 JUNE AAV PLATOON BRAVO COMPANY EXECUTES DFGT I-IX AT R408A, 600, AND 800 IOT ENHANCE PROFICIENCY OF CREW, SECTION, AND PLATOON LEVEL GUNNERY TO SUPPORT FUTURE EXERCISES AS PART OF BATTALION LANDING TEAM (BLT) 1/4.

**3. EXECUTION:**

**A. COMMANDER'S INTENT.**

(1) **PURPOSE.** THE PURPOSE OF THIS EXERCISE IS TO EVALUATE AND ENHANCE GUNNERY TRAINING AT THE CREW, AND SECTION LEVEL THROUGH DFGT IX.

(2) **METHOD.** THIS TRAINING WILL BE ACCOMPLISHED THROUGH INSTRUCTION, PRACTICAL APPLICATION, AND EVALUATION VIA THE 3D AABN MARKSMANSHIP TRAINING UNIT (MTU) PRIOR TO THE PLATOON CONDUCTING DFGT I-IX. EACH CREW WILL HAVE BEEN QUALIFIED THROUGH TABLE VI BEFORE MOVING TO SECTION GUNNERY. THE MTU WILL BE EVALUATING WITH THE 3D AABN BATTALION MASTER GUNNER.

(3) **END STATE.** ALL AAV CREWS, AND SECTIONS ARE QUALIFIED ON DFGT I-IX. AAV PLATOON IS PREPARED FOR FUTURE GUNNERY OPERATIONS AS PART OF BLT 1/4.

**B. CONCEPT OF OPERATIONS.** THIS IS A FOUR PHASE OPERATION (PHASE I-IV). **PHASE I** WILL BE THE PREPARATION PHASE AND WILL CONSIST OF ALL NECESSARY VEHICLE, GEAR, AND PERSONNEL PREPARATIONS PRIOR TO DEPARTURE FOR THE RANGE. **PHASE IIA** WILL CONSIST OF A MOVEMENT TO R227 ON 6 JUNE. **PHASE IIB** WILL CONSIST OF A MOVEMENT TO R408A ON 10 JUNE. **PHASE IIIA** WILL BE THE EXECUTION PHASE ON 10 AND 11 JUNE, CONSISTING OF RANGE SETUP, DFGT'S III-VI, AND RANGE BREAKDOWN. **PHASE IIIB** WILL BE THE EXECUTION PHASE ON 12 AND 13 JUNE, CONSISTING OF MOVEMENT TO R600/800, RANGE SETUP, DFGT'S VII-IX, AND RANGE BREAKDOWN. **PHASE IV** WILL CONSIST OF THE RETROGRADE TO 3D AABN RAMP.

(1) **PHASE I: PREPARATION PHASE. 18 MAY-05 JUNE.** PHASE I HAS ALREADY BEGAN WITH

SIGNATURE/DATE	Oli	R	
CO:	S-3 (b)(3), (b)(6), (b)(7)(c)	S (b)(3), (b)(6), (b)(7)(c)	(b)(3), (b)(6), (b)(7)(c)
(b)(3), (b)(6), (b)(7)(c)			

**ENCLOSURE (2)**

**LETTER OF INSTRUCTION**

R408A/R600/R800 - COMPANY B

DATE(S): 20200610-20200614	TIME(S):	TRACKING #:
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FIELD AND ADMINISTRATION PREPARATIONS TO CONDUCT TABLES I-IX. ADMINISTRATIVE PREPARATION CONSISTS OF CLASSROOM INSTRUCTION ON OFFENSIVE AND DEFENSIVE TACTICS, CREW/SECTION LEVEL GUNNERY REHEARSALS, AND THE CONDUCT OF A TACTICAL DECISION GAME AT THE SECTION LEVEL. FIELD PREPARATION WILL INCLUDE PRE-OPERATIONS CHECKS COMPLETED, WEAPONS HANDLING, GEAR INSPECTION, COMMUNICATIONS PREPARATION, AND BORE SIGHTING. ONCE BOTH ADMINISTRATION AND FIELD PREPARATIONS ARE COMPLETE, THE PLATOON WILL BE GIVEN AN OPERATIONS ORDER ON 05 JUNE FOR A MOVEMENT TO CONTACT TO R227/R408A FOLLOWED BY BACK-BRIEFS AND REHEARSAL OF CONCEPT (ROC) WALKS. THIS PHASE ENDS ONCE THE NECESSARY CREWS ARE PRE LIVE-FIRE QUALIFIED.

**(2) PHASE II: STAGING AND MOVEMENT PHASE.** THIS PHASE IS BROKEN DOWN INTO TWO STAGES. STAGE A IS THE MOVEMENT TO R227. STAGE B IS THE MOVEMENT TO R408A.

**(A) STAGE A. 06 JUNE.** THIS STAGE BEGINS WITH ALL MARINES AND EQUIPMENT ACCOUNTED FOR AND PREPARED TO CONDUCT MOVEMENT. DURING THIS PHASE, SECTION LEADERS WILL ENSURE ALL MARINES AND EQUIPMENT ARE ACCOUNTED FOR BY CONDUCTING COUNTS BEFORE AND AFTER ALL MOVEMENTS. THE PLATOON WILL CONDUCT ITS MOVEMENT FROM THE 3D AABN RAMP TO R227. THIS PHASE ENDS WITH THE AAV PLATOON OCCUPYING R227 ON 06 JUNE AND IS PREPARED TO CONDUCT THE BRAVO COMPANY FEX.

**(B) STAGE B. 10 JUNE.** THIS STAGE BEGINS WITH ALL MARINES AND EQUIPMENT ACCOUNTED FOR AND PREPARED TO CONDUCT MOVEMENT. DURING THIS PHASE, SECTION LEADERS WILL ENSURE ALL MARINES AND EQUIPMENT ARE ACCOUNTED FOR BY CONDUCTING COUNTS BEFORE AND AFTER ALL MOVEMENTS. THE PLATOON WILL CONDUCT ITS MOVEMENT FROM THE R227 TO R408A. THIS PHASE ENDS WITH THE AAV PLATOON OCCUPYING R408A NO EARLIER THAN 1000 ON 10 JUNE AND IS PREPARED TO CONDUCT TABLES III-VI.

**(3) PHASE III: EXECUTION PHASE.** THIS PHASE IS BROKEN DOWN INTO TWO STAGES. STAGE A IS AT R408A CONDUCTING DFGT III-VI DAY AND NIGHT. STAGE B IS AT R600/800 CONDUCTING DFGT VII AND IX DAY AND NIGHT.

**(A) STAGE A. 10-12 JUNE.** THIS STAGE BEGINS WITH THE PLATOON IMMEDIATELY BEGINNING RANGE SET-UP AND PREPARATIONS FOR THE CONDUCT OF DFGT III-VI. PREPARATIONS WILL INCLUDE MINOR BORESIGHTING ADJUSTMENTS, VERIFICATION OF HEADSPACE AND TIMING, COMMUNICATION CHECKS, ZEROING THE UP GUNNED WEAPONS STATION (UGWS), AND WEAPONS PREPARED FOR LIVE FIRING. RANGE SET UP WILL INCLUDE VERIFICATION OF ENGAGEMENT AREAS, LEFT AND RIGHT LATERAL LIMITS IDENTIFIED BY OIC/RSO, TARGET LOCATIONS, VERIFYING CONDITION STAKES, AND AMMUNITION ISSUE POINT ESTABLISHED. WHILE THE RANGE IS BEING SET UP, A TERRAIN MODEL WILL BE PREPARED FOR ADDITIONAL BRIEFS AND REHEARSALS. ONCE SET UP IS COMPLETE, ALL MARINES INVOLVED WILL RECEIVE A SAFETY BRIEF AND OPERATIONAL RISK MANAGEMENT REVIEW PRIOR TO THE START OF THE TABLES. AFTER THE SAFETY BRIEF ONE CREW AT A TIME WILL CONDUCT THEIR DFGT III-VI. NO MORE THAN 6 AAV P7s WILL BE LOCATED ON THE STATIC FIRING LINE. WHILE ONE CREW IS SHOOTING THE OTHER 5 CREWS WILL BE STANDING BY IN THEIR VEHICLES WITH WEAPONS IN CONDITION 4 WAITING TO CONDUCT THEIR TABLES. THIS STAGE ENDS ONCE LONG RIFLE HAS COME AND INSPECTED THE RANGE.

**(B) STAGE B. 12-14 JUNE.** THIS STAGE BEGINS AFTER LONG RIFLE HAS INSPECTED R408A. THEN THE PLATOON WILL CONDUCT MOVEMENT FROM R408A to R600/800. THE PLATOON WILL THEN START PREPARATIONS. PREPARATIONS WILL INCLUDE MINOR BORESIGHTING ADJUSTMENTS, VERIFICATION OF HEADSPACE AND TIMING, COMMUNICATION CHECKS, AND WEAPONS PREPARED FOR LIVE FIRING. RANGE SET UP WILL INCLUDE VERIFICATION OF ENGAGEMENT AREAS, LEFT AND RIGHT LATERAL LIMITS IDENTIFIED BY OIC/RSO, TARGET LOCATIONS, VERIFYING CONDITION STAKES, AND

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C	(b)(3), (b)(6), (b)(7)(c) S-3	S-3	BN CMDR

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**ENCLOSURE (43)**

**LETTER OF INSTRUCTION**

R408A/R600/R800 - COMPANY B

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AMMUNITION ISSUE POINT ESTABLISHED. FOLLOWING RANGE PREPARATIONS EACH SECTION LEADER WILL GIVE A WARNING ORDER, PRODUCE AN OVERLAY, AND BRIEF THEIR SCHEME OF MANEUVER OVER A TERRAIN MODEL TO THE PLATOON COMMANDER AND PLATOON SERGEANT. AFTER THE BRIEFS FIRST SECTION CONDUCTS THEIR DRY RUN WHILE SECOND AND THIRD SECTION WILL BE CONDUCTING THEIR PRE-OPERATION CHECKS FOR THEIR DRY RUN. THE PLATOON COMMANDER AND MASTER GUNNER WILL TRAVEL WITH THE AAV'S WITH THE SECTION TO EVALUATE THE GUNNERY TABLE VIII. FOLLOWING THE DRY RUN, THE SECTION WILL CONDUCT A HOT WASH WHILE THE NEXT SECTION CONDUCTS THEIR DRY FIRE RUN. DRY RUNS WILL BE RAN UNTIL THE OIC AND MASTER GUNNER FEEL THE SECTION CAN SAFELY MANEUVER THE COURSE OF FIRE. ONCE ALL DRY FIRE RUNS ARE COMPLETE THE SECTIONS WILL START THEIR LIVE FIRE DAY PORTION. UPON COMPLETION OF TABLE IX THE SECTION WILL CLEAR ALL WEAPONS WITH THE PSO, RSO, AND OIC VERIFYING CONDITION FOUR. THE SECTION WILL THEN RECEIVE A FINAL DEBRIEF BY THE PLATOON COMMANDER. ONCE THE DEBRIEF IS COMPLETE THE NEXT SECTION WILL COMPLETE THEIR LIVE FIRE. AT 1830 THE PLATOON WILL PREPARE FOR THE NIGHT FIRE PORTION. THIS WILL INCLUDE VEHICLE MARKINGS, LFAM ROUTE MARKED, CONDITION STAKES MARKED, NIGHT VISION DEVICE STATUS PCC/PCI RECONFIRMATION, AND PLATOON GIVEN A SAFETY BRIEF ON NIGHT MANEUVER CONSIDERATIONS. SIMULTANEOUSLY THE SECTION LEADERS WILL BE GIVEN A FRAG-O FOR A NIGHT PATROL ON THE SAME ROUTE. EACH SECTION LEADER WILL GIVE A WARNING ORDER, PRODUCE AN OVERLAY, AND BRIEF THEIR SCHEME OF MANEUVER OVER A TERRAIN MODEL TO THE PLATOON COMMANDER AND PLATOON SERGEANT. ONCE ALL PRE-OPERATION CHECKS ARE COMPLETE THE SECTION LEADER WILL REQUEST TO DFL AND CONDUCT TABLE VIII DRY FIRE AT NIGHT. AFTER EACH RUN THE SECTION WILL RECONSOLIDATE AND A HOT WASH WILL TAKE PLACE WITH THE PLATOON COMMANDER. THE SECTIONS WILL THEN CONDUCT THEIR TABLE IX NIGHT PORTION UNTIL 2359.

**(4) PHASE IV: RETROGRADE PHASE. 14 JUNE.** THIS PHASE BEGINS WITH CLEARANCE FROM RANGE CONTROL TO BEGIN RETROGRADE FROM R800 TO 3D AABN RAMP. THE PLATOON WILL TRAVEL IN A TACTICAL COLUMN ALONG THE SAME ROUTE BACK TO 3D AABN. ROAD CROSSING WILL BE CONDUCTED IN THE SAME MANNER AS THE TRANSIT OUT AND THE PLATOON WILL CONDUCT A MAINTENANCE HALT ARMOR COIL IN THE TANGO TRAINING AREA. ALL WEAPONS AND EDL WILL BE CLEANED AND TURNED IN, AFTER ACTIONS CONDUCTED, AND ALL AAV'S WASHED DOWN AND RETURNED TO THE LINE. THIS PHASE ENDS ONCE THE FINAL SIGHT COUNT IS COMPLETED.

**C. TASKS**

<b>OIC</b>	<p>T1: ENSURE YOU HAVE PRIOR APPROVAL OF ALL TRAINING ON THE RANGE.                  P2: IOT MAINTAIN POSITIVE CONTROL OF ALL TRAINING, AS YOU ARE DIRECTLY RESPONSIBLE FOR EVERYTHING THAT TAKES PLACE.                  T2: CONDUCT A RANGE WALK WITH ALL SECTION LEADERS AND VEHICLE COMMANDERS.                  P2: IOT ENSURE THAT ALL KEY PERSONNEL UNDERSTAND THE ROUTE, FIRING LINES, AND TARGETS TO BE ENGAGED BOTH DURING THE DAY AND NIGHT PORTION OF DFGT'S.                  T3: CONDUCT LINK-UP AND COORDINATION WITH RANGE CONTROL PRIOR TO CONDUCT OF RANGE.                  P3: IOT TO ENSURE THAT ALL RANGE RULES AND REGULATIONS ARE ADHERED TO.</p>
<b>RSO</b>	<p>T1: ENSURE SAFE CONDUCT OF DFGT THROUGH DILIGENT AND INTRUSIVE OVER-WATCH OF ANYTHING RELATED TO RANGE SAFETY.                  P1: IOT TO PREVENT ANY UNSAFE ACTIONS FROM TAKING PLACE.                  T2: WHEN PERFORMING DUTIES AS RSO FOCUS SOLELY ON RANGE SAFETY AND RSO-RELATED TASKS.                  P2: TO ENSURE A SAFE RANGE.                  T1: ENSURE ALL WEAPONS ARE PROPERLY HEADSPACED AND TIMED.</p>

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ENCLOSURE (23)

**LETTER OF INSTRUCTION**

R408A/R600/R800 - COMPANY B

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	<p>P2: TO PREVENT ANY INJURIES TO GUNNER'S OR DAMAGE TO WEAPONS.                  T1: ENSURE ALL GATES ARE LOCKED ACCORDING TO RANGE REGULATIONS.                  P2: IOT PREVENT ANY NON-AUTHORIZED PESONNEL FROM ENTERING THE TRAINING AREA DURING THE CONDUCT OF GUNNERY TABLES.</p>
<b>PSOS</b>	<p>T1: ENSURE SAFE OPERATION OF BOTH WEAPON SYSTEMS THROUGHOUT THE CONDUCT OF TABLES IX.                  P1: IOT PREVENT ANY UNSAFE WEAPONS OPERATION FROM TAKING PLACE BEFORE, DURING, AND AFTER DFGT IX.                  T2: ENSURE YOUR VEHICLE COMMANDER IS ENGAGING TARGETS WITHIN THE LEFT AND RIGHT LATERAL LIMITS.                  P2: IOT PREVENT ANY INJURIES FROM FIRING OUTSIDE THE LIMITS.                  T3: ONCE FIRING IS COMPLETE ENSURE BOTH WEAPONS ARE CONDITION FOUR.                  T4: TO PREVENT INJURY OR DAMAGE FROM A NEGLIGENT DISCHARGE WHILE IN TRANSIT BACK TO THE AA.</p>
<b>PLATOON SERGEANT</b>	<p>T1: COORDINATE WITH ALL LOGISTICAL AND OPERATIONS SOURCES                  P1: IOT ENSURE ALL REQUIREMENTS TO CONDUCT THIS RANGE ARE IN PLACE TO INCLUDE BUT NOT LIMITED TO, CHOW, WATER, FUEL, COMMUNICATION ASSETS, AMMO, SAFETY VEHICLES AND RE-SUPPLY, AND MAINTENANCE CONTACT TEAM.                  T2: ENSURE ALL PRE AND POST-OP CHECKS ARE CONDUCTED ACCORDING TO SOP.                  P2: IOT SET CONDITIONS FOR SAFE LAND OPERATIONS.                  T3: CREATE AN EQUIPMENT DENSITY LIST OF ALL THE PLATOON SERIALIZED GEAR.                  P3: IOT MAINTAIN ACCOUNTABILITY OF ALL SERIALIZED GEAR FOR THE DURATION OF THE EXERCISE.                  T4: SUPERVISE ALL MAINTENANCE, RECOVERY, AND CASUALTY EVACUATION.                  P4: IOT ENSURE COMPLIANCE WITH APPROPRIATE PROCEDURES.                  T5: COMMUNICATE WITH RANGE CONTROL.                  P5: IOT TO ENSURE TRAINING IS CONDUCTED SAFELY IN ACCORDANCE WITH SOPS.                  T6: SUPERVISE ALL PARTS OF THE EXERCISE.                  T7: IOT ENSURE SAFE AND EFFECTIVE TRAINING, BPT TO SERVE AS OIC, CONDUCT AN RSO CHANGEOVER, OR SERVE AS A TACTICAL EVALUATOR FOR DFGT'S.</p>
<b>SECTION LEADERS</b>	<p>T1: CONDUCT GEAR INSPECTION NLT 05 JUNE.                  P1: IOT CONFIRM GEAR ACCOUNTABILITY AND UNIFORMITY.                  T2: ENSURE DFGT PREREQUISTES ARE COMPLETE PRIOR TO THE RANGE BEING CONDUCTED PROPERLY AND ALL MARINES HAVE A CLEAR UNDERSTANDING OF WHAT IS BEING TAUGHT.                  P2: IOT ENSURE SAFETY AND EFFICIENCY WHILE CONDUCTING DFGT I-IX.                  T3: INFORM PLATOON SERGEANT OF ALL MAINTENANCE AND READINESS ISSUES.                  P3: IOT MAINTAIN ACCONTABILITY OF VEHICLES AND PERSONNEL.</p>
<b>CORPSMAN</b>	<p>T1: INVENTORY MEDICAL SUPPLIES THAT ARE BEING BROUGHT TO THE FIELD.                  P1: IOT ENSURE THAT THE EQUIPMENT ALLOWS PROPER AID FOR ALL POTENTIAL INJURIES AT R408A, R600/800.                  T2: COORDINATE WITH RANGE CONTROL IN THE EVENT OF CASUALTY.                  P2: IOT ALLOW PLATOON STAFF TO APPROPRIATELY TRACK, REPORT, AND FOLLOW UP ON CASUALTY.                  T3: PLAN GROUND MEDEVAC ROUTES FROM TO HIGHER ECHELON OF MEDICAL CARE.                  P3: IOT ELIMINATE WASTED TIME IN TRANSPORTING CASUALTY TO MEDICAL CARE.</p>
<b>COMM CHIEF</b>	<p>T1: NLT 05 JUNE ENSURE ALL VEHICLE'S COMMUNICATION EQUIPMENT HAS BEEN INSPECTED, EVALUATED, AND ARE OPERATIONAL.                  P1: IOT FACILITATE COMMUNICATIONS DURING TRAINING THROUGHOUT TRAINING EXERCISE.</p>

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	<p>T2: NLT 05 JUNE SUPERVISE PREPARATION AND OPERATION OF PLATOON COMMUNICATION ASSETS.</p> <p>P2: IOT ENSURE PROPER LOADING OF CRYPTOGRAPHIC INFORMATION ENSURING ALL COMMUNICATION SECURITY PROCEDURES ARE BEING FOLLOWED.</p> <p>T3: ENSURE EACH AAV CAN ESTABLISH COMMUNICATIONS WITH THE MASTER GUNNER FROM THE TURRET.</p> <p>P3: IOT ENSURE THE SAFE CONDUCT AND EXECUTION OF COMMANDS.</p> <p>T4: ESTABLISH COMMUNICATIONS WITH BATTALION.</p> <p>P4: IOT TO SEND SITUATIONAL REPORTS AND LOGISTICAL REQUESTS AS REQUIRED.</p>
<b>MAIN CHIEF</b>	<p>T1: ENSURE ALL VEHICLES ARE PROPERLY PREPARED FOR FIELD TRAINING TO INCLUDE ANNOTATION AND RECONCILIATION OF ALL DISCREPANCIES.</p> <p>P1: IOT ENSURE VEHICLES ARE READY FOR CONDUCT OF DFGT IX.</p> <p>T2: ASSEMBLE AND MAINTAIN A DSI FOR THE EXERCISE.</p> <p>P2: IOT ENSURE MAINTENANCE CAN BE CONDUCTED IN THE FIELD TO COMPLETE DFGT.</p>

**D. COORDINATING INSTRUCTIONS**

(1) REQUIRED FACILITIES. R408A/600/800

(2) OIC

(b)(3), (b)(6), (b)(7)(c)

(3) RSC

(4) PSO. EACH UGWS WILL HAVE AN ASSIGNED POSITION SAFETY OFFICER IN THE VEHICLE TROOP COMMANDER HATCH DURING THE CONDUCT OF LIVE FIRE AND MANEUVER. THE PLATOON WILL HAVE 5 VEHICLE CREW EVALUATORS (VCE) CERTIFIED BY THE BATTALION MASTER GUNNER. AS NECESSARY, PSO'S MAY BE EXPERIENCED SNCO'S OR VEHICLE COMMANDERS.

(5) TIMELINE. 10 JUNE 2020 - 14 JUNE 2020.

**10 JUNE**

- 0600 REVILLE
- 0700 PRE OPS
- 0800 COMM LOADED, PRE-OPERATIONAL CHECKS VERIFIED
- 0900 MOVEMENT FROM 227 TO R408A
- 1000 PLATOON OCCUPIES R408A
- 1030 SAFETY BRIEF IS GIVEN
- 1100 ZERO
- 1200 CREW DAY GUNNERY
- 1900 NIGHT SAFETY BRIEF
- 2000 NIGHT CREW GUNNERY
- 2359 RANGE COLD

**11 JUNE**

- 0600 REVEILLE
- 0700 SAFETY BRIEF
- 0800 DAY CREW GUNNERY
- 1900 NIGHT SAFETY BRIEF
- 2000 NIGHT CREW GUNNERY
- 2359 RANGE COLD

**12 JUNE**

- 0600 REVEILLE

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**ENCLOSURE (2)**

**LETTER OF INSTRUCTION**

R408A/R600/R800 - COMPANY B

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0700 MOVEMENT TO R600/800  
 0900 OCCUPY R600/800  
 0930 SAFETY BRIEF  
 1000 SECTION LEADERS BRIEF  
 1100 DRY RUNS  
 1200 LIVE RUNS  
 1800 NIGHT SAFETY BRIEF  
 1900 SECTION LEADERS BRIEF  
 2000 DRY NIGHT RUNS  
 2100 LIVE NIGHT RUNS  
 2359 RANGE COLD

**13 JUNE**

0600 REVEILLE  
 0700 SAFETY BRIEF  
 0800 SECTION LEADERS BREIF  
 0900 DRY RUNS  
 1000 LIVE RUNS  
 1800 NIGHT SAFETY BRIEF  
 1900 SECTION LEADERS BRIEF  
 2000 DRY NIGHT RUNS  
 2100 LIVE NIGHT RUNS  
 2359 RANGE COLD

**14 JUNE**

0600 REVEILLE  
 0700 RANGE CLEANUP  
 0800 RANGE INSPECTION  
 0900 RETROGRADE TO 3D AABN  
 1100 CONDUCT WASHDOWNS AND POST OPS  
 1700 PLATOON SECURE

**(6) TACTICAL CONTROL MEASURES (TCMS)/ POINTS OF INTEREST**

TCM (PRIMARY NUMBERED, ALTERNATE LETTER)	LOCATION
LOD (3D AABN RAMP)	11S MS 6280 7560
CP-1 (LCAC TOWER)	11S MS 5922 7995
CP-2 (WARRIORS COVE)	11S MS 5570 8488
CP-3 (HOLE IN THE WALL)	11S MS 5509 8632
CP-4 (LAS PULGAS CROSSING)	11S MS 5763 8501
CP-5 (BASILONE ROAD CROSSING)	11S MS 6246 8987
R227	11S MS 6325 9050
CP-7	11S MS 6433 9049
R408A	11S MS 6654 9188
CP-9	11S MS 6342 9182
CP-10	11S MS 6709 9332
CP-11	11S MS 6645 9604
CP-12	11S MS 5413 9853
R600	11S MT 5530 0325
R800	11S MT 6099 0073
<b>POINTS OF INTEREST</b>	<b>LOCATION</b>

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ENCLOSURE (4)

**LETTER OF INSTRUCTION**

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AXP-1	11S MS 5763 8501
AXP-2	11S MS 6246 8989
21 AREA BAS	11S MS 6300 7600
53 AREA BAS	11S MS 5533 9320
43 AREA BAS	11S MS 6190 8980
LZ BUZZARD	11S MT 6150 0070
LZ CANARY	11S MT 6270 0045
LZ BLUEBIRD	11S MS 6290 9965
LZ STARLING	11S MS 6210 9120
NAVAL HOSPITAL	11S MS 6360 7610

(7) RATE (S) OF MARCH AND DISPERSION. 20 MPH IN TRAINING AREAS WITH 50-75 METER DISPERSION. IN LOW LIGHT CONDITIONS, 15 MPH AND 50-75 METER DISPERSION. WHITE LIGHT WILL BE UTILIZED IN LOW LIGHT CONDITIONS AT ROAD CROSSINGS. 5 MPH IN CONGESTED AREAS WHILE UTILIZING GROUND GUIDES.

(8) NO COMMUNICATION PLAN

A. PHASE I. NOT APPLICABLE

B. PHASE II/IV MOVEMENT TO AND FROM RANGE. IF COMMUNICATION IS LOST DURING THE PLATOON MOVEMENT THEY WILL UTILIZE HAND AND ARM SIGNALS OR A MESSENGER. THE VEHICLE WILL CONTINUE TO TRY TO RE-ESTABLISH COMMUNICATION DURING THE MOVEMENT. WHILE IN A PLATOON COLUMN, THE PLATOON WILL CONTINUE TO MOVE AS LONG AS THE FRIST AND LAST VEHICLE HAVE COMMUNICATIONS WITH THE PLATOON COMMANDER OR PLATOON SERGEANT. IF COMMUNICATION LOST BETWEEN THESE THREE VEHICLES THE PLATOON WILL HALT FOR NO LONGER THAN 10 MINUTES AND RE-ESTABLISH COMM. IF IT CANNOT BE RE-ESTABLISHED THEN THE PLATOON WILL CONTINUE THEIR MOVEMENT WITH THE 1ST SECTION LEADER TAKING TACTICAL CONTROL WHILE THE PLATOON COMMANDER TRIES TO RE-ESTABLISH COMM WHILE MOVING. RANGE FLAGS WILL BE UTILIZED TO PASS THE COMMUNICATION STATUS OF THE VEHICLE TO THOSE AROUND IT. GREEN WILL MEAN "HEAR BUT CANNOT SPEAK", YELLOW WILL MEAN "CANNOT HEAR OR SPEAK" AND RED MEANS EMERGENCY IN THE VEHICLE AND NEED ASSISTANCE. IF AT ANYTIME THE PLATOON LOSES COMMUNICATIONS WITH LONGRIFLE, TRAINING WILL CEASE AND COMMUNICATION WILL BE REESTABLISHED.

C. PHASE III CONDUCT OF RANGE. WHILE CONDUCTING LIVE FIRE THE VEHICLE COMMANDER WILL HAVE POSITIVE COMMUNICATION WITH THE BATTALION MASTER GUNNER AND THE VEHICLES FIRING VIA PLATOON TAC BY USING THEIR VEHICLE RADIO SETS. IF COMMUNICATION GOES DOWN TRAINING WILL CEASE UNTIL IT IS REESTABLISHED. IF AT ANYTIME COMMUNICATION IS LOST BETWEEN THE VEHICLE COMMANDER, DRIVER, AND PSO IN THE TROOP COMMANDER'S HATCH TRAINING WILL CEASE AND INTERCOM WILL BE ESTABLISHED INTERNAL TO THE VEHICLE. IF AT ANYTIME THE PLATOON LOSES COMMUNICATIONS WITH LONGRIFLE TRAINING WILL CEASE AND COMMUNICATION WILL BE REESTABLISHED.

(9) LOST MARINE PLAN. IF A MARINE HAS BEEN IDENTIFIED AS MISSING, ALL MOVEMENT AND TRAINING WILL CEASE AND THE PLATOON WILL GAIN ACCOUNTABILITY OF ALL PERSONNEL AND EQUIPMENT BEFORE BACKTRACKING THE PREVIOUS ROUTE UNTIL THE MARINE IS FOUND. ACCOUNTABILITY WILL BE MAINTAINED BY CONDUCTING CHECKS BEFORE AND AFTER ANY MOVEMENT. ALL MARINES WILL INFORM THEIR CHAIN OF COMMAND WHEN THEY LEAVE THE IMMEDIATE

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**LETTER OF INSTRUCTION**

R408A/R600/R800 - COMPANY B

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AREA OF THE PLATOON. THEY WILL TRAVEL IN PAIRS AND NEVER MOVE MORE THAN 50M AWAY FROM THE PLATOON. ALL MARINES WILL CARRY A WATER SOURCE WHEN STEPPING AWAY FROM THE VEHICLE. WHILE MOVING TO AND FROM THE RANGE. DURING PHASE II AND IV, IF A MARINE BECOMES LOST THEY WILL REMAIN IN PLACE FOR 2 HOURS AND THEN BACKTRACK TO THE NEAREST MAIN SUPPLY ROUTE (MSR) WITHIN 1KM. THE MARINES WILL BE BRIEFED ALONG THE ROUTE THEIR POSITION IN RELATION TO LAS PULGAS ROAD AS WELL AS BASILONE DRIVE. ONCE THEY ARRIVE AT ONE OF THESE ROADS IF ABLE TO FLAG DOWN A PASSING VEHICLE WILL ENSURE CONTACT WITH PLATOON. DURING THE CONDUCT OF TABLE IX IF THEY BECOME LOST THEY WILL HOLD IN PLACE AND NOT TRAVEL INTO THE ENGAGEMENT AREA.

**(10) GO/NO GO CRITERIA**

- A. CORPSMAN PRESENT AND PREPARED FOR CONDUCT OF EXERCISE.
- B. MAINTAIN POSITIVE COMMUNICATIONS WITH LONG RIFLE.
- C. IMPROPER DODIC'S DELIVERED TO TRAINING AREA.
- D. LESS THAN SIX AAVP7'S OPERATIONAL TO CONDUCT DFGT I-IX.

**(11) ORDER OF MARCH.** VEHICLES WILL MOVE SECTION ORDER NUMERICALLY 1ST SECTION, 2ND SECTION, 3RD SECTION.

**(12) ROAD CROSSING.** AT A ROAD CROSSING, THE PLATOON WILL HALT IN A HERRINGBONE FORMATION WHEN TERRAIN ALLOWS MAINTAINING A DEFENSIVE POSTURE. WHILE THE PLATOON SERGEANT MOVES TO THE FRONT OF THE FORMATION. HE WILL THEN DROP OFF TWO ROAD GUARDS WITH REFLECTIVE VESTS AND BROOMS. ROAD GUARDS WILL HAVE FLASHLIGHTS FOR NIGHT CROSSINGS. ROAD GUARDS WILL BE BRIEFED TO MOVE OUT OF THE WAY IF ONCOMING TRAFFIC APPEARS TO NOT BE STOPPING. ONCE THE ROAD GUARDS ARE SET, THE PLATOON WILL CROSS THE ROAD. WHEN ALL VEHICLES HAVE CROSSED, THE ROAD GUARDS WILL SWEEP DEBRIS OFF THE ROAD, AND THEN GET BACK IN THE PLATOON SERGEANT'S VEHICLE.

**(13) VEHICLE RECOVERY PLAN.** 10 MINUTES TO TROUBLESHOOT AND 20 MINUTES TO FIX. PLATOON SERGEANT IS THE PRIMARY RECOVERY TEAM. 3RD SECTION, OR LEAST ENGAGED SECTION IS THE ALTERNATE RECOVERY TEAM. DURING **PHASE II** IF A VEHICLE IS UNABLE TO LEAVE THE RAMP IT WILL BE SECURED WITH ALL WEAPONS AND EDL TRANSFERRED TO THE PLATOON SERGEANTS VEHICLE. ON THE MOVEMENT IF A VEHICLE NEEDS TO BE TOWED THE PLATOON SERGEANT WILL REMAIN PRIMARY TOW VEHICLE WHILE THE REMAINDER OF THE PLATOON FORMS A DEFENSIVE POSTURE TO RECOVER THE DOWNED VEHICLE. IF THE VEHICLE HAS A CATASTROPHIC FAILURE PRIOR TO THE GOLD BEACH HOLE IN THE WALL THE PLATOON SERGEANT WILL TOW THE VEHICLE BACK TO THE RAMP WHILE THE SECTION MAINTAINS A DEFENSIVE POSTURE. ONCE THE PLATOON SERGEANT RETURNS THE DOWN SECTION WILL CONTINUE TO R227. THE SECTION WILL STAY IN PLACE AND BUMP ACCORDINGLY ONCE THE VEHICLE HAS BEEN RETRIEVED BY THE CONTACT TEAM. IF THE PLATOON SERGEANT VEHICLE NEEDS TO BE RECOVERED, A DEFENSIVE POSTURE WILL BE FORMED TO RECOVER DOWNED VEHICLE BY 3RD SECTION. ALL EFFORTS WILL BE MADE TO REPAIR VEHICLES IN THE FIELD AND MOVE THEM TO THE RANGE. DURING THIS PHASE, THE PLATOON WILL HAVE A MAINTENANCE CONTACT TEAM ON STANDBY. IF A VEHICLE IS DETERMINED TO BE DEADLINED AND NOT REPAIRABLE IN A TIMELY MANNER, THE DOWNED VEHICLE PLUS TWO OTHER VEHICLES WILL REMAIN IN PLACE UNTIL THE CONTACT TEAM ARRIVES. ONCE THE DOWNED VEHICLE HAS BEEN RECOVERED, THE CREW FROM THE DOWNED VEHICLE WILL EXECUTE THE BUMP PLAN AND CONTINUE TO THE RANGE. ALL EDL WILL BE TRANSFERRED AS WELL. DURING **PHASE III** SHOULD A VEHICLE NEED TO BE RECOVERED THE PLATOON SERGEANTS VEHICLE WILL RECOVERY THE VEHICLE AND BRING IT BACK TO R408A/600/800

SIGNATURE/DATE	Or (b)(3), (b)(6), (b)(7)(c)	RSO	GUNNER
Cl (b)(3), (b)(6), (b)(7)(c)	S-3/A	S-3	BN CMDR

**ENCLOSURE (43)**

**LETTER OF INSTRUCTION**  
R408A/R600/R800 - COMPANY B

DATE(S): 20200610-20200614

TIME(S):

TRACKING #:

WHERE MAINTENANCE WILL BE CONDUCTED TO FIX THE VEHICLE. A VEHICLE FROM ANOTHER SECTION WILL BE USED TO COMPLETE THE GUNNERY TABLE, DURING **PHASE IV** THE VEHICLE WILL BE RECOVERED AND TOWED BACK TO 3D AABN RAMP.

(14) **BUMP PLAN.** VEHICLE CREW AND EMBARKED PERSONNEL FROM THE DISABLED VEHICLE WILL BUMP TO THE SECTION LEADER'S VEHICLE. IF PLATOON SERGEANT'S VEHICLE IS THE DOWNED VEHICLE, CREW AND EMBARKED PERSONNEL WILL BUMP TO VEHICLE 3-15-11, 3-15-7, 3-15-3.

(15) **UNIFORM AND GEAR.** ALL MARINES WILL WEAR FIRE RESISTANT ORGANIZATION GEAR (FROG) AND APPROPRIATE PPE.

(16) **PPE.** PPE WILL BE WORN AT ALL TIMES WHILE CONDUCTING TRAINING. PPE CONSISTS OF KEVLAR/ FROG, EYE PRO, EAR PRO, GLOVES, PLATE CARRIERS. IFAK'S WILL BE WORN OR IN THE MARINES STATION AT ALL TIMES. GAS MASK WILL BE ACCESSIBLE TO BE DONNED AT ANY POINT BY THE MARINE DURING THE EXERCISE. FIELD DISCIPLINE WILL BE MAINTAINED THROUGHOUT THE ENTIRETY OF THE TRAINING.

(17) **ADDITIONAL TRAINING GOALS.** WHEN MARINES ARE NOT FIRING, PREPARING TO FIRE, OR SUPPORTING THE RANGE THEY WILL BE CONDUCTING SECTION LEVEL REHEARSALS FOR LIVE FIRE AND MANEUVER. IF THE SECTION HAS ALREADY COMPLETED THEIR TABLE THE ASSISTANT SECTION LEADER OR VEHICLE COMMANDERS WILL PREPARE AND BRIEF THEIR SECTION LEADERS ON OFFENSIVE MANEUVER USING THE TERRAIN MODEL. IF ALL DAY FIRE IS COMPLETE AND THE PLATOON NEEDS TO WAIT TO CONDUCT NIGHT FIRE ASSISTANT SECTION LEADERS OR VEHICLE COMMANDERS WILL CONDUCT DRY RUNS TO COMMAND AND CONTROL A SECTION.

(18) **WEAPON SYSTEMS.** ALL CREW SERVED WEAPONS WILL HAVE LIMITED TECHNICAL INSPECTIONS (LTI)/PRE-FIRE INSPECTIONS (PFI) COMPLETE PRIOR TO CONDUCTING THE RANGE. THE PLATOON SERGEANT WILL HAVE A COPY OF THE LTI/PFI PAPERWORK AND VERIFY ACCURACY BEFORE DEPARTING FOR THE RANGE. BEFORE FIRING BEGINS, HEADSPACE AND TIMING WILL BE RE-INSPECTED BY THE VEHICLE COMMANDER (VC), POSITIONAL SAFETY OFFICER (PSO), AND ARMORER WITH RSO AND OIC OVERSIGHT.

(19) **CLEARING PROCEDURES.** ONCE CREWS ARE FINISHED FIRING, THEIR WEAPONS WILL BE CLEARED OUT BY THE VC, PSO, THEN RSO ONCE THE MANEUVER IS COMPLETE. ONCE THE WEAPONS ARE CLEAR AND CONDITION FOUR AS PHYSICALLY AND VISUALLY VERIFIED BY ALL THREE INDIVIDUALS, EACH AND EVERY VEHICLE WILL RETURN TO THE PLATOON'S AMMUNITION ISSUE POINT (AIP) AND REMOVE ALL REMAINING LIVE AMMUNITION FROM THE VEHICLE. THE VEHICLE AND PERSONNEL WILL BE LINED OUT BY BOTH THE OIC AND RSO. WEAPONS WILL THEN BE ELEVATED TO 45 DEGREES ONCE LIVE FIRE HAS SEIZED FOR THE TRANSIT BACK TO THE AA.

(20) **AMMUNITION HANDLING AND DUNNAGE.** AMMUNITION WILL BE STAGED NO CLOSER THAN 100M FROM ANY OTHER STRUCTURE OR ENCAMPMENT ON PALLETS UNDERNEATH CAMOUFLAGE NETTING. SMOKING IS NOT AUTHORIZED WITHIN 100M OF THE AMMUNITION SUPPLY POINT. AN ARMED WATCH WILL BE POSTED WITH SECURITY AMMUNITION AT ALL TIMES. IN ADDITION TO THE AMMUNITION NCO IN CHARGE OF DISTRIBUTING AMMUNITION. AMMUNITION WILL BE TRACKED BY THE POSTED NCO USING A LOGBOOK AND EXCESSIVE BREAK-OUT WILL BE AVOIDED BY UTILIZING SMALLER QUANTITY LOTS FIRST. ALL SPENT CASINGS WILL BE SORTED THREE TIMES TO ENSURE NO LIVE AMMUNITION IS TURNED IN WITH DUNNAGE. UPON COMPLETION OF THE RANGE, ALL AMMUNITION WILL HAVE BEEN SORTED AND TURNED-IN ALONG WITH THE EXPENDITURE REPORT.

SIGNATURE/DATE	OIC	RSO	GUNNER
CO	(b)(3), (b)(6), (b)(7)(c) S-3/i	S-3	BN CMDR

(b)(3), (b)(6), (b)(7)(c)

**ENCLOSURE (43)**

LETTER OF INSTRUCTION

R408A/R600/R800 - COMPANY B

DATE(S): 20200610-20200614

TIME(S):

TRACKING #:

(21) MARKING PLAN

(A) RANGE MARKING PLAN. DURING THE CONDUCT OF PHASE III EACH ENGAGEMENT AREA WILL BE MARKED FOR BOTH DAY AND NIGHT FIRE TRAINING. DURING THE DAY THERE WILL BE MARKING STAKES IN PLACE TO ANNOTATE THE BEGINNING AND END OF EACH ENGAGEMENT AREA. A RED FLAG WILL BE NEXT TO THE STAKE INDICATING THE START OF AN ENGAGEMENT AREA AND A GREEN RANGE FLAG WILL INDICATE A THE END OF AN ENGAGEMENT AREA. FOR NIGHT A RED CHEMSTICK WILL INDICATE THE START OF AN ENGAGEMENT AREA AND GREEN CHEMSTICK WILL INDICATE THE END OF AN ENGAGEMENT AREA. BLUE CHEMSTICKS WILL BE USED TO MARK THE ROUTE FOR IN AREAS WHERE THERE IS A STEEP DROP OFF ALONGSIDE THE ROAD. ALL VEHICLE COMMANDERS AND PSOS WILL HAVE A WHITE LIGHT SOURCE TO ENSURE WEAPONS CONDITIONS. CHEMSTICKS WILL BE USED FOR GROUND GUIDING ON AND OFF THE FIRING LINE AT NIGHT. NIGHT CONSIDERATIONS FOR A POTENTIAL AIR CASEVAC WILL INCLUDE CHEMSTICK BUZZ SAW AND NATO-Y.

(B) PERSONNEL MARKING PLAN. THE OIC, RSO, PSO, AND CORPSMAN WILL BE MARKED WITH A WHITE CHEMSTICK DURING ALL NIGHT TRAINING EVOLUTIONS.

(C) VEHICLE MARKING PLAN. VEHICLES WILL BE MARKED SECTION INTERNAL. THE SECTION LEADER WILL HAVE ONE YELLOW CHEMSTICK STARBOARD ANTENNA. THE SECOND VEHICLE IN THE SECTION WILL HAVE TWO YELLOW CHEMSTICKS ON THE STARBOARD ANTENNA. THE THIRD VEHICLE WILL HAVE THREE YELLOW CHEMSTICKS ON THE STARBOARD ANTENNA.

(D) RANGE FLAGS. DURING LIVE FIRE RANGE FLAGS WILL BE UTILIZED TO SHOW THE OIC AND RSO THE STATUS OF THE WEAPONS. ONCE A VEHICLE ENTERS AN ENGAGEMENT AREA THE VEHICLE COMMANDER WILL GO CONDITION ONE. UPON THE END OF AN ENGAGEMENT AREA THE VEHICLE COMMANDER WILL POST A GREEN FLAG SHOWING THE RSO THE WEAPONS ARE CONDITION FOUR. IF THERE IS A MALFUNCTION THAT CANNOT BE CLEARED OR A MISFIRE A YELLOW RANGE FLAG WILL BE POSTED ON THE TURRET. NO VEHICLES WILL DISPLACE FROM THE ENGAGEMENT AREAS UNTIL ALL VEHICLES ARE CONDITION FOUR AND RANGE FLAGS ARE POSTED ON ALL TURRETS.

(22) GATES. TO PREVENT ENTRY INTO THE TRAINING AREA IN ACCORDANCE WITH RANGE REGULATIONS THE PLATOON SERGEANT WILL ENSURE THE PLATOONS LOCKS ARE USED TO SECURE THE GATES. IF GATES ARE NOT LOCKED ROAD GUARDS WILL BE POSTED AND TWO- WAY RADIO COMMUNICATION WILL BE MAINTAINED.

(23) SAFETY DRIVERS AND CORPSMAN. THE SAFETY DRIVER AND CORPSMAN WILL BE LOCATED IN TRACK 3-15-12 AND A JLTV. SAFETY DRIVERS FOR THE AAV AND JLTV WILL BE REQUIRED TO BACK-BRIEF THE RSO THE ROUTE TO THE AMBULANCE EXCHANGE POINT IN CASE OF AN EMERGENCY. IN ADDITION TO A BACK-BRIEF, THE RSO WILL PASS SPECIFIC GUIDANCE THAT THE SAFETY DRIVER IS NO MORE THAN AN ARMS-REACH AWAY FROM THE VEHICLE, THE BACK OF THEIR VEHICLE IS KEPT CLEAR OF EQUIPMENT AND DEBRIS, AND THAT THEY KEEP THEIR PPE STAGED ON THE VEHICLE.

4. ADMINISTRATION AND LOGISTICS

A. ADMINISTRATION

(1) PERSONNEL COUNT (MO/ME/NO/NE). 1/57/0/1 TOTAL 59

SIGNATURE/DATE	OIC	RSO	GUNNER
(b)(3), (b)(6), (b)(7)(c)	(b)(3), (b)(6), (b)(7)(c)	S-3	BN CMDR

ENCLOSURE (63)

**LETTER OF INSTRUCTION**

R408A/R600/R800 - COMPANY B

DATE(S): 20200610-20200614	TIME(S):	TRACKING #:
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(2) VEHICLE COUNT (BY TYPE AND QTY). (12) AAVP7S, (1) AAVC7

(3) SITUATION REPORTING (SITREP). THE PLATOON WILL SEND SITUATION REPORTS TO THE OOD AT THE BATTALION VIA SATCOM JBC-P AT 0600, 1200, 1800, AND 0000 DAILY.

(4) ASTRONOMICAL DATA

DATE	SUNRISE	SUNSET	ILLUMINATION
10 JUNE	05:42	19:50	88%
11 JUNE	05:42	19:52	79%
12 JUNE	05:42	19:55	70%
13 JUNE	05:42	19:56	60%
14 JUNE	05:42	19:57	50%

(5) CASUALTY EVACUATION (CASEVAC) PLAN. IN THE EVENT OF A CASUALTY ALL TRAINING WILL CEASE AND LONGRIFLE WILL IMMEDIATELY BE NOTIFIED WHILE THE CASUALTY IS EVALUATED BY THE CORPSMAN. COMMUNICATION WILL TAKE PLACE USING A NATO 9-LINE AND WILL BE MADE BY THE OIC, RSO, OR PLATOON SERGEANT. DAYTIME LZ'S FOR AIR CASEVAC WILL BE MARKED BY A TACTICAL VEHICLE WITH AIR PANELS AND NIGHT TIME WILL BE USING A CHEMLITE BUZZ SAW. UPON ARRIVAL AT THE RANGE LZ'S WILL BE CLEARED OF ANY FOD. UPON ARRIVAL AT THE RANGE THE LZ'S WILL BE MARKED PRIOR DURING RANGE SET UP. PRIMARY LZ AT R408A WILL BE LZ STARLING. PRIMARY LZ AT R600/800 BUZZARD, ALTERNATE LZ CANARY, AND CONTINGENCY LZ BLUE BIRD.

(A) URGENT AND PRIORITY CASUALTIES. IN THE EVENT OF AN URGENT OR PRIORITY CASUALTY THE CORPSMAN WILL PROVIDE INITIAL EVALUATION AND TREATMENT OF THE INJURED MARINE. LONGRIFLE WILL BE CONTACTED IMMEDIATELY. IN THE CASE OF A GROUND MEDEVAC THE INJURED MARINE WILL BE TRANSPORTED VIA SAFETY VEHICLE TO A HIGHER ECHELON OF MEDICAL CARE. IF EMS IS NOT AVAILABLE THROUGH COORDINATION WITH LONGRIFLE THEY WILL BE TRANSPORTED TO 53, 43 OR 21 AREA BAS VIA THE SAFETY VEHICLE. IF A HIGHER ECHELON OF CARE IS NEEDED THEY WILL BE THE TRANSPORTED DIRECTLY TO THE NAVAL HOSPITAL. IF IT IS DETERMINED AIR CASEVAC IS NECESSARY IT WILL BE COORDINATED THROUGH LONGRIFLE USING ONE OF THE FOUR LZ'S.

(B) ROUTINE CASUALTIES. IF A ROUTINE CASUALTY OCCURS IN ANY OF THE TRAINING AREAS TRAINING WILL CEASE AND LONGRIFLE WILL BE NOTIFIED. THE CORPSMAN WILL PROVIDE INITIAL ASSESSMENT AND TREATMENT. BASED ON THE RECOMMENDATION OF THE CORPSMAN AND THE SEVERITY OF THE INJURY THE OIC/ RSO WILL DETERMINE IF THE MARINE WILL REMAIN IN THE FIELD OR NEEDS TO BE TRANSPORTED BACK TO THE 53/21 AREA BAS.

(5) TRAINING AND READINESS EVENTS SEE ATTACHED T&R EVENTS.

**B. LOGISTICS** SEE ATATCHED TSR

(1) RECOVERY ASSETS. THE PLATOON WILL HAVE FOUR TOW BARS. THE PLATOON SERGEANT'S VEHICLE WILL BE THE PRIMARY RECOVERY TEAM WITHIN THE PLATOON. THE ASSISTANT SECTION LEADER'S VEHICLE WILL BE THE PRIMARY RECOVERY TEAM WITHIN THE SECTION.

SIGNATURE/DATE	OIC (b)(3), (b)(6), (b)(7)(c)	RSO	GUNNER
(b)(3), (b)(6), (b)(7)(c)	S-3/A	S-3	BN CMDR

ENCLOSURE (63)

**LETTER OF INSTRUCTION**

R408A/R600/R800 - COMPANY B

DATE(S): 20200610-20200614	TIME(S):	TRACKING #:
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**5. COMMAND AND SIGNAL:**

**A. COMMAND**

(1) **POINTS OF CONTACT.** PLATOON COMMANDER 1STLT T.J. MACALEESE (339)235-0974.  
 PLATOON SERGEANT GYSGT H. LACEA (417)425-3483

(2) **LOCATION OF KEY LEADERS.** OIC WILL BE LOCATED IN VEHICLE 3-15-04. PLATOON SERGEANT WILL BE IN VEHICLE 3-15-12 WITH THE CORPSMAN DURING MOVEMENTS. DURING THE CONDUCT OF THE RANGE THE PLATOON COMMANDER WILL BE WITH THE SECTION LEADER. EACH TROOP COMMANDER HATCH WILL HAVE A PSO PRESENT.

**B. SIGNAL.** EACH DAY, ONCE RANGE PREPARATIONS ARE COMPLETE, THE OIC WILL CONDUCT A RADIO CHECK WITH ALL INVOLVED PARTIES: ROAD GUARDS, PSOS, AMMUNITION ISSUE POINT (AIP), RSO, AND THE BATTALION MASTER GUNNER.

	PRIMARY	ALTERNATE	CONTINGENCY	EMERGENCY
RANGE CONTROL - "LONGRIFLE"			KEY LEADER CELL PHONE	
INTERNAL RANGE COORDINATION			BLACK GEAR	PLT TAC 2 NET ID. (546) VHF
PLATOON		(b)(2)	BLACK GEAR	
BATTALION			JBC-P	KEY LEADER CELL  PHONE

OFFICIAL

COMMANDING

(b)(3), (b)(6), (b)(7)(c)

SIGNATURE/DATE	OK (b)(3), (b)(6), (b)(7)(c)	RSO	GUNNER
(b)(3), (b)(6), (b)(7)(c)	S-3	S-3	BN CMDR

**ENCLOSURE (63)**

<b>DATE</b> 20200610-20200612	<b>UNIT</b> 1/4 B CO AAV PLT	<b>RANGE/TA</b> R408A	<b>TRAINING TO BE CONDUCTED</b> AAV Direct Fire Gunnery Tables III-VI
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<b>OIC</b> (b)(3), (b)(6), (b)(7)(c)	<b>RSO</b> (b)(3), (b)(6), (b)(7)(c)	<b>PERSONNEL</b> 1 MO 57 ME 1 NE
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**MISSION:** From 10-16 June B CO AAV Plt will conduct DFGT I-IX in order to (IOT) meet PTP requirements for the 15th MEU.

<b>MAP CHIP</b>	<b>TIMELINE</b>
	<p><b>10 JUNE</b> 0600 REVILLE 0700 PRE OPS 0800 COMM LOADED, PRE-OPERATIONAL CHECKS VERIFIED 0900 MOVEMENT FROM 227 TO R408A 1000 PLATOON OCCUPIES R408A 1030 SAFETY BRIEF IS GIVEN 1100 ZERO 1200 CREW DAY GUNNERY 1900 NIGHT SAFETY BRIEF 2000 NIGHT CREW GUNNERY 2359 RANGE COLD</p> <p><b>11 JUNE</b> 0600 REVEILLE 0700 SAFETY BRIEF 0800 DAY CREW GUNNERY 1900 NIGHT SAFETY BRIEF 2000 NIGHT CREW GUNNERY 2359 RANGE COLD</p>
<b>RANGE 408A</b>	

<p><b>Evaluator/ A.I. Requirements</b></p> <p>AAV Master Gunnery from 3d AABn will be present to evaluate the crew on direct fire gunnery tables III-VI, consisting of day and night static shooting.</p>	<p><b>TRANSPORT</b></p> <p>Platoon will self-lift to and from range utilizing 12 AAV P7s, 1 AAV C7, and 1 AAV R7</p>	<p><b>LOGISTICS</b></p> <p>Marines will be issued (5) DOS chow/water prior to transport, water jugs will be brought for sustainment.</p>	<p><b>UNIFORM</b></p> <p>Frogs with boonie cover, PPE Level 1 (plate carrier w/ front/rear SAPIs, Kevlar, eyep/earpro)</p>
	<p><b>COMMUNICATION PLAN</b></p> <p>AAVs will be used as primary, with PRC-117/150s as secondary once the range has been occupied. Comms w/ Longrifle via AAV/PRC-117(SC/PT). Platoon internal safety structure maintained on Mk-153 black gear.</p>	<p><b>MEDICAL REQ.</b></p> <p>(1) Corpsman will be located with safety vehicle 3-15-12. A JLTV with Driver and A driver will also be in support.</p>	

ENCLOSURE (C3)

<b>DATE</b> 20200612-20200614	<b>UNIT</b> 1/4 B CO AAV PLT	<b>RANGE/TA</b> R600	<b>TRAINING TO BE CONDUCTED</b> AAV Direct Fire Gunnery Tables VII-IX
<b>OIC</b>  (b)(3), (b)(6), (b)(7)(c)	<b>RSO</b>  (b)(3), (b)(6), (b)(7)(c)	<b>PERSONNEL</b> 1 MO 57 ME 1 NE	
<b>MISSION:</b> From 10-16 June B CO AAV Plt will conduct DFGT I-IX in order to (IOT) meet PTP requirements for the 15th MEU.			

<p><b>MAP CHIP</b></p>	<p style="text-align: center;"><b>TIMELINE</b></p> <p><b>12 JUNE</b> 0600 REVEILLE 0700 MOVEMENT TO R600/800 0900 OCCUPY R600/800 0930 SAFETY BRIEF 1000 SECTION LEADERS BRIEF 1100 DRY RUNS 1200 LIVE RUNS 1800 NIGHT SAFETY BRIEF 1900 SECTION LEADERS BRIEF 2000 DRY NIGHT RUNS 2100 LIVE NIGHT RUNS 2359 RANGE COLD</p> <p><b>13 JUNE</b> 0600 REVEILLE 0700 SAFETY BRIEF 0800 SECTION LEADERS BRIEF 0900 DRY RUNS 1000 LIVE RUNS 1800 NIGHT SAFETY BRIEF 1900 SECTION LEADERS BRIEF 2000 DRY NIGHT RUNS 2100 LIVE NIGHT RUNS 2359 RANGE COLD</p> <p><b>14 JUNE</b> 0600 REVEILLE 0700 RANGE CLEANUP 0800 RANGE INSPECTION 0900 RETROGRADE TO 3D AABN 1100 CONDUCT WASHDOWNS AND POST OPS 1700 PLATOON SECURE</p>
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<p><b>Evaluator/ A.I. Requirements</b> AAV Master Gunnery from 3d AABN will be present to evaluate the sections and platoon on direct fire gunnery tables VII-IX, consisting of day and night shooting.</p>	<p><b>TRANSPORT</b> Platoon will self-lift to and from range utilizing 12 AAV P7s, 1 AAV C7, and 1 AAV R7</p>	<p><b>LOGISTICS</b> Marines will be issued (5) DOS chow/water prior to transport, water jugs will be brought for sustenance.</p>	<p><b>UNIFORM</b> Frogs with boonie cover, PPE Level 1 (plate carrier w/ front/rear SAPIs, Kevlar, eyepro/earpro)</p>
	<p><b>COMMUNICATION PLAN</b> AAVs will be used as primary, with PRC-117/150s as secondary once the range has been occupied. Comms w/ Longrifle via AAV/PRC-117(SC/PT). Platoon internal safety structure maintained on Mk-153 black gear.</p>	<p><b>MEDICAL REQ.</b> (1) Corpsman will be located with safety vehicle 3-15-12. A JLTV with Driver and A driver will also be in support.</p>	

ENCLOSURE (62)

<u>DATE</u> 20200612-20200614	<u>UNIT</u> 1/4 B CO AAV PLT	<u>RANGE/TA</u> R800	<u>TRAINING TO BE CONDUCTED</u> AAV Direct Fire Gunnery Tables VII-IX
<u>OIC</u> (b)(3), (b)(6), (b)(7)(c)	<u>RSO</u> (b)(3), (b)(6), (b)(7)(c)	<u>PERSONNEL</u> 1 MO 57 ME 1 NE	

**MISSION:** From 10-16 June B CO AAV Plt will conduct DFGT I-IX in order to (IOT) meet PTP requirements for the 15th MEU.

<p style="text-align: center;"><b>MAP CHIP</b></p>	<p style="text-align: center;"><b>TIMELINE</b></p> <p><b>12 JUNE</b>  0600 REVEILLE  0700 MOVEMENT TO R600/800  0900 OCCUPY R600/800  0930 SAFETY BRIEF  1000 SECTION LEADERS BRIEF  1100 DRY RUNS  1200 LIVE RUNS  1800 NIGHT SAFETY BRIEF  1900 SECTION LEADERS BRIEF  2000 DRY NIGHT RUNS  2100 LIVE NIGHT RUNS  2359 RANGE COLD</p> <p><b>13 JUNE</b>  0600 REVEILLE  0700 SAFETY BRIEF  0800 SECTION LEADERS BRIEF  0900 DRY RUNS  1000 LIVE RUNS  1800 NIGHT SAFETY BRIEF  1900 SECTION LEADERS BRIEF  2000 DRY NIGHT RUNS  2100 LIVE NIGHT RUNS  2359 RANGE COLD</p> <p><b>14 JUNE</b>  0600 REVEILLE  0700 RANGE CLEANUP  0800 RANGE INSPECTION  0900 RETROGRADE TO 3D AABN  1000 CONDUCT WASHDOWNS AND POST OPS  1500 PLATOON SECURE</p>
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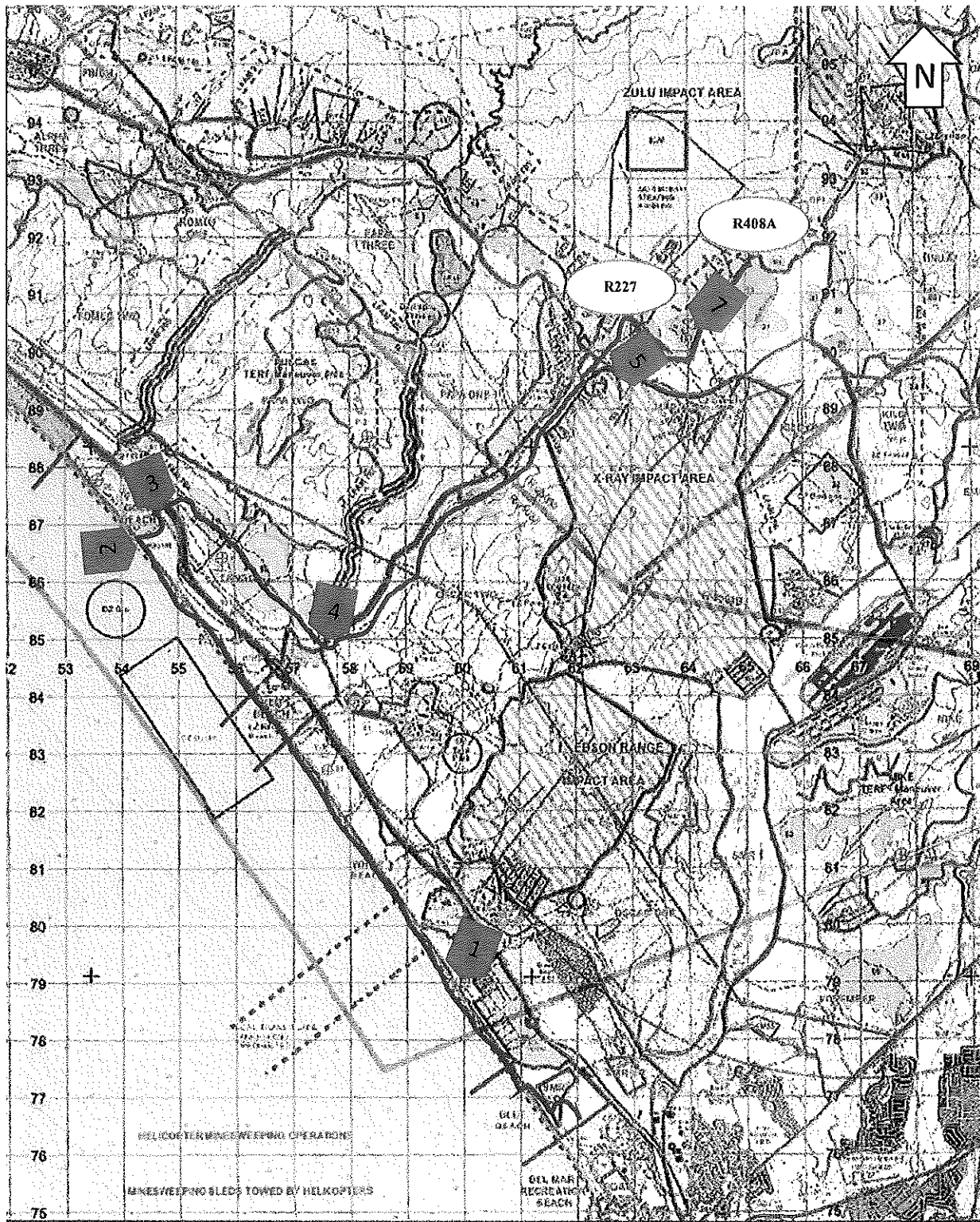
**Evaluator/ A.I. Requirements**  
AAV Master Gunners from 3d AABn will be present to evaluate the sections and platoon on direct fire gunnery tables VII-IX, consisting of day and night shooting.

<p><b>TRANSPORT</b>  Platoon will self-lift to and from range utilizing 12 AAV P7s, 1 AAV C7, and 1 AAV R7</p>	<p><b>LOGISTICS</b>  Marines will be issued (5) DOS chow/water prior to transport, water jugs will be brought for sustainment.</p>	<p><b>UNIFORM</b>  Frogs with boonie cover, PPE Level 1 (plate carrier w/ front/rear SAPIs, Kevlar, eyepro/earpro).</p>
<p><b>COMMUNICATION PLAN</b>  AAVs will be used as primary, with PRC-117/150s as secondary once the range has been occupied. Comms w/ Longrifle via AAV/PRC-117(SC/PT). Platoon internal safety structure maintained on Mk-153 black gear.</p>		<p><b>MEDICAL REQ.</b>  (1) Corpsman will be located with safety vehicle 3-15-12. A JLTV with Driver and A driver will also be in support.</p>

ENCLOSURE (3)



ROUTE-R222 DFGT III-VI

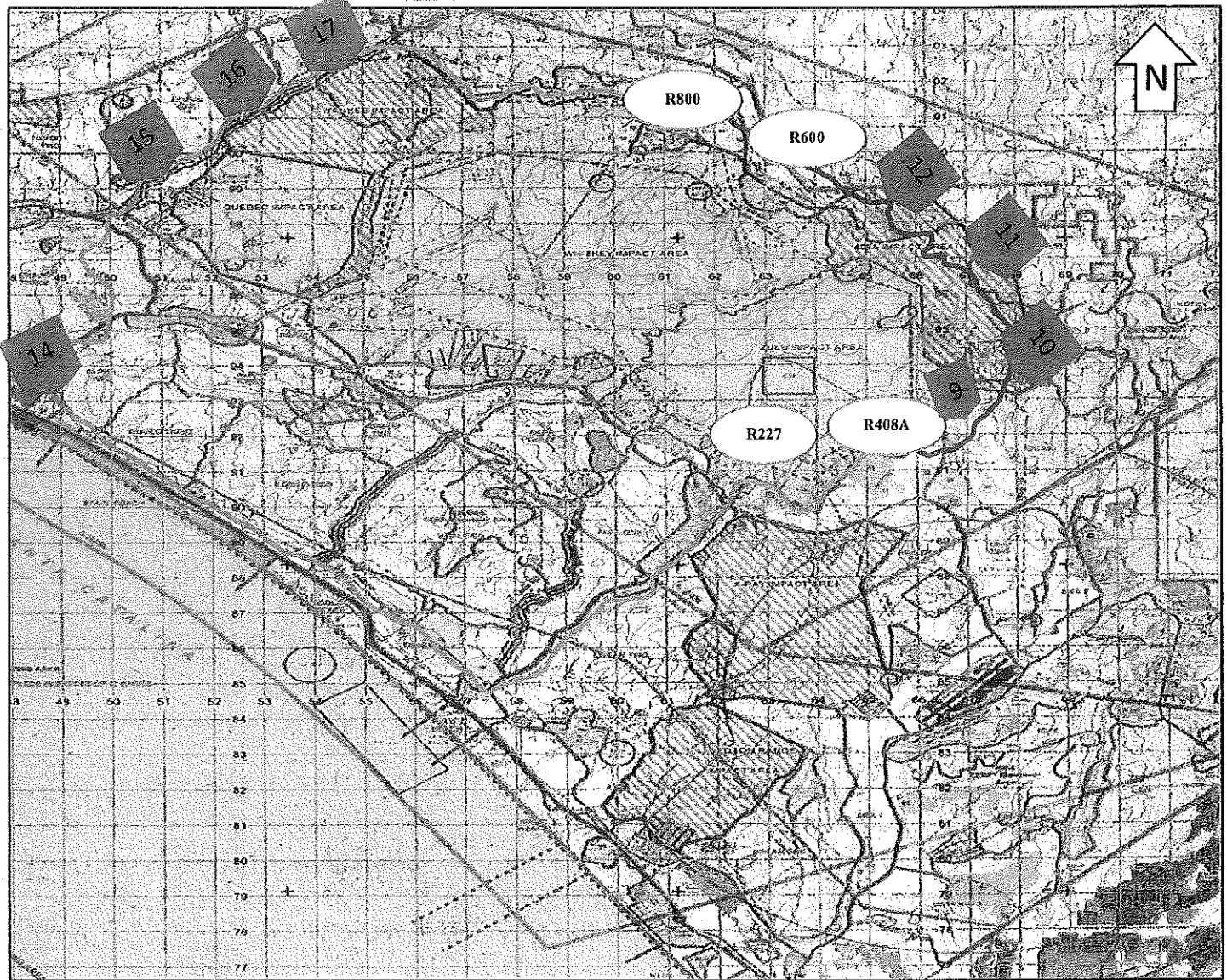


**Check Points:**

- 1: 11S MS 5922 7995 (LCAC TOWER)**
- 2: 11S MS 5570 8488 (WARRIORS COVE)**
- 3: 11S MS 5509 8632 (HOLE IN THE WALL)**
- 4: 11S MS 5763 8501 (LAS PULGAS CROSS)**

- 5: 11S MS 6246 8987 (BASILONE CROSS)**
- 6: 11S MS 6325 9050 (R227)**
- 7: 11S MS 6433 9049**
- 8: 11S MS 6654 9188 (R408A)**

**ROUTE-R600/800 DFGT VII-IX**



**Check Points:**

- 9: 11S MS 6342 9182
- 10: 11S MS 6709 9332
- 11: 11S MS 6645 9604
- 12: 11S MS 5413 9853
- 13: 11S MS 5530 0325 (R600)
- 13: 11S MT 6099 0073 (R800)

**Alternate:**

- 14: 11S MS 4935 9280 (101)
- 15: 11S MS 5062 9907 (HOLF)
- 16: 11S MT 5300 0121 (CREEK CROSSING)
- 17: 11S MT 5565 0325 (R700 CROSSING)

## RANGE SPECIAL INSTRUCTIONS

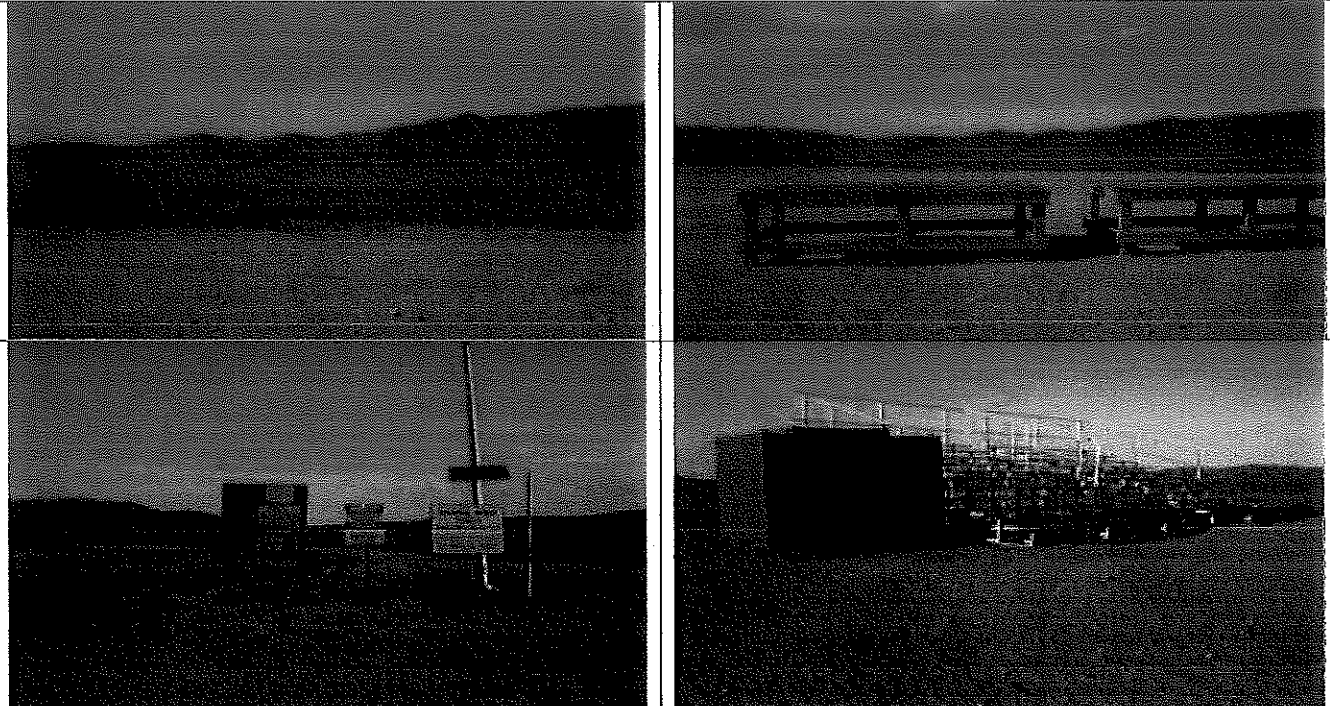
Date Revised – 11 February, 2020

**Face to Face is NOT Require Prior to Going Into a Hot Status**

<b>Range:</b> R-408A	<b>Location:</b> 65229 91667	<b>Allowable Weapons</b> 155mm - Arty Direct Fire 120mm Main Tank - (TP-T Only) 25mm (TP-T/TPCSDS-T Only) Infantry Rockets - All Carl Gustaf (HE & HEDP Only) TOW – HEAT & Inert Javelin GM Rifles - .50 caliber and below Machineguns - .50 caliber and below <b>No SLAP/SLAP-T</b> Service Shotguns & Service Pistols - (See Scheduling) MK19 – 40mm All 40mm Shoulder Fired Weapons – (See Scheduling) M257 Smoke Grenade Launcher Infantry Mortars - All	<b>Vehicles:</b>
<b>Elevation:</b> 575' AMSL	<b>Impact Area:</b> Zulu/ Whiskey		1. Road & River Report Dependent.
<b>Troop Penetration:</b> Prohibited			2. Maximum of five (5) POVs are Authorized to park in parking lot area with or without a POV pass.
<b>Type:</b> Tank & Fighting Vehicles	<b>Engagement Distance:</b> Min – 10 Meters Max – 4,000 meters		3. POVs are not authorized when Artillery, Mortars, Rockets/Missiles are present.

**THIS IS NOT CONTRACTOR SUPPORTED RANGE**

**Range Facilities:** Bleachers, Ammo tables, Ammo shelters



### Scheduling

1. Unit shall utilize RFMSS to schedule range.
2. **Scheduling of this range for the firing of shoulder fired 40mm, Infantry Rockets, Service Shotguns or Service Pistols must be done concurrently with heavy weapons.**
3. Final scheduling of this facility must be approved by MCB Camp Pendleton Range Scheduling.

Closed To Any Use	Facility May Still Be Used With Restrictions	Facility Must Check Fire ALL Weapons
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Facility Occupied, or in Training/Live Fire Status	Effects to R-408A
A-R220 (W)	C/F 155MM DIRECT FIRE & .50 CAL (A606)
A-R220 TACP OP JACOB	C/F 155MM DIRECT FIRE & .50 CAL (A606)
A-R220 TACP OP M	C/F 155MM DIRECT FIRE & .50 CAL (A606)
A-409A TACP	L/F TOW @R408A CLOSSES 409A TACP
A-R440 (Z)	CHECK FIRE
A-R440 TACP	CHECK FIRE
A-R440 URBAN TACP	CHECK FIRE
IMP WHISKEY	C/F 155MM DIRECT FIRE & .50 CAL (A606)

Special Instructions Continued on Next page

ENCLOSURE (23)

## RANGE AND TRAINING REGULATIONS

Facility Occupied, or in Training/Live Fire Status	Effects to R-408A
IMP ZULU	CHECK FIRE
R- 223B	CHECK FIRE TOW
R-408B	CHECK FIRE RKTS, MK19, TOW FOR DWN RNG MVT @R408B
R-409A RFA	CHECK FIRE TOW & CARL GUSTAV
R-800	CHECK FIRE 155MM DIRECT FIRE
AFA 21 DPICM	CLOSED
AFA 30 HIMARS	CLOSED
AFA 31 DPICM	CLOSED

### OIC/RSO Requirements

1. A safety Brief shall be conducted prior to each live fire event to all participants.
2. All personnel shall wear required PPE during all training events.
3. Tanks/LAVs/TOW/Artillery/40mm HEDP/Rockets
  - a. OIC Requirement – GySgt or Above
  - b. RSO Requirement –SSgt or Above
4. Small Arms-.50 Caliber & below/40mm TP
  - a. OIC Requirement – SSgt or Above
  - b. RSO Requirement – Sgt or Above
5. No Munitions
  - a. OIC Requirement – None
  - b. RSO Requirement – Cpl or Above
6. LASER (If Used) LRSO Requirement –Sgt or Above
7. Weapons Qualified PSOs
  - a. **Daylight** - shall be assigned one to each Crew Served Weapon/Vehicle and one per every **FOUR** Marines.
  - b. **Night** - shall be assigned one to each Crew Served Weapon/Vehicle and one per every **TWO** Marines.

### Range Guards, Signs and Gates

1. **Range Guards and Gates:**  
Range 409A RFA Gate/RG at 66118 95703
  - a. Range 409A RFA Gate/RG is required when firing TOW/Javelin Missiles.
  - b. Range 409A RFA Gate/RG can be locked with a Unit provided lock. If using Unit does not have a lock, Range 409A RFA Gate/RG must be posted.
  - c. **Range Guards shall be posted in pairs of two with two-way radio communication with the RSO**
  - d. No traffic or personnel shall enter R408A without the OIC's or RSO's permission.
  - e. Range Guards are required when firing weapon systems with a back blast at the entrance at 65229 91677

### .50 Caliber and below Rifles / Machine Guns (No SLAP/SLAP-T)

.50 Caliber Below Static Fire	10 Meter BZO/Qualification
<ol style="list-style-type: none"> <li>1. Cross firing is not being conducted.</li> <li>2. All setting of T&amp;E's and Tripods are conducted and report to the OIC.</li> <li>3. Guns are laid in with a compass and verified by the RSO.</li> <li>4. Positive stops are used to prevent firing out of the approved SDZ.</li> <li>5. All tripods are sandbagged.</li> <li>6. The use of Tracers are FDR Dependent.</li> <li>7. <b>Firing Line</b> 65128 91781 to 65201 91917 <b>Lateral Limits:</b> LLL: 300° mag RLL: 311° mag</li> </ol>	<ol style="list-style-type: none"> <li>1. All setting of T&amp;E's and Tripods are conducted and report to the OIC.</li> <li>2. Guns are laid in with a compass and verified by the RSO.</li> <li>3. Positive stops are used to prevent firing out of the approved SDZ.</li> <li>4. All tripods are sandbagged.</li> <li>5. All M249/M240G BZO and 10 meter qualification can use pallets set on the firing line.</li> <li>6. Any engineer stakes used for pallets must be placed on the outside edges of the pallets.</li> <li>7. The firing line is backed off the target line IAW TM's for BZO and 10 meter 7.62mm qualifications.</li> <li>8. The use of Tracers must be FDR Dependent.</li> </ol>
.50 Caliber and Below Deflade	
<ol style="list-style-type: none"> <li>1. Firing Box 65233 91808 to 65271 91973 to 65163 91845 to 65201 91917</li> <li>2. <b>Lateral Limits:</b> LLL: 300° mag RLL: 311° mag</li> </ol>	<b>Target Line</b> 65128 91781 to 65201 91917 <b>Firing Line</b> 65137 91776 to 65210 91912 <b>Lateral Limits:</b> LLL: 300°mag RLL: 311°mag

Special Instructions Continued on Next page

ENCLOSURE (3)

## RANGE AND TRAINING REGULATIONS

### Shoulder Fired 40mm

1. **When conducting Shoulder Fired 40mm Training the RSO Must Ensure:**
  - a. Personnel are instructed in the proper use of grenade launchers and applicable safety precautions before firing with live ammunition.
  - b. Protective helmet and body armor or PPE Level 1 (Marine Corps) is worn when firing HE ammunition. Requirement for eye protection must be determined by the commander as part of the risk management process.
  - c. Single hearing protection is worn within 2 meters of firing these grenade launchers.
  - d. That the minimum target engagement for MK32, M79, M203, and M320 grenade launchers firing HE ammunition is 130m or 165 m, depending on type of ammunition.
  - e. All duds are reported to LONGRIFLE.
  - f. Targets are engaged only at ranges greater than 75m with training practice (TP) ammunition.
2. **Firing Data:**  
**Firing Line**  
 65128 91781 to 65201 91917  
**Lateral Limits:**  
**LLL: 296° mag**  
**RLL: 311° mag**

### MK-19

Static	Defilade
<ol style="list-style-type: none"> <li>1. Targets are engaged only at ranges greater than 75 meters with training practice (TP) ammunition.</li> <li>2. Targets are engaged only at ranges greater than 310 meters with High Explosive (HE) ammunition.</li> <li>3. Gunners, crew members, and other personnel at the firing position are wearing protective helmet, eye/ear protection, and body armor (PPE Level 1) at all times when firing HE ammunition.</li> <li>4. <b>Firing Data:</b>  <b>Firing Line</b>                      65140 91803 to 65201 91917  <b>Lateral Limits:</b>  <b>LLL: 296° mag</b>  <b>RLL: 311° mag</b> </li> </ol>	<ol style="list-style-type: none"> <li>1. Targets are engaged only at ranges greater than 75 meters with training practice (TP) ammunition.</li> <li>2. Targets are engaged only at ranges greater than 310 meters with High Explosive (HE) ammunition.</li> <li>3. Gunners, crew members, and other personnel at the firing position are wearing protective helmet, eye/ear protection, and body armor (PPE Level 1) at all times when firing HE ammunition.</li> <li>4. <b>Firing Data:</b>  <b>Start Firing Line</b>                      65181 91799 to 65233 91899  <b>Cease Firing Line</b>                      65153 91825 to 65201 91917  <b>Lateral Limits:</b>  <b>LLL: 300° mag</b>  <b>RLL: 311° mag</b> </li> </ol>

### Rockets

#### Carl Gustaf- NO HEAT Rounds

- |  |  |
|--|--|
| <ol style="list-style-type: none"> <li>1. <b>MAAWS (Carl Gustaf)</b> <ol style="list-style-type: none"> <li>a. Prone firing of MAAWS HE or TP ammunition is not authorized.</li> <li>b. Limit the number of daily firings by any individual (gunner or personnel within 20m) to four.</li> <li>c. All personnel within a <b>100 meters</b> radius of the MAAWS must wear double hearing protection.</li> <li>d. All personnel within <b>101-500 meter</b> radius of the MAAWS must wear single hearing protection.</li> <li>e. All personnel within a <b>20 meters</b> radius of the MAAWS must wear Body Armor, Helmet, hearing/eye protection, and sleeves down with collars worn up position which is <b>PPE Level 1</b>.</li> </ol> </li> <li>3. <b>AT-4 HE</b> <ol style="list-style-type: none"> <li>a. Prone or foxhole firing of AT-4 HE (M136) is not authorized.</li> <li>b. In training, an individual may fire one round from the sitting position or three rounds from the standing or kneeling positions in a 24-hour period.</li> <li>c. All personnel within a <b>20 meters</b> radius of the AT4 must wear Body Armor, Helmet, hearing/eye protection, and sleeves down with collars worn up position which is <b>PPE Level 1</b>.</li> </ol> </li> </ol> | <ol style="list-style-type: none"> <li>2. <b>SMAW HE</b> <ol style="list-style-type: none"> <li>a. During training with the SMAW, the gunner, assistant gunner or any instructors are authorized to fire/be exposed to only five rounds per day.</li> <li>b. All personnel within a <b>100 meters</b> radius of the <b>SMAW firing HE</b> type rounds must wear Body Armor, Helmet, hearing/eye protection, and sleeves down with collars worn up position which is <b>PPE Level 1</b>.</li> <li>c. All personnel within <b>390 meter</b> radius of the SMAW must wear single hearing protection.</li> </ol> </li> <li>4. <b>LAW HE</b> <ol style="list-style-type: none"> <li>a. Limit the number of daily firings by any individual (gunner or personnel within 20m) to four.</li> <li>b. All personnel within a <b>20 meters</b> radius of the LAW must wear Body Armor, Helmet, hearing/eye protection, and sleeves down with collars worn up position which is <b>PPE Level 1</b>.</li> </ol> </li> </ol> |
|--|--|

#### Firing Data

1. **Firing Line**  
 65128 91781 to 65201 91917  
**Lateral Limits:**  
**LLL: 296° mag**  
**RLL: 311° mag**

Special Instructions Continued on Next page

ENCLOSURE (GP)

## RANGE AND TRAINING REGULATIONS

### TOW - HEAT & Inert / JAVELIN GM

1. **When conducting TOW/JAVELIN:**
2. **For all TOW/JAVELIN:**
  - a. All TOW/JAVELIN firing must be conducted from the far right side of the firing line.
  - b. OIC/RSO must ensure that TOW/JAVELIN Gunners only engage authorized TOW/JAVELINE targets.
  - c. Maximum of two vehicles/launchers must be allowed on the line at one time.
  - d. TOW wire must be cut and recovered after firing is secured.
3. **Firing Data:**  
**Firing Line**  
 65191 91900 to 65201 91917  
**Lateral Limits:**  
**LLL: 307°mag**  
**RLL: 314°mag**

### Mortar and Artillery Firing Data

1. **When conducting Mortar or Artillery Training the RSO must ensure:**
  - a. POV's do not enter MP- R408A even if they have a range pass.
  - b. To report, to LONGRIFLE the Max Ord and charge to be fired.
  - c. The Max Ord remains within the scheduled Airspace and must be at least 1000 Feet below any FW Aircraft transitioning over the Impact Area.
  - d. That the FDC has plotted the target box and any RFA's on both the primary and secondary plotting boards for Mortars.
  - e. To check the FDC/Gun line Safety-T's. Safety-T shall be on hand with each gun.
  - f. Mortar and Artillery Position engage targets utilizing the data contained in this brief.
  - g. Mortars fire registration fires that shall be verified by the RSO prior to the exercise.
  - h. Base Plates shall be marked at 11 o'clock and aiming stakes shall be left in place after registration.
2. **During all powder burning activities:**
  - a. Increment Burning shall be IAW CAMPENO 3500.1A
  - b. Units must contact LONGRIFLE for permission prior to burning increments.
  - c. Powder shall be burned in areas cleared to mineral earth, and located no closer than 200 feet from vegetation.
  - d. Unit must not exceed 100 increments or 40 bags at any one time while burning.
  - e. Units must have fire extinguishers, water, and shovels at the burn site.
  - f. Units must remain at the burn site for 30 minutes after the last burn, ensuring no fires have been started in the surrounding vegetation.
  - g. Units must contact LONGRIFLE after last increment or bag has burned and 30 minutes has passed.

60mm Mortars Handheld	Firing Box Boundaries	Target Box Boundaries
Center Firing Point- 65181 91848 <b>LLL: 5475 mils grid</b> <b>RLL: 5740 mils grid</b> <b>Min Range- 450 meters</b> <b>Max Range- 1,300 meters</b> Max Charge- 1 Elev- 570' AMSL	65170 91797 to 65218 91885 to 65191 91899 to 65144 91811	64826 92125 to 64909 92207 to 64396 92885 to 64156 92648
60mm Mortars	Firing Box Boundaries	Target Box Boundaries
Center Firing Point- 65181 91848 <b>LLL: 5475 mils grid</b> <b>RLL: 5740 mils grid</b> <b>Min Range- 1,000 meters</b> <b>Max Range- 3,300 meters</b> Max Charge- 4 Elev- 570' AMSL	65170 91797 to 65218 91885 to 65191 91899 to 65144 91811	64392 92464 to 64577 92646 to 63189 94479 to 62579 93879
81mm Mortars	Firing Box Boundaries	Target Box Boundaries
Center Firing Point- 65181 91848 <b>LLL: 5475 mils grid</b> <b>RLL: 5740 mils grid</b> <b>Min Range- 1,000 meters</b> <b>Max Range- 3,300 meters</b> Max Charge- 2 Elev- 570' AMSL	65170 91797 to 65218 91885 to 65191 91899 to 65144 91811	64392 92464 to 64577 92646 to 63189 94479 to 62579 93879

### 155mm- Arty Direct Fire

155mm Artillery	Firing Box Boundaries	Target Box Boundaries
Center Firing Point- 65181 91848 <b>LLL: 1645 mils grid</b> <b>RLL: 1790 mils grid</b> <b>Min Range- 800 meters</b> <b>Max Range- 1,600 meters</b> Max Charge- 3 Elev- 570' AMSL	65170 91797 to 65218 91885 to 65191 91899 to 65144 91811	64550 92341 to 64682 92474 to 64184 93100 to 63919 92833

**Special Instructions Continued on Next page**

ENCLOSURE (63)

## RANGE AND TRAINING REGULATIONS

### LAV System

1. **DO NOT GO PAST THE ESTABLISHED FIRING LINE.**
2. **Cross-Jane firing is prohibited.**
3. RSO must assign left & right lateral limits to each individual and/or weapons system/platform.
4. Personnel must NOT be within the 25mm SDZ or forward of the 2<sup>nd</sup> road wheel of LAV-25.
5. **Firing Data:** 25 mm TP-T & TPDS-T only  
**Firing Line –**  
65128 91781 to 65201 91917  
**Lateral Limits:**  
LLL: 300°mag  
RLL: 311°mag

### Main Tank System

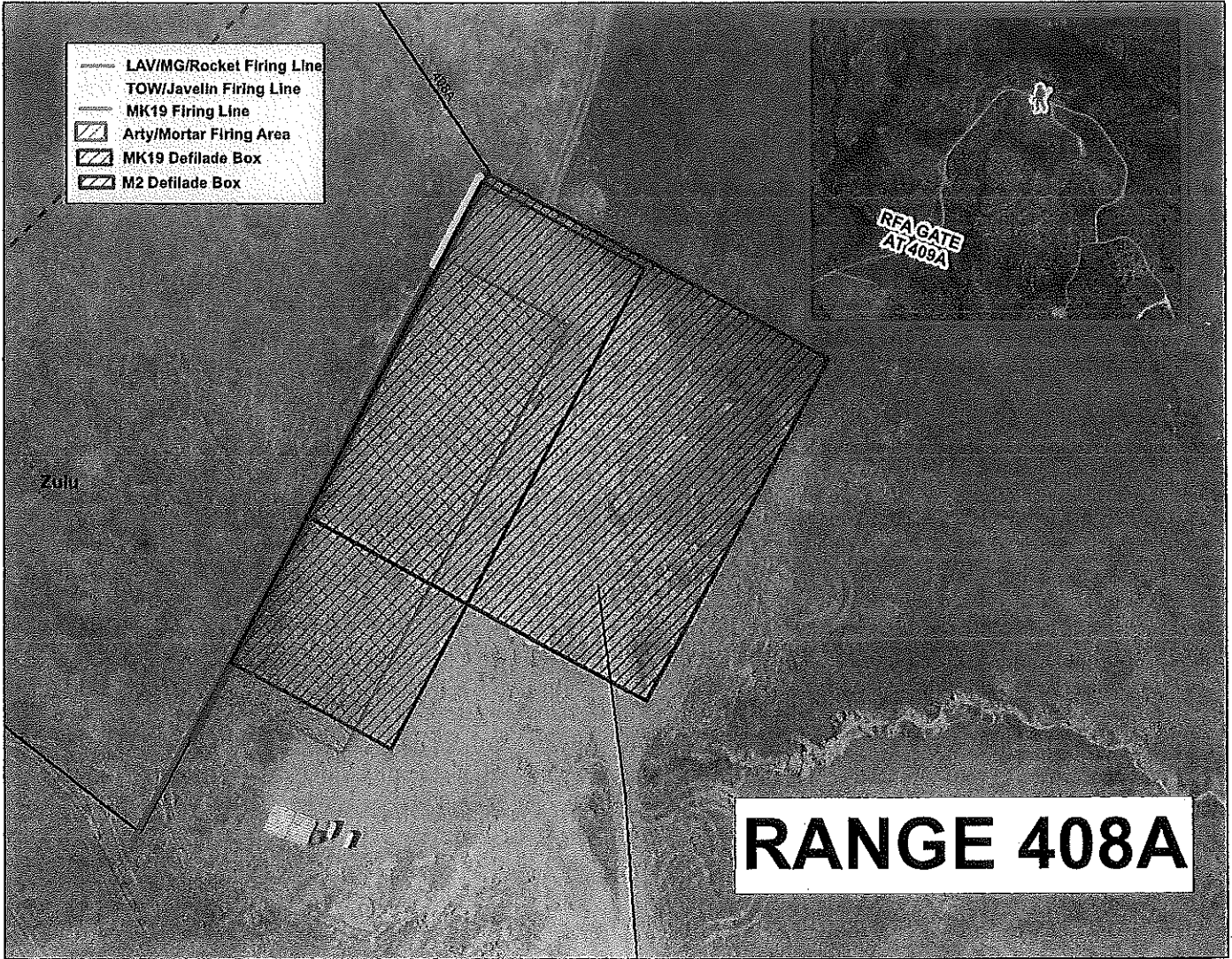
- Firing Data:** TP-T Only  
**Firing Line –**  
65128 91781 to 65201 91917  
**Lateral Limits:**  
LLL: 300°mag  
RLL: 311°mag  
**Elevation for 120mm will not exceed 5 degrees.**

### During Armored Vehicles Live Fire, The Following Flag Display System Must Be Used

1. **Red** – Weapons are loaded, on target, weapon arm switch is on fire, and manual safety is off.
2. **Green** – All weapons are cleared and elevated, weapon arm switch is on safe and manual safety is off. No ammunition on vehicle.
3. **Yellow & Red** – Malfunction or misfire, weapon arm switch is on safe and manual safety is on or Ammunition on vehicle
4. **Yellow & Green** – Malfunction, weapons are clear, weapon arm switch is on safe and manual safety is on, no ammunition on vehicle.
5. **Red & Green** – Crew preparing to fire or crew is conducting non-firing exercise, ammunition is either stowed or loaded in ready boxes.
6. Regardless of displayed flags, the RSO must physically verify all weapons are clear prior to any movement of vehicles or reporting to LONGRIFLE that Weapons are clear.

Special Instructions Continued on Next page

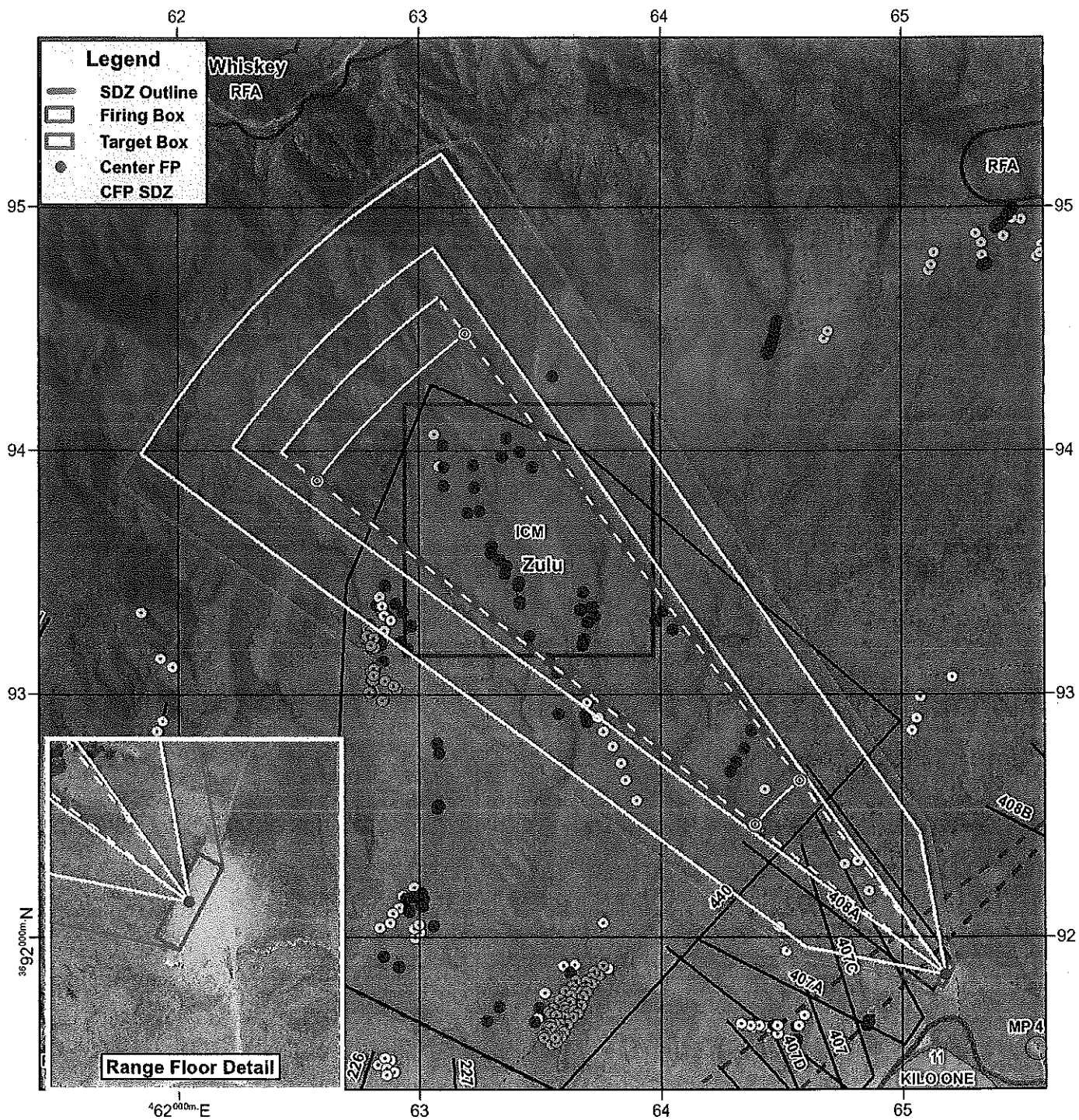
ENCLOSURE (63)





**Weapon Type: 60mm MORTARS**

Map Scale = 1:22,662



Weapon: 60mm Mortars  
 Ammo: HE M720/M734 MOF  
 DODIC: B642  
 Center Firing Point: 65181 91848  
 Left Lateral Limit: 5475 mils grid  
 Right Lateral Limit: 5740 mils grid  
 60mm Min Range: 1,000 meters  
 60mm Max Range: 3,300 meters  
 Max Charge: 4  
 Charge 4 Distance X: 3,489 meters  
 FP elevation: 570 feet AMSL  
 Impact Area: Zulu

Range Guards posted per Range Regs.  
 OIC shall report to LONGRIFLE:  
 Max Ord & Charge to be fired.  
 Max Ord shall remain within scheduled Airspace and shall be at least 1,000 Ft below any FW Aircraft transitioning over the Impact Area.  
 Firing Gun Line Must Remain Within Firing Box Boundaries  
 Firing Box Boundaries: 65170 91797 to 65218 91885 to 65191 91899 to 65144 91811  
 Target Box Boundaries  
 Target Box Boundaries: 64392 92464 to 64577 92646 to 63189 94479 to 62579 93879

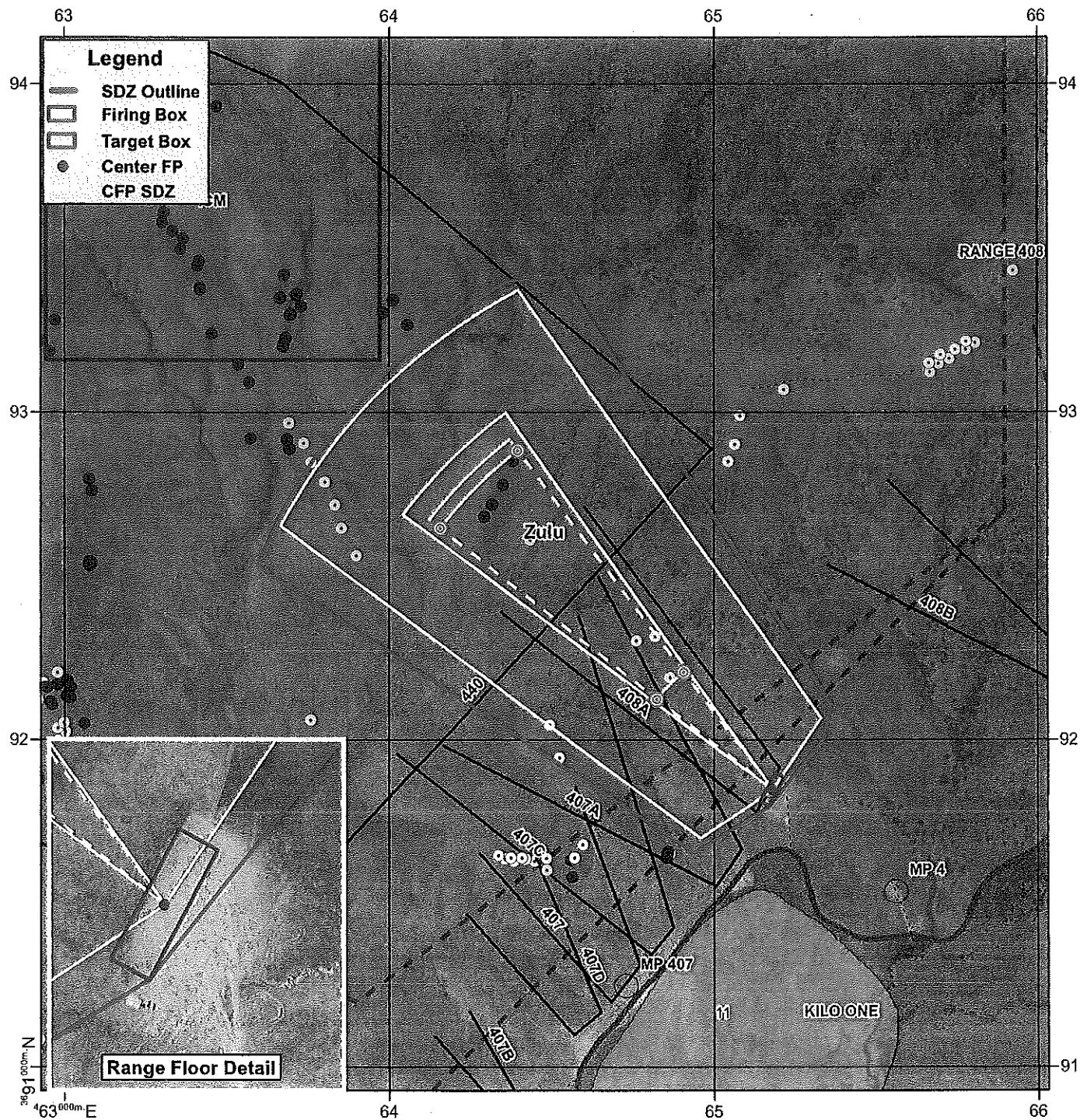
**MP-408A Zulu**

- Approved safety card, data card, SDZ, & signed ORM must be on hand to conduct training.
- RSO shall ensure that the FDC has plotted target box on both primary and secondary boards.
- All mortars will fire registration fires that will be verified by the RSO prior to the exercise.
- Safety "T" will be with each gun.
- No POV's shall be allowed on MP-408A even if they have a range pass.

Created By: (b)(3), (b)(6), (b)(7)(c)  
 Approving A

# Weapon Type: 60mm Handheld MORTARS

Map Scale = 1:16,864



Weapon: 60mm Handheld Mortars  
 Ammo: HE M720/M734 MOF  
 DODIC: B642  
 Center Firing Point: 65181 91848  
 Left Lateral Limit: 5475 mils grid  
 Right Lateral Limit: 5740 mils grid  
 60mm Min Range: 450 meters  
 60mm Max Range: 1,300 meters  
 Max Charge: 1  
 Charge 1 Distance X: 1,342 meters  
 FP elevation: 570 feet AMSL  
 Impact Area: Zulu

Range Guards posted per Range Regs.  
 OIC shall report to LONGRIFLE:  
 Max Ord & Charge to be fired.  
 Max Ord shall remain within scheduled Airspace and shall be at least 1,000 Ft below any FW Aircraft transitioning over the Impact Area.  
 Firing Gun Line Must Remain Within Firing Box Boundaries  
 Firing Box Boundaries: 65170 91797 to 65218 91885 to 65191 91899 to 65144 91811  
 Target Box Boundaries  
 Target Box Boundaries: 64826 92125 to 64909 92207 to 64396 92885 to 64156 92648

## MP-408A Zulu

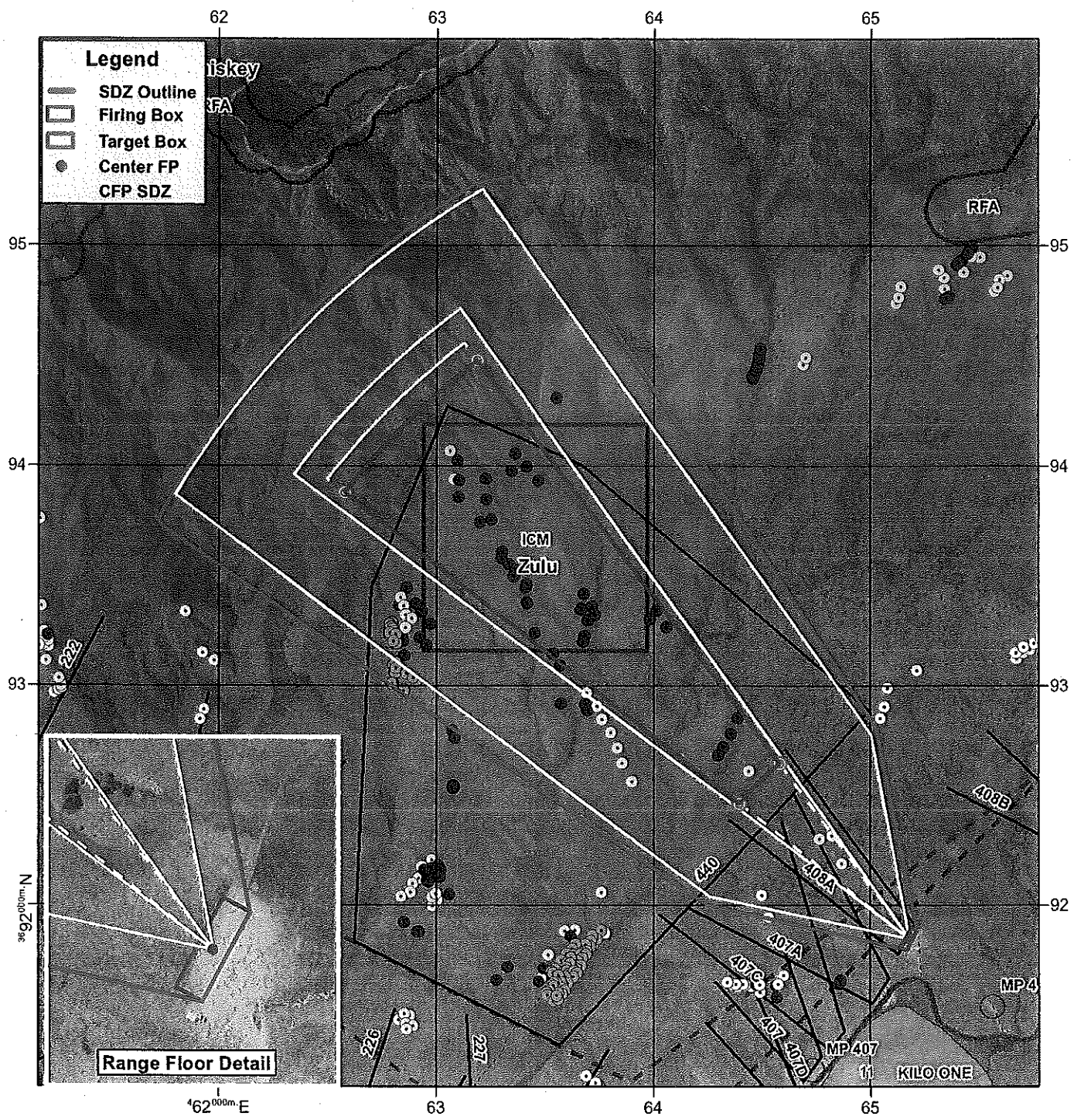
- Approved safety card, data card, SDZ, & signed ORM must be on hand to conduct training.
- RSO shall ensure that the FDC has plotted target box on both primary and secondary boards.
- All mortars will fire registration fires that will be verified by the RSO prior to the exercise.
- Safety "T" will be with each gun.
- No POV's shall be allowed on MP-408A even if they have a range pass.

Created By  
 Approving /

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (2)

Weapon Type: 81mm MORTARS Map Scale = 1:25,000



Weapon: 81mm Mortars  
 Ammo: HE M821 w/M734 MO Fuze  
 DODIC: C868  
 Center Firing Point: 65181 91848  
 Left Lateral Limit: 5475 mils grid  
 Right Lateral Limit: 5740 mils grid  
 81mm Min Range: 1,000 meters  
 81mm Max Range: 3,300 meters  
 Max Charge: 2  
 Charge 2 Distance X: 3,400 meters  
 FP elevation: 570 feet AMSL  
 Impact Area: Zulu

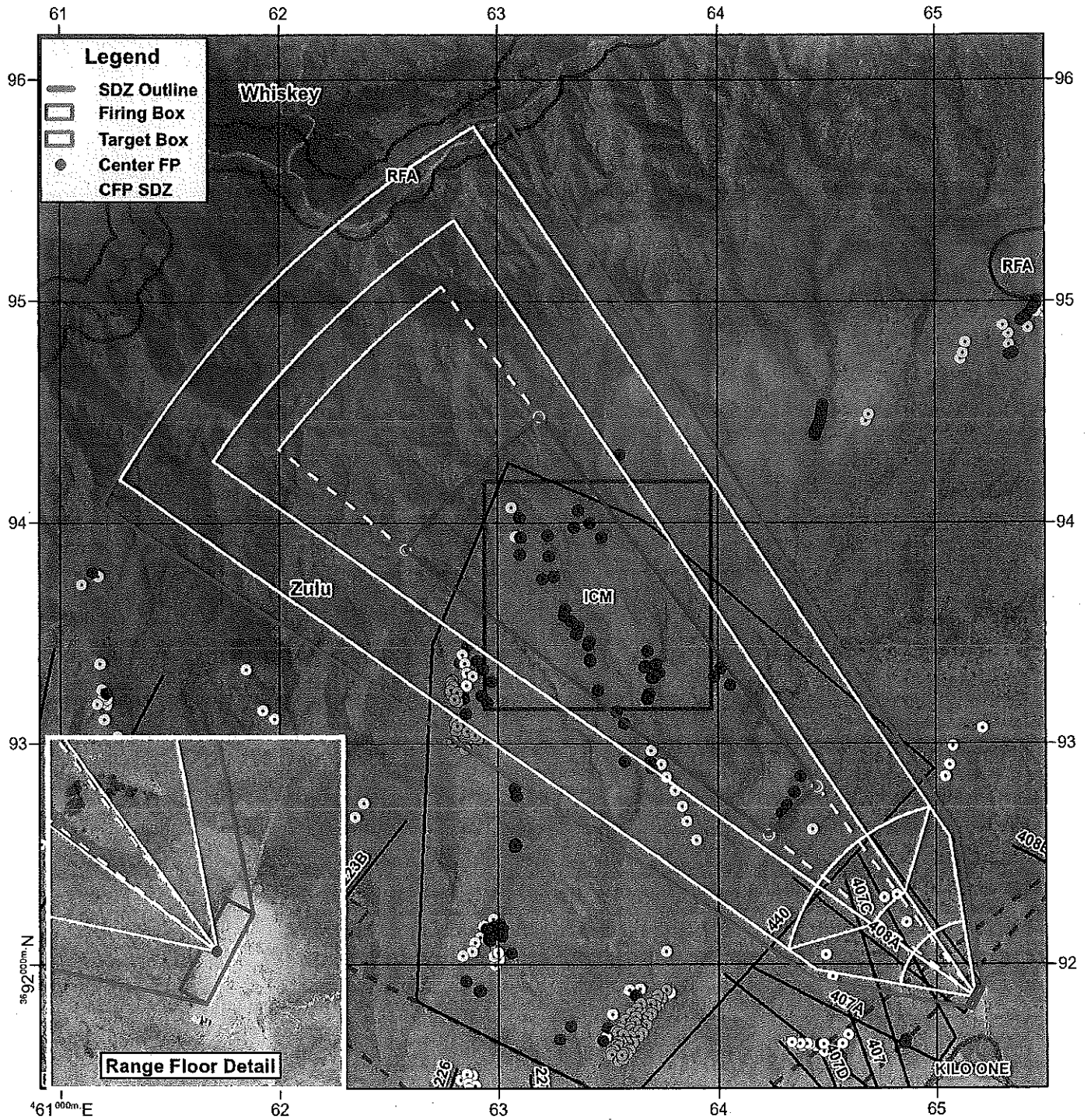
Range Guards posted per Range Regs.  
 OIC shall report to LONGRIFLE:  
 Max Ord & Charge to be fired.  
 Max Ord shall remain within scheduled Airspace and shall be at least 1,000 Ft below any FW Aircraft transitioning over the Impact Area.  
 Firing Gun Line Must Remain Within Firing Box Boundaries  
 Firing Box Boundaries: 65170 91797 to 65218 91885 to 65191 91899 to 65144 91811  
 Target Box Boundaries  
 Target Box Boundaries: 64392 92464 to 64577 92464 to 63189 94479 to 62579 93879

**MP-408A Zulu**

- Approved safety card, data card, SDZ, & signed ORM must be on hand to conduct training.
- RSO shall ensure that the FDC has plotted target box on both primary and secondary boards.
- All mortars will fire registration fires that will be verified by the RSO prior to the exercise.
- Safety "T" will be with each gun.
- No POV's shall be allowed on MP-408A even if they have a range pass.

Created By \_\_\_\_\_  
 Approving / \_\_\_\_\_

Weapon Type: 120mm RIFLED MORTARS Map Scale = 1:25,000



Weapon: 120mm Mortars  
 Ammo: M1101 HE  
 DODIC: CA45  
 Center Firing Point: 65181 91848  
 Left Lateral Limit: 5475 mils grid  
 Right Lateral Limit: 5740 mils grid  
 81mm Min Range: 1,200 meters  
 81mm Max Range: 3,300 meters  
 Max Charge: 2  
 Charge 2 Distance X: 4,037 meters  
 FP elevation: 570 feet AMSL  
 Impact Area: Zulu

Range Guards posted per Range Regs.  
 OIC shall report to LONGRIFLE:  
 Max Ord & Charge to be fired.  
 Max Ord shall remain within scheduled Airspace and shall be at least 1,000 Ft below any FW Aircraft transitioning over the Impact Area.  
 Firing Gun Line Must Remain Within Firing Box Boundaries  
 Firing Box Boundaries: 65170 91797 to 65218 91885 to 65191 91899 to 65144 91811  
 Target Box Boundaries  
 Target Box Boundaries: 64235 92587 to 64456 92805 to 63189 94479 to 62579 93879

**MP-408A Zulu**

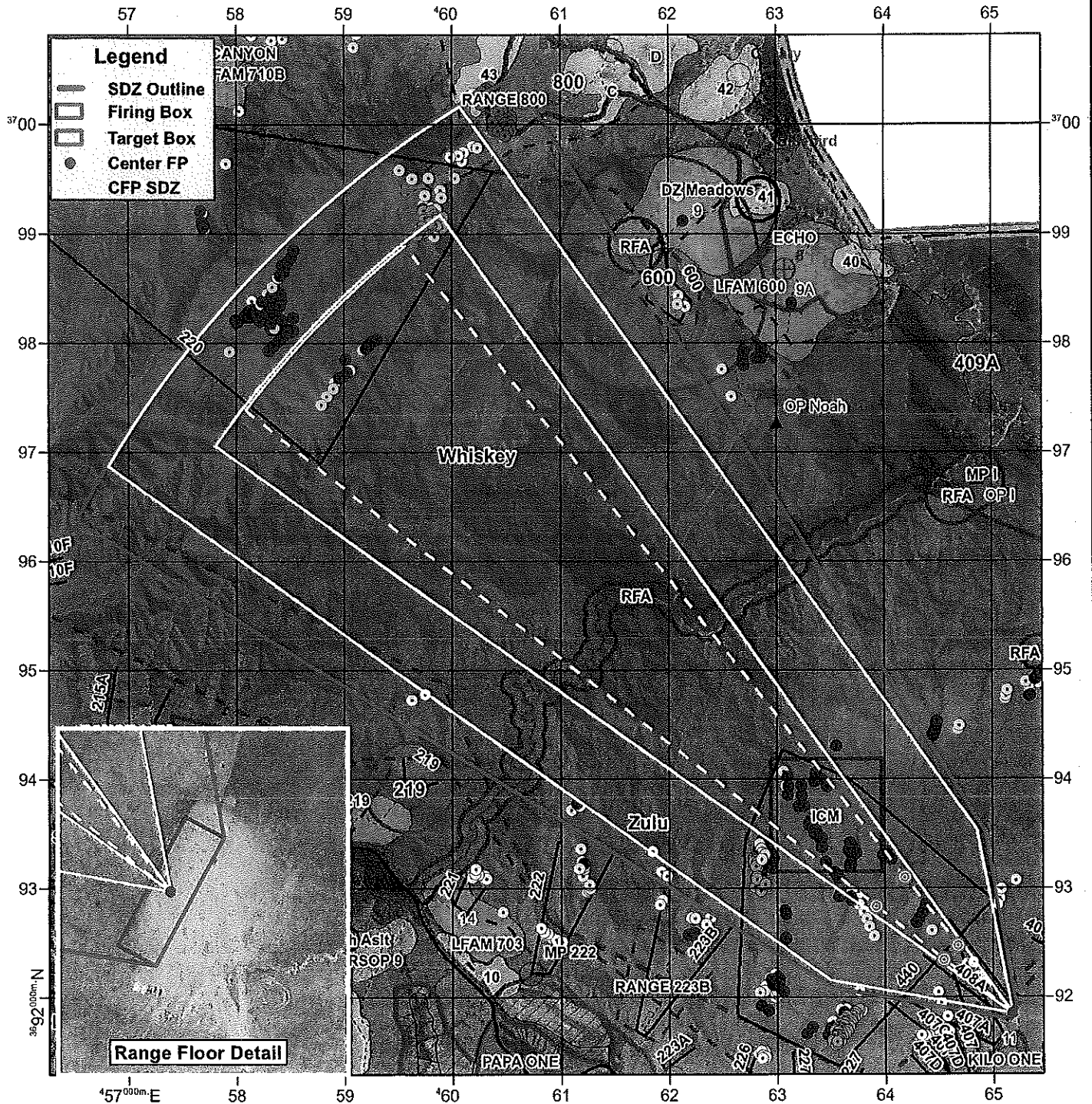
- Approved safety card, data card, SDZ, & signed ORM must be on hand to conduct training.
- RSO shall ensure that the FDC has plotted target box on both primary and secondary boards.
- All mortars will fire registration fires that will be verified by the RSO prior to the exercise.
- Safety "T" will be with each gun.
- No POV's shall be allowed on MP-408A even if they have a range pass.

Created By \_\_\_\_\_  
 Approving / \_\_\_\_\_

(b)(3), (b)(6), (b)(7)(c)

# Weapon Type: ARTILLERY

Map Scale = 1:50,000



Weapon: 155 mm  
 Center Firing Point: 65181 91848  
 Left Lateral Limit: 1645 mils Grid  
 Right Lateral Limit 1790 mils Grid  
 Max Range: 1,600 Meters  
 Min Range: 800 Meters  
 Max Charge: 3  
 Charge 3 Distance X: 9,000  
 FP Elevation: 570 Feet AMSL  
 Impact Area: Zulu/Whiskey

OIC shall report to LONGRIFLE:  
 Max Ord & Charge to be fired, any HE/WP/Smoke rounds falling short into RFA  
 Max Ord shall remain within scheduled Airspace and shall be at least 1,000 Ft below any FW Aircraft transitioning over the Impact Area.  
 Firing Gun Line Must Remain Within Firing Box Boundaries  
 Firing Box Boundaries: 65170 91797 to 65218 91885 to 65191 91899 to 65144 91811  
 Target Box Boundaries  
 Target Box Boundaries: 64550 92341 to 64682 92474 to 64184 93100 to 63919 92833

## MP-408A Zulu

Approved safety card, data card, SDZ, & signed ORM must be on hand to conduct training.

When shooting High Angle Fires above 15,000 Ft, R2503C restricted airspace must be requested and approved.

Range Guards must be posted to prevent entry into Area E. #1 - 65234 91677

Created By (b)(3), (b)(6), (b)(7)(c)  
 Approving /

## RANGE SPECIAL INSTRUCTIONS

Date Revised: 03 March, 2020

### FACE TO FACE IS REQUIRED WITH RANGE SAFETY

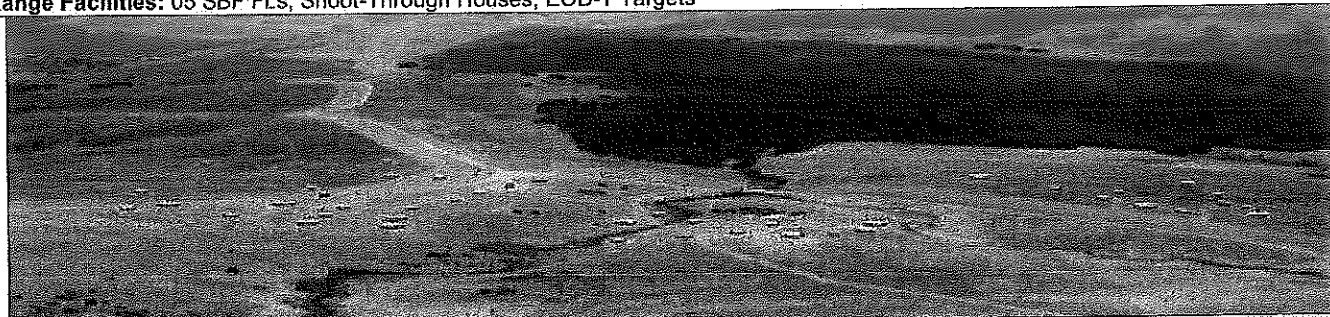
**TESTING OF ANY FIRING DEVICE MUST ONLY BE DONE AT THE DESIGNATED FL  
ALLSHOTS GREATER THAN 5 LBS. NEW MUST CANNOT BE FIRED WITHOUT HEAVY EQUIPMENT ON HAND**

If Training Unit Will Be Utilizing TRP #1 to Fire 60mm & 81mm Mortars, HE Rockets, or APOBS  
NLT 14 days from start of training event, unit must contact MCB EOD IOT Schedule a Post Training Clearance Inspection

<b>Range:</b> R800	<b>Location:</b> 60994 00730	<b>Allowable Weapons</b> 25mm – (TP only) Shotguns – (All) 40mm – (All) Infantry Rockets –(All) Mortars – (All) MG's – .50 caliber and below (No Slap-T) Rifles – .50 caliber and below (No A606 RAFUS) Pistols –.45 cal. and below (All) Grenades – (All) Demo – 20lbs. NEW, Bangalore's, Claymores, APOBS TOW – (MOIC Only) Javelin – (IGM NOT AUTHORIZE)	<b>Vehicles:</b>  1. Road & River Report Dependent.  2. POVs (Trucks) with passes are authorized to park in the Assembly Area ONLY.
<b>Elevation:</b> 2,340' AMSL	<b>Impact Area:</b> Whiskey & Yankee		
<b>Troop Penetration:</b> Not Beyond Footprint of Range			
<b>Type:</b> Offensive Combat Range (platoon)	<b>Engagement Distance:</b> Min - 3 Meters Max – Weapons Dependent		

### CONTRACTOR SUPPORT IS REQUIRED FOR PITS AND ARTS

**Range Facilities:** 05 SBF FLs, Shoot-Through Houses, EOD-T Targets



#### Scheduling

1. All scheduling requests for R800 must be submitted via their battalion.
2. **IOT fire TOW HEAT from SBF #1, unit must schedule R800 TOW in conjunction with R800.**
3. **IOT utilize Aerial Sniper Platform, unit must submit Aerial Sniper Brief Sheet 14 days from event.**
4. An over-head-fire letter signed by the Battalion Commander (By-Direction NOT authorized) to the RCO **MUST** be on hand and followed in order to conduct the over-head-fire portion of R800.
5. **When utilizing TRP #1 to Fire 60mm & 81mm Mortars, HE Rockets, or APOBS, NLT 14 days from start date of training event, unit must contact MCB EOD IOT schedule a post training clearance inspection.**
6. Inspection **MUST** occur between 0800 -1600
7. **MCB EOD** contact information is:
  - a. EOD Duty Team Leader Cell Phone
  - b. EOD Duty Team Leader Cell Phone (b)(2)
  - c. EOD Shop -
  - d. MCB\_CamF (b)(2)
8. Units must schedule separately a non-training day on the back end to conduct the required post training clearance inspection.
9. The scheduling unit must include the email from **MCB EOD** in the communications tab of the request.
10. Requests not meeting this requirement or stating that they will not be utilizing TRP #1 to Fire 60mm & 81mm Mortars, HE Rockets, or APOBS will be disapproved.
11. Unit must utilize RFMSS to schedule range.

#### Contractor Support

1. Contractor support is at **NO COST** to the unit.
2. Contractor support is **REQUIRED** to be scheduled if the unit intends to use PITS, LaRue or ARTS.
3. The PITS, LaRue and ARTS Target support times **MUST** be scheduled in RFMSS, utilizing the "USER FIELDS" tab.
4. If unit fails to schedule contractor times, use of PITS, LaRue and ARTS will **NOT** be authorized.
5. Once the range is requested and approved:
  - a. Request ARTS via [MCB\\_CAMPEN\\_AUTONOMOUS\\_ROBOTIC\\_TARGETS@usmc.mil](mailto:MCB_CAMPEN_AUTONOMOUS_ROBOTIC_TARGETS@usmc.mil)
  - b. Request PITS or LaRue targets via the <https://qtss.katmaicorp.com/secured/request.php> (website cannot be accessed from a MCEN computer at this time and must be visited from a commercial device in order to submit requests until further notice).
1. The request for PITS, LaRue or ARTS must be received a minimum of 48 hours prior to the scheduled use of the range.
2. Contractor has 24 hours to ensure this request is supportable (personnel to set-up the range are available, targets are available, and batteries are charged) and they need 24 hours to arrange the site-survey with the unit.
3. Any requests submitted with less than 48 hours are not supportable.
4. For further information concerning contractor support, contact (b)(2)

**Special Instructions Continued on Next page**

ENCLOSURE (63)

## RANGE SPECIAL INSTRUCTIONS

Closed To Any Use	Facility May Still Be Used With Restrictions	Facility Must Check Fire ALL Weapons
<b>Facility Occupied, or in Training/Live Fire Status</b>	<b>Effects to R800</b>	
A-ACA ECHO	CHECK FIRE (UNLESS ISO OR ALT SEP)	
A-CALS 09	CLOSED	
A-CALS 10	CHECK FIRE MP BLUE	
A-ACA YANKEE	CHECK FIRE (UNLESS ISO OR ALT SEP)	
A-IP CASE	CHECK FIRE (UNLESS ISO OR ALT SEP)	
A-LZ BUZZARD	CLOSED	
A-LZ SWALLOW	CLOSED	
A-R220 (W)	CHECK FIRE (EXCEPTION, EOD RENDER SAFE OPERATIONS UP TO 20LBS NEW IN TRP #1)	
A-R220 TACP OP M	CHECK FIRE (IF UNIT AT R-800 IS CONTROLLING AIR, THE UNIT MUST MOVE TO THE FORWARD LINE OF TROOPS BOUNDARY. IF UNIT IS NOT CONTROLLING AIR, UNIT MUST MOVE TO AA. MP RED AT R800 IS AUTHORIZED TO MARK FOR AIR PER RANGE REGS)	
A-TF C MNVR	CHECK FIRE (UNLESS ISO OR ALT SEP)	
J-IMP WHISKEY	CHECK FIRE	
J-IMP YANKEE	CHECK FIRE	
J-IMP ZULU	CHECK FIRE	
R-600	CHECK FIRE TOW HEAT	
R-800 TOW	CLOSES (UNLESS SAME UNIT)	
R-AFA 40 (WHISKEY DATA)	CLOSES AERIAL SNIPER	
R-AFA 41 (WHISKEY DATA)	CLOSES AERIAL SNIPER	
R-AFA 42 (WHISKEY DATA)	CLOSES AERIAL SNIPER	
R-AFA 43	CLOSES	
R-AFA 44	CLOSES	
R-AFA C	CLOSES	
R-AFA D	CLOSES	
R-LFAM 600	CHECK FIRE TOW HEAT	
R-LFAM 710B	CLOSES	
R-MFA 05	CHECK FIRE .50 CALIBER	
R-MFA 06	CHECK FIRE	
R-MFA 07	CHECK FIRE TOW HEAT	
R-MFA 09	CHECK FIRE TOW HEAT	
R-HORNO RIDGE	CHECK FIRE	
TA-CYN JARDINE	CHECK FIRE	
TA-OP JACOB	CHECK FIRE TOW HEAT	
TA-OP M	CHECK FIRE TOW HEAT	

### OIC, RSO & PSO Requirements

1. OIC & RSO Requirements -
  - a. Aerial Sniper, 40mm HE, AT Missiles, LAV 25, HEAT Rockets & Live Fire & Movement/Maneuver
    - i. OIC Requirement - **GySgt or Above**
    - ii. RSO Requirement - **SSgt or Above**
  - b. Static Small Arms & TP Ammunition
    - i. OIC Requirement - **SSgt or Above**
    - ii. RSO Requirement - **Sgt or Above**
  - c. No Munitions
    - i. OIC Requirement - **None**
    - ii. RSO Requirement - **Cpl or Above**
    - iii. LASER (If Used) LSSO Requirement - **Sgt or Above**
2. PSO Requirements:
  - a. Weapons Qualified PSOs
    - i. **Daylight** - shall be assigned one to each Crew Served Weapon/Vehicle and one per every **FOUR** Marines in maneuver/movement element.
    - ii. **Night** - shall be assigned one to each Crew Served Weapon/Vehicle and one per every **TWO** Marines in maneuver/movement element.
    - iii. PSOs shall certify to the OIC that all weapons are in Condition 4 prior to exiting the range.

Special Instructions Continued on Next page



ENCLOSURE (63)

## RANGE SPECIAL INSTRUCTIONS

### Range Guards and Gates

1. **Range Guards and Gates:**
  - Gate #1 – 61835 00264, Gate #2 – 61452 00656, Gate #3 – 60994 00730, Gate #4 – 60688 00935
  - a. The RSO must ensure R800 is clear of all personnel, must insure gates are locked and place Range Guards during the sweep.
  - b. Gate #1 to #4 can be locked with a Unit provided locks. Use the Inspectors Lock as a link and secure their lock to the Inspectors Lock. If using Unit does not have locks, Range Guards must be posted.
  - c. **Range Guards must be posted in pairs of two with two-way radio communication with the RSO**
  - d. No traffic or personnel must enter R800 without the OIC's or RSO's permission.
2. **Signs:**
  - Sign #1 – 57633 01247, Sign #2 – 57594 01247
  - a. Live fire training with TOW HEAT from SBF#1 requires (2) "Do Not Enter, Live Fire in Progress" signs on the road leading from Tate Road to MFA 07/OP Jacob. (See Map)
  - b. The RSO must ensure MFA 07/OP Jacob is clear of all personnel prior to TOW HEAT live fire training.

### Lateral Limits Markers

- Unit must emplace lateral limit markers for any direct fire position used. Markers must consist of the following:
1. Left Lateral Limit – White Triangle Pointing to the Right 
  2. Right Lateral Limit – Red Triangle Pointing to the Left 
  3. Signs must be placed at the furthest distance viewable by all shooters and at the firing positions.
  4. Lateral Limits can be a designated key terrain features as long as all personnel can recognize and understand the designated features day or night.
  5. Only Lateral Limit Markers can be marked with illumination at night.
  6. All markers must be laid in by compass from the firing position.

### Targets

1. RSO must maintain communication with the OIC, and control the exposure of any targets.
2. All targets within the Movement Boxes must be knock-down stay-down type targets.
  - a. May only be exposed for **NO MORE** than 30 seconds.
3. All targets must be laid in by compass from the firing position.
4. Units cannot dig outside of the Movement Box; all holes dug must be filled in.
5. **OIC, RSO, and PSOs must ensure all targets are knocked down before allowing any personnel to maneuver past the targets.**

#### Engagement Distance PITS With Shield/No Sandbags

1. Engagements are limited to:
  - a. Service Pistol – 7 meters
  - b. 00 Buck Shotgun – 10 meters.
  - c. 12 Gauge Slug - 46 meters.
  - d. 5.56mm (w/penetrators) – 69 meters
  - e. 5.56mm (Soft Core or Solid copper Alloy) - 23 meters
  - f. 7.62mm – 140 meters
  - g. .50 and .338 caliber – 375 meters.

#### Engagement Distance PITS With Shield & Sandbags

1. Engagements are limited to:
  - a. Service Pistol – 7 meters
  - b. 00 Buck Shotgun – 10 meters.
  - c. 12 Gauge Slug - 25 meters.
  - d. 5.56mm (w/penetrators) – 25 meters
  - e. 5.56mm (Soft Core or Solid copper Alloy) - 10 meters
  - f. 7.62mm – 100 meters
  - g. .50 and .338 caliber – 100 meters

#### Engagement Distance LaRue and ARTS

1. Engagements are limited to:
  - a. Service Pistol – 7 meters
  - b. 00 Buck Shotgun – 10 meters.
  - c. 12 Gauge Slug - 46 meters.
  - d. 5.56mm (w/penetrators) – 69 meters
  - e. 5.56mm (Soft Core or Solid copper Alloy) - 23 meters
  - f. 7.62mm – 140 meters
  - g. .50 and .338 caliber – 375 meters.

Special Instructions Continued on Next page

ENCLOSURE (63)



## RANGE SPECIAL INSTRUCTIONS

### Marking of Targets and Personnel

1. During live-fire training in low-light or darkness, chem-lites may be used to mark either targets or personnel, but not both on the same range.
2. Infrared strobe lights provide an optional method to mark and distinguish personnel from targets.
3. **Units must keep the same marking plan for all subsequent ranges.**
4. Personnel and target markings must be identified in the operations order scheme of maneuver, risk management matrix, and range standard operating procedures.
5. Specific personnel and target markings will be covered in the range safety brief that is given to all personnel, to include the safety personnel (assistant RSOs) participating in the exercise.
6. Consideration must also be given to the use of light-producing equipment such as flashlights with colored lens covers as those different colors cannot be distinguished when using NVDs.
7. When clothing and uniforms are used on targets, the OIC and RSO will ensure these articles do not resemble those worn by participating personnel. Target clothing must remain consistent until live-fire training is completed.
8. Before live-fire training in low-light or darkness, NVDs will be tested for resolution per light-level criteria delineated in appropriate technical or operators manuals.
9. A review of NVD focusing procedures should also be conducted in order that Marines are able to obtain the optimum NVD image.

### EMP/CMP/BZO

1. When conducting EMP/CMP/BZO Training
  - a. All EMP/CMP/BZO Training must be conducted in the depicted Movement/Maneuver box.
  - b. All targets emplaced by the unit must be laid in by compass.
  - c. Steel Targets are not authorized on range for EMP/CMP/BZO.
  - d. All EMP/CMP Targets must be made of softwood uprights with cardboard backing.
  - e. Sandbags must be used on any metal bases. Bases must be made of soft metal.
  - f. Pallets and engineer stakes can be used.
  - g. Engineer stakes must be placed on the outside edges of the pallets.
  - h. No engagement on pallets closer than 7 yards.

### Support By Fire Positions/Sniper Positions/Over-Head-Fire Positions

1. **When conducting 25mm, Sniper .50 cal. and below, Machine Guns .50cal and Below:**
  - a. Cross firing is prohibited.
  - b. RSO must supervise setting of all T&E's and Tripods and report to the OIC.
  - c. Guns must be laid in with a compass verified by the RSO.
  - d. Positive stops must be used to prevent firing out of the approved SDZ.
  - e. All tripods must be sandbagged.
  - a. All SBFs must have a PSO with direct communication to the OIC and RSO.
  - b. SBFs must cease fire prior to any personnel maneuvering past the MSLs.
  - c. The 15 ° or 100m Rule is in effect.
2. **When conducting Over-Head Fire Training with 7.62 machine guns:**
  - a. RSO must supervise setting of all T&E's and Tripods and report to the OIC.
  - b. Guns must be laid in with a compass verified by the RSO.
  - c. Positive stops for depression and traverse must be used. No Bipods, and no free gunning is allowed.
  - d. All tripods must be sandbagged.
  - e. All Over-Head-Fire Positions must have a PSO with direct communication to the OIC and RSO.
  - f. Over-Head-FPs Machine Guns must test fire prior to any troops maneuvering.
  - g. **Over-Head-Fire Ceases Firing Line must be identified to all personnel.**
  - h. Only 7.62 DODIC A151 ammunition is certified for overhead fire.
  - i. If Anyone Crosses the Over-Head-Fire CFL, Over-Head-FPs must cease firing and be verified they are in condition 4 status.
3. **During Armored Vehicles Live Fire, the following flag display system must be used:**
  - a. **Red** – Weapons are loaded, on target, weapon arm switch is on fire, and manual safety is off.
  - b. **Green** – All weapons are cleared and elevated, weapon arm switch is on safe and manual safety is off. No ammunition on vehicle.
  - c. **Yellow & Red** – Malfunction or misfire, weapon arm switch is on safe and manual safety is on or Ammunition on vehicle
  - d. **Yellow & Green** – Malfunction, weapons are clear, weapon arm switch is on safe and manual safety is on, no ammunition on vehicle.
  - e. **Red & Green** – Crew preparing to fire or crew is conducting non-firing exercise, ammunition is either stowed or loaded in ready boxes.
  - f. Regardless of displayed flags, the RSO must physically verify all weapons are clear prior to any movement of vehicles or reporting to Longrifle that Weapons are clear.

Special Instructions Continued on Next page

ENCLOSURE (63)

## RANGE SPECIAL INSTRUCTIONS

SBF/Sniper Positions				
SBF #1	SBF #2	SBF #3	SBF #5 to SBF #4	SBF #4
25mm, Snipers .50cal & Below, MGs .50 Cal & Below 60416 00936 to 60371 00934 LLL 175° mag RLL 204° mag TOW/ Javelin LLL 196° mag RLL 201° mag	25mm, Snipers .50cal & Below, MGs .50 Cal & Below 60939 00639 to 60860 00722 LLL 191°mag RLL 224°mag	25mm, Snipers .50cal & Below, MGs .50 Cal & Below 61322 00600 to 61297 00625 LLL 202°mag RLL 228°mag	40mm shoulder fired and MK19 HE 60800 00000 to 60600 99900 LLL 177°mag RLL 187°mag	TOW/Javelin 60600 99900 LLL 199° mag RLL 207° mag
Over-Head-Fire Position #1		Over-Head-Fire Position #2		
MG 7.62 A151 Only When Firing Over Head of Troops 60930 00360 LLL 217°mag RLL 222°mag CFL		MG 7.62 A151 Only When Firing Over Head of Troops 60750 00490 LLL 202°mag RLL 208°mag CFL		

Movement Boxes Mongoose & Snake	
<p>1 <b>Firing Data:</b>  <b>Movement Box Mongoose Data: 7.62mm &amp; 5.56mm</b>                      SFL 60903 00702 to 59847 01006                      LLL 165°mag                      RLL 192°mag                      CFL 60328 99649 to 60104 99830  <b>Movement Box Snake Data: 7.62mm &amp; 5.56mm</b>                      SFL 61825 00256 to 60903 00700                      LLL 198°mag                      RLL 242°mag                      CFL 60328 99649 to 60104 99830</p> <p>2 <b>Impact Area TRP #1: (60mm &amp; 81mm Mortars, HE Rockets, HE Grenades, APOBS, Claymore)</b>                      60608 99789 to 60105 99970 to 59823 99395 to 59716 99522</p>	
Rockets	
<b>HE Rockets must only engage hard targets or targets placed by unit within Impact Area TRP#1</b>	
<p>1. <b>MAAWS (Carl Gustaf)</b></p> <ol style="list-style-type: none"> <li>Prone firing of MAAWS HE or TP ammunition is not authorized.</li> <li>Limit the number of daily firings by any individual (gunner or personnel within 20m) to four.</li> <li>All personnel within a <b>100 meters</b> radius of the MAAWS must wear double hearing protection.</li> <li>All personnel within <b>101-500 meter</b> radius of the MAAWS <b>must wear</b> single hearing protection.</li> <li>All personnel within a <b>20 meters</b> radius of the MAAWS must wear Body Armor, Helmet, hearing/eye protection, and sleeves down with collars worn up position which is <b>PPE Level 1</b>.</li> </ol>	<p>2. <b>SMAW HE</b></p> <ol style="list-style-type: none"> <li>During training with the SMAW, the gunner, assistant gunner or any instructors are authorized to fire/be exposed to only five rounds per day.</li> <li>All personnel within a <b>100 meters</b> radius of the <b>SMAW firing HE</b> type rounds <b>must wear</b> Body Armor, Helmet, hearing/eye protection, and sleeves down with collars worn up position which is <b>PPE Level 1</b>.</li> <li>All personnel within <b>390 meter</b> radius of the <b>SMAW must wear</b> single hearing protection.</li> </ol>
<p>3. <b>AT-4 HE</b></p> <ol style="list-style-type: none"> <li>Prone or foxhole firing of AT-4 HE (M136) is not authorized.</li> <li>In training, an individual may fire one round from the sitting position or three rounds from the standing or kneeling positions in a 24-hour period.</li> <li>All personnel within a <b>20 meters</b> radius of the <b>AT4 must wear</b> Body Armor, Helmet, hearing/eye protection, and sleeves down with collars worn up position which is <b>PPE Level 1</b>.</li> </ol>	<p>4. <b>LAW HE</b></p> <ol style="list-style-type: none"> <li>Limit the number of daily firings by any individual (gunner or personnel within 20m) to four.</li> <li>All personnel within a <b>20 meters</b> radius of the <b>LAW must wear</b> Body Armor, Helmet, hearing/eye protection, and sleeves down with collars worn up position which is <b>PPE Level 1</b>.</li> </ol>

Special Instructions Continued on Next page

ENCLOSURE (4)

## RANGE SPECIAL INSTRUCTIONS

### Grenades

- |  |   |
|--|---|
| <p>1. <b>Shoulder Fired Grenade Launcher:</b></p> <ul style="list-style-type: none"><li>a. M203/M32 40mm TP must only be used in the Movement Boxes.</li><li>b. M203/M32 40mm TP may be utilized firing at targets no closer than 75m.</li><li>c. 40mm TP rounds are unauthorized for use on PITS Targets.</li><li>d. PITS targets must be no closer than 25 meters to any 40mm target and protected on all sides from fragmentation.</li><li>e. M203/M32 40mm HEDP must only be fired from <b>SBF #4 to SBF #5</b> Firing Lines at targets no closer than 165m.</li></ul> | <p>2. <b>Hand Grenades:</b></p> <ul style="list-style-type: none"><li>a. Prior to the approval and use of chemical grenades, unit must submit an Overlay showing 500m and 1000m buffers. Any approval will be based on single canister use.</li><li>b. Unit must set up a practice grenade area within the depicted graphics of R800.</li><li>c. Only practice grenades must be used within the practice grenade area.</li><li>d. All personnel must be proficient in the safety precautions for handling and throwing grenades before live grenade training begins.</li><li>e. Successful completion of practice grenade training is mandatory prior to live grenade training.</li></ul> |
|--|---|
3. **HE Hand Grenades:**
- a. **HE Hand Grenades are allowed anywhere within Impact Area of TRP #1.**
  - b. All personnel within the 150m SDZ must wear (PPE Level 1) flak jacket, helmet, hearing protection, and ballistic eye protection
  - c. eye protection
  - d. Hand grenades must be thrown from a trench or barrier equivalent to a screen of sandbags 2 feet thick and built to a minimum height of 5 feet high and 9 feet wide or wide enough to accommodate one thrower and one ARSO.
  - e. The range safety officer must directly supervise and control the throwing of fragmentation grenades.
  - f. Hand grenades must be carried in accordance with FM 23-30, individuals must not be transported by vehicle while carrying grenades attached to web equipment.
  - g. **HE grenades must be thrown one at a time and into the Impact Area of TRP #1 only.**
  - h. Firing conditions for fragmentation and offensive grenades safety clips on fragmentation and practice grenades must not be removed until immediately before the safety pin is removed. Once the safety pin has been pulled, the grenade must be thrown. No attempt must be made to reinsert the safety pin or tape the safety lever (spoon). The safety lever must not be released for any reason on HE grenades until the grenade exits the throwing hand at the command of the ARSO.
  - i. Mixing of practice grenades and HE grenades is unauthorized.
  - j. PITS targets must be no closer than 25 meters and protected on all sides from fragmentation.
  - k. Training will NOT be conducted when there is standing water, mud, or dense vegetation in the impact area of TRP#1.
  - l. Grenade ranges must cease training one hour prior to sunset. In the event a dud grenade is not cleared before reduced light conditions, the using unit must provide a guard force until the grenade can be cleared.
4. **Dud Grenade:**
- a. A dud fragmentation grenade must be reported immediately to LONGRIFLE. A cease-fire must go into effect immediately. Accurately note the time of the dud, as Explosive Ordnance Disposal personnel must wait thirty minutes prior to clearing the dud.
  - b. If a dud grenade is experienced, all activities within Maneuver Box area must stop, personnel must remain within a safe area for a minimum of 5 minutes and then evacuate to the AA until EOD clears the dud.
  - c. EOD personnel must destroy all grenade duds in place before troops can enter the grenade impact area.
  - d. EOD personnel are unable to locate or destroy any dud grenades; troop maneuver in the Impact Area of TRP #1 is not authorized.

### Handheld 60mm Mortars

- 1. Firing mortars over the heads of troops is not authorized.
- 2. PPE Level 1 must be worn.
- 3. May only be fired in the hand-held mode with a charge NO greater than charge 1.
- 4. Handheld mortars must only be fired into Impact Area TRP#1 and Impact Area TRP#2.

Special Instructions Continued on Next page

ENCLOSURE (03)

## RANGE SPECIAL INSTRUCTIONS

### APOBS AND Claymores

1. **The RSO must verify to the OIC.**
  - a. Unit must construct a wall utilizing sand bags 2' high x 4' wide along the firing line to protect the firing team from missile hazards caused by APOBS or claymores.
  - b. All APOBS & Claymores must be placed in the **Impact Area of TRP #1** (Only 1 APOBS or Claymore must be fired one at a time).
  - c. Only the OIC/RSO and the firing team are at the FP and behind the sandbag wall prior to firing the claymore or APOBS.
  - d. OIC/RSO must ensure claymore or APOBS are deployed correctly and facing into the **Impact Area of TRP #1** utilizing the data below.
  - e. All claymore or APOBS must be secured until the range OIC directs their issue.
  - f. Emplaced claymore or APOBS must not be disarmed except by order of the range OIC.
  - g. Firing devices must only be connected at the command of the range OIC.
  - h. After firing, the unit must inspect to ensure that the claymore or APOBS has detonated.
  - i. Misfires must be handled in accordance with TC 3-22.23 and FM 23-23.
  - j. Personnel must not be allowed within 16m to the rear of the claymore or APOBS.
  - k. CLAYMORE firing personnel may occupy an area between 16 and 100 meters to the rear of the claymore they must be located in a covered position, lying prone in a depression, or behind a physical barrier.
  - l. APOBS firing personnel must be in a prone position, at least 50 meters from the launch point, and 75 meters from the deployed grenades. All personnel inside of Noise Hazard Arc must wear hearing protection.
  - m. All personnel must wear approved protective helmets, IBA and single hearing protection.

### Use of Shoot Through Houses

1. **Houses Must Not Be Engaged With Machine Guns, Rockets, Grenades, 40mm or Mortars.**
  - a. Rifles 7.62mm and below and Pistols only are the only authorized weapons for engagements of and within the shoot through houses.
  - b. The OIC and RSO must accompany personnel as they execute both the rehearsal and the live fire scenario.
2. **Target Placement :**
  - a. All targets are to be placed inside or around buildings IAW the lateral limits listed for the movement boxes.
  - b. Targets must not be placed on a seam.
  - c. **PITS or La Rue targets cannot be placed inside houses that are being cleared.**
3. **While conducting rehearsals and live fire with small arms, the RSO must ensure:**
  - d. **No one must engage a target that is closer than 1 meter from any muzzle.**
  - e. Phase Lines and MSLs must be verified and marked.
  - f. At no time must any personnel cross any Phase Line or MSL until the effective element has ceased firing.
4. **While utilizing flash bangs, the RSO must ensure:**
  - a. Flash Bangs must be carried in pouches.
  - b. Throwing flash bangs in or around any standing water or mud is unauthorized.
  - c. Throwing more than one flash bang at a time into the same room is unauthorized.
  - d. Human target participation is not authorized.
  - e. Once a pin is pulled on a flash bang, it must not be reinserted into the flash bang.
5. **GG20 Flash Bangs:**
  - a. The maximum number of GG20 Flash Bangs to be thrown by an individual thrower are (2) with single hearing protection and (4) with double hearing protection.
  - b. No one must be closer than 5 meters (16.5 feet) of detonation.
6. **GG36 Flash Bangs:**
  - a. RSO must reference SOUM 4-15 prior to conducting any training with GG36 Flash Bangs.
  - b. **Double hearing protection is required** within 9 meters of point of detonation.
  - c. **Single hearing protection is required** outside of 9 meters to 155 meters from point of detonation.
  - d. The individual daily exposure limits with the GG36 Flash Bangs are (50) within the 9 meters of detonation hazard area.
  - e. The individual daily exposure limits with the GG36 Flash Bangs are (150) within the 9 meters to 155 meters from point of detonation hazard area.
  - f. No one must be closer than 5 meters (16.5 feet) of detonation.

### Use of Shoot Through Houses - Breaching

1. **At no time must a breach be placed in any manner or location in which it would damage any Shoot through House.**
2. **Mechanical Breaching**
  - a. All mechanical breaching must be conducted utilizing tools from issued breaching kits.
3. **Thermal/ Saws**
  - a. FDR Dependent.
4. **Ballistics Breaching**
  - a. Ammunition must only be issued per event.
  - b. All ballistic breaching must be directed 45° down into the room.
  - c. Only commercial breaching rounds must be used.
  - d. **Wooden uprights and targets are to be supplied by the using unit.**
  - e. **When utilizing AA54**
    - i. Double hearing protection (earplugs & muffs) and eye protection (goggles) must be worn by all personnel firing AA54 and by all personnel within 8.5 meters of the firing in close proximity to a reflective surface.

Special Instructions Continued on Next page

ENCLOSURE (63)

## RANGE SPECIAL INSTRUCTIONS

### Use of Shoot Through Houses - Breaching

- ii. All personnel within 8.5 meters to 30 meters of the firing point must wear single hearing protection (earplugs or muffs).
  - iii. If using actual doors, only solid wood core wooden doors with a minimum of 1 ¾ inches thick must be used.
  - iv. Units must provide a minimum of 2 inches of protection to the lock area.
5. **Explosive Breaching – A breaching Brief must be conducted with the RCO NLT 14 days prior to event.**
- a. All breaches must be set on doors and frames provided by the by the using unit that are mounted to reduce any hazards to the building.
  - b. **Approved framing must consist of:**
    - i. ½ inch plywood covering entire threshold, sides and overhead of doorway.
    - ii. 2x4 placed to form a frame on plywood covering.
    - iii. Only use plywood ¾ inches to construct "doorway".
    - iv. Unit must provide their own target material.
  - c. **During breaching operations:**
    - i. Field expedient urban breaches must be (duel primed) and at no more than .18 lbs. NEW.
    - ii. Max Ord is 207 feet for vertical or fragmentation hazard.
    - iii. A maximum K – Factor of 18 (3.5 PSI) must be utilized and all personnel.
    - iv. Double hearing protection required for all PSIs at or above 1.68.
    - v. All personnel must be set in position prior to initiating the breach.
    - vi. A safety Brief must be conducted prior to each live fire event to all participants.
    - vii. Each breach must be inspected and approved by the RSO.
    - viii. The RSO & OIC must personally observe each live fire event.
    - ix. Time fuse must be cut and tested by the RSO. (30 Sec. Min. Time)
    - x. Any Electrical System must be tested by RSO.
    - xi. Only breacher rounds must be used for shotguns.
    - xii. Shielding required for all breaches (i.e. Blast Shield, Bomb Blanket, placing breaching team around corner, etc.)
    - xiii. CPU required when using any lead lined charges.
6. **There must be additional safety personnel assigned as follows:**
- a. A PSO must travel with each breaching team.
  - b. Each PSO must have positive communication with the RSO.
  - c. The RSO must check each shot, looking for unconsumed explosives prior to departing the range.
  - d. All unconsumed explosives must be policed-up and consolidated for one last clean-up shot prior to the range going cold (Not to exceed .25 lbs. NEW).
  - e. All unused blasting materials must be retrieved upon completion of training, and must be returned to the Las Pulgas ASP.
  - f. All target materials which were used (blown) during training must be policed-up and taken back with the unit.
  - g. Live Fire signs must be posted at all times when the SACON House is hot as depicted in the graphics.
  - i. **The OIC is responsible for all charges, and ensuring all misfire procedures is in compliance with current directives.**

### Mortar Firing Data

1. **When conducting Mortar Training:**
  - a. There is no troop penetration beyond the firing line into the impact area. Units are prohibited from crossing the firing line into the impact area to set up targets or aiming stakes.
  - b. All MSLs must be marked and identified to all personnel before live fire training occurs.
  - c. No POV's must enter R800 even if they have a range pass.
  - d. OIC must report to LONGRIFLE the Max Ord and charge to be fired.
  - e. Max Ord must remain within the scheduled Airspace and must be at least 1000 Feet below any FW Aircraft transitioning over the Impact Area.
  - f. RSO must ensure that the FDC has plotted the target box and any RFA's on both the primary and secondary plotting boards.
  - g. RSO is required to check the FDC/Gun lines Plotting Boards and Safety-T's.
  - h. Safety-T must be on hand with each gun.
  - i. **Mortar Position must engage targets utilizing the data contained in this brief.**
  - j. All mortars must fire registration fires that must be verified by the RSO prior to the exercise.
  - k. Base Plates must be marked at 11 o'clock and aiming stakes must be left in place after registration.
2. **During all powder burning activities:**
  - a. Increment Burning must be IAW CAMPENO 3500.1A.
  - b. Units must contact LONGRIFLE for permission prior to burning increments.
  - c. Powder must be burned in areas cleared to mineral earth, and located no closer than 200 feet from vegetation.
  - d. Unit must not exceed 100 increments at any one time while burning.
  - e. Units must have fire extinguishers, water, and shovels at the burn site.
  - f. Units must remain at the burn site for 30 minutes after the last burn, ensuring no fires have been started in the surrounding vegetation.
  - g. Units must contact LONGRIFLE after last increment has burned and 30 minutes has passed.

Special Instructions Continued on Next page

ENCLOSURE (63)

## RANGE SPECIAL INSTRUCTIONS

MP Red	MP Blue
<p>TRP #1 60390 00940 LLL: 3025 mils grid RLL: 3635 mils grid <b>Min Range- 1025 meters</b> <b>Max Range- 1650 meters</b> Max Charge- 1 Elev- 2,288' AMSL Cease-Firing Before Crossing Any MSL Described Below. RED 60mm and 81mm MSL 1 from MP RED Dir: 131°m to grid: 60959 00182 then Dir: 155°m.</p> <p>TRP #2 60390 00940 LLL: 3670 mils grid RLL: 3860 mils grid <b>Min Range- 1550 meters</b> <b>Max Range- 1825 meters</b> 60mm Max Charge 2 &amp; 81mm Max Charge 1 Elev- 2,288' AMSL Cease-Firing Before Crossing Any MSL Described Below. RED 60mm and 81mm MSL 2 from MP RED Dir: 167°m to grid: 60395 99992 then Dir: 194°m.</p>	<p>TRP #1 58928 01376 LLL: 2460 mils grid RLL: 2985 mils grid <b>Min Range- 1820 meters</b> <b>Max Range- 2230 meters</b> Max Charge- 2 Elev- 1,780' AMSL Cease-Firing Before Crossing Any MSL Described Below. Blue 60mm and 81mm MSL 1 from MP BLUE from 59812 01017 Dir: 125°m.</p> <p>TRP #2 58928 01376 LLL: 2765 mils grid RLL: 3000 mils grid <b>Min Range- 1785 meters</b> <b>Max Range- 2700 meters</b> Max Charge- 2 Elev- 1,780' AMSL Cease-Firing Before Crossing Any MSL Described Below. Blue 60mm and 81mm MSL 2 from MP BLUE 60083 99919 Dir: 144°m.</p>

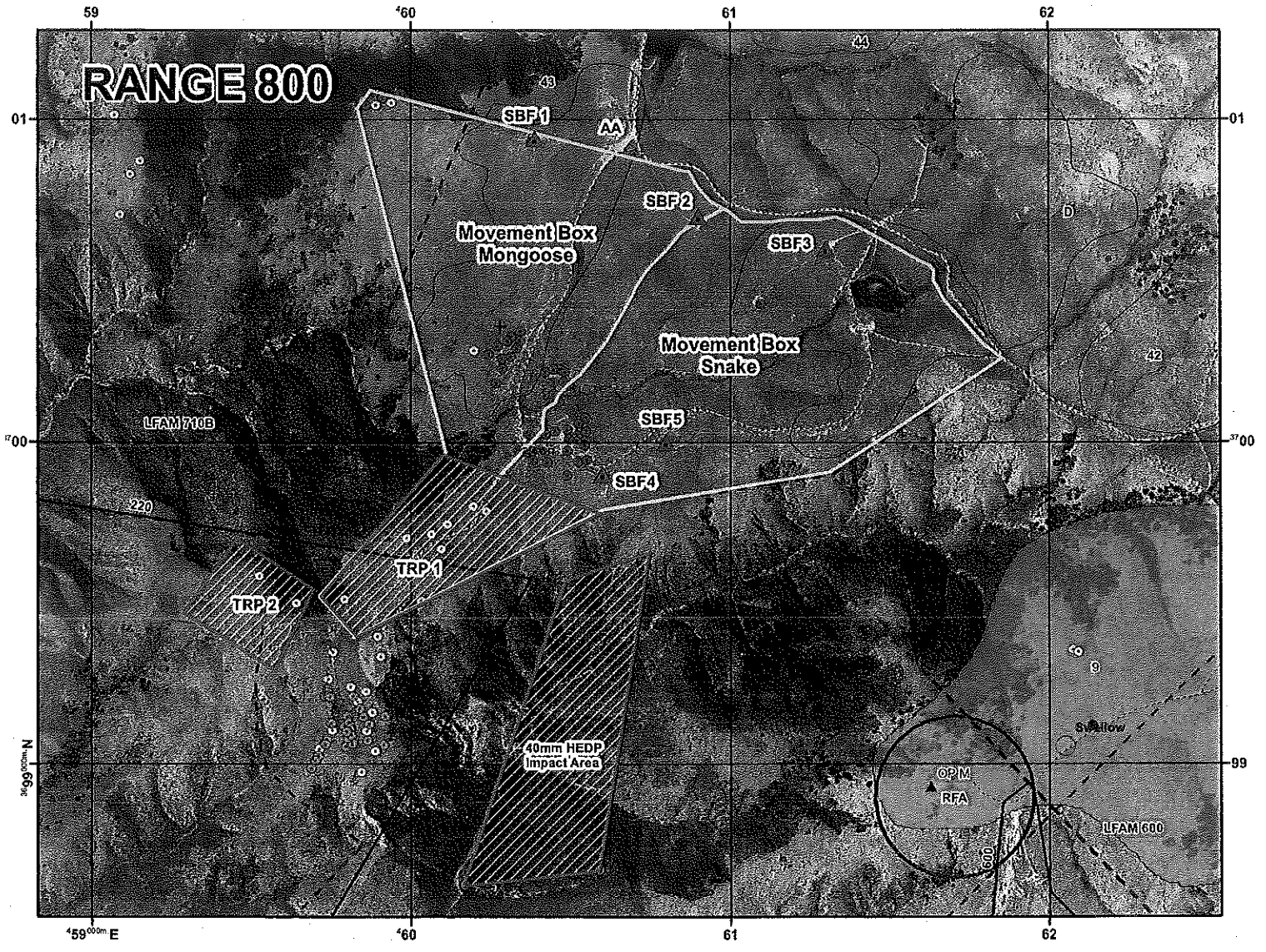
### Aerial Sniper Platform (7.62 mm Rifles and Below Only)

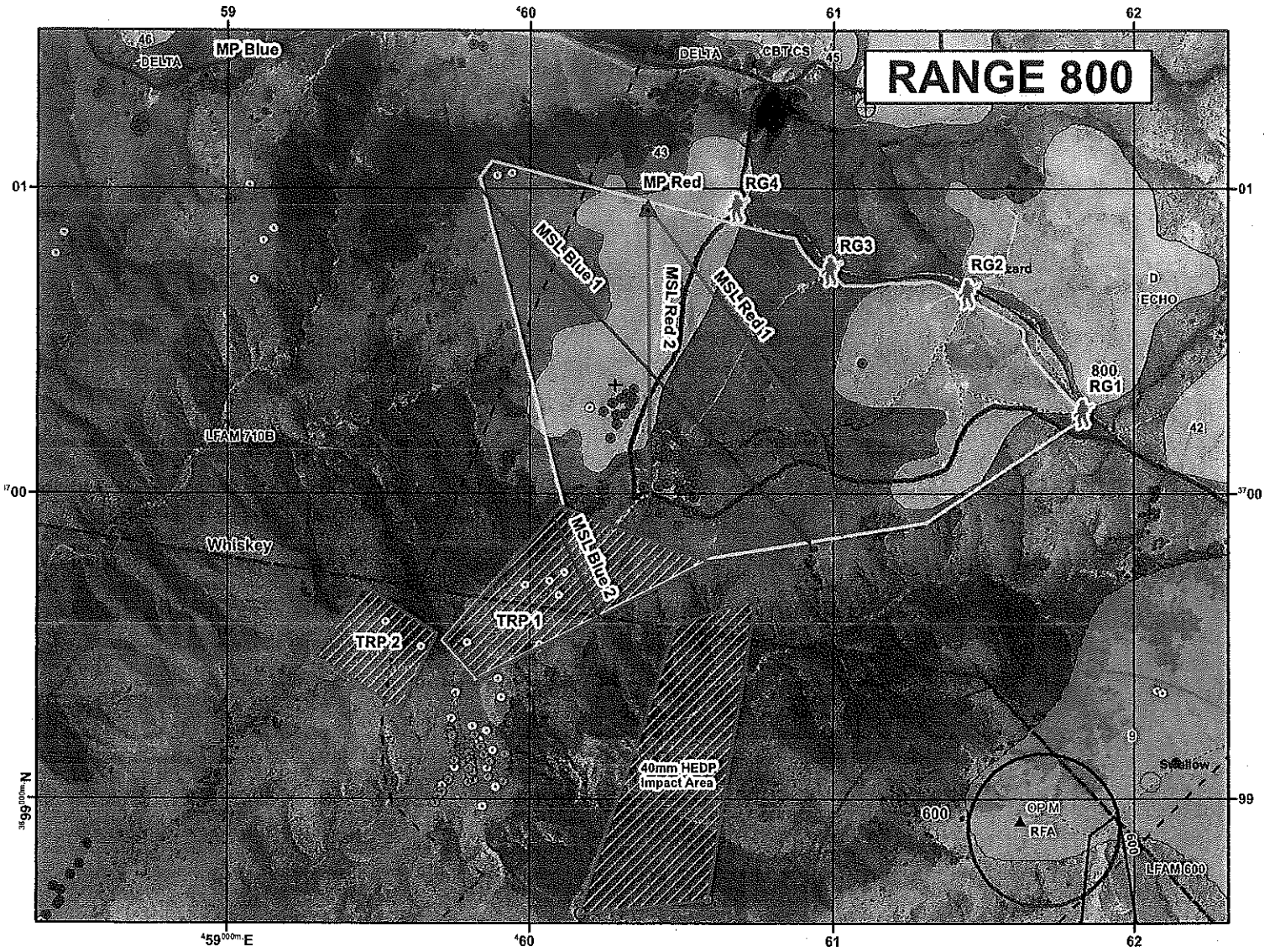
1. **Aerial Sniper Data:**
  - a. At no time must any Sniper fire begin outside of the Firing Area. OIC must ensure that all Sniper Fire impacts within the depicted Target Box.
  - b. OIC must ensure that all flight of aircraft remain in the depicted Run-In Box and Target Box.
  - c. RSO must maintain communication with the OIC, and control the exposure of any targets.
  - d. OIC and RSO must brief all shooters to ensure no damage to any target mechanism is caused by any shot.
  - e. All personnel must conduct a non-live fire rehearsal prior to conducting live fire scenarios.
  - f. PSOs must be assigned to each A/C or team.
  - g. PSOs must certify to the OIC that all weapons are in Condition 4 prior to exiting the range.
2. **Aircraft:**

Airspeed: 0-10 KTAS  
 Altitude: 50 to 200 ft. AGL  
 Release Angle: Min -14 to Max -1  
 Firing Area: Boundaries  
 #1 - 60200 00284 #5 - 60554 99947  
 #2 - 60346 00345 #6 - 60494 99898  
 #3 - 60485 00217 #7 - 60385 99947  
 #4 - 60549 00075 #8 - 60269 00185  
 Release Range: Max 600  
 Final Attack Heading: 208°mag-242°mag  
**Range Lateral Limits**  
 LLL: 198° mag  
 RLL: 242° mag

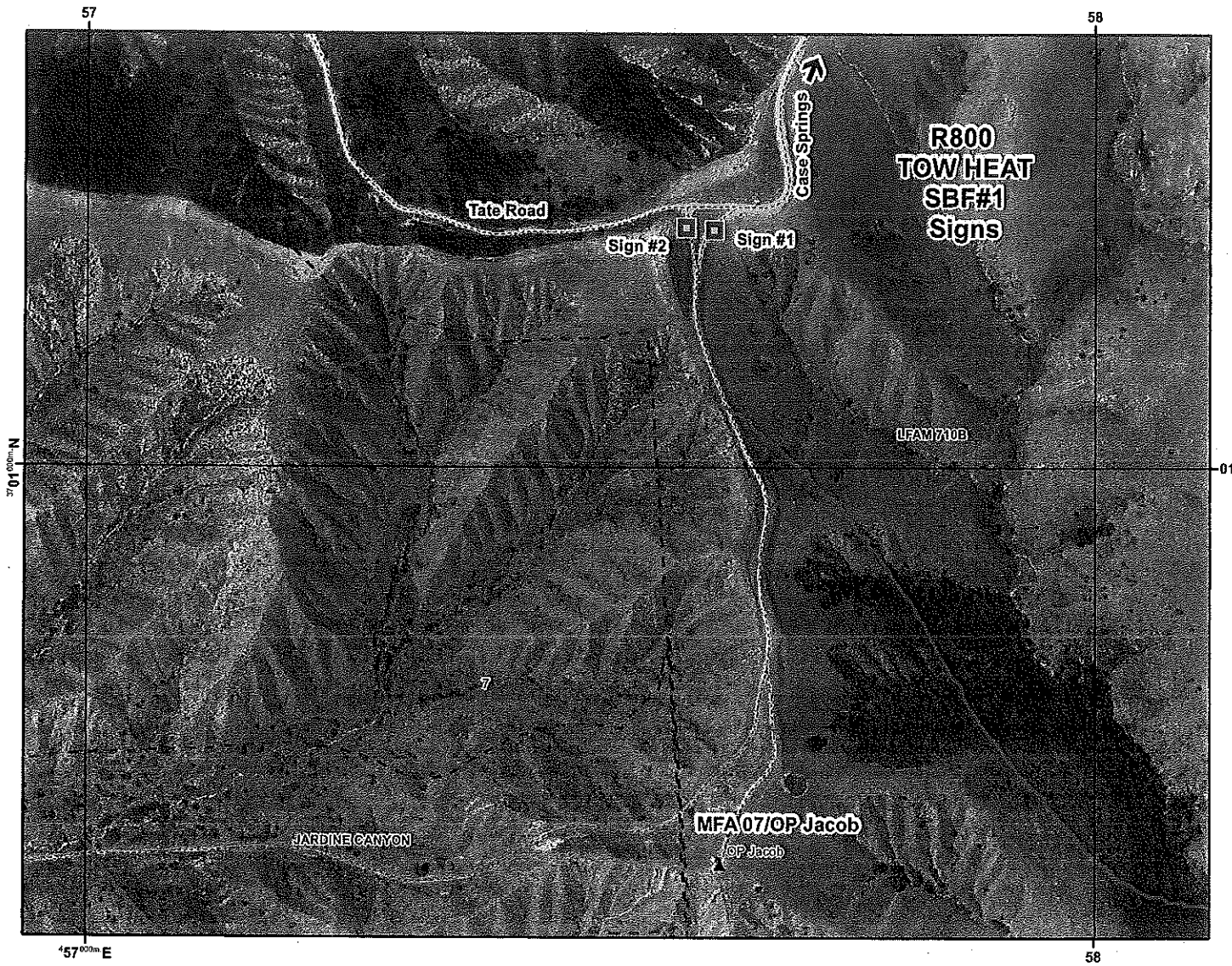
Special Instructions Continued on Next page

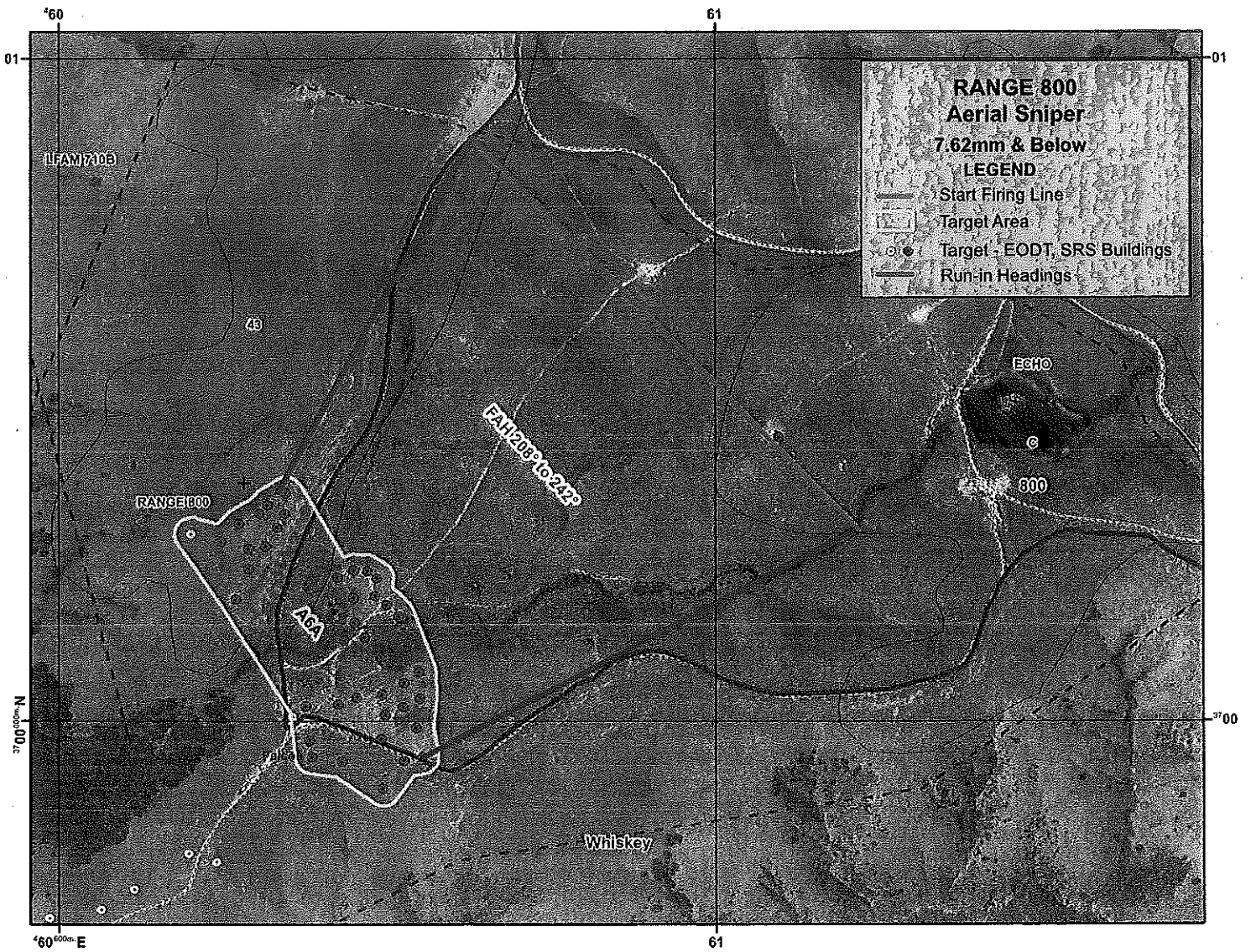
ENCLOSURE (63)

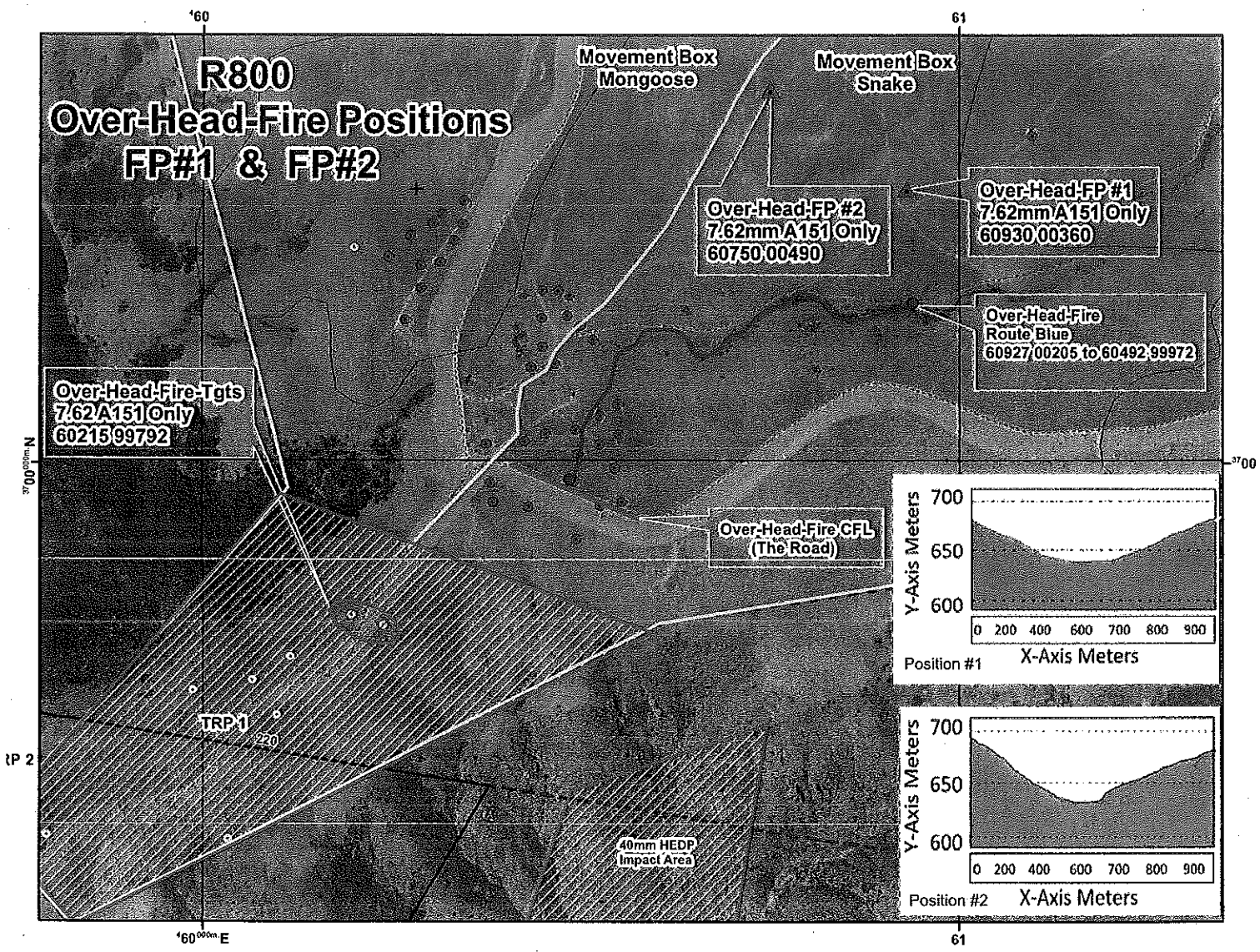














UNITED STATES MARINE CORPS

"UNIT"

BOX 555101

CAMP PENDLETON, CA 92055-5101

IN REPLY REFER TO  
3550  
CO  
XX XXXX XX

From: Commanding Officer  
To: Commanding Officer, "Company or Battalion"

Subj: APPROVAL OF OVERHEAD FIRE UNPROTECTED TROOPS WITH SMALL ARMS FOR "UNIT"  
FOR FISCAL YEAR 20XX

Ref: (a) CAMPPENO 3500.1 CH 1  
(b) Special Instructions R-208C  
(c) DA-PAM 385-63, Para 17-4

1. In accordance with references (a) and (b) the Commanding Officer of School of Infantry (West), approves overhead fire on Range 208C for Infantry Training Battalion (ITB) during Fiscal Year 2018.

2. This approval meets the safety requirements listed in references (b) and (c).

3. ITB will abide by references (b) and (c) which contains all firing precautions in order to conduct overhead fire safely (page 209-210, DA PAM 385-63 paragraph 17-4). Precautions include:

a. Machineguns (7.62mm) will be mounted on ground tripods and will fire from a stationary position.

b. Only ammunition certified for overhead fire will be used (DODIC A151).

c. Bullets will not be permitted to impact between the firing position and the rear of the line of unprotected personnel. All impacts will be a minimum of 50 meters beyond the forward line of unprotected personnel.

d. Positive stops will be used to prevent crossfire and depression of the muzzle during firing.

e. A minimum clearance or safety limit will be established using the guidelines for overhead fire in Marine Corps Warfighting Publication 3-15.1.

f. The rate of fire will not exceed 70 rounds per minute.

g. Weapons will be test fired before delivery of overhead fire to verify effectiveness of the positive traverse and depression stops.

h. A minimum clearance of 16 meters over the heads of personnel and 2.5 meters over the highest obstruction within the the field of fire will be maintained, surpassing requirements in reference (c). Minimum clearance is the distance between the lowest shot in the dispersion pattern (as determined by the test firing) and the bodies of individuals in erect positions on the highest point of ground over which personnel must travel.

i. Registration will be conducted prior to the execution of the

ENCLOSURE (63)

Subj: APPROVAL OF OVERHEAD FIRE UNPROTECTED TROOPS WITH SMALL ARMS FOR  
UNIT FOR FISCAL YEAR 20XX.


range and supervised by the Range Safety Officer. Targets will be selected in the central portion of the target of the target area. After registration, corrections will be applied to deflection and quadrant elevations limits.

- j. The maneuver element will not go past the limit of advance.
- 4. During firing, there will be a 1:1 position safety officer to shooter ratio.
- 5. This approval will be reviewed periodically during Fiscal Year 2018 and if warranted, renewed no later than 01 October, 2019.
- 6. The point of contact for this matter is "BILLET", "WHO", at (760)725-7791 or EMAIL.

"Commanding Officer's Name"

## RANGE SPECIAL INSTRUCTIONS

Date Revised – 13 November, 2019

FACE TO FACE WITH RANGE SAFETY IS REQUIRED PRIOR TO GOING INTO A HOT STATUS			
Shots Greater Than 5 lbs. NEW Shall NOT Be Fired Without Heavy Equipment On Hand			
Range: <b>R-LFAM 600</b>	Location: 62916 99407	<b>Allowable Weapons</b> 25mm – (TP Only) MG's – .50cal and below (No A606) Rifles – 7.62mm and below Pistols – .45cal. and below 40mm – (All) Infantry Rockets – (All) Mortars – (All) Grenades – (All) Demo – 15.77lbs. NEW, Bangalore, Claymores & APOBS	<b>Vehicles:</b>  1. Road & River Dependent.  2. POVs are NOT Authorized ON THIS Range.
Elevation: 2,622 AMSL	Impact Area: Zulu/Whiskey	<b>Troop Penetration:</b> Not beyond boundaries of the Range	
Type: Offensive Combat Range (platoon) Mounted or Dismounted	Engagement Distance: 3 meters 1,200 meters		
THIS IS NOT A CONTRACTOR SUPPORTED RANGE			
<b>Range Facilities:</b> Observation Bunker, Port-a-johns, Ammo Shelter, Ammo Tables 11 SBFs; 3 MPs; EOD-T Targets			
			

### Scheduling

1. All scheduling requests for R-LFAM 600 must be submitted via their battalion.
2. Unit must utilize RFMSS to schedule range.

Closed To Any Use	Facility May Still Be Used With Restrictions	Facility Must Check Fire ALL Weapons
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Facility Occupied, or in Training/Live Fire Status	Effects to R-LFAM 600
A-ACA ECHO	Check Fire (UNLESS ALT SEP)
A-CALS 08	Check Fire
A-LZ BLUEBIRD	Check Fire
A-LZ GNATCATCHER	Check Fire
A-LZ SWALLOW	Check Fire
A-R220 (W)	Unit IS REQUIRED to move to Bunker Area during GRIFFIN L/F @R220 (W)
A-R220 TACP OP M	Check Fire
A-R440 (Z)	Check Fire
A-R440 URBAN TACP	Check Fire
A-TF C MNVR	Check Fire
A-TF CASE	Check Fire
I-IMP WHISKEY	Check Fire
I-IMP Zulu	Check Fire
R-409A	Closes (R409A 7.62mm & 25mm OK)
R-409A GUNNERY	Closes (7.62mm & 25mm OK)
R-600	Closes (Unless Same Unit)
R-800 (TOW HEAT SBF#1)	Closes
R-AFA 40	Closes SBF # 11
R-AFA 41	Closes
R-AFA 42	Closes
R-HORNO RIDGE	Check Fire
R-LFAM 710B	Closes
R-MFA 09	Closes
R-MFA 09A	Closes
TA-ECHO ACA	Check Fire
TA-OP M	Check Fire
TA-OP NOAH	Check Fire

Special Instructions Continued on Next page



ENCLOSURE (C3)

## RANGE SPECIAL INSTRUCTIONS

### OIC, RSO & PSO Requirements

1. **40mm HE, LAV 25 & HEAT Rockets**
  - a. OIC Requirement – GySgt, GS-06 or Above
  - b. RSO Requirement – SSgt, GS-05 or Above
2. **Small Arms .50 Caliber & below/40mm TP/Rockets TP**
  - a. OIC Requirement – SSgt, GS-05, or Above
  - b. RSO Requirement – Sgt, GS-05, or Above
3. **No Munitions**
  - a. OIC Requirement – None
  - b. RSO Requirement – Cpl, GS-4 or Above
4. **LASER (If Used) LRSO Requirement – Sgt, GS-4 or Above**
5. **Weapons Qualified PSO Requirements**
  - a. **Daylight** - shall be assigned one to each Crew Served Weapon/Vehicle and one per every **FOUR** Marines in maneuver/movement element.
  - b. **Night** - shall be assigned one to each Crew Served Weapon/Vehicle and one per every **TWO** Marines in maneuver/movement element.
  - c. PSOs shall certify to the OIC that all weapons are in Condition 4 prior to exiting the range.

### LFAM 600 Lateral Limits Markers

1. **Unit must emplace lateral limit markers for any direct fire position used. Markers must consist of the following:**
  - a. Left Lateral Limit – White Triangle Pointing to the Right 
  - b. Right Lateral Limit – Red Triangle Pointing to the Left 
  - c. Signs must be placed at the furthest distance viewable by all shooters and at the firing positions.
  - d. Lateral Limits can be a designated key terrain features as long as all personnel can recognize and understand the designated features day or night.
  - e. Markers must be laid in by compass from the firing positions.

### LFAM 600 Targets

1. **RSO must maintain communication with the OIC, and control the exposure of any targets.**
2. If utilizing **PITS Targets** they must only be exposed for no more than 30 seconds.
3. All targets within the **Maneuver Box** and **Movement Box** must be **knock-down stay-down type targets**.
4. All targets must be laid in by compass from the firing position.
5. **OIC, RSO, and PSOs must ensure all targets are knocked down before allowing any personnel to maneuver past the targets.**
6. Units cannot dig past the **CFL/LOA**. All holes dug must be filled in upon completion of training.

### Marking of Targets and Personnel

1. During live-fire training in low-light or darkness, chem-lites may be used to mark either targets or personnel, but not both on the same range.
2. Infrared strobe lights provide an optional method to mark and distinguish personnel from targets.
3. **Units must keep the same marking plan for all subsequent ranges.**
4. Personnel and target markings must be identified in the operations order scheme of maneuver, risk management matrix, and range standard operating procedures.
5. Specific personnel and target markings will be covered in the range safety brief that is given to all personnel, to include the safety personnel (assistant RSOs) participating in the exercise.
6. Consideration must also be given to the use of light-producing equipment such as flashlights with colored lens covers as those different colors cannot be distinguished when using NVDs.
7. When clothing and uniforms are used on targets, the OIC and RSO will ensure these articles do not resemble those worn by participating personnel. Target clothing must remain consistent until live-fire training is completed.
8. Before live-fire training in low-light or darkness, NVDs will be tested for resolution per light-level criteria delineated in appropriate technical or operators manuals.
9. A review of NVD focusing procedures should also be conducted in order that Marines are able to obtain the optimum NVD image.

### Range Guards, Signs and Gates

1. **Range Guards, Signs and Gates shall be posted at:**
  - Sign #1: 62490 99841
  - Sign #2: 64150 98512
  - Gate#1: 62926 99434
  - Gate#2: 63085 99271
  - RGs #1: 63431 99067
  - RGs #2: 64005 98541
2. The RSO shall ensure LFAM 600 is clear of all personnel, shall ensure gates are locked and place Range Guards during the sweep.
3. Gate #1 and #2 can be locked with a Unit provided locks. Use the Inspectors Lock as a link and secure their lock to the Inspectors Lock. If using Unit does not have locks, Range Guards shall be posted.
4. **Range Guards shall be posted in pairs of two with two-way radio communication with the RSO**

Special Instructions Continued on Next page

ENCLOSURE (CS)

## RANGE SPECIAL INSTRUCTIONS

### Range Guards, Signs and Gates

5. No traffic or personnel shall enter R600 without the OIC's or RSO's permission.

### 5.56mm and Below EMP/CMP Box

1. **When conducting EMP/CMP Training:**
  - a. All EMP/CMP Training shall be conducted in the depicted Movement/Maneuver box.
  - b. All targets emplaced by the unit shall be laid in by compass.
  - c. Steel Targets are not authorized on range.
  - d. All EMP/CMP Targets shall be made of softwood uprights with cardboard backing.
  - e. Sandbags shall be used on any metal bases. Bases shall be made of soft metal.
  - f. Pallets and engineer stakes can be used.
  - g. Engineer stakes must be placed on the outside edges of the pallets.
  - h. No engagement on pallets closer than 7 yards.
2. **Firing Data:**  
**Lateral Limits:**  
 LLL 195°mag  
 RLL 215°mag

	Movement/Maneuver Box	
Allowable Weapons/Munitions	Firing Data	Boundary Points
1. 5.56mm & Below	SFL 64175 98456 to 62624 99435 LLL 195°mag RLL 215°mag LOA As depicted on map	1. 61654 98531
2. 40mm TP		2. 61956 98152
3. Rockets		3. 62258 98177
4. Hand Grenades		4. 62288 98463
5. APOBS		5. 62676 98271
6. Handheld Mortars		6. 62858 98343
7. Demo NEW 15.77 lbs.		7. 63147 97990
		8. 64027 98152

### Infantry Rockets

1. Rockets shall fire 9mm spotting/practice rounds only within the left and rights of Maneuver Box or Movement Box.
2. HE Rockets shall be fired from inside the movement box at targets beyond the limit of advance or within TRP #1.
3. Before firing live rockets the PSO shall ensure the back blast area is clear of all personnel.
4. No personnel shall be forward of the rocket Firing Position.
5. Any misfires, the unit shall attempt to replace safety devises and notify LONGRIFLE for EOD support. **EOD shall determine if the rocket can be transported back to ASP.**

### Firing Limitations

MAAWS (Carl Gustaf)	SMAW HE
<ol style="list-style-type: none"> <li>1. Prone firing of MAAWS HE or TP ammunition is not authorized.</li> <li>2. Limit the number of daily firings by any individual (gunner or personnel within 20m) to four.</li> <li>3. All personnel within a <b>100 meters</b> radius of the MAAWS must wear double hearing protection.</li> <li>4. All personnel within <b>101-500 meter</b> radius of the MAAWS <b>must wear</b> single hearing protection.</li> <li>5. All personnel within a <b>20 meters</b> radius of the MAAWS must wear Body Armor, Helmet, hearing/eye protection, and sleeves down with collars worn up position which is PPE Level 1.</li> </ol>	<ol style="list-style-type: none"> <li>1. During training with the SMAW, the gunner, assistant gunner or any instructors are authorized to fire/be exposed to only five rounds per day.</li> <li>2. All personnel within a <b>100 meters</b> radius of the <b>SMAW firing HE</b> type rounds <b>must wear</b> Body Armor, Helmet, hearing/eye protection, and sleeves down with collars worn up position which is PPE Level 1.</li> <li>3. All personnel within <b>390 meter</b> radius of the <b>SMAW must wear</b> single hearing protection.</li> </ol>
AT-4 HEAT	LAW HEAT and 21mm Sub-Cal
<ol style="list-style-type: none"> <li>1. Prone or foxhole firing of AT-4 HE (M136) is not authorized.</li> <li>2. In training, an individual may fire one round from the sitting position or three rounds from the standing or kneeling positions in a 24-hour period.</li> <li>3. All personnel within a <b>20 meters</b> radius of the <b>AT-4 must wear</b> Body Armor, Helmet, hearing/eye protection, and sleeves down with collars worn up position which is PPE Level 1.</li> </ol>	<ol style="list-style-type: none"> <li>1. Limit the number of daily firings by any individual (gunner or personnel within 20m) to four.</li> <li>2. All personnel within a <b>20 meters</b> radius of the <b>LAW must wear</b> Body Armor, Helmet, hearing/eye protection, and sleeves down with collars worn up position which is PPE Level 1.</li> </ol>

Special Instructions Continued on Next page

ENCLOSURE (6)



## RANGE SPECIAL INSTRUCTIONS

### Shoulder Fired Grenade Launcher (SFGL)

1. All personnel **shall wear** Body Armor, Helmet, and hearing/eye protection which is PPE Level 1.
2. 40mm TP may be utilized firing at targets no closer than 75m.
3. No TP rounds shall be fired at PITS Targets.
4. **40mm HEDP shall only be fired from either SBF #10 or SBF #11 at targets no closer than 165m.**
5. No HEDP rounds shall be fired at PITS Targets.

### Grenades

1. Chemical Grenades are not authorized on this range.
2. All Grenades shall land in well cleared out area within the Movement box.
3. Practice grenades are NOT permitted during live fire.
4. Training with grenades shall NOT be conducted when there is standing water, mud, or dense vegetation in the impact area.
5. Grenade training shall cease one hour prior to sunset.
6. In the event a dud grenade is not cleared before reduced light conditions, the using unit shall provide a guard force until the grenade can be cleared.

#### Practice Grenades

1. Unit shall set up a practice grenade area within the depicted graphics of LFAM 600.
2. Only practice grenades shall be used within the practice grenade area.
3. All personnel must be proficient in the safety precautions for handling and throwing grenades before live grenade training begins.
4. Successful completion of practice grenade training is mandatory prior to live grenade training.

#### Live (HE ) Grenades

1. All personnel within the 150m SDZ shall wear (PPE Level 1) flak jacket, helmet, hearing protection, and ballistic
2. eye protection
3. **Hand grenades shall be thrown from a trench or barrier equivalent to a screen of sandbags 0.5 meters thick, 1.5 meters high and wide enough to accommodate one thrower and one ARSO.**
4. The range safety officer shall directly supervise and control the throwing of fragmentation grenades.
5. Hand grenades shall be carried in accordance with FM 23-30, No individuals shall be transported by vehicle while carrying grenades attached to web equipment.
6. HE grenades shall be thrown one at a time and land in a well cleared out area within the Movement box only.
7. Firing conditions for fragmentation and offensive grenades safety clips on fragmentation and practice grenades will not be removed until immediately before the safety pin is removed.
8. Once the safety pin has been pulled, the grenade will be thrown. No attempt will be made to reinsert the safety pin or tape the safety lever (spoon).
9. The safety lever will not be released for any reason on HE grenades until the grenade exits the throwing hand at the command of the ARSO.

#### Dud Grenade

1. A dud fragmentation grenade shall be reported immediately to LONGRIFLE. A cease-fire shall go into effect immediately. Accurately note the time of the dud, as Explosive Ordnance Disposal personnel must wait thirty minutes prior to clearing the dud.
2. If a dud grenade is experienced, all activities within Maneuver Box area shall stop, personnel shall remain within a safe area for a minimum of 5 minutes and then evacuate to the AA until EOD clears the dud.
3. EOD personnel shall destroy all grenade duds in place before troops can enter the grenade impact area.
4. If EOD personnel are unable to locate or destroy any dud grenades; troop maneuver in the impact area is not authorized.

### Bangalore Torpedoes

1. Commercial
  - a. Bangalore torpedoes will only be fired in a horizontal position on the ground.
  - b. Only one tube assembly shall be fired at a time – NEW 15.77lbs.
  - c. Personnel shall be in a missile-proof shelter 100m from the charge, or 200m away in defilade. For unprotected personnel in the open, the minimum safe distance (MSD) is 1,000m at right angles to axis of the Bangalore torpedo, 200m for personnel in the line of axis.
2. Field-Expedient
  - a. Net explosive weight shall not exceed 9 lbs.
  - b. Only a single engineer stake shall be used to form a Bangalore.
  - c. OIC & RSO shall ensure that charge is placed so that engineer stake is against the ground (NOT TOWARDS THE SKY).
3. Personnel shall be in a missile-proof shelter 100m from the charge, or 200m away in defilade.
4. For unprotected personnel in the open, the minimum safe distance (MSD) is 1,000m at right angles to axis of the Bangalore torpedo, 200m for personnel in the line of axis

Special Instructions Continued on Next page

ENCLOSURE (03)

## RANGE SPECIAL INSTRUCTIONS

### APOBS and Claymores:

1. Unit shall construct a wall utilizing sand bags 2' high x 4' wide along the firing line to protect the firing team from missile hazards caused by APOBS or claymores.
2. That all APOBS or claymores are placed in the firing area. (Only one APOBS or claymore at a time).
3. Only the OIC/RSO and the firing team are at the FP and behind the sandbag wall prior to firing the claymore or APOBS.
4. OIC/RSO shall ensure claymore or APOBS are installed correctly and facing into the impact area.
5. All claymore or APOBS shall be secured until the range OIC directs their issue.
6. Emplaced claymore or APOBS shall not be disarmed except by order of the range OIC.
7. Firing devices shall only be connected at the command of the range OIC.
8. After firing, the unit shall inspect to ensure that the claymore or APOBS has detonated.
9. Misfires shall be handled in accordance with TC 3-22.23 and FM 23-23.
10. Personnel shall not be allowed within 16m to the rear of the claymore or APOBS.
11. CLAYMORE firing personnel may occupy an area between 16 and 100 meters to the rear of the claymore they shall be located in a covered position, lying prone in a depression, or behind a physical barrier.
12. Field-Expedient Claymore must not exceed 2 lbs. NEW.
13. APOBS firing personnel shall be in a prone position, at least 50 meters from the launch point, and 75 meters from the deployed grenades. All personnel inside of Noise Hazard Arc shall wear hearing protection.

### Additional PPE Requirements

NEW	Double Hearing Protection, Eye Protection & Shielding	Single Hearing Protection, Eye Protection & Shielding	Eye Protection & Shielding	Shielding Against Hazard
	Safe Distance for Over Pressure (3.5 PSI) K-Factor = 18	Safe Distance for Over Pressure (1.2 PSI) K-Factor = 40	Safe Distance for Over Pressure (0 PSI) K-Factor = 300	Missile Hazard
0.18	10.2	22.6	169.4	185.2
0.22	10.9	24.1	181.1	198.0
0.23	11.0	24.5	183.8	201.0
9.000	37.4	83.2	624.0	682.3
15.000	44.4	98.6	739.9	808.9

**NEW in Pounds Equivalent to TNT/All Distances Are in Feet**

### 60mm Hand Held Mortar

1. Unit shall conduct all hand held firing in the footprint of the depicted Movement Box.
2. Overhead Fire is NOT authorized.
3. The target engagement distance will not be less than the distance for Area B, unless fired from protected positions.
4. Fire must not impact any closer to participating personnel than the fragmentation radius of Area A.
5. Units must establish clear and defined MSLs that are easily identifiable by all participants and that are based on Area A.
6. MSLs will be calculated from the Mean Point of Impact (MPI) to the closest maneuver element.  
Area A - 250  
Area B - 300  
**For DODIC BA26**  
Area A - 380  
Area B - 405
7. Cease-Firing **Before Crossing Any MSLs**
8. OIC shall report to LONGRIFLE the Max Ord and charge to be fired.
9. RSO shall ensure that the FDC has plotted the target box and any RFA's on both the primary and secondary plotting boards.
10. RSO is required to check the FDC/Gun line Safety-T's. Safety-T shall be on hand with each gun.
11. **Mortar Position shall engage targets within TRP #1 & TRP #2.**
12. All mortars shall fire registration fires that shall be verified by the RSO prior to the exercise.
13. Base Plates shall be marked at 11 O'clock and aiming stakes shall be left in place after registration.
14. RSO and PSOs will ensure all personnel are abeam or behind the mortar position.
15. **Firing Data:**
  - a. **Charge** - Charge 1 maximum
  - b. **Elev:** 2545 feet AMSL

**Special Instructions Continued on Next page**

ENCLOSURE (43)

## RANGE SPECIAL INSTRUCTIONS

### SBFs

1. **When conducting 25mm/ .50 cal. and below Machine Guns Training:**
  - a. Cross firing is prohibited.
  - b. Shooting on the move is prohibited.
  - c. RSO shall supervise setting of all T&E's and Tripods and report to the OIC.
  - d. Guns shall be laid in with a compass verified by the RSO.
  - e. Positive stops shall be used to prevent firing out of the approved SDZ.
  - f. All tripods shall be sandbagged.
2. **When conducting MK-19 Training:**
  - a. Targets shall be engaged only at ranges greater than 75 meters with training practice (TP) ammunition.
  - b. Targets shall be engaged only at ranges greater than 310 meters with High Explosive (HE) ammunition.
  - c. Gunners, crew members, and other personnel at the firing position shall wear protective helmet, eye/ear protection, and body armor (PPE Level 1) at all times when firing HE ammunition.
3. **During Armored Vehicles Live Fire, the following flag display system will be used:**
  - a. **Red** – Weapons are loaded, on target, weapon arm switch is on fire, and manual safety is off.
  - b. **Green** – All weapons are cleared and elevated, weapon arm switch is on safe and manual safety is off. No ammunition on vehicle.
  - c. **Yellow & Red** – Malfunction or misfire, weapon arm switch is on safe and manual safety is on or Ammunition on vehicle
  - d. **Yellow & Green** – Malfunction, weapons are clear, weapon arm switch is on safe and manual safety is on, no ammunition on vehicle.
  - e. **Red & Green** – Crew preparing to fire or crew is conducting non-firing exercise, ammunition is either stowed or loaded in ready boxes.
  - f. Regardless of displayed flags, the RSO shall physically verify all weapons are clear prior to any movement of vehicles or reporting to LONGRIFLE that Weapons are clear.

### SBF Positions

**The Only Authorized 25mm Ammunition is TP-T & TPDST  
.50 caliber A606 is NOT Authorized**

SBF #1	SBF #2	SBF #3	SBF #4
25mm TP/ .50Cal & Below 62652 99268 to 62624 99291 LLL 193°mag RLL 201°mag	25mm TP/.50 Cal & Below 62761 99118 LLL 204°mag RLL 213°mag	25mm TP/ .50Cal & Below 63393 98771 LLL 200°mag RLL 244°mag	.50 Cal & Below 63494 98655 LLL 205°mag RLL 250°mag 25mm TP LLL 205°mag RLL 245°mag
SBF #5	SBF #6	SBF #7	SBF #8
.50Cal & Below 63850 98494 LLL 219°mag RLL 257°mag 25mm TP LLL 220°mag RLL 254°mag	25mm TP/ .50Cal & Below 63993 98174 LLL 231°mag RLL 249°mag	25mm TP/ .50Cal & below 62119 99100 LLL 164°mag RLL 171°mag	25mm TP/ .50Cal & Below 62409 98621 to 62259 98790 LLL 189°mag RLL 229°mag
SBF #9	SBF #10	SBF #11 FL No Sniper	
25mm TP/ .50Cal & Below, MK19TP 63090 98084 to 62983 98222 <b>LAV/MGs</b> LLL 201°mag RLL 249°mag <b>MK19</b> LLL 211°mag RLL 212°mag	25mm TP/.50Cal & Below, MK19HEDP/SFGL 61614 98859 to 61578 98964 LLL 231°mag RLL 236°mag	MK19 HEDP/SFGL Inside TRP #3 Only 63135 98056 to 63115 98062 LLL 156°mag RLL 167°mag	

Special Instructions Continued on Next page

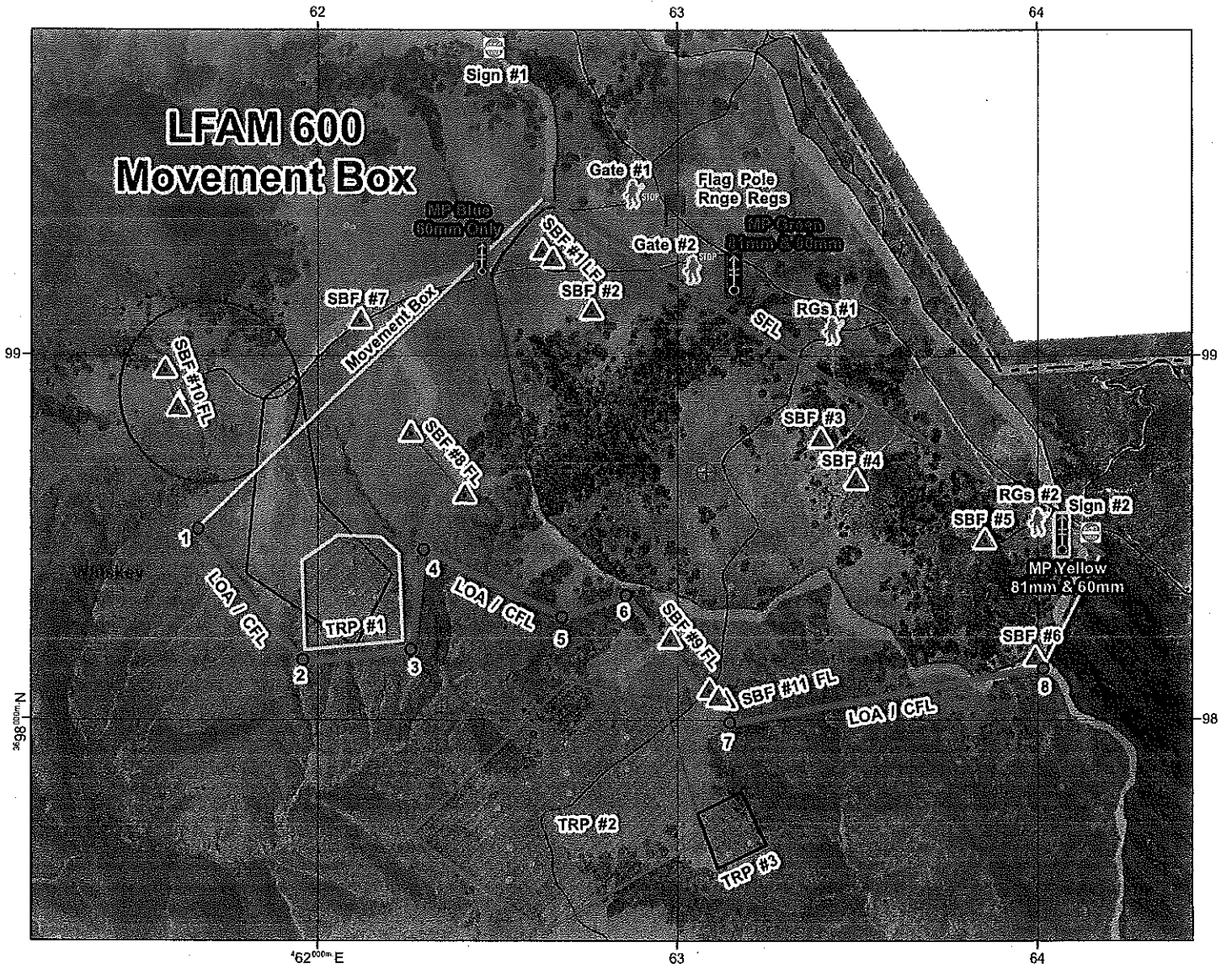
ENCLOSURE 63

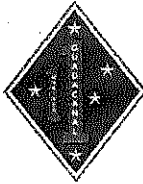
## RANGE SPECIAL INSTRUCTIONS

Mortar Position (MP) Firing Data		
<ol style="list-style-type: none"> <li>1. There is no troop penetration beyond the firing line into the impact area. Units are prohibited from crossing the firing line into the impact area to set up targets or aiming stakes.</li> <li>2. The target engagement distance will not be less than the distance for Area B, unless fired from protected positions.</li> <li>3. Fire must not impact any closer to participating personnel than the fragmentation radius of Area A.</li> <li>4. Units must establish clear and defined MSLs that are easily identifiable by all participants and that are based on Area A.</li> <li>5. MSLs will be calculated from the Mean Point of Impact (MPI) to the closest maneuver element.                      Area A - 250                      Area B - 300  <b>For DODIC BA26</b>                      Area A - 380                      Area B - 405</li> <li>6. <b>Cease-Firing Before Crossing Any MSLs</b></li> <li>7. All MSLs shall be marked and identified to all personnel before live fire training occurs.</li> <li>8. No POV's shall enter LFAM 600 even if they have a range pass.</li> <li>9. OIC shall report to LONGRIFLE the Max Ord and charge to be fired.</li> <li>10. Max Ord shall remain within the scheduled Airspace and shall be at least 1000 Feet below any FW Aircraft transitioning over the Impact Area.</li> <li>11. RSO shall ensure that the FDC has plotted the target box and any RFA's on both the primary and secondary plotting boards.</li> <li>12. RSO is required to check the FDC/Gun lines Plotting Boards and Safety-T's.</li> <li>13. Safety-T shall be on hand with each gun.</li> <li>14. <b>Mortar Position shall engage targets utilizing the data contained in this brief.</b></li> <li>15. All mortars shall fire registration fires that shall be verified by the RSO prior to the exercise.</li> <li>16. Base Plates shall be marked at 11 o'clock and aiming stakes shall be left in place after registration.</li> <li>17. <b>During all powder burning activities:</b></li> <li>18. Increment Burning shall be IAW CAMPENO 3500.1 CH1</li> <li>19. Units shall contact LONGRIFLE for permission prior to burning increments.</li> <li>20. Powder shall be burned in areas cleared to mineral earth, and located no closer than 200 feet from vegetation.</li> <li>21. Unit shall not exceed 100 increments at any one time while burning.</li> <li>22. Units shall have fire extinguishers, water, and shovels at the burn site.</li> <li>23. Units shall remain at the burn site for 30 minutes after the last burn, ensuring no fires have been started in the surrounding vegetation.</li> <li>24. Units shall contact LONGRIFLE after last increment has burned and 30 minutes has passed.</li> </ol>		
MP BLUE 60mm Mortars	MP YELLOW 81mm & 60mm Mortars	MP GREEN 81mm and 60mm Mortars
<b>Grid: 62457 99262</b> <b>LLL: 3520 mils grid</b> <b>RLl: 3680 mils grid</b> <b>Min Range- 850 meters</b> <b>Max Range- 1075 meters</b> <b>Max Charge- 1</b> <b>Elev- 2545'AMSL</b> <b>Tgt: TRP #1</b>	<b>Grid: 64070 98506</b> <b>LLL: 4090 mils grid</b> <b>RLl: 4440 mils grid</b> <b>Min Range- 1250 meters</b> <b>Max Range- 2000 mils grid</b> <b>Max Charge- 81mm-CH 2, 60mm-CH 2-3.</b> <b>Elev- 2525'AMSL</b> <b>Tgt: TRP #2</b>	<b>Grid: 63158 99220</b> <b>LLL: 3380 mils grid</b> <b>RLl: 3640 mils grid</b> <b>Min Range- 1200 meters</b> <b>Max Range- 2050 meters</b> <b>Max Charge- 81mm-CH 2, 60mm-CH 3</b> <b>Elev- 2545'AMSL</b> <b>Tgt: TRP #2</b>

Special Instructions Continued on Next page

ENCLOSURE (63)





# T&R Tasks

- 1803/1833-GNRY-1131: Conduct AAV Gunnery Table I
- 1803/1833-GNRY-1132: Conduct AAV Gunnery Table II
- 1803-GNRY-1133/1833-GNRY-2106: Conduct AAV Gunnery Table III
- 1803-GNRY-1134/1833-GNRY-2107: Conduct AAV Gunnery Table IV
- 1803-GNRY-1135/1833-GNRY-2108: Conduct AAV Gunnery Table V
- 1803/1833-GNRY-1101: Set Headspace and Timing on M2 .50 Cal HB Machine Gun
- 1803/1833-GNRY-1102: Load M2 .50 Cal HB Machine Gun
- 1803/1833-GNRY-1103: Zero M2 .50 Cal HB Machine Gun
- 1803/1833-GNRY-1104: Fire the M2 HB .50 Cal Machine Gun
- 1803/1833-GNRY-1105: Apply Failure to Fire Procedures for M2 .50 Cal HB Machine Gun
- 1803/1833-GNRY-1106: Unload M2 .50 Cal HB Machine Gun
- 1803/1833-GNRY-1107: Perform Preventive Maintenance Checks and Services (PMCS) on M2 .50 Cal HB Machine Gun on AAVP7A1
- 1803/1833-GNRY-1108: Load MK 19 Mod 3 40mm Machine Gun

**UNCLASSIFIED**

ENCLOSURE (4)



## T&R Tasks cont.

- 1803/1833-GNRY-1109: Zero MK 19 Mod 3 40mm Machine Gun
- 1803/1833-GNRY-1109: Zero MK 19 Mod 3 40mm Machine Gun
- 1803/1833-GNRY-1110: Fire the MK 19 40mm Machine Gun
- 1803/1833-GNRY-1111: Apply Failure to Fire Procedures for MK 19 Mod 3 40mm Machine Gun
- 1803/1833-GNRY-1112: Unload MK 19 Mod 3 40mm Machine Gun
- 1803/1833-GNRY-1113: Perform Preventive Maintenance Checks and Services (PMCS) on MK 19 Mod 3 40mm Machine Gun
- 1803/1833-GNRY-1114: Install M240G 7.62mm Machine Gun on AAVC7A1
- 1803/1833-GNRY-1121: Conduct Minor Boresighting of Upgunned Weapons Station
- 1803/1833-GNRY-1122: Conduct Major Boresighting of Upgunned Weapons Station
- 1803/1833-GNRY-1123: Operate Upgunned Weapons Station
- 1803/1833-GNRY-1124: Engage Targets with Upgunned Weapons Station
- 1803/1833-GNRY-1125: Perform Preventive Maintenance Checks and Services on Upgunned Weapons Station

UNCLASSIFIED

ENCLOSURE (2)



## T&R Tasks cont.

- 1833-GNRY-2105: Set Inhibit Zone for the Upgunned Weapons Station 1803-GNRY-1109: Zero MK  
19 Mod 3 40mm Machine Gun
- AAV-GNRY-3156: Conduct AAV Gunnery Table VI
- AAV-GNRY-3157: Conduct AAV Gunnery Table VII
- AAV-GNRY-3158: Conduct AAV Gunnery Table VIII
- AAV-GNRY-4159: Conduct AAV Gunnery Table IX

UNCLASSIFIED

ENCLOSURE (3)







## Ammo Load out R408A

- 17,062rds A576, .50 CAL LKD 4 API/API-T F/M2
- 4,000rds, A131, 7.62MM 4 BALL M80/1TRCR M62 LKD
- 2,680rds B542, 40MM HEPD M430/M430A1 LKD (MK 19)

UNCLASSIFIED

ENCLOSURE (2)



# Ammo Load out R600/800

- 3,600rds A576, .50 CAL LKD 4 API/API-T F/M2
- 768rds B542, 40MM HEPD M430/M430A1 LKD (MK 19)

UNCLASSIFIED

ENCLOSURE (63)

ENCLOSURE (1)

# 1st Battalion 4th Marines

## Training Support Request

CO-EVENT- (V8) INT DATE

DATE: 5/21/2020 UNIT: BRAVO CO SUBMITTED BY:

(b)(3), (b)(6), (b)(7)(c)

TSR# (S-3 ONLY)

### Scheme of Maneuver/Clarifying Instructions:

SUPPORT REQUEST IS FOR BRAVO COMPANY AAV PLATOON'S GUNNERY TRAINING

### S-2 Support Requested

Type	Quantity	Description
Maps	34	CAMP PENDLETON MAP 1:50,000 LAMINATED
Imagery	28	28 SETS OF GRGS FOR RANGE 408A AND 800
UAS		
Training Packages		

S2 COMMENTS: REQUESTING MAPS FOR GUNNERY TRAINING AS WELL AS FUTURE OPERATIONS ON BOARD CAMP PENDLETON. IMAGERY WILL BE USED BY DRIVER'S AND GUNNERS FOR GUNNERY ON RANGES 408A, 600, AND 800.

S2 DATE RECEIVED: DATE APPROVED: SIGNATURE:

DETAILS:	
Type of Training	AAV CREW GUNNERY QUALIFICATIONS
Training Area	R408A
RCNI #	
CO-USE REQUIREMENT: Y/N	N
Departure Date/Time	10 JUNE 2020/0700
Hot Date/Time	10 JUNE 2020/1200
Cold Date/Time	12 JUNE 2020/0800
OIC	
RSO	(b)(3), (b)(6), (b)(7)(c)
# of Marines Training	52

S3 COMMENTS:

S3 DATE RECEIVED: DATE APPROVED: SIGNATURE:

### Rations (MRE/Hot Chow)

MARINE				NAVY				TOTAL	ROSTERS
PAX	Officer	Enlisted	Enlisted w/Comrats	Officer	Enlisted	Enlisted w/Comrats		Submitted	
1		50	13	0	1	1	52	YES	
Person to Pick-Up Chow			(b)(3), (b)(6), (b)(7)(c)	DATE	8-Jun-20	LOC	21 AREA AAVS	TIME	1000
Chow Plan			Breakfast	Lunch			Dinner		
MRE/ UGR-MS/ UGR-A (Vat)/ Box Lunch/ Chow			MRE	MRE			MRE		
Ice (Plan for 5 lbs/Marine)			Y/N	N					

S4 COMMENTS: REQUESTING MRE'S (74 CASES) DELIVERED AT 21 AREA AAV RAMP BLDG 210577. REQUESTING JLTV WITH DRIVER AND A-DRIVER (ARMORER) FOR SAFETY VEHICLE. SAFETY VIC WILL LINK UP AT R408A ON 10 JUNE AT 1000, TRAVEL WITH THE AAVS TO RANGE 600/800 ON 12 JUNE, AND WILL RETURN TO MOTOR POOL ON 15 JUNE UPON COMPLETION OF LIVE FIRE TRAINING.

PORTA JOHN	TRAINING AREA LOCATION AND GRID	START DATE	END DATE
59	R408A / 11SMS 65171 91766	10-Jun-20	12-Jun-20

NUMBER OF CORPSMAN	REPORT DATE/TIME/LOCATION	RETURN DATE/TIME	REPORT TO

REMARKS: CORPSMAN SUPPORT ORGANIC TO THE PLATOON

### Transportation ('Time' is show-time for vehicles)

PICKUP						RETURN					
DATE	TIME	PAX	CARGO	LOCATION	DESTINATION	DATE	TIME	PAX	CARGO	LOCATION	DESTINATION

TRANSPORTATION PREFERENCES (i.e. bus, van, 7 ton, etc.)

### Tactical Vehicle Request

Vehicle Type	#	# Ammo	Destination	Pick-Up		Return		Driver Request			
				DATE	TIME	DATE	TIME	Driver	Ammo Driver	IF PROVIDING ORN, DRIVER NAME	
M123/M152 HBack											
M123/M165 4Dose											
M151 UAH											
M167 TOW Variant											
BRAP 4X4											
M-ATV											
MRC 148											
MRC 145											
Ambulance 2 Litter											
Ambulance 4 Litter											
7 Ton (PAX)											
7 Ton (CARGO)											
Trailer											
JLTV HIGH BACK	1		R408A	10-JUN	1100	14-JUN	1600	1			
REFUELER (800 GALS)	1		R408A	11-JUN	1200	11-JUN	1400	1			
M105 7Ton Trailer											
M101/M102 Trlr											
M16 Trlr											
M149 Water Buil	1		R408A	10-JUN	1000	12-JUN	0700				

\*\*\*VEHICLES WILL NOT BE DISPATCHED UNLESS PMCS ARE COMPLETED FOR THE WEEK\*\*\*

AAAO DRVR(S) W/ RANK		DELIVERY LOCATION	R408A / 11SMS 65171 91766
TIME OF DELIVERY	1000/10-JUNE	GUNNER'S APPROVAL	
TIME/DATE OF PRESTAGE		DATE RECEIVED	
TIME/DATE OF PICKUP	0800/12-JUNE	DATE APPROVED	

ENCLOSURE (2)

# 1st Battalion 4th Marines

## Training Support Request

### Ammunition

Qty	DODIC	NOMENCLATURE
	A059	CTG, 5.56MM BALL F/M16A2
	A063	CTG, 5.56MM TR F/M16A2
	A064	CTG, 5.56MM BALL TR 4/1 F/SAN
	A075	CTG, 5.56MM BLANK LKD F/SAN
	A080	CTG, 5.56MM BLK F M16A1/A2
4000	A131	CTG, 7.62MM 4 BALL M80/1TRCR M62 LKD
	A339	CTG, 9MM PRACT AT-4
	A363	CTG, 9MM BALL PISTOL (NEW)
17062	A576	CTG, .50 CAL LKD 4 API/API-T F/M2
	A606	CTG, .50 CAL API MK 211-0
	AA11	CTG, 7.62MM M118 L RANGE
	AK11	CTG, 9MM SPOTTING RIFLE (SHAW)
	B519	CTG, 40MM PRAC M781
	B535	CTG, 40MM WHITE STAR PARA
2680	B542	CTG, 40MM HEDP M430/M430A1 LKD (MK 15)
	B546	CTG, 40MM HEDP LOWVEL LCHO
	B642	CTG, 60MM HE M720 L6CM5 W/HOF
	B647	CTG, 60MM ILLUM M721
	BR14	CTG, 60MM HE M722A1
	BA21	CTG, 40MM PRAC
	C484	CTG, 81MM ILLUM INFRARED
	C869	CTG, 81MM HE M809
	EB70	CTG, 81MM SMK RP M819 (IUK)
	EB71	CTG, 81MM ILLUM M853 (IUK)
	C995	CTG, 84MM L MCHR M136 (AT-4)
	G878	FUZE, M228 F/G811
	G881	HG, FRAGMENTATION M67
	G945	HG, SMK YEL
	G963	HG, RIOT CS M7
	G982	HG, SMK TNG M83
	HA21	ROCKET, 21MM SUB-CALIBER, M72AS

Qty	DODIC	NOMENCLATURE
	HA29	RKT, 66MM HE M72A7 (LJW)
	HX05	RKT, 84MM ASSAULT, (SHAW)
	J007	MINE, APERS-T M18A1 w/Accessories
	K765	RIOT CTRL AGENT CS CAPSULE
	L307	SIG, ILLUM WS CLUSTER M159
	L312	SIG, ILLUM WS PARA M127A1
	L495	FLARE, SURFACE TRIP M49A1
	L592	TOW BLAST SIMULATOR
	L594	SIM, PROJ GRND BURST M115A2
	L598	SIM, BOOBYTRAP FLASH M117
	L599	SIM, BOOBYTRAP ILLUM M118
	M028	DEMO KIT, BANGALORE TORP M1A2
	M030	CHG, DEMO BLK 1/4LB TNT
	M032	CHG, DEMO BLK 1LB TNT
	M130	CAP, BLST ELEC M6
	M131	CAP, BLST NON-ELEC M7
	M456	CORD, DET TYPE-1
	N670	FUZE, BLST TIME M700 (W/1 FT)
	M757	CHG, ASSY DEMO KIT M183 C4 16x1-1/4LB
	M008	IGNITER, BLST TIME FUSE M81
	IG79	DEMO KIT, ANTI-PERS OBSTL BRECH SYS MK7-1 (APOBS)
	WH03	GM, TOW-2 SUAT ATK BCM-71D-5
	WH06	GM, TOW PRAC
	A111	CTG, 7.62MM BLANK LKRD
	A598	CTG, .50 CAL BLK LKRD
	G940	HG, GREEN SMOKE
	G620	HG, STUN
	MN52	INITIATOR, DUAL SHOCK TUBE W/CAES
		OTHER (SPECIFY DODIC AND NOMENCLATURE)
		OTHER (SPECIFY DODIC AND NOMENCLATURE)
		OTHER (SPECIFY DODIC AND NOMENCLATURE)

ORDNANCE TO BE LTI/PFI	YES	NO
	X	

ARMORER SUPPORT AT RANGE NEEDED	Y	X	H

NO EARLIER THAN DATE OF LTI/PFI	N/A
---------------------------------	-----

NO LATER THAN DATE OF LTI/PFI	8-Jun-20
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Date of Weapons Draw	10-Jun-20
Time of Weapons Draw	0600

Date of Weapons Return	14-Jun-20
Time of Weapons Return	1600

### Equipment to be LTI/PFI (Estimate quantities)

NOMENCLATURE	QTY
M9 PISTOL	
M16A4 RIFLE	
M203	
M4 CARBINE	
M249 SAW	
M32 MSG	
M240B MG	3
M2 .50 CAL MG	13
MK-19	13
MK-153 SHAW	
M224 60MM	
M202 81MM	
M41A1 SABER	

NOMENCLATURE	QTY
M1014	
M40A3/A5	
M107 SASR	
M72 LAW TRAINER	
MK93	
M35 COYOTE MOUNT	
M3 TRIPOD	
M122 TRIPOD	
MK64 MOUNT	
JAVELIN BBT	
JAVELIN FTI	
COMMAND LAUNCH UNIT	
PLDR	

NOMENCLATURE	QTY
AN/P5Q-18A	
AN/PVS-17C	
AN/PVS-24	
AN/PEQ-16	
AN/PVS-14	
AN/PVS-28	
AN/PAS-13B (V2)	
AN/PAS-13D (V2)	
AN/PAS-13D (V3)	
M22 BINO (LARGE)	
M24 BINO (SMALL)	
I2LID II	
LASER BORE SIGHT	

NOMENCLATURE	QTY
M27	
M36	
M320 GL	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	

84	DATE RECEIVED	DATE APPROVED	SIGNATURE
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NOMENCLATURE	Qty	Pick-up		Return	
		DATE	TIME	DATE	TIME
PRC-152					
PRC-153					
PRC-119					
PRC-119F					
PRC-117					
PRC-150					
VRC-110					
VRC-89					
VRC-90					
MRC-135					
COMM-201B					
OE-254					
CT2-10					
DTCS					
OTHER (SPECIFY)					
OTHER (SPECIFY)					
OTHER (SPECIFY)					
OTHER (SPECIFY)					
FREQ/NET ID					
Days Batteries Req					

86 COMMENTS
COMM EQUIPMENT INTERNAL TO PLATOON.

86	DATE RECEIVED	DATE APPROVED	SIGNATURE
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**OPERATIONAL RISK MANAGEMENT MATRIX**

TRAINING EVOLUTION: Range 222/600/800		ORGANIZATION: BLT 1/4, CO B AAV PLT	Assigned OIC: (b)(3), (b)(6), (b)(7)(c)	Assigned RSO: (b)(3), (b)(6), (b)(7)(c)	Weapons Systems: M2 .50 cal Mk19 40mm M240	Date: 20200610-20200614	
OPERATIONAL PHASE	HAZARD	CAUSES	INIT RAC	DEVELOP CONTROLS	RES RAC	HOW TO IMPLEMENT	HOW TO SUPERVISE
Phase III	Marine wounded/killed by Up-Gunned Weapon System or ordnance	-Weapons Malfunction caused by improper headspace and timing. -Negligent Discharge. -Firing outside of designated limits. -Weapons leaving the range not condition 4.	I/C=2	- Marines perform headspace and timing on the .50 cal prior to live fire. - Weapons are kept in condition 4 until on the firing line with turrets oriented down range. - Marines go condition 4 after firing is complete. - Range lateral limits briefed each day prior to training. - RSO inspect weapons leaving the firing line to ensure clear condition 4. -PPE will be worn at all times.	I/D=3	-Armorer checks the headspace and timing of each .50 cal. -Classes given on headspace and timing and Marines perform function checks a week prior to going to the field, as well as redundancy checks for each firing vehicle. -Ensure weapons have PFI and LTIs, prior to live fire training. -Marines instructed on when to go condition 3 and condition 1 during safety briefs. - PSOs verify condition 4 prior to movement off the firing line. -RSO/OIC give safety brief outlining left and right lateral limits of the range prior to execution each day.	- RSO/OIC verifies headspace and timing prior to live fire. - Master Gunner or OIC inform gun crews when to change the condition of weapons. -RSO clears each weapon prior to leaving range. -Master Gunner and OIC observe effects of fires with relation to range boundaries. -RSO ensures PSO is briefed on their responsibilities during live fire. -RSO coordinate with armory and platoon maintenance chief IOT ensure all weapons have had a LTI and PFI.
Phase III	Marine injured while handling ammunition	-Marines attempting to relink 40mm ammunition. ("buffalo rounds") -Lack of situational awareness. -Marines improperly handling ammunition.	I/C=2	-Ensure no one handles buffalo rounds except for the RSO, OIC, or designated personnel. -Ensure Marines are paying attention to their surroundings and handling ammunition with care.	I/D=3	-Platoon leadership briefs the platoon on handling buffalo rounds and that only the RSO, OIC, or designated personnel will handle buffalo rounds. -Safety brief is conducted and an emphasis is made on handling ammunition with care.	-Platoon commander, platoon sergeant, OIC, and RSO ensure no one is handling buffalo rounds except those designated to do so. -RSO conducts safety brief with an emphasis on handling buffalo rounds and ammunition in general. -Section leaders supervise Marines IOT ensure they are safely handling ammunition.
Phase III	Marine injured by UXO	-Lack of situational awareness. -Marines attempting to handle UXO. -Marines navigating off of tank trails already laid out in the SOM.	I/C=2	-Ensure Marines are paying attention to their surroundings and that they know to inform their chain of command if they come across any UXO. -Ensure Marines understand not to touch or handle UXO.	I/D=3	-Safety brief conducted to ensure Marines maintain situational awareness so they don't disturb any UXO. -Marines briefed that they are not to handle UXO and that if they come across it, to inform their chain of command. -Marines briefed on SOM during operation order.	-RSO/OIC conduct a safety brief to remind Marines to maintain situational awareness and to never handle UXO themselves. -Section leaders supervise their section to ensure IOT ensure Marines don't disturb any UXO. -Crew chiefs supervise crews IOT ensure crews don't disturb any UXO.
Phase I,III,IV	Fire while refueling	-Leaking fuel cells. - Smoking while refueling.	I/C=2	-Fuel Cells are inspected by Vehicle commanders prior to refueling when vehicles are staged.	I/D=3	-Vehicle commanders are briefed on inspection procedures before refueling.	-Section leaders monitor refueling and ensure Vehicle commanders are inspecting their fuel cells.

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				-Marines will not smoke within 50 m of the refueler.		-Fuel not given to vehicles until crew chief conducts inspection. -All Marines in the platoon briefed of the limitations on smoking.	-Section leaders and platoon leadership monitor refueling to ensure no Marines are smoking within 50 m. -Platoon sergeant will ensure all fire extinguishers are serviceable and located on the AAV per SOP.
All Phases	Loss of personnel or equipment	-Marines not maintaining their prescribed hourly comm checks. -Marines not properly briefed on their respective routes and road guard positions. -Lack of situational awareness.	I/C=2	-Enforce comm checks with all roadguard positions. -Each road guard position will redundant communications -Marines back brief RSO/OIC on locations of road guard positions before leaving.	I/D=3	-Route brief and ROC walks with all vehicles prior to leaving RAMP. -Conduct of proper accountability for personnel and gear before and after every movement, twice daily (morning and evening) with one of those checks being conducted by serial number. -Proper PCC/PCI conducted.	-OIC/RSO conduct daily serialized gear checks before and after each day of training. -Platoon sergeant will gain full accountability of all personnel before any platoon movement. -Section leaders inspect all gear and Marines within their section are accounted for at all times.
All phases	AAV/wheeled vehicle accident collision/ roll-over	-Speeding. -Driver Fatigue. -Passing of other units on roads. -Lack of visibility due to dust.	I/C=2	-Marines obey all posted speed limits. -Marines are given adequate rest time prior to operating AAV. -AAVs remain on right side of road and mind a safe distance from other vehicles while passing. -AAVs decrease speed to less than 15mph when passing through dust clouds.	I/D=3	-Vehicle commanders monitor driver speeds of no more than 25mph. -Vehicle commanders monitor rest period of drivers and remove overly fatigued drivers. -Drivers are briefed prior to leaving RAMP on procedures for passing other units on the road. -Drivers maintain distances of 100m or greater dispersion to avoid creating dust clouds. -Drivers are briefed on slowing down when driving through dust.	-Section leaders ensure section maintains proper speed limit. -Vehicle commanders back-brief section leaders on rest plan for crew. -Vehicle commanders verbally command drivers if they do not follow briefed techniques. -Vehicle commanders verbally command drivers if they do not decrease speed during brown out, and all vehicles will stop until dust settles and visibility is restored.
All Phases	Vehicle fire resulting in injuries	-Mechanical malfunctions which cause fire. -Fire bottles inoperable. -Smoking inside AAV.	I/C=2	-Vehicle commanders report any potentially dangerous problems to maintenance personnel. -Vehicle not utilized until mechanical issue is resolved. -Manual fire bottles on every AAV inspected and weighed by maintainers then annotated on fire bottle tags. -MFSS tested by maintainers. -Properly complete the pre-operational checklist. -Brief safety and evacuation SOPs.	I/D=3	-Vehicle commanders constantly monitor status of vehicles -Other vehicles utilized if vehicle becomes fire hazard. -Vehicle commanders check fire bottle tags prior to operation to ensure date is current. -Vehicle commanders verify MFSS is unobstructed by SL-3.	-Section leaders monitor maintenance issues and report to platoon sergeant -Platoon sergeant ensures all vehicles operating have no mechanical issues -Marines back brief section leaders on proper use and status of manual fire bottles. -Section leaders inspect sections to verify MFSS is unobstructed in all vehicles and fire bottles have current tags.
All phases	Injuries on AAVs	-Marines injured by unsecured hatches, improperly stowed gear. -Burns. -Improper wearing of PPE.	I/C=3	-All hatches and gear are strapped down according to SOP. -All internal gear will be strapped down. -Hands avoid the rim of the hatch when opening/closing or unsecured. -FROG gear worn at all times. -Marines aware of burn treatment.	I/D=4	-Vehicle commanders supervise and inspect crew men properly strapping down hatches and equipment. -Vehicle commanders ensure proper PPE is worn at all times. -Corpsman briefs platoon on burn treatment.	-Section leaders inspect vehicles prior to conducting rehearsals for properly strapped hatches and equipment. -Section Leaders ensure proper PPE is worn at all times. -RSO ensures vehicle hatches secured, proper PPE utilized before AAV movement conducted.

All Phases	Weather exposure casualties	<ul style="list-style-type: none"> <li>-Marines not eating/drinking properly.</li> <li>-Excessive heat of vehicle when wearing PPE.</li> <li>-Failing to put on or take off warming layers</li> </ul>	II/C=3	<ul style="list-style-type: none"> <li>-Vehicle commanders monitor all crew members to ensure they are eating and drinking enough water.</li> <li>-Warming layers will be removed by 0800.</li> <li>-Gear inspections before leaving will ensure Marines bring warming layers.</li> <li>-Each vehicle has (1) full 5 gallon water cooler and (2) designated water jugs.</li> </ul>	II/D=4	<ul style="list-style-type: none"> <li>-Marines briefed on importance of nutrition/hydration in the field.</li> <li>-Section leaders ensure adequate water on each vehicle prior to rehearsals.</li> <li>-Section leaders ensure Marines are wearing appropriate warming layers.</li> </ul>	<ul style="list-style-type: none"> <li>-Platoon commander supervises the platoon as a whole and ensures time is allotted during training for Marines to get chow and water.</li> <li>-Platoon sergeant ensures Marines are provided with food and water.</li> <li>-Corpsman observes Marines to ensure they are not becoming weather casualties.</li> <li>-Platoon commander monitors training to ensure AAV crewmen are given adequate rest time.</li> </ul>
All Phases	Wildlife Hazards	<ul style="list-style-type: none"> <li>-Marines harassing animals.</li> <li>-Lack of situational awareness</li> <li>-Not alerting the chain of command about wild life on range.</li> <li>-Not alerting corpsman to bug/wildlife allergies.</li> </ul>	II/C=3	<ul style="list-style-type: none"> <li>-Brief animal considerations and their likely locations within the area.</li> <li>-Have a corpsman on hand.</li> <li>-Ensure Marines' allergies are known and prepared for.</li> <li>-Ensure proper medication is on hand.</li> </ul>	II/D=4	<ul style="list-style-type: none"> <li>-During safety brief, brief not to touch, harass, or play with any wildlife and to keep your distance.</li> <li>-Ensure corpsman is aware of any existing allergies.</li> </ul>	<ul style="list-style-type: none"> <li>-RSO briefs wildlife concerns and safe practices.</li> <li>-Section leaders supervise to ensure any dangerous or endangered wildlife are reported.</li> <li>-Crew chiefs supervise to ensure any dangerous or endangered wildlife is reported.</li> </ul>
All phases	-Marines leaving the range with ammunition	<ul style="list-style-type: none"> <li>-Lack of situational awareness.</li> <li>-Marines/Vehicles not being inspected prior to departure from range.</li> </ul>	III/C=4	<ul style="list-style-type: none"> <li>-Ensure Marines vehicles are inspected prior to departing the range via a line-out inspection.</li> </ul>	III/D=5	<ul style="list-style-type: none"> <li>-Platoon leadership inspects vehicles and equipment via line-out inspection.</li> </ul>	<ul style="list-style-type: none"> <li>-Platoon commander supervises the conduct of a line-out inspection.</li> <li>-Platoon commander and platoon sergeant inspect one another's vehicles and gear.</li> <li>-Section Leaders inspect all vehicles and crews within their section.</li> </ul>
All Phases	Hazmat/Fuel Spill	<ul style="list-style-type: none"> <li>-Vehicle malfunction or while doing maintenance repairs.</li> <li>-Improper refueling technique.</li> </ul>	III/C=4	<ul style="list-style-type: none"> <li>-Once hazmat spill or potential is discovered, Marines properly clean, report, and control the spill.</li> <li>-Adequate control materials are brought to field.</li> <li>-Marines utilize service station method of refueling.</li> </ul>	III/D=5	<ul style="list-style-type: none"> <li>-Vehicle commanders monitor all hazmat spills to ensure they are handled properly.</li> <li>-Hazmat procedures are briefed to the Marines prior to leaving the RAMP.</li> <li>-Hazmat rep ensures adequate materials are present on each vehicle prior to leaving field.</li> <li>-Vehicle commanders are briefed on refueling using the service station method prior to leaving RAMP.</li> </ul>	<ul style="list-style-type: none"> <li>-Platoon sergeant draws spill kit and disseminates to sections.</li> <li>-Platoon sergeant ensures Hazmat rep has provided adequate materials before leaving RAMP.</li> <li>-Section leaders inspect and supervise vehicle maintenance within section to ensure hazmat spills are properly contained and reported.</li> <li>-Section leaders supervise refueling to ensure proper techniques are utilized.</li> <li>-Crew chiefs inspect and supervise maintenance on assigned vehicle ensuring hazmat spills are properly contained and reported.</li> </ul>

ENCLOSURE (2)

HAZARD SEVERITY	RAC ASSESSMENT CODE MATRIX					COMMAND REVIEW/APPROVAL			
	MISHAP PROBABILITY					OIC: RSO: RSO: XO/C S-3: 1/4 C	(b)(3), (b)(6), (b)(7)(c)		
I - CATASTROPHIC - Death, permanent disability, major property damage II - CRITICAL - Permanent partial disability, major system or minor property damage III - MARGINAL - Minor injury, minor system or property damage IV - NEGLIGABLE - 1 <sup>st</sup> aid, minor system repair		A	B	C	D				
<b>MISHAP PROBABILITY</b> A - FREQUENT, B - LIKELY, C - OCCASIONAL, D - UNLIKELY	I	1	1	2	3				
<b>RISK ASSESSMENT CODE (RAC)</b> 1 - CRITICAL, 2 - SERIOUS, 3 - MODERATE, 4 - MINOR, 5 - NEGL	II	1	2	3	4				
	III	2	3	4	5				
	IV	3	4	5	5				

ENCLOSURE (63)



**LETTER OF INSTRUCTION**

GOLD BEACH - COMPANY B

DATE(S): 20200714-20200716	TIME(S):	TRACKING #:
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UNIT: BLT 1/4, B CO, AAV PLT	OPORD: SECTION/PLT LEVEL AMPHIB OPS	DTG: 20200701	LOCATION: GOLD BEACH
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**SUBJ: AAV PLATOON AMPHIBIOUS OPERATIONS**

**REF:** (A) MAP: CAMP PENDLETON 1:50,000 AMES SERIES V795S, SHEET IV  
 (B) MCTP 3-10C (EMPLOYMENT OF AMPHIBIOUS ASSAULT VEHICLES)  
 (C) NAVMC 3500.2 (AAV TRAINING AND READINESS MANUAL)  
 (D) MARINE CORPS ORDER 3570.1C RANGE SAFETY  
 (E) MCIWEST- MARINE CORPS BASE CAMP PENDLETON ENVIRONMENTAL OPERATIONS MAP

**ENCL:** (1) OPERATIONAL RISK MANAGEMENT WORKSHEET  
 (2) CONFIRMATION BRIEF  
 (3) LOGISTICAL REQUESTS

**TASK ORGANIZATION:** AAV PLATOON; FIRST SECTION, SECOND SECTION, THIRD SECTION, AND COMMAND SECTION.

**1. SITUATION:** THIS FIELD TRAINING EVOLUTION WILL PREPARE THE MARINES TO EMPLOY AMPHIBIOUS ASSAULT VEHICLES (AAV'S) IOT CONDUCT FUTURE AMPHIBIOUS OPERATIONS IN SUPPORT OF THE 15TH MARINE EXPEDITIONARY UNIT (MEU).

**2. MISSION:** FROM 14-16 JULY AAV PLATOON, BRAVO COMPANY EXECUTES AMPHIBIOUS OPERATIONS IN VICINITY OF GOLD BEACH IN ORDER TO ENHANCE PROFICIENCY OF SECTION AND PLATOON LEVEL AMPHIBIOUS OPERATIONS TO SUPPORT FUTURE EXERCISES AS PART OF BATTALION LANDING TEAM (BLT) 1/4.

**3. EXECUTION:**

**A. COMMANDER'S INTENT.**

(1) **PURPOSE.** TO INCREASE PROFICIENCY IN SECTION AND PLATOON LEVEL AMPHIBIOUS OPERATIONS DURING CHOP TO BATTALION LANDING TEAM 1/4 SO THE PLATOON CAN SUCCESSFULLY SUPPORT AMPHIBIOUS OPERATIONS AS PART OF THE 15TH MEU.

(2) **METHOD.** THIS TRAINING EXERCISE WILL BE ACCOMPLISHED USING THE CRAWL, WALK, RUN METHOD TO ENSURE EACH CREW IS TRAINED IN SECTION AND PLATOON LEVEL AMPHIBIOUS OPERATIONS AND PLATOON SOP'S ARE DEVELOPED. TRAINING WILL PROGRESS FROM CLASSROOM INSTRUCTION TO PRACTICAL APPLICATION, FOLLOWED BY CREW, SECTION, AND PLATOON LEVEL TRAINING. UTILIZING THE GOLD BEACH TRAINING AREA, SECTIONS WILL CONDUCT FORMATION DRIVING, TIME AND DISTANCE PLANNING, LOADING BOAT LANES, AND LANDING ON CENTER BEACH. ADDITIONALLY SECTIONS WILL CONDUCT IMMEDIATE ACTION DRILLS ON LAND SIMULTANEOUS TO OTHER SECTIONS CONDUCTING WATER OPERATIONS. SECTION LEVEL TRAINING WILL OCCUR DURING DAY AND NIGHT AND WILL BE FOLLOWED BY A PLATOON LEVEL EXERCISE TO INCLUDE FORMATIONS, SIMULATED DEBARKATION USING VARIOUS LAUNCH METHODS, AND LANDING AT CENTER BEACH ON TIME.

(3) **END STATE.** AAV PLATOON DEMONSTRATES PROFICIENCY AT CONDUCTING AMPHIBIOUS OPERATIONS AT THE SECTION AND PLATOON LEVEL ACCORDING TO ASSOCIATED T&R STANDARDS AND IS PREPARED FOR FUTURE AMPHIBIOUS OPERATIONS AS PART OF BLT 1/4.

**B. CONCEPT OF OPERATIONS.** THIS IS A FOUR PHASE OPERATION (PHASE I-IV). **PHASE I** WILL BE THE PREPARATION PHASE CONSISTING OF ALL NECESSARY VEHICLE, GEAR, AND PERSONNEL PREPARATIONS PRIOR TO DEPARTURE FOR THE RANGE AND LAND RECOVERY REHEARSALS. **PHASE II** WILL BE THE MOVMENT PHASE FROM R600 TO GOLD BEACH. **PHASE III** WILL BE DAY AND NIGHT

<b>SIGNATURE/DATE</b>	<b>OIC</b>	<b>GUNNER</b>	
G	(b)(3), (b)(6), (b)(7)(c) —		
(b)(3), (b)(6), (b)(7)(c)	S-3/		
	(b)(3), (b)(6), (b)(7)(c)	<b>BN CMD</b>	
			(b)(3), (b)(6), (b)(7)(c)

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SECTION AND PLATOON TRAINING ON GOLD BEACH WITH IMMEDIATE ACTION DRILLS ON LAND. **PHASE IV** WILL BE WILL CONSIST OF RETROGRADE AND POST OPERATIONS.

**(1) PHASE I: PREPARATION PHASE. 01-14 JULY.** PHASE I HAS ALREADY BEGUN WITH FIELD AND ADMINISTRATION PREPARATIONS TO CONDUCT AMPHIBIOUS OPERATIONS CURRENTLY IN ACTION. ADMINISTRATIVE PREPARATION CONSISTS OF CLASSROOM AND PRACTICAL APPLICATION ON AMPHIBIOUS RECOVERY DRILLS AND AMPHIBIOUS OPERATION PLANNING AT THE PLATOON AND SECTION LEVEL. FIELD PREPARATION WILL INCLUDE LAND REHEARSAL FOR RECOVERY AND EVACUATION PROCEDURES, WATER AND LAND PREOPERATION CHECKLISTS, WATER TIGHT INTEGRITY TESTS, JBCP TEST AND DAGR INSTRUCTION. ONCE BOTH ADMINISTRATIVE AND FIELD PREPARATIONS ARE COMPLETE, THE PLATOON WILL RECEIVE AN OPERATIONS ORDER ON 14 JULY. THIS PHASE ENDS WHEN THE PLATOON DEPARTS R600.

**(2) PHASE II: STAGING AND MOVEMENT PHASE. 14 JULY.** THIS STAGE BEGINS WITH ALL MARINES AND EQUIPMENT ACCOUNTED FOR AND PREPARED TO CONDUCT MOVEMENT. DURING THIS PHASE, SECTION LEADERS WILL ENSURE ALL MARINES AND EQUIPMENT ARE ACCOUNTED FOR BY CONDUCTING COUNTS BEFORE AND AFTER ALL MOVEMENTS. THE PLATOON WILL CONDUCT ITS MOVEMENT FROM THE R600 to GOLD BEACH. THIS PHASE ENDS WITH THE AAV PLATOON OCCUPYING GOLD BEACH ON 14 JULY AND IS PREPARED TO CONDUCT AMPHIBIOUS OPERATIONS.

**(3) PHASE III: EXECUTION PHASE, TA GOLD BEACH. 14-16 JULY.** THIS PHASE IS BROKEN DOWN INTO TWO STAGES. STAGE A IS SECTION DAY/ NIGHT AMPHIBIOUS OPERATIONS AND IMMEDIATE ACTION DRILLS. STAGE B IS PLATOON LEVEL AMPHIBIOUS OPERATIONS.

**(A) STAGE A. 14-15 JULY.** THIS STAGE BEGINS ONCE THE PLATOON HAS ESTABLISHED A TAA AT GOLD BEACH ON 14 JULY. UPON REACHING GOLD BEACH POST OPERATION CHECKS WILL BE COMPLETED AND ALL VEHICLES WILL BE PREPARED FOR AMPHIBIOUS OPERATIONS. THE EXERCISE WILL BEGIN WITH SECTION LEVEL DAY DRIVING AND FORMATION SUSTAINMENT. EACH SECTION LEADER WILL CONDUCT FORMATION DRIVING, COMMAND AND CONTROL REHEARSALS, AND LOADING BOAT LANES USING THE BENT-L AND CROW'S FOOT METHOD. SECTION LEADERS WILL ALLOW FOR DRIVER'S AND REAR CREWMAN TO SUSTAIN THEIR AMPHIBIOUS DRIVING CAPABILITIES DURING THIS PERIOD OF THE TRAINING. AT 1500, DAY TRAINING WILL CEASE AND SECTION LEADERS WILL RECEIVE A FRAGMENTARY ORDER TO CONDUCT A SECTION LEVEL AMPHIBIOUS LANDING, SHORE-TO-SHORE MOVEMENT USING A GIVEN H-HOUR. EACH SECTION LEADER WILL CREATE A PLAN TO LAND AT CENTER BEACH THEN BRIEF THEIR SCHEME OF MANEUVER TO THEIR SECTION. SECTION LEVEL DRIVING AND FORMATION TRAINING WILL CONTINUE FOLLOWED BY SECTION LEADER BRIEFS AND EXECUTION OF THEIR PLAN. ONCE ALL THE SECTION LEADERS HAVE EXECUTED THEIR PLAN, ANOTHER REPETITION WILL BE CONDUCTED WITH ASSISTANT SECTION LEADERS LEADING THE MOVEMENT. AT THE CONCLUSION OF SECTION LEVEL DAY WATER OPERATION TRAINING THE SECTION LEADERS WILL TURN TO IMMEDIATE ACTION DRILLS UTILIZING GOLD TO CONDUCT REHEARSAL OF IED DRILLS, CASEVAC, AND TOW PROCEDURES. ONCE EACH SECTION LEADER HAS COMPLETED THEIR LAND PORTION OF REHEARSALS, THE PLATOON WILL TURN BACK TO PREPARATIONS FOR SECTION LEVEL AMPHIBIOUS NIGHT OPERATIONS. SECTION LEADERS AGAIN WILL EXECUTE THEIR PLANS TO LAND CENTER BEACH ON TIME AT NIGHT. THIS PHASE ENDS ONCE ALL SECTION LEVEL AMPHIBIOUS TRAINING HAS BEEN COMPLETED.

**(B) STAGE B. 15-16 JULY.** THIS STAGE BEGINS ON THE AFTERNOON OF 15 JULY WHEN THE PLATOON WILL CONDUCT ITS PLATOON LEVEL AMPHIBIOUS EXERCISE. AFTER RECEIVING A BRIEF THIS WILL START WITH PLATOON LEVEL FORMATION TRAINING, COMMAND AND CONTROL REHEARSALS, AND LOADING BOAT LANES USING THE BENT-L AND CROW'S FOOT METHOD. ONCE THE PLATOON HAS COMPLETED THESE TASKS AND GAINED PROFICIENCY IN LANDING ON TIME AT CENTER BEACH THEY

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CO CMDR	S-3/A	S-3	BN CMDR

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WILL PREPARE FOR SECTION LEVEL LAND BASED TRAINING. THIS PART OF TRAINING WILL BE BROKEN DOWN INTO EACH SECTION CONDUCTING SHORT MOVEMENTS THROUGH GOLD BEACH WHERE DIFFERENT SITUATIONS WILL BE PAINTED OVER THE NET TO INCLUDE IMPROVISED EXPLOSIVE DEVICE (IED) DRILLS, CASEVAC, VEHICLE RECOVERY, AND DANGER CROSSING AREAS. THE PLATOON COMMANDER AND PLATOON SERGEANT WILL RUN EACH SECTION THROUGH THESE SCENARIOS TO PREPARE FOR PLATOON LEVEL LAND TRAINING. ONCE THE PLATOON COMPLETES THE NIGHT PORTION OF TRAINING THEY WILL GO INTO A BIVOUAC STATUS. SHOULD THE PLATOON NEED REMEDIATION OR EXTRA TRAINING TIME DUE TO AN UNSAFE SEA STATE THE TRAINING AREA WILL STILL BE AVAILABLE UNTIL 1600 ON 16 JULY. THIS PHASE WILL END ONCE THE PLATOON IS PREPARED TO RETROGRADE BACK TO 3D AABN FOR POST OPERATIONS.

**(4) PHASE IV: RETROGRADE/ POST-OPERATIONS PHASE.** 16 JULY THIS PHASE BEGINS WITH CLEARANCE FROM RANGE CONTROL TO BEGIN RETROGRADE FROM GOLD BEACH TO 3D AABN RAMP. THE PLATOON WILL TRAVEL IN A TACTICAL COLUMN ALONG THE COASTLINE BACK TO THE RAMP. ONCE ON THE RAMP, VEHICLE WASH DOWNS WILL OCCUR, ALL WEAPONS AND SERIALIZED GEAR WILL BE CLEANED AND TURNED IN, AND AFTER ACTIONS WILL BE COMPLETED. THIS PHASE ENDS ONCE THE FINAL SIGHT COUNT IS COMPLETED.

**C. TASKS**

<b>OIC</b>	T1: ENSURE YOU HAVE PRIOR APPROVAL OF ALL TRAINING IN THE T.A. P2: IOT MAINTAIN POSITIVE CONTROL OF ALL TRAINING, AS YOU ARE DIRECTLY RESPONSIBLE FOR EVERYTHING THAT TAKES PLACE. T2: ENSURE PROPER SURF OBSERVATION REPORTS ARE CONDUCTED. P2: IOT ENSURE SAFE AMPHIBIOUS OPERATIONS TRAINING FOR THE PLATOON.
<b>RSO</b>	T1: ENSURE SAFE CONDUCT OF TRAINING THROUGH DILIGENT AND INTRUSIVE OVERWATCH OF ANYTHING RELATED TO SAFETY. P1: IOT PREVENT ANY UNSAFE ACTIONS FROM TAKING PLACE. T2: COMMUNICATE WITH BATTALION AND RANGE CONTROL. P2: IOT ENSURE TRAINING IS CONDUCTED SAFELY IN ACCORDANCE WITH SOPS.
<b>PLATOON SERGEANT</b>	T1: COORDINATE WITH ALL LOGISTICAL AND OPERATIONS SOURCES. P1: IOT ENSURE ALL REQUIREMENTS TO CONDUCT THIS RANGE ARE IN PLACE TO INCLUDE BUT NOT LIMITED TO, CHOW, WATER, FUEL, COMMUNICATION ASSETS, SAFETY VEHICLES AND RE-SUPPLY, PYROTECHNICS, AND MAINTENANCE CONTACT TEAM. T2: ENSURE ALL PRE AND POST-OP CHECKS ARE CONDUCTED ACCORDING TO SOP. P2: IOT SET CONDITIONS FOR SAFE WATER AND LAND OPERATIONS. T3: CREATE AN EQUIPMENT DENSITY LIST OF ALL THE PLATOON SERIALIZED GEAR. P3: IOT MAINTAIN ACCOUNTABILITY OF ALL SERIALIZED GEAR FOR THE DURATION OF THE EXERCISE. T4: SUPERVISE ALL MAINTENANCE, RECOVERY, AND CASUALTY EVACUATION. P4: IOT ENSURE COMPLIANCE WITH APPROPRIATE PROCEDURES.
<b>SECTION LEADERS</b>	T1: CONDUCT GEAR INSPECTION NLT 09 JULY. P1: IOT CONFIRM GEAR ACCOUNTABILITY AND UNIFORMITY. T2: CONDUCT LAND REHEARSALS FOR RECOVERY OPERATIONS NLT 09 JULY. T2: IOT SUSTAIN RECOVERY OPERATIONS AND PROCEDURES PRIOR TO GOING FEET WET. T3: INFORM PLATOON SERGEANT OF ALL MAINTENANCE AND READINESS ISSUES. P3: IOT MAINTAIN ACCONTABILITY OF VEHICLES AND PERSONNEL. T4: UPON ARRIVAL AT GOLD BEACH, BPT TO BRIEF A FRAGMENTARY ORER AND LEAD A SECTION LEVEL AMPHIBIOUS ASSAULT. P4: IOT INCREASE PROFICIENCY IN SECTION LEVEL AMPHIBIOUS OPERATIONS. T5: UPON RETURN TO 3D AABN RAMP SUPERVISE AND CONDUCT POST OPERATIONS AND REPORT ANY DISCREPANICES TO MAINTENANCE.

<b>SIGNATURE/DATE</b>	<b>OIC</b>	<b>RSO</b>	<b>GUNNER</b>
CO CMDR	S-3/A	S-3	BN CMDR

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	P5: IOT ENABLE RAPID REPAIR OF VEHICLES FOR UPCOMING SHIP OPS.
<b>CORPSMAN</b>	T1: INVENTORY MEDICAL SUPPLIES THAT ARE BEING BROUGHT TO THE FIELD. P1: IOT ENSURE THAT THE EQUIPMENT ALLOWS PROPER AID FOR ALL POTENTIAL INJURIES AT BLUE BEACH. T2: PLAN GROUND MEDEVAC ROUTES FROM TO HIGHER ECHELON OF MEDICAL CARE. P2: IOT ELIMINATE WASTED TIME IN TRANSPORTING CASUALTY TO MEDICAL CARE.
<b>COMM CHIEF</b>	T1: NLT 09 JULY ENSURE ALL VEHICLE'S COMMUNICATION EQUIPMENT HAS BEEN INSPECTED, EVALUATED, AND ARE OPERATIONAL. P1: IOT FACILITATE COMMUNICATIONS DURING TRAINING THROUGHOUT TRAINING EXERCISE. T2: NLT 09 JULY SUPERVISE THE PREPARATION AND OPERATION OF PLATOON COMMUNICATION ASSETS. P2: IOT ENSURE PROPER LOADING OF CRYPTOGRAPHIC INFORMATION ENSURING ALL COMMUNICATION SECURITY PROCEDURES ARE BEING FOLLOWED. T3: ENSURE EACH AAV CAN ESTABLISH COMMUNICATIONS WITH THE OIC AND RSO. P3: IOT ENSURE THE SAFE CONDUCT AND EXECUTION OF THIS EXERCISE. T4: ESTABLISH COMMUNICATIONS WITH BATTALION. P4: IOT SEND SITUATIONAL REPORTS AND LOGISTICAL REQUESTS AS REQUIRED.
<b>MAIN CHIEF</b>	T1: ENSURE ALL VEHICLES ARE PROPERLY PREPARED FOR FIELD TRAINING TO INCLUDE ANNOTATION AND RECONCILIATION OF ALL DISCREPANCIES. P1: IOT ENSURE VEHICLES ARE READY FOR CONDUCT OF AMPHIBIOUS OPERATIONS. T2: ASSEMBLE AND MAINTAIN A DSI FOR THE EXERCISE. P2: IOT ENSURE MAINTENANCE CAN BE CONDUCTED IN THE FIELD TO COMPLETE THIS TRAINING EXERCISE.

**D. COORDINATING INSTRUCTIONS**

- (1) REQUIRED FACILITIES. GOLD BEACH
- (2) OIC.
- (3) RSO. (b)(3), (b)(6), (b)(7)(c)
- (4) TIMELINE. 14-16 JULY 2020

14 JULY  
 1600 OCCUPY GOLD BEACH  
 1700 SUROB  
 1730 SAFETY BRIEF  
 1800 SECTION DAY  
 2000 NIGHT SAFETY BRIEF/SUROB  
 2030 NIGHT SECTION  
 2359 REST PLAN

15 JULY  
 0600 REVILLE  
 0700 PRE OPS/SUROB  
 0800 SAFETY BRIEF  
 0900 SECTION DAY  
 1100 SUROB  
 1130 PLATOON DAY  
 1500 SUROB

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ENCLOSURE (63)

**LETTER OF INSTRUCTION**

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1900 NIGHT SAFETY BRIEF/SUROB  
 2000 NIGHT SECTION  
 2200 NIGHT PLATOON  
 2359 REST PLAN

16 JULY  
 0600 REVEILLE  
 0700 RANGE CLEANUP  
 1000 MOVEMENT TO 3D AABN RAMP  
 1100 POST OP PROCEDURES  
 1600 PLATOON SECURED

(5) TACTICAL CONTROL MEASURES (TCMS)/ POINTS OF INTEREST

TCM (PRIMARY NUMBERED, ALTERNATE LETTER)	LOCATION
LCAC TOWER	11S MS 5922 7995
WARRIORS COVE	11S MS 5570 8488
HOLE IN THE WALL	11S MS 5509 8632
LAS PULGAS CROSS	11S MS 5763 8501
BASILONE CROSS	11S MS 6246 8987
GOLD BEACH	11S MS 5556 8505
POINTS OF INTEREST	LOCATION
AXP-1 (END OF RUNWAY)	11S MS 6260 7570
21 AREA BAS	11S MS 6300 7600
41 AREA BAS	11S MS 5928 8293
43 AREA BAS	11S MS 6190 8980
NAVAL HOSPITAL	11S MS 6360 7610

(6) RATE(S) OF MARCH AND DISPERSION. 20 MPH IN TRAINING AREAS WITH 50-75 METER DISPERSION. IN LOW LIGHT CONDITIONS, 15 MPH AND 50-75 METER DISPERSION. 5 MPH IN CONGESTED AREAS WHILE UTILIZING GROUND GUIDES. DURING THE MOVEMENT THE PLATOON WILL TRAVEL IN A COLUMN STAYING IN THE HIGH WATER MARK IN ACCORDANCE WITH ENVIRONMENTAL CONSIDERATIONS.

(7) NO COMMUNICATION PLAN

A. PHASE I. NOT APPLICABLE

B. PHASE II/IV MOVEMENT TO AND FROM GOLD BEACH TA. IF COMMUNICATION IS LOST DURING THE PLATOON MOVEMENT THEY WILL UTILIZE HAND AND ARM SIGNALS OR A MESSENGER. THE VEHICLE WILL CONTINUE TO TRY TO RE-ESTABLISH COMMUNICATION DURING THE MOVEMENT. WHILE IN A PLATOON COLUMN, THE PLATOON WILL CONTINUE TO MOVE AS LONG AS THE FIRST AND LAST VEHICLE HAVE COMMUNICATIONS WITH THE PLATOON COMMANDER OR PLATOON SERGEANT. IF COMMUNICATION LOST BETWEEN THESE THREE VEHICLES THE PLATOON WILL HALT FOR NO LONGER THAN 10 MINUTES AND RE-ESTABLISH COMM. IF IT CANNOT BE RE-ESTABLISHED THEN THE PLATOON WILL CONTINUE THEIR MOVEMENT WITH THE 1ST SECTION LEADER TAKING TACTICAL CONTROL WHILE THE PLATOON COMMANDER TRIES TO RE-ESTABLISH COMM WHILE MOVING. RANGE FLAG WILL BE UTILIZED TO PASS THE COMMUNICATION STATUS OF THE VEHICLE TO THOSE AROUND IT. GREEN WILL MEAN "HEAR BUT CANNOT SPEAK", YELLOW WILL MEAN "CANNOT HEAR OR SPEAK" AND RED MEANS EMERGENCY IN THE VEHICLE AND NEED ASSISTANCE. IF AT ANYTIME THE PLATOON LOSES COMMUNICATIONS WITH

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LONGRIFLE, TRAINING WILL CEASE AND COMMUNICATION WILL BE RE-ESTABLISHED.

C. PHASE III EXECUTION OF AMPHIBIOUS OPERATIONS. THE AAVC7 WILL BE UTILIZED AS THE COMMAND CENTER FOR THE PLATOON TO TRANSMIT TO AND FROM BATTALION. IF COMMUNICATION GOES DOWN SECTION INTERNAL THEY WILL UTILIZE HAND AND ARM SIGNALS AS WELL AS THE RANGE FLAG SYSTEM AS PREVIOUSLY MENTIONED IN PHASES II/IV. EMERGENCY SIGNAL WILL BE IN ACCORDANCE WITH AMPHIBIOUS OPERATIONS STANDARD OPERATING PROCEDURES UTILIZING THE NOVEMBER FLAG, SPOTLIGHT AND WHITE AND RED STAR CLUSTERS. DURING NIGHT TIME EVOLUTION CHEMSTICKS WILL BE USED IN ACCORDANCE WITH THE RANGE FLAGS. IR CHEMSTICKS WILL BE USED IF NECESSARY FOR HAND AND ARM SIGNAL COMMUNICATION WHILE CONDUCTING WATERBORNE OPERATIONS. AS A CONTINGENCY PLAN IN CASE OF AN EMERGENCY THE SECTION LEADER WILL HAVE BLACK GEAR IN CASE OF A CATASTROPHIC COMMUNICATION FAILURE SO THEY CAN STILL COMMUNICATE WITH THE RSO AND OIC. IF AT ANYTIME THE PLATOON LOSES COMMUNICATIONS WITH LONGRIFLE TRAINING WILL CEASE AND COMMUNICATION WILL BE REESTABLISHED.

(8) LOST MARINE PLAN. IF A MARINE HAS BEEN IDENTIFIED AS MISSING, ALL MOVEMENT AND TRAINING WILL CEASE AND THE PLATOON WILL GAIN ACCOUNTABILITY OF ALL PERSONNEL AND EQUIPMENT BEFORE BACKTRACKING THE PREVIOUS ROUTE UNTIL THE MARINE IS FOUND. ACCOUNTABILITY WILL BE MAINTAINED BY CONDUCTING CHECKS BEFORE AND AFTER ANY MOVEMENT. ALL MARINES WILL INFORM THEIR CHAIN OF COMMAND WHEN THEY LEAVE THE IMMEDIATE AREA OF THE PLATOON. THEY WILL TRAVEL IN PAIRS AND NEVER MOVE MORE THAN 50M AWAY FROM THE PLATOON. ALL MARINES WILL CARRY A WATER SOURCE WHEN STEPPING AWAY FROM THE VEHICLE. WHILE MOVING TO AND FROM THE RANGE. DURING PHASE II AND IV, IF A MARINE BECOMES LOST THEY WILL REMAIN IN PLACE FOR 2 HOURS AND THEN BACKTRACK SOUTH VIA THE COASTLINE TO 3D AABN. ON RETURN TO 3D AABN THEY WILL CONTACT THE PLATOON COMMANDER OR PLATOON SERGEANT VIA THE OOD.

(9) GO/NO GO CRITERIA

- A. CORPSMAN PRESENT AND PREPARED FOR CONDUCT OF EXERCISE.
- B. MAINTAIN POSITIVE COMMUNICATIONS WITH LONG RIFLE.
- C. SEA STATE GREATER THAN 3.
- D. LESS THAN SIX AAVP7'S OPERATIONAL.

(10) ORDER OF MARCH. VEHICLES WILL MOVE SECTION ORDER NUMERICALLY 1ST SECTION, 2ND SECTION, 3RD SECTION, COMMUNICATION SECTION. ONCE SECTION OPERATIONS TAKE PLACE, IT IS SECTION LEADER DISCRETION TO ACCOMPLISH THE MISSION.

(12) LAUNCHING AND RETURNING. THE SPLASH TEAM WILL ENSURE THAT THE MOST RECENTLY LAUNCHED VEHICLE IS AT LEAST 50 YARDS AWAY FROM THE LAUNCH POINT BEFORE LAUNCHING SUCCESSIVE VEHICLES. THE MARINES LAUNCHING SUCCESSIVE VEHICLES AS PART OF THE SPLASH TEAM WILL UTILIZE RED AND GREEN FLAGS TO SIGNAL WHEN AN AAV IS CLEARED/ NOT CLEARED TO LAUNCH. THE PLATOON SERGEANT WILL BE IN CHARGE OF THE SPLASH TEAM. THE 1ST SECTION LEADER WILL TAKE CHARGE OF THE SPLASH TEAM SHOULD THE PLATOON SERGEANT BE UNAVAILABLE.

(13) VEHICLE RECOVERY PLAN.

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**A. LAND.** 10 MINUTES TO TROUBLESHOOT AND 20 MINUTES TO FIX. PLATOON SERGEANT IS THE PRIMARY RECOVERY TEAM. 3RD SECTION, OR LEAST ENGAGED SECTION IS THE ALTERNATE RECOVERY TEAM. ON THE MOVEMENT IF A VEHICLE NEEDS TO BE TOWED THE PLATOON SERGEANT WILL REMAIN PRIMARY TOW VEHICLE WHILE THE REMAINDER OF THE PLATOON FORMS A DEFENSIVE POSTURE TO RECOVER THE DOWNED VEHICLE. IF THE PLATOON SERGEANT VEHICLE NEEDS TO BE RECOVERED, A DEFENSIVE POSTURE WILL BE FORMED TO RECOVER DOWNED VEHICLE BY 3RD SECTION. ALL EFFORTS WILL BE MADE TO REPAIR VEHICLES IN THE FIELD AND MOVE THEM TO THE TAA.

**B. WATER.** DURING WATER OPERATIONS THE PRIMARY RECOVERY VEHICLE WILL BE SECTION INTERNAL WITH THE ASSISTANT SECTION LEADER BEING THE PRIMARY TOW VEHICLE. TWO ADDITIONAL VEHICLES WILL BE ON STANDBY SHOULD A VEHICLE NEEDED TO BE TOWED. THE PRIMARY TO TOW METHOD WILL BE AFT TO AFT.

**(14) BUMP PLAN.** VEHICLE CREW AND EMBARKED PERSONNEL FROM THE DISABLED VEHICLE WILL BUMP TO THE SECTION LEADER'S VEHICLE. IF PLATOON SERGEANT'S VEHICLE IS THE DOWNED VEHICLE, CREW AND EMBARKED PERSONNEL WILL BUMP TO VEHICLE 3-15-11, 3-15-7, 3-15-3.

**(15) UNIFORM AND GEAR.** ALL HANDS WILL WEAR FIRE RESISTANT ORGANIZATION GEAR (FROG), APPROPRIATE PPE, AND LPU'S DURING AMPHIBIOUS TRAINING.

**(16) PPE.** PPE WILL BE WORN AT ALL TIMES WHILE CONDUCTING TRAINING. PPE CONSISTS OF KEVLAR/ FROG, EYE PRO, EAR PRO, GLOVES, PLATE CARRIERS. IFAK'S WILL BE WORN OR IN THE MARINES STATION AT ALL TIMES. GAS MASK WILL BE ACCESSIBLE TO BE DONNED AT ANY POINT BY THE MARINE DURING THE EXERCISE.

**(18) MARKING PLAN**

**(B) PERSONNEL MARKING PLAN.** THE OIC, RSO, AND CORPSMAN WILL BE MARKED WITH A WHITE CHEMSTICK DURING ALL SECTION LEVEL NIGHT TRAINING EVOLUTIONS.

**(C) VEHICLE MARKING PLAN.** FOR NIGHT TRAINING AS A SAFETY MEASURE EACH VEHICLE WILL BE MARKED WITH ONE YELLOW CHEMSTICK ON THE STARBOARD ANTENNA. THE PLATOON COMMANDER WILL HAVE TWO YELLOW CHEMSTICKS ON THE STARBOARD ANTENNA AND THE PLATOON SERGEANT WILL HAVE THREE YELLOW CHEMSTICKS ON THE STARBOARD ANTENNA.

**(19) SAFETY DRIVERS AND CORPSMAN.** THE SAFETY DRIVER AND CORPSMAN WILL BE LOCATED AT GOLD BEACH. SAFETY DRIVERS WILL BE WILL BE REQUIRED TO BACK-BRIEF THE RSO THE ROUTE TO THE NAVAL HOSPITAL IN CASE OF AN EMERGENCY. IN ADDITION TO A BACK-BRIEF, THE RSO WILL PASS SPECIFIC GUIDANCE THAT THE SAFETY DRIVER IS NO MORE THAN AN ARMS-REACH AWAY FROM THE VEHICLE, THE BACK OF THEIR VEHICLE IS KEPT CLEAR OF EQUIPMENT AND DEBRIS, AND THAT THYE KEEP THEIR PPE STAGED ON THE VEHICLE.

**4. ADMINISTRATION AND LOGISTICS**

**A. ADMINISTRATION**

**(1) PERSONNEL COUNT (MO/ME/NO/NE).** 1/57/0/1 TOTAL 59

**(2) VEHICLE COUNT (BY TYPE AND QTY).** (12) AAVP7S, (1) AAVC7, (1) AAVR7

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**(3) ASTRONOMICAL DATA**

DATE	SUNRISE	SUNSET	ILLUMINATION
10 JULY	05:48	20:00	73%
11 JULY	05:49	20:00	64%
12 JULY	05:49	20:00	54%
13 JULY	05:50	19:59	44%
14 JULY	05:51	19:59	34%
15 JULY	05:52	19:58	30%
16 JULY	05:53	19:58	22%

**(4) CASUALTY EVACUATION (CASEVAC) PLAN.** IN THE EVENT OF A CASUALTY ALL TRAINING WILL CEASE AND LONGRIFLE WILL IMMEDIATELY BE NOTIFIED WHILE THE CASUALTY IS EVALUATED BY THE CORPSMAN. COMMUNICATION WILL TAKE PLACE USING A NATO 9-LINE AND WILL BE MADE BY THE OIC, RSO, OR CORPSMAN. DAYTIME LZ FOR AIR CASEVAC WILL BE MARKED BY A TACTICAL VEHICLE WITH AIR PANEL AND NIGHT TIME WILL BE WITH USING A CHEMSTICK BUZZSAW. THE PRIMARY MEANS WILL BE AAV TO 3D AABN RAMP, AMBULANCE or POV TO 21 AREA BAS OR NAVAL HOSPITAL.

**(A) URGENT AND PRIORITY CASUALTIES.** IN THE EVENT OF AN URGENT OR PRIORITY CASUALTY THE CORPSMAN WILL PROVIDE INITIAL EVALUATION AND TREATMENT OF THE INJURED MARINE. LONGRIFLE WILL BE CONTACTED IMMEDIATELY. IN THE CASE OF A GROUND MEDEVAC THE INJURED MARINE WILL BE TRANSPORTED VIA SAFETY VEHICLE TO A HIGHER ECHELON OF MEDICAL CARE. DEPENDING ON THEIR INJURY THEY WILL BE TRANSPORTED TO 3D AABN RAMP. IF AN AMBULANCE TRANSFER IS NOT NECESSARY THEY WILL BE TRANSPORTED TO 21 AREA BAS OR THE NAVAL HOSPITAL VIA THE SAFETY VEHICLE.

**(B) ROUTINE CASUALTIES.** IF A ROUTINE CASUALTY OCCURS IN ANY OF THE TRAINING AREAS TRAINING WILL CEASE AND LONGRIFLE WILL BE NOTIFIED. THE CORPSMAN WILL PROVIDE INITIAL ASSESSMENT AND TREATMENT. BASED ON THE RECOMMENDATION OF THE CORPSMAN AND THE SEVERITY OF THE INJURY THE OIC/ RSO WILL DETERMINE IF THE MARINE WILL REMAIN IN THE FIELD OR NEEDS TO BE TRANSPORTED BACK TO THE 21 AREA BAS.

**B. LOGISTICS**

**(1) AMMO.**

AMMUNITION	DODIC	QUANTITY
SIGNAL, ILLUM STAR WHIT	L172	14
SIGNAL, ILLUM STAR RED	L170	14

**(2) FOOD, WATER, REFUEL.** THE PLATOON WILL HAVE 74 CASES OF MRE'S TO SUSTAIN THE ENTIRETY OF THE TRAINING EXERCISE. EACH AAV WILL CARRY 15 GALLONS OF WATER FOR THE ENTIRETY OF THE TRAINING.

**(3) RECOVERY ASSETS.** THE PLATOON WILL HAVE (10) TOW BARS. THE PLATOON SERGEANT'S VEHICLE WILL BE THE PRIMARY RECOVERY TEAM WITHIN THE PLATOON. THE ASSISTANT SECTION LEADER'S VEHICLE WILL BE THE PRIMARY RECOVERY TEAM WITHIN THE SECTION. DURING AMPHIBIOUS OPERATIONS TOW ROPES WILL BE UTILIZED TO RECOVER VEHICLES.

SIGNATURE/DATE	OIC	RSO	GUNNER
CO CMDR	S-3/A	S-3	BN CMDR

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5. COMMAND AND SIGNAL:

A. COMMAND

(1) POINTS OF CONTACT. PLATOON COMMANDER (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)

(2) LOCATION OF KEY LEADERS. OIC WILL BE LOCATED IN VEHICLE 3-15-04. PLATOON SERGEANT WILL BE IN VEHICLE 3-15-12 WITH THE CORPSMAN DURING MOVEMENTS.

B. SIGNAL.

DESCRIPTION	PRIMARY	ALTERNATE	CONTINGENCY
AAV DISABLED	VHF	NOVEMBER FLAG RAISED	WHITE STAR CLUSTER
AAV SINKING	VHF	NOVEMBER FLAG WAVED	RED STAR CLUSTER

	PRIMARY	ALTERNATE	CONTINGENCY	EMERGENCY
RANGE CONTROL - "LONGRIFLE"	40.35MHZ (VHF)	30.35MHZ (VHF)		KEY LEADER CELL PHONE
PLATOON	PLT TAC 1 NET ID (541)VHF	PLT TAC 2 NET ID (546)VHF	BLACK GEAR	KEY LEADER CELL PHONE
BATTALION	TAC 1 (300) HF	TAC 2 (301) HF	JBC-P	

OFFICIAL

COMMANDING

(b)(3), (b)(6), (b)(7)(c)

SIGNATURE/DATE	OIC	RSO	GUNNER
CO CMDR	S-3/A	S-3	BN

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (63)

<u>DATE</u> 20200714-20200716	<u>UNIT</u> 1/4 B CO AAV PLT	<u>RANGE/TA</u> Gold Beach	<u>TRAINING TO BE CONDUCTED</u> Amphibious Operations
<u>OIC</u>  (b)(3), (b)(6), (b)(7)(c)	<u>RSO</u>  (b)(3), (b)(6), (b)(7)(c)	<u>PERSONNEL</u> 1 MO 57 ME 1 NE	
<u>MISSION:</u> From 14-16 July the AAV Platoon executes amphibious operations at Gold Beach in order to enhance proficiency of the Sections and Platoon to support future amphibious training ISO the 15th MEU.			

<u>MAP CHIP</u>	<u>TIMELINE</u>
	<p><b>14 JULY</b>  1600 OCCUPY GOLD BEACH  1700 SUROB  1730 SAFETY BRIEF  1800 SECTION DAY  2000 NIGHT SAFETY BRIEF/SUROB  2030 NIGHT SECTION  2359 REST PLAN</p> <p><b>15 JULY</b>  0600 REVILLE  0700 PRE OPS/SUROB  0800 SAFETY BRIEF  0900 SECTION DAY  1100 SUROB  1130 PLATOON DAY  1500 SUROB  1900 NIGHT SAFETY BRIEF/SUROB  2000 NIGHT SECTION  2200 NIGHT PLATOON  2359 REST PLAN</p> <p><b>16 JULY</b>  0600 REVEILLE  0700 RANGE CLEANUP  1000 MOVEMENT TO 3D AABN RAMP  1100 POST OP PROCEDURES  1600 PLATOON SECURED</p>

<u>Evaluator/ A.I. Requirements</u>  Platoon Commander and Platoon Sergeant will evaluate the crews and sections on their abilities to employ and control the AAV in the water.	<u>TRANSPORT</u> Platoon will self-lift to and from the beach utilizing 13 AAV P7s, 1 AAV C7, and 1 AAV R7	<u>LOGISTICS</u> Marines will be issued (5) DOS chow/water prior to transport, water jugs will be brought for sustainment.	<u>UNIFORM</u> Frogs with boonie cover, PPE Level 1 (plate carrier w/ front/rear SAPIs, Kevlar, eyep/earpro) and WECS.
	<u>COMMUNICATION PLAN</u> AAVs will be used as primary, with PRC-117/150s as secondary once the range has been occupied. Comms w/ Longrifle via AAV/PRC-117(SC/PT). Platoon internal safety structure maintained on Mk-153 black gear.		<u>MEDICAL REQ.</u> (1) Corpsman will be located with safety vehicle 3-15-12.

ENCLOSURE (63)



# T&R Tasks



- 1833-GNRY-1101 Install M2 .50 Cal HB Machine Gun
- 1833-GNRY-1110 Install MK 19 Mod 3 40mm Machine Gun
- 1833-GNRY-1118 Install M240G 7.62mm Machine Gun on AAVC7A1
- 1833-CMDC-1205 Identify Standard Flags, Lights, and Markers Used to Control AAV
- 1833-VOPS-1301 Conduct Preoperations Checks
- 1833-VOPS-1302 Conduct Water Preoperation Checks
- 1833-VOPS-1306 Start AAV Engine Under Normal Conditions
- 1833-VOPS-1310 Operate AAV on Land
- 1833-VOPS-1311 Operate AAV in Water
- 1833-VOPS-1316 Refuel an AAV
- 1833-TAC-1707 Conduct Evacuation of Personnel from Disabled/Sinking AAV
- 1833-VOPS-2303 Maintain Night Vision Goggles
- 1833-VOPS-2304 Operate Night Vision Goggles

UNCLASSIFIED

ENCLOSURE (63)



# T&R Tasks Cont



- 1833-AMPH-2606 Develop Surf Observation (SUROB) Report
- 1833-AMPH-2608 Supervise Splash Team Operations
- 1833-TAC-2705 Prepare AAV for Night/Limited Visibility Operations
- 2141-MAIN-1002 Operate AAV

UNCLASSIFIED

ENCLOSURE (3)

**OPERATIONAL RISK MANAGEMENT MATRIX**  
**Marine Corps Base Camp Pendleton**

TRAINING EVOLUTION: Amphibious Training Gold Beach		ORGANIZATION: BLT 1/4 Bravo CO AAV Pit	Assigned OIC: (b)(3), (b)(6), (b)(7)(c)	Assigned RSO: (b)(3), (b)(6), (b)(7)(c)	Weapons Systems:	Date: 20200714-20200716	
OPERATIONAL PHASE	HAZARD	CAUSES	INIT RAC	DEVELOP CONTROLS	RES RAC	HOW TO IMPLEMENT	HOW TO SUPERVISE
Phase III	Vehicle accident while operating at night on land and in water	-Night Vision Devices (NVDs) not functioning properly. -Ground guides not utilized in congested areas. -Crew unfamiliar with night operations.	I/C=2	-All night optics op-checked prior to departing for TA, and before dark each night. -All Marines utilizing NVD's while conducting night-time movements. -Night time marking plan. -Ground guide according to Standard Operating Procedures.	I/D=3	-Vehicle commanders function check the NVDs on their own vehicle. -Marines driving are briefed that they are required to wear NVDs during each night-time evolution. -Platoon briefed on night scheme of maneuver. -Chem lights are used by ground guides to move AAV's.	-Section leaders and Platoon Sergeant spot check NVDs for function. -Section Leaders conduct ROC walk for night time considerations during amphibious operations. -Ensure ground guides have chem lights to ground guide.
All Phases	Vehicle fire resulting in injuries.	-Mechanical malfunctions which cause fire.	I/C=2	-Vehicle Commanders report any potentially dangerous problems. -Vehicle not utilized until mechanical issue is resolved. -Manual fire bottles on every AAV inspected and weighed by maintainers. -AFSSS tested by maintainers.	I/D=3	-Vehicle commanders monitor status of vehicles. -Vehicle Commanders check fire bottle tags prior to operation to ensure date is current. -Vehicle commanders verify AFSSS is unobstructed by SL-3.	-Section leaders monitor maintenance issues and report to Platoon Sergeant. -Platoon Sergeant ensures all vehicles operating have no mechanical issues. -Marines back brief section leaders on proper use and status of manual fire bottles. -Section leaders inspect sections to verify AFSSS is unobstructed in all vehicles and fire bottles have current tags.
Phase II/III	Personnel Drowning / Falling off AAV	-LPU's serviceability not checked prior to executing training. -Marines not maintaining 3 points of contact on top of vehicles.	IIC=3	-Common SOP for Amphibious Operations. -Pre-operation checklists include LPU serviceability.	IID=4	-Vehicle Commanders conduct PCCs/PCIs to include LPU's inspection.	-Section Leaders monitor PCC's / PCI's for their section. -OIC/RSO conduct safety brief prior to executing training.

ENCLOSURE (3)

Phase II/III	AAV Sinking	<ul style="list-style-type: none"> <li>-Vehicle collision.</li> <li>-Vehicle noses down while moving in water.</li> <li>-Mechanical Failure.</li> <li>-Improper pre-water operations checklist completed.</li> </ul>	ID=3	<ul style="list-style-type: none"> <li>-50m dispersion unless conducting recovery.</li> <li>-Water tight integrity checks.</li> <li>-2200 RPM speed limit.</li> <li>-Common SOP for amphibious operations.</li> </ul>	IID=4	<ul style="list-style-type: none"> <li>-Platoon briefed operations order.</li> <li>-Designate splash team.</li> <li>-Provide section leaders and Platoon Sergeant with Pre-Water Ops checklist.</li> </ul>	<ul style="list-style-type: none"> <li>-OIC/RSO monitor splashes and speeds.</li> <li>-Platoon Sergeant or 1st section leader command splash team.</li> <li>-Section leaders inspect pre-water op checklist after completion.</li> </ul>
All Phases	Land Collision	<ul style="list-style-type: none"> <li>-Operating at unsafe speeds.</li> <li>-Following too close.</li> <li>-Improper dispersion</li> </ul>	IIC=3	<ul style="list-style-type: none"> <li>-Establish rates of march.</li> <li>-Establish dispersion for day and night movements.</li> <li>-Vehicle Commander navigating driver.</li> </ul>	IID=4	<ul style="list-style-type: none"> <li>-Rate of march and dispersion covered in op order.</li> <li>-Safety brief with emphasis on ground guided in congested areas.</li> </ul>	<ul style="list-style-type: none"> <li>-Section leader monitors speed/dispersion.</li> <li>-Vehicle commander supervision speed, dispersion, route selection.</li> </ul>
Phase II/III	Vehicle Recovery Accidents	<ul style="list-style-type: none"> <li>-Improper towing procedures utilized.</li> <li>-Equipment failure while towing.</li> </ul>	IIC=3	<ul style="list-style-type: none"> <li>-Common SOP for Amphibious Operations.</li> <li>-AAV recovery TTP's understood by Marines.</li> <li>-Pre-operation checklists include recovery equipment.</li> </ul>	IID=4	<ul style="list-style-type: none"> <li>-Section leaders have Marines rehearse recovery operations/SOP.</li> <li>-Provide Pre-Water Op Checklists for recovery equipment.</li> </ul>	<ul style="list-style-type: none"> <li>-Vehicle Commanders monitor recovery operations.</li> <li>-OIC/RSO conduct safety brief on recovery operations.</li> </ul>
All Phases	Personnel injuries on AAVs.	<ul style="list-style-type: none"> <li>-Marines injured by unsecured hatches, improperly stowed gear.</li> <li>-Improper mounting of AAV.</li> <li>-Improper wear of PPE.</li> </ul>	II/C=3	<ul style="list-style-type: none"> <li>-All hatches and gear are strapped down according to SOP.</li> <li>-Ensure personnel maintain 3 points of contact when mounting the AAV.</li> <li>-Enforce proper PPE while on AAV (i.e. eye protection, ear protection, gloves, steel toe boots, plate carrier).</li> </ul>	II/D=4	<ul style="list-style-type: none"> <li>-Leadership supervises stowage of gear.</li> <li>-Conduct a brief on safety precautions within the Common SOP; to include wearing PPE, "chest-high" defilade in the hatches and safe practices.</li> </ul>	<ul style="list-style-type: none"> <li>-Vehicle commanders supervise crews to ensure proper stowage of gear and hatch security.</li> <li>-Platoon leadership supervise the platoon to ensure PPE is worn and SOP's are being followed.</li> <li>-Section leaders supervise sections to ensure Marines are properly mounting vehicles.</li> </ul>
All Phases	Hazmat/Fuel Spill.	<ul style="list-style-type: none"> <li>-Vehicle malfunction or while doing maintenance repairs.</li> <li>-Not cleaning POL's out of hull.</li> </ul>	III/C=4	<ul style="list-style-type: none"> <li>-Once hazmat spill or potential is discovered, Marines properly clean, report, and control the spill.</li> <li>-Adequate control materials are brought to field.</li> </ul>	III/D=5	<ul style="list-style-type: none"> <li>-Vehicle commanders monitor all hazmat spills to ensure they are handled properly.</li> <li>-Hazmat procedures are briefed to the Marines prior to leaving the RAMP.</li> <li>-Hazmat rep ensures adequate materials are present on each vehicle prior to leaving field.</li> </ul>	<ul style="list-style-type: none"> <li>-Section leader monitors hazmat spills to ensure proper techniques are followed.</li> <li>-Vehicle commanders back brief platoon leadership on hazmat procedures prior to leaving RAMP.</li> <li>-Platoon sergeant ensures Hazmat rep has provided adequate materials before leaving RAMP.</li> </ul>

ENCLOSURE (3)

All Phases	LZ FOD (CASEVAC)	-Blowing visible FOD due to rotor wash.	I/C=2	-Ensure that landing surface/LZ is clear of FOD prior to conducting landing operations.	I/D=3	-Have a fire team size group of Marines sweep the LZ before landing.	-Platoon commander/Platoon sergeant visually inspect landing zone.
All Phases	Loss of personnel and/or equipment	- Lack of accountability for personnel and/or gear.	IIID=5	-Op Order covers Lost Marine Plan -EDL rosters on hand. -NVG's dummy corded to body.	IVD=5	- Accountability and EDL checks periodically throughout training. -Platoon Sergeant verifies morning/evening EDL. -Prior to operation ensure all NVG's have 550 chord attached.	-Platoon Leadership ensures strict accountability and briefs chain of command in any instance where a Marine or piece of equipment is not accounted for. -Spot check dummy corded NVG's.
All Phases	Weather exposure casualties (Heat).	-Marines not eating/drinking properly. -Excessive heat of vehicle when wearing PPE.	II/C=3	-Vehicle commanders monitor all crew members to ensure they are eating and drinking enough water. -Any time vehicles are not needed for rehearsals, crew members remove PPE and turn off the vehicle unless moving outside of it. -Each vehicle has (2) two designated water jugs and a cami net.	II/D=4	-Marines briefed on importance of nutrition/hydration in the field. -Section leaders ensure adequate water on each vehicle prior to rehearsals.	-Marines back brief Platoon commander on importance of hydration/nutrition. - Platoon Sergeant ensures Marines are provided with food and water. -Corpsman observes Marines to ensure they are not becoming weather casualties. -Vehicle Commanders monitoring Crewman's hydration/ nutrition.
All Phases	Wildlife/ Environmental Hazards	-Marines harassing animals - Operating in environmental protected areas.	IIC=3	-Brief animal/ environment considerations and their likely locations. -Verify environmental protected areas via environmental map.	IID=4	-During OpOrder brief platoon environmental considerations/ markings. -During safety brief animal considerations. -Corpsman present.	-RSO/OIC briefs wildlife concerns and safe practices. -During transit platoon staff ensures vehicles stay clear of environmentally protected areas.
Phases II/III	Weather impeding training	-Sea State above sea state 3. -High winds, lightning.	IID=4	-OIC/RSO shifts training exercise if needed to ensure maximum training is met.	IVD=5	-OIC/RSO monitor any major storms moving in to the AO. -Surf Observation Report conducted in accordance with AAV Common SOP.	-OIC coordinates with S-2 for weather update prior to departing friendly lines. -OIC/RSO ensure proper Surf Observation Report completed.

ENCLOSURE (3)

**HAZARD SEVERITY**

I - CATASTROPHIC- Death, permanent disability, major property damage  
II - CRITICAL - Permanent partial disability, major system or minor property damage  
III - MARGINAL - Minor injury, minor system or property damage  
IV - NEGLIGIBLE - 1<sup>st</sup> aid, minor system repair

**MISHAP PROBABILITY**

A - FREQUENT, B - LIKELY, C - OCCASIONAL, D - UNLIKELY

**RISK ASSESSMENT CODE (RAC)**

1 - CRITICAL, 2 - SERIOUS, 3 - MODERATE, 4 - MINOR, 5 - NEGL

**RAC ASSESSMENT CODE MATRIX**

		MISHAP PROBABILITY				
H A Z A R D  S E V E R I T		A	B	C	D	OIC
	I	1	1	2	3	RSC
	II	1	2	3	4	RSC
	III	2	3	4	5	RSC
	IV	3	4	5	5	XO/ S-3: BC:

COMMAND REVIEW/APPROVAL

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (63)



# 1st Battalion 4th Marines

## Training Support Request

CO-EVENT-(V#) INT DATE  
(S-3 ONLY)

DATE: 6/30/2020 UNIT: BRAVO CO SUBMITTED BY:

(b)(3), (b)(6), (b)(7)(c)

**Scheme of Maneuver/Clarifying Instructions:**  
SUPPORT REQUEST IS FOR BRAVO COMPANY AAV PLATOON DURING CREW GUNNERY AND COMPANY ATTACKS

**S-2 Support Requested**

Type	Quantity	Description
Maps		
Imagery		
UAS		
Training Packages		

**S2 COMMENTS**

S2: DATE RECEIVED: DATE APPROVED: SIGNATURE:

DETAILS	
Type of Training	AAV CREW GUNNERY AND BRAVO COMPANY ATTACKS
Training Areas	R408A, R600
RCH#	
CO-USE REQUIREMENT? Y/N	N
Departure Date/Time	10 JULY 2020/1200
Hot Date/Time	10 JULY 2020/1600
Cold Date/Time	12 JULY 2020/0800
OIC	1STLT MACALEESE / GYSGT LACEA
RSO	GYSGT LACEA / SSGT FAJARDO
# of Marines Training	55

**S3 COMMENTS**

S3: DATE RECEIVED: DATE APPROVED: SIGNATURE:

**Rations (MRE/Hot Chow)**

MARINE				NAVY				TOTAL	ROSTERS	
PAX	Officer	Enlisted	Enlisted w/Comrats	Officer	Enlisted	Enlisted w/Comrats			Submitted	YES
	1	57	15	0	1	0	59			YES
Person to Pick-up Chow			(b)(3), (b)(6), (b)(7)(c)	DATE:	8-Jul-20	LOC	21 AREA AAVS	TIME	1000	
Chow Plan			Breakfast	Lunch			Dinner			
MRE, UGR-MS, UGR-A (Vat), Box Lunch, Chow			MRE	MRE			MRE			
Ice (Plan for 5 lbs/Marine)			Y/N	N						

**S4 COMMENTS**  
REQUESTING MRE'S (59) DELIVERED AT AAV RAMP BLDG 210577 (11S MS 62449 75683) ON 8 JULY / 1000.  
REQUESTING JLTV WITH DRIVER AND A-DRIVER (ARMORER) FOR SAFETY VEHICLE. SAFETY VIC WILL LINK UP AT R408A ON 10 JULY AT NLT 1500 AND RETURN 12 JULY NLT 0800, UPON COMPLETION OF LIVE FIRE TRAINING. REQUESTING WATER SUPPORT ON R408A FROM 1500 10 JULY TO 0800 12 JULY. REQUESTING (1700) GALS REFUELLER SUPPORT WITH PUMP AT R600 (11S MS 62920 99410) AT 1200 ON 14 JULY.

**PORTA JOHN**

PAX	TRAINING AREA LOCATION AND GRID	START DATE	END DATE
59	R408A / 11S MS 63190 90469	10-Jul-20	12-Jul-20
59	TA-GOLD BEACH / 11S MS 55543 85183	14-Jul-20	16-Jul-20

**MEDICAL**

NUMBER OF CORPSMAN	REPORT DATE/TIME/LOCATION	RETURN DATE/TIME	REPORT TO

REMARKS: CORPSMAN SUPPORT ORGANIC TO THE PLATOON. REQUESTING SAFETY VIC WITH DRIVER AND ARMORER AS A/DR

**Transportation ('Time' is show-time for vehicles)**

PICKUP						RETURN					
DATE	TIME	PAX	CARGO	LOCATION	DESTINATION	DATE	TIME	PAX	CARGO	LOCATION	DESTINATION

TRANSPORTATION PREFERENCES (i.e. bus, van, 7 ton, etc.)

**Tactical Vehicle Request**

Vehicle Type	#	# Ammo	Destination	Pick-Up		Return		Driver Request		
				DATE	TIME	DATE	TIME	Driver	Amo Driver	IF PROVIDING OWN, DRIVER NAME
M1123/M1152 Mback										
M1123/M1165 4Door										
M1151 UAH										
M1167 TOW Variant										
MRAP 4K4										
M-ATV										
MRC 146										
MRC 145										
Ambulance 2 Litter										
Ambulance 4 Litter										
7 Ton (PAX)										
7 Ton (CARGO)										
Trailer										
JLTV HIGH BACK	1		R408A	10 JUL	1500	12 JUL	0800	1		REQUESTING ARMORER FOR A/DRIVER
REFUELER (1700 GALS)	1		R600	14 JUL	1200	14 JUL	1600	1		
M105 7Ton Trailer										
M101/M1102 Trlr										
M116 Trlr										
M149 Water Bull	1		R408A	10 JUL	1500	12 JUL	0800	1		

\*\*\*VEHICLES WILL NOT BE DISPATCHED UNLESS PACS ARE COMPLETED FOR THE WEEK\*\*\*

ASSO DRVR(S) W/ RANK		DELIVERY LOCATION	R408A 11S MS 65162 91781
TIME OF DELIVERY	1500 10 JULY	DATE RECEIVED	
TIME/DATE OF PRESTAGE		DATE APPROVED	
TIME/DATE OF PICKUP	0800 12 JULY	GUNNER'S APPROVAL	

ENCLOSURE (63)

# 1st Battalion 4th Marines

## Training Support Request

Ammunition		
Qty	DODIC	NOMENCLATURE
	A059	CTG, 5.56MM BALL F/M16A2
	A063	CTG, 5.56MM TR F/M16A2
	A064	CTG, 5.56MM BALL TR 4/1 F/SAW
	A075	CTG, 5.56MM BLANK LKD F/SAW
	A080	CTG, 5.56MM BLK F M16A1/A2
4500	A131	CTG, 7.62MM 4 BALL M80/TRCR M62 LKD
	A358	CTG, 9MM PRAC RT-4
	A363	CTG, 8MM BALL PISTOL (NEW)
17063	A576	CTG, .50 CAL LKD 4 AP1/APX-T F/M2
	A606	CTG, .50 CAL APY MK 211-0
	A611	CTG, 7.62MM M118 L RANGE
	A711	CTG, 9MM SPOTTING RIFLE (SMW)
	B519	CTG, 40MM PRAC M781
	B535	CTG, 40MM WHITE STAR PARA
2680	B542	CTG, 40MM HEPD M430/M430A1 LKD (MK 19)
	B546	CTG, 40MM HEPD LORVEL LCHD
	B642	CTG, 60MM HE M720 LNCAS W/HOF
	B647	CTG, 60MM ILLUM M721
	BA14	CTG, 60MM WP M722A1
	BA21	CTG, 40MM PRAC
	C484	CTG, 81MM ILLUM INFRARED
	C869	CTG, 81MM HE M889
	C870	CTG, 81MM SMK RP M819 (IUK)
	C871	CTG, 81MM ILLUM M853 (IUK)
	C995	CTG, 84MM 4 LNCAR M136 (AT-4)
	G878	FUZE, M228 F/G811
	G881	HE, FRAGMENTATION M67
	G945	HE, SMK YEL
	G983	HE, RIOT CS M7
	G982	HE, SMK TNG M83
	HA21	ROCKET, 212M SUB-CALIBER, M72AS

Qty	DODIC	NOMENCLATURE
	HA29	RKT, 66MM HE M72A7 (LAW)
	HX05	RKT, 83MM ASSAULT (SMW)
	J007	MINE, APERS-T M18A1 W/Accessories
	K765	RIOT CTRL AGENT CS CAPSULE
	L311	SIG, ILLUM RS CLUSTER M126A1
50	L312	SIG, ILLUM RS PARA M127A1
	L495	FLARE, SURFACE TRIP M49A1
	L592	TOW BLAST SIMULATOR
	L594	SIM, PROJ GRND BURST M115A2
	L598	SIM, BOOBYTRAP FLASH M117
	L599	SIM, BOOBYTRAP ILLUM M118
	M028	DEMO KIT, BANGALORE TORP M1A2
	M030	CHG, DEMO BLK 1/4LB TNT
	M032	CHG, DEMO BLK 1LB TNT
	M130	CAP, BLST ELEC M6
	M131	CAP, BLST NON-ELEC M7
	M456	CORD, DET TYPE-1
	M670	FUZE, BLST TIME M700 (U/I FT)
	M757	CHG, ASSY DEMO KIT M183 C4 16X1-1/4LB
	M808	IGNITER, BLST TIME FUSE M81
	M979	DEMO KIT, ANTI-PERS OBSTL BREACH SYS MK7-1 (APOBS)
	WH03	GM, TOW-2 SURF ATK BCN-710-S
	WH06	GM, TOW PRAC
	R111	CTG, 7.62MM BLANK LKND
	A598	CTG, .50 CAL BLK LKND
	G940	RG, GREEN SMOKE
	G020	RG, STUN
	M952	INITIATOR, DUAL SHOCK TUBE W/CAPS
		OTHER (SPECIFY DODIC AND NOMENCLATURE)
		OTHER (SPECIFY DODIC AND NOMENCLATURE)
		OTHER (SPECIFY DODIC AND NOMENCLATURE)

ORDNANCE TO BE LTI/PFI	YES	NO
	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ARMORER SUPPORT AT RANGE NEEDED	Y	X	N
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

NO EARLIER THAN DATE OF LTI/PFI	N/A
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NO LATER THAN DATE OF LTI/PFI	8-Jul-20
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Date of Weapons Draw	10-Jul-20
Time of Weapons Draw	0800

Date of Weapons Return	14-Jul-20
Time of Weapons Return	1800

Equipment to be LTI/PFI (Estimate quantities)

NOMENCLATURE	QTY
M9 PISTOL	
M16A4 RIFLE	
M203	
M4 CARBINE	
M249 SAW	
M32 MSGL	
M240B MG	3
M2 .50 CAL MG	13
MK-19	13
MK-153 SMAW	
M224 60MM	
M262 81MM	
M141 SABER	

NOMENCLATURE	QTY
M1014	
M40A3/A5	
M107 SABR	
M72 LAW TRAINER	
MK93	
M35 COYOTE MOUNT	
M3 TRIPOD	
M122 TRIPOD	
MK64 MOUNT	
JAVELIN BST	
JAVELIN FFT	
COMMAND LAUNCH UNIT	
PLDR	

NOMENCLATURE	QTY
AN/P30-18A	
AN/PVS-17C	
AN/PVS-24	
AN/PEQ-16	
AN/PVS-14	
AN/PVS-28	
AN/PAS-13B (V2)	
AN/PAS-13D (V2)	
AN/PAS-13D (V3)	
M22 BINO (LARGE)	
M24 BINO (SMALL)	
ILLID II	
LASER BORE SIGHT	

NOMENCLATURE	QTY
M27	
M38	
M320 GL	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	

84	DATE RECEIVED	DATE APPROVED	SIGNATURE
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NOMENCLATURE	QTY	Pick-Up		Return	
		DATE	TIME	DATE	TIME
PRC-152	3	7/9/2020	1000	7/15/2020	1000
PRC-153					
PRC-119					
PRC-119F					
PRC-117					
PRC-150					
VRC-110					
VRC-89					
VRC-90					
VRC-145					
COM-201B					
DE-254					
CIE-10					
DTCS					
OTHER (SPECIFY)					
OTHER (SPECIFY)					
OTHER (SPECIFY)					
OTHER (SPECIFY)					
EPREQ/NET ID					
Days Batteries Req.					

86	DATE RECEIVED	DATE APPROVED	SIGNATURE
86 COMMENTS			

86	DATE RECEIVED	DATE APPROVED	SIGNATURE
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1st Battalion 4th Marines  
Chow Request

MARINE ENLISTED WITH MEAL CARDS						
#	RANK	LAST	FIRST	MI	EDIFY	MEALCARD #
1						
2						
3						
4						
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(b)(3), (b)(6), (b)(7)(c)

MARINE ENLISTED WITH MEAL CARDS						
#	RANK	LAST	FIRST	MI	EDIFY	MEALCARD #
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MARINE ENLISTED ON COMRATS						
#	RANK	LAST	FIRST	MI	EDIFY	COMRATS
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11						
12						
13						
14						
15						

(b)(3), (b)(6), (b)(7)(c)

NAVY ENLISTED WITH MEAL CARDS						
#	RANK	LAST	FIRST	MI	EDIFY	MEALCARD #
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						

(b)(3), (b)(6), (b)(7)(c)

NAVY ENLISTED ON COMRATS						
#	RANK	LAST	FIRST	MI	EDIFY	COMRATS
1						
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3						
4						
5						
6						
7						
8						
9						
10						

MARINE OFFICER ON COMRATS						
#	RANK	LAST	FIRST	MI	EDIFY	COMRATS
1						
2						
3						
4						
5						
6						
7						

(b)(3), (b)(6), (b)(7)(c)

NAVY OFFICER ON COMRATS						
#	RANK	LAST	FIRST	MI	EDIFY	COMRATS
1						
2						
3						
4						
5						
6						
7						

MARINE ENLISTED WITH MEAL CARDS	42
MARINE ENLISTED ON COMRATS	15
NAVY ENLISTED WITH MEAL CARDS	1
NAVY ENLISTED ON COMRATS	0
MARINE OFFICER ON COMRATS	7
NAVY OFFICER ON COMRATS	0
TOTAL PERSONNEL BEING SUPPORTED	59

TOTAL PERSONNEL BEING SUPPORTED	59
NUMBER OF MEALS PLANNED PER DAY	3
NUMBER OF DAYS OF EXERCISE/OPERATION	4
TOTAL MRE'S NEEDED	708
TOTAL NUMBER OF CASES NEEDED	59.0
TOTAL NUMBER OF PALLET'S	1.2
TOTAL WEIGHT OF PALLET'S (LBS)	1127.1

ENCLOSURE (63)

**Water Calculation** DIRECTIONS: Review listed amounts for various weather zones and functions. In the area provided, enter the amount for that function that you wish to use for the calculation per person. NOTE: It is dependent upon the mission if all water usage functions will be used.

FUNCTION	TEMPERATE ZONE		TROPICAL ZONE		ARCTIC ZONE		ARID ZONE		DAILY GAL/MAN CALCULATION
	Sustain	Minimum	Sustain	Minimum	Sustain	Minimum	Sustain	Minimum	
Drinking	1.5	1.5	3	3	2	2	3	3	3
Personal Hygiene	1.7	1	1.7	1	1.7	1	1.7	1	1
Field Feeding	2.8	0.8	2.8	0.8	2.8	0.8	2.8	0.8	0.8
Heat Casualty Treatment	0	0	0.2	0.2	0	0	0.2	0.2	0.2
Level 1 Medical Treatment	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Level 2 Medical Treatment	0.7	0.7	0.9	0.9	0.7	0.7	2.8	2.8	0.7
Centralized Hygiene	0	0	0	0	0	0	1.8	0	0
Construction	0	0	0	0	0	0	1.5	0	0
Vehicle Maintenance	0	0	0	0	0	0	0.2	0.2	0
Aircraft Maintenance	0	0	0	0	0	0	0.2	0.2	0
Laundry	0	0	0	0	0	0	2.1	0	0
Subtotal	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	6.1
+10% Waste	0.7	0.4	0.9	0.6	0.8	0.5	1.7	0.9	0.61
Total	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	6.71

DAILY GALLONS PER MAN FOR EXERCISE/OPERATION:	6.71
ENTER NUMBER OF PERSONNEL SUPPORTED:	59
ENTER NUMBER OF DAYS FOR EXERCISE/OPERATION:	3

DAILY WATER REQ:	395.89
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TOTAL WATER REQ:	1187.67
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**HELPFUL INFORMATION:** (6) 5-GALLON IGLOO WATER COOLERS WILL BE FILLED PRIOR TO DEPARTING 21 AREA. COOLERS ARE INTERNAL TO PLT.

**LETTER OF INSTRUCTION**

R408A - COMPANY B

DATE(S): 20200710-20200712	TIME(S):	TRACKING #:
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UNIT: BLT 1/4, B CO, AAV PLT	OPORD: Crew DFGT I-VI	DTG: 20200701	LOCATION: R408A
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**SUBJ: AAV PLATOON DIRECT FIRE GUNNERY TABLES I-VI**

- REF:**
- (A) MAP: CAMP PENDLETON 1:50,000 AMES SERIES V795S, SHEET IV
  - (B) MCTP 3-10C (EMPLOYMENT OF AMPHIBIOUS ASSAULT VEHICLES)
  - (C) NAVMC 3500.2 (AAV TRAINING AND READINESS MANUAL)
  - (D) MARINE CORPS ORDER 3570.1C RANGE SAFETY
  - (E) DA PAM 385-63
  - (F) USMC RANGE SAFETY POCKET GUIDE VERSION 2.3
  - (G) MCIWEST- MARINE CORPS BASE CAMP PENDLETON ENVIRONMENTAL OPERATIONS MAP

**TASK ORGANIZATION:** B CO AAV PLATOON; FIRST SECTION, SECOND SECTION, THIRD SECTION, AND COMMAND SECTION.

1. **SITUATION:** AAV PLATOON IS PREPARING TO CONDUCT DIRECT FIRE GUNNERY TABLES (DFGT) I THROUGH VI LIVE-FIRE EVALUATION AT RANGE 408A AT CAMP PENDLETON FROM 10-12 JULY. DUE TO THE PRE DEPLOYMENT TRAINING PLAN (PTP) REQUIREMENTS FOR THE 15TH MEU, IT IS ESSENTIAL THAT AAV PLATOON IS 100% QUALIFIED UP TO DFGT VI.
2. **MISSION:** FROM 10-12 JULY AAV PLATOON BRAVO COMPANY EXECUTES DFGT I-VI AT R408A IOT ENHANCE PROFICIENCY OF CREW LEVEL GUNNERY TO SUPPORT FUTURE EXERCISES AS PART OF BATTALION LANDING TEAM (BLT) 1/4.

3. **EXECUTION:**

**A. COMMANDER'S INTENT.**

(1) **PURPOSE.** THE PURPOSE OF THIS EXERCISE IS TO EVALUATE AND ENHANCE GUNNERY TRAINING AT THE CREW LEVEL THROUGH DFGT VI.

(2) **METHOD.** THIS TRAINING WILL BE ACCOMPLISHED THROUGH INSTRUCTION, PRACTICAL APPLICATION, AND EVALUATION VIA THE 3D AABN MARKSMANSHIP TRAINING UNIT (MTU) PRIOR TO THE PLATOON CONDUCTING DFGT I-VI. EACH CREW WILL HAVE BEEN QUALIFIED THROUGH TABLE THE TURRET TRAINER BEFORE MOVING TO CREW GUNNERY. THE MTU WILL BE EVALUATING WITH THE 3D AABN BATTALION MASTER GUNNER.

(3) **END STATE.** ALL AAV CREWS QUALIFIED ON DFGT I-VI. AAV PLATOON IS PREPARED FOR FUTURE GUNNERY OPERATIONS AS PART OF BLT 1/4.

**B. CONCEPT OF OPERATIONS.** THIS IS A FOUR PHASE OPERATION (PHASE I-VI). **PHASE I** WILL BE THE PREPARATION PHASE AND WILL CONSIST OF ALL NECESSARY VEHICLE, GEAR, AND PERSONNEL PREPARATIONS PRIOR TO DEPARTURE FOR THE RANGE. **PHASE II** WILL CONSIST OF A MOVEMENT TO R408 ON 11 JULY. **PHASE III STAGE A** WILL BE THE EXECUTION PHASE ON 10 TO 12 JULY, CONSISTING OF RANGE SETUP, DFGT'S I-VI, AND RANGE BREAKDOWN. **PHASE III STAGE B** WILL BE THE EXECUTION PHASE ON 12-14 JULY CONSISTING OF COMPANY ATTACKS AT RANGE 600. **PHASE IV** WILL CONSIST OF THE RETROGRADE TO GOLD BEACH.

(1) **PHASE I: PREPARATION PHASE. 25 JUNE-09 JULY.** PHASE I HAS ALREADY BEGAN WITH FIELD AND ADMINISTRATION PREPARATIONS TO CONDUCT TABLES I-VI. ADMINISTRATIVE PREPARATION CONSISTS OF CLASSROOM INSTRUCTION ON OFFENSIVE AND DEFENSIVE TACTICS, CREW/SECTION LEVEL GUNNERY REHEARSALS, AND THE CONDUCT OF A TACTICAL DECISION GAME AT THE SECTION LEVEL. FIELD PREPARATION WILL INCLUDE PRE-OPERATIONS CHECKS COMPLETED, WEAPONS HANDLING, GEAR INSPECTION. COMMUNICATIONS PREPARATION. AND BORE SIGHTING. ONCE

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BOTH ADMINISTRATION AND FIELD PREPARATIONS ARE COMPLETE, THE PLATOON WILL BE GIVEN AN OPERATIONS ORDER ON 09 JULY FOR A MOVEMENT TO CONTACT TO R408A FOLLOWED BY BACK-BRIEFS AND REHEARSAL OF CONCEPT (ROC) WALKS. THIS PHASE ENDS ONCE THE NECESSARY CREWS ARE PRE LIVE-FIRE QUALIFIED.

**(2) PHASE II: STAGING AND MOVEMENT PHASE. 10 JULY.** THIS STAGE BEGINS WITH ALL MARINES AND EQUIPMENT ACCOUNTED FOR AND PREPARED TO CONDUCT MOVEMENT. DURING THIS PHASE, SECTION LEADERS WILL ENSURE ALL MARINES AND EQUIPMENT ARE ACCOUNTED FOR BY CONDUCTING COUNTS BEFORE AND AFTER ALL MOVEMENTS. THE PLATOON WILL CONDUCT ITS MOVEMENT FROM THE 3D AABN RAMP TO R408A. THIS PHASE ENDS WITH THE AAV PLATOON OCCUPYING R408A ON 10 JULY AND IS PREPARED TO CONDUCT DFGT I-VI.

**(3) PHASE III: EXECUTION PHASE.** THIS PHASE IS BROKEN DOWN INTO TWO STAGES. STAGE A IS AT R408A CONDUCTING DFGT I-VI DAY AND NIGHT. STAGE B IS AT R600 CONDUCTING COMPANY ATTACKS.

**(A) STAGE A. 10-12 JULY.** THIS STAGE BEGINS WITH THE PLATOON IMMEDIATELY BEGINNING RANGE SET-UP AND PREPARATIONS FOR THE CONDUCT OF DFGT I-VI. PREPARATIONS WILL INCLUDE MINOR BORESIGHTING ADJUSTMENTS, VERIFICATION OF HEADSPACE AND TIMING, COMMUNICATION CHECKS, ZEROING THE UP GUNNED WEAPONS STATION (UGWS), AND WEAPONS PREPARED FOR LIVE FIRING. RANGE SET UP WILL INCLUDE VERIFICATION OF ENGAGEMENT AREAS, LEFT AND RIGHT LATERAL LIMITS IDENTIFIED BY OIC/RSO, TARGET LOCATIONS, VERIFYING CONDITION STAKES, AND AMMUNITION ISSUE POINT ESTABLISHED. WHILE THE RANGE IS BEING SET UP, A TERRAIN MODEL WILL BE PREPARED FOR ADDITIONAL BRIEFS AND REHEARSALS. ONCE SET UP IS COMPLETE, ALL MARINES INVOLVED WILL RECEIVE A SAFETY BRIEF AND OPERATIONAL RISK MANAGEMENT REVIEW PRIOR TO THE START OF THE TABLES. AFTER THE SAFETY BRIEF ONE CREW AT A TIME WILL CONDUCT THEIR DFGT I-VI. NO MORE THAN 6 AAV P7s WILL BE LOCATED ON THE STATIC FIRING LINE. WHILE ONE CREW IS SHOOTING THE OTHER 5 CREWS WILL BE STANDING BY IN THEIR VEHICLES WITH WEAPONS IN CONDITION 4 WAITING TO CONDUCT THEIR TABLES. THIS STAGE ENDS ONCE LONG RIFLE HAS COME AND INSPECTED THE RANGE.

**(B) STAGE B. 12-14 JULY.** THIS STAGE BEGINS WITH ALL MARINES AND EQUIPMENT ACCOUNTED FOR AND PREPARED TO CONDUCT MOVEMENT. THE PLATOON WILL CONDUCT ITS MOVEMENT FROM THE R408A to R600. THE PLATOON WILL THEN LINK UP WITH BRAVO COMPANY AND CONDUCT COMPANY ATTACKS. THIS PHASE ENDS WITH CLEARANCE FROM RANGE CONTROL TO BEGIN RETROGRADE FROM R600 TO 3D AABN RAMP.

**(4) PHASE IV: RETROGRADE PHASE. 14 JULY.** THIS PHASE BEGINS WITH CLEARANCE FROM RANGE CONTROL TO BEGIN RETROGRADE FROM R600 TO GOLD BEACH. THE PLATOON WILL TRAVEL IN A TACTICAL COLUMN ALONG THE SAME ROUTE BACK TO GOLD BEACH. ROAD CROSSING WILL BE CONDUCTED IN THE SAME MANNER AS THE TRANSIT OUT AND THE PLATOON WILL CONDUCT A MAINTENANCE HALT ARMOR COIL IN THE TANGO TRAINING AREA. THIS PHASE ENDS PLATOON OCCUPIES GOLD BEACH.

**C. TASKS**

OIC	T1: ENSURE YOU HAVE PRIOR APPROVAL OF ALL TRAINING ON THE RANGE. P2: IOT MAINTAIN POSITIVE CONTROL OF ALL TRAINING, AS YOU ARE DIRECTLY RESPONSIBLE FOR EVERYTHING THAT TAKES PLACE. T2: CONDUCT A RANGE WALK WITH ALL SECTION LEADERS AND VEHICLE COMMANDERS. P2: IOT ENSURE THAT ALL KEY PERSONNEL UNDERSTAND THE ROUTE, FIRING LINES, AND TARGETS TO BE ENGAGED BOTH DURING THE DAY AND NIGHT PORTION OF DFGT'S.
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	<p>T3: CONDUCT LINK-UP AND COORDINATION WITH RANGE CONTROL PRIOR TO CONDUCT OF RANGE.</p> <p>P3: IOT TO ENSURE THAT ALL RANGE RULES AND REGULATIONS ARE ADHERED TO.</p>
<b>RSO</b>	<p>T1: ENSURE SAFE CONDUCT OF DFGT THROUGH DILIGENT AND INTRUSIVE OVER-WATCH OF ANYTHING RELATED TO RANGE SAFETY.</p> <p>P1: IOT TO PREVENT ANY UNSAFE ACTIONS FROM TAKING PLACE.</p> <p>T2: WHEN PERFORMING DUTIES AS RSO FOCUS SOLELY ON RANGE SAFETY AND RSO-RELATED TASKS.</p> <p>P2: TO ENSURE A SAFE RANGE.</p> <p>T1: ENSURE ALL WEAPONS ARE PROPERLY HEADSPACED AND TIMED.</p> <p>P2: TO PREVENT ANY INJURIES TO GUNNER'S OR DAMAGE TO WEAPONS.</p> <p>T1: ENSURE ALL GATES ARE LOCKED ACCORDING TO RANGE REGULATIONS.</p> <p>P2: IOT PREVENT ANY NON-AUTHORIZED PESONNEL FROM ENTERING THE TRAINING AREA DURING THE CONDUCT OF GUNNERY TABLES.</p>
<b>PSOS</b>	<p>T1: ENSURE SAFE OPERATION OF BOTH WEAPON SYSTEMS THROUGHOUT THE CONDUCT OF TABLES VI.</p> <p>P1: IOT PREVENT ANY UNSAFE WEAPONS OPERATION FROM TAKING PLACE BEFORE, DURING, AND AFTER DFGT VI.</p> <p>T2: ENSURE YOUR VEHICLE COMMANDER IS ENGAGING TARGETS WITHIN THE LEFT AND RIGHT LATERAL LIMITS.</p> <p>P2: IOT PREVENT ANY INJURIES FROM FIRING OUTSIDE THE LIMITS.</p> <p>T3: ONCE FIRING IS COMPLETE ENSURE BOTH WEAPONS ARE CONDITION FOUR.</p> <p>T4: TO PREVENT INJURY OR DAMAGE FROM A NEGLIGENT DISCHARGE WHILE IN TRANSIT BACK TO THE AA.</p>
<b>PLATOON SERGEANT</b>	<p>T1: COORDINATE WITH ALL LOGISTICAL AND OPERATIONS SOURCES.</p> <p>P1: IOT ENSURE ALL REQUIREMENTS TO CONDUCT THIS RANGE ARE IN PLACE TO INCLUDE BUT NOT LIMITED TO, CHOW, WATER, FUEL, COMMUNICATION ASSETS, AMMO, SAFETY VEHICLES AND RE-SUPPLY, AND MAINTENANCE CONTACT TEAM.</p> <p>T2: ENSURE ALL PRE AND POST-OP CHECKS ARE CONDUCTED ACCORDING TO SOP.</p> <p>P2: IOT SET CONDITIONS FOR SAFE LAND OPERATIONS.</p> <p>T3: CREATE AN EQUIPMENT DENSITY LIST OF ALL THE PLATOON SERIALIZED GEAR.</p> <p>P3: IOT MAINTAIN ACCOUNTABILITY OF ALL SERIALIZED GEAR FOR THE DURATION OF THE EXERCISE.</p> <p>T4: SUPERVISE ALL MAINTENANCE, RECOVERY, AND CASUALTY EVACUATION.</p> <p>P4: IOT ENSURE COMPLIANCE WITH APPROPRIATE PROCEDURES.</p> <p>T5: COMMUNICATE WITH RANGE CONTROL.</p> <p>P5: IOT TO ENSURE TRAINING IS CONDUCTED SAFELY IN ACCORDANCE WITH SOPS.</p> <p>T6: SUPERVISE ALL PARTS OF THE EXERCISE.</p> <p>T7: IOT ENSURE SAFE AND EFFECTIVE TRAINING, BPT TO SERVE AS OIC, CONDUCT AN RSO CHANGEOVER, OR SERVE AS A TACTICAL EVALUATOR FOR DFGT'S.</p>
<b>SECTION LEADERS</b>	<p>T1: CONDUCT GEAR INSPECTION NLT 09 JULY.</p> <p>P1: IOT CONFIRM GEAR ACCOUNTABILITY AND UNIFORMITY.</p> <p>T2: ENSURE DFGT PREREQUISTES ARE COMPLETE PRIOR TO THE RANGE BEING CONDUCTED PROPERLY AND ALL MARINES HAVE A CLEAR UNDERSTANDING OF WHAT IS BEING TAUGHT.</p> <p>P2: IOT ENSURE SAFETY AND EFFICIENCY WHILE CONDUCTING DFGT I-VI.</p> <p>T3: INFORM PLATOON SERGEANT OF ALL MAINTENANCE AND READINESS ISSUES.</p> <p>P3: IOT MAINTAIN ACCONTABILITY OF VEHICLES AND PERSONNEL.</p>
<b>CORPSMAN</b>	<p>T1: INVENTORY MEDICAL SUPPLIES THAT ARE BEING BROUGHT TO THE FIELD.</p>

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	<p>P1: IOT ENSURE THAT THE EQUIPMENT ALLOWS PROPER AID FOR ALL POTENTIAL INJURIES AT R408A.</p> <p>T2: COORDINATE WITH RANGE CONTROL IN THE EVENT OF CASUALTY.</p> <p>P2: IOT ALLOW PLATOON STAFF TO APPROPRIATELY TRACK, REPORT, AND FOLLOW UP ON CASUALTY.</p> <p>T3: PLAN GROUND MEDEVAC ROUTES FROM TO HIGHER ECHELON OF MEDICAL CARE.</p> <p>P3: IOT ELIMINATE WASTED TIME IN TRANSPORTING CASUALTY TO MEDICAL CARE.</p>
<b>COMM CHIEF</b>	<p>T1: NLT 09 JULY ENSURE ALL VEHICLE'S COMMUNICATION EQUIPMENT HAS BEEN INSPECTED, EVALUATED, AND ARE OPERATIONAL.</p> <p>P1: IOT FACILITATE COMMUNICATIONS DURING TRAINING THROUGHOUT TRAINING EXERCISE.</p> <p>T2: NLT 09 JULY SUPERVISE PREPARATION AND OPERATION OF PLATOON COMMUNICATION ASSETS.</p> <p>P2: IOT ENSURE PROPER LOADING OF CRYPTOGRAPHIC INFORMATION ENSURING ALL COMMUNICATION SECURITY PROCEDURES ARE BEING FOLLOWED.</p> <p>T3: ENSURE EACH AAV CAN ESTABLISH COMMUNICATIONS WITH THE MASTER GUNNER FROM THE TURRET.</p> <p>P3: IOT ENSURE THE SAFE CONDUCT AND EXECUTION OF COMMANDS.</p> <p>T4: ESTABLISH COMMUNICATIONS WITH BATTALION.</p> <p>P4: IOT TO SEND SITUATIONAL REPORTS AND LOGISTICAL REQUESTS AS REQUIRED.</p>
<b>MAIN CHIEF</b>	<p>T1: ENSURE ALL VEHICLES ARE PROPERLY PREPARED FOR FIELD TRAINING TO INCLUDE ANNOTATION AND RECONCILIATION OF ALL DISCREPANCIES.</p> <p>P1: IOT ENSURE VEHICLES ARE READY FOR CONDUCT OF DFGT VI.</p> <p>T2: ASSEMBLE AND MAINTAIN A DSI FOR THE EXERCISE.</p> <p>P2: IOT ENSURE MAINTENANCE CAN BE CONDUCTED IN THE FIELD TO COMPLETE DFGT.</p>

**D. COORDINATING INSTRUCTIONS**

(1) REQUIRED FACILITIES. R408A

(2) OIC

(b)(3), (b)(6), (b)(7)(c)

(3) RSC

(4) PSO. EACH UGWS WILL HAVE AN ASSIGNED POSITION SAFETY OFFICER IN THE VEHICLE TROOP COMMANDER HATCH DURING THE CONDUCT OF LIVE FIRE AND MANEUVER. THE PLATOON WILL HAVE 5 VEHICLE CREW EVALUATORS (VCE) CERTIFIED BY THE BATTALION MASTER GUNNER. AS NECESSARY, PSO'S MAY BE EXPERIENCED SNCO'S OR VEHICLE COMMANDERS.

(5) TIMELINE. 10 JULY 2020 - 14 JULY 2020.

**10 JULY (MAIN BODY)**

- 0600 REVILLE
- 0700 PRE OPS
- 0800 COMM LOADED, PRE-OPERATIONAL CHECKS VERIFIED
- 1200 MOVEMENT FROM RAMP TO R408A
- 1500 PLATOON OCCUPIES R408A
- 1530 SAFETY BRIEF IS GIVEN
- 1600 ZERO
- 1630 CREW DAY GUNNERY
- 1930 NIGHT SAFETY BRIEF
- 2000 NIGHT CREW GUNNERY
- 2359 RANGE COLD

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**11 JULY (RBE)**

0600 REVILLE  
 0700 PRE OPS  
 0800 COMM LOADED, PRE-OPERATIONAL CHECKS VERIFIED  
 0900 MOVEMENT FROM RAMP TO R408A  
 1000 Link up with rest of platoon.

**11 JULY (MAIN BODY)**

0600 REVEILLE  
 0700 SAFETY BRIEF  
 0800 DAY CREW GUNNERY  
 1900 NIGHT SAFETY BRIEF  
 2000 NIGHT CREW GUNNERY  
 2359 RANGE COLD

**12 JULY**

0600 REVEILLE  
 0700 Range cleanup  
 1000 Movement to R600  
 1100 Link up with B CO

**13 JULY**

0600-COMPLETION COMPANY ATTACKS

**14 JULY**

0600-1500 COMPANY ATTACKS  
 1500 MOVEMENT TO GOLD BEACH  
 1600 OCCUPY GOLD BEACH

**(6) TACTICAL CONTROL MEASURES (TCMS) / POINTS OF INTEREST**

TCM (PRIMARY NUMBERED, ALTERNATE LETTER)	LOCATION
LOD (3D AABN RAMP)	11S MS 6280 7560
CP-1 (LCAC TOWER)	11S MS 5922 7995
CP-2 (WARRIORS COVE)	11S MS 5570 8488
CP-3 (HOLE IN THE WALL)	11S MS 5509 8632
CP-4 (LAS PULGAS CROSSING)	11S MS 5763 8501
CP-5 (BASILONE ROAD CROSSING)	11S MS 6246 8987
R408A	11S MS 6654 9188
CP-9	11S MS 6342 9182
CP-10	11S MS 6709 9332
CP-11	11S MS 6645 9604
CP-12	11S MS 5413 9853
R600	11S MT 5530 0325
POINTS OF INTEREST	LOCATION
AXP-1	11S MS 5763 8501
AXP-2	11S MS 6246 8989
21 AREA BAS	11S MS 6300 7600
53 AREA BAS	11S MS 5533 9320
43 AREA BAS	11S MS 6190 8980

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LZ BUZZARD	11S MT 6150 0070
LZ CANARY	11S MT 6270 0045
LZ BLUEBIRD	11S MS 6290 9965
LZ STARLING	11S MS 6210 9120
NAVAL HOSPITAL	11S MS 6360 7610

(7) RATE(S) OF MARCH AND DISPERSION. 20 MPH IN TRAINING AREAS WITH 50-75 METER DISPERSION. IN LOW LIGHT CONDITIONS, 15 MPH AND 50-75 METER DISPERSION. WHITE LIGHT WILL BE UTILIZED IN LOW LIGHT CONDITIONS AT ROAD CROSSINGS. 5 MPH IN CONGESTED AREAS WHILE UTILIZING GROUND GUIDES.

(8) NO COMMUNICATION PLAN

A. PHASE I. NOT APPLICABLE

B. PHASE II/IV MOVEMENT TO AND FROM RANGE. IF COMMUNICATION IS LOST DURING THE PLATOON MOVEMENT THEY WILL UTILIZE HAND AND ARM SIGNALS OR A MESSENGER. THE VEHICLE WILL CONTINUE TO TRY TO RE-ESTABLISH COMMUNICATION DURING THE MOVEMENT. WHILE IN A PLATOON COLUMN, THE PLATOON WILL CONTINUE TO MOVE AS LONG AS THE FRIST AND LAST VEHICLE HAVE COMMUNICATIONS WITH THE PLATOON COMMANDER OR PLATOON SERGEANT. IF COMMUNICATION LOST BETWEEN THESE THREE VEHICLES THE PLATOON WILL HALT FOR NO LONGER THAN 10 MINUTES AND RE-ESTABLISH COMM. IF IT CANNOT BE RE-ESTABLISHED THEN THE PLATOON WILL CONTINUE THEIR MOVEMENT WITH THE 1ST SECTION LEADER TAKING TACTICAL CONTROL WHILE THE PLATOON COMMANDER TRIES TO RE-ESTABLISH COMM WHILE MOVING. RANGE FLAGS WILL BE UTILIZED TO PASS THE COMMUNICATION STATUS OF THE VEHICLE TO THOSE AROUND IT. GREEN WILL MEAN "HEAR BUT CANNOT SPEAK", YELLOW WILL MEAN "CANNOT HEAR OR SPEAK" AND RED MEANS EMERGENCY IN THE VEHICLE AND NEED ASSISTANCE. IF AT ANYTIME THE PLATOON LOSES COMMUNICATIONS WITH LONGRIFLE, TRAINING WILL CEASE AND COMMUNICATION WILL BE REESTABLISHED.

C. PHASE III CONDUCT OF RANGE. WHILE CONDUCTING LIVE FIRE THE VEHICLE COMMANDER WILL HAVE POSITIVE COMMUNICATION WITH THE BATTALION MASTER GUNNER AND THE VEHICLES FIRING VIA PLATOON TAC BY USING THEIR VEHICLE RADIO SETS. IF COMMUNICATION GOES DOWN TRAINING WILL CEASE UNTIL IT IS REESTABLISHED. IF AT ANYTIME COMMUNICATION IS LOST BETWEEN THE VEHICLE COMMANDER, DRIVER, AND PSO IN THE TROOP COMMANDER'S HATCH TRAINING WILL CEASE AND INTERCOM WILL BE ESTABLISHED INTERNAL TO THE VEHICLE. IF AT ANYTIME THE PLATOON LOSES COMMUNICATIONS WITH LONGRIFLE TRAINING WILL CEASE AND COMMUNICATION WILL BE REESTABLISHED.

(9) LOST MARINE PLAN. IF A MARINE HAS BEEN IDENTIFIED AS MISSING, ALL MOVEMENT AND TRAINING WILL CEASE AND THE PLATOON WILL GAIN ACCOUNTABILITY OF ALL PERSONNEL AND EQUIPMENT BEFORE BACKTRACKING THE PREVIOUS ROUTE UNTIL THE MARINE IS FOUND. ACCOUNTABILITY WILL BE MAINTAINED BY CONDUCTING CHECKS BEFORE AND AFTER ANY MOVEMENT. ALL MARINES WILL INFORM THEIR CHAIN OF COMMAND WHEN THEY LEAVE THE IMMEDIATE AREA OF THE PLATOON. THEY WILL TRAVEL IN PAIRS AND NEVER MOVE MORE THAN 50M AWAY FROM THE PLATOON. ALL MARINES WILL CARRY A WATER SOURCE WHEN STEPPING AWAY FROM THE VEHICLE. WHILE MOVING TO AND FROM THE RANGE. DURING PHASE I AND VI, IF A MARINE BECOMES LOST THEY WILL REMAIN IN PLACE FOR 2 HOURS AND THEN BACKTRACK TO THE NEAREST MAIN SUPPLY ROUTE (MSR) WITHIN 1KM. THE MARINES WILL BE BRIEFED ALONG THE ROUTE THEIR POSITION IN

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RELATION TO LAS PULGAS ROAD AS WELL AS BASILONE DRIVE. ONCE THEY ARRIVE AT ONE OF THESE ROADS IF ABLE TO FLAG DOWN A PASSING VEHICLE WILL ENSURE CONTACT WITH PLATOON. DURING THE CONDUCT OF TABLE VI IF THEY BECOME LOST THEY WILL HOLD IN PLACE AND NOT TRAVEL INTO THE ENGAGEMENT AREA.

**(10) GO/NO GO CRITERIA**

- A. CORPSMAN PRESENT AND PREPARED FOR CONDUCT OF EXERCISE.
- B. MAINTAIN POSITIVE COMMUNICATIONS WITH LONG RIFLE.
- C. IMPROPER DODIC'S DELIVERED TO TRAINING AREA.
- D. LESS THAN SIX AAVP7'S OPERATIONAL TO CONDUCT DFGT I-VI.

**(11) ORDER OF MARCH.** VEHICLES WILL MOVE SECTION ORDER NUMERICALLY 1ST SECTION, 2ND SECTION, 3RD SECTION.

**(12) ROAD CROSSING.** AT A ROAD CROSSING, THE PLATOON WILL HALT IN A HERRINGBONE FORMATION WHEN TERRAIN ALLOWS MAINTAINING A DEFENSIVE POSTURE. WHILE THE PLATOON SERGEANT MOVES TO THE FRONT OF THE FORMATION. HE WILL THEN DROP OFF TWO ROAD GUARDS WITH REFLECTIVE VESTS AND BROOMS. ROAD GUARDS WILL HAVE FLASHLIGHTS FOR NIGHT CROSSINGS. ROAD GUARDS WILL BE BRIEFED TO MOVE OUT OF THE WAY IF ONCOMING TRAFFIC APPEARS TO NOT BE STOPPING. ONCE THE ROAD GUARDS ARE SET, THE PLATOON WILL CROSS THE ROAD. WHEN ALL VEHICLES HAVE CROSSED, THE ROAD GUARDS WILL SWEEP DEBRIS OFF THE ROAD, AND THEN GET BACK IN THE PLATOON SERGEANT'S VEHICLE.

**(13) VEHICLE RECOVERY PLAN.** 10 MINUTES TO TROUBLESHOOT AND 20 MINUTES TO FIX. PLATOON SERGEANT IS THE PRIMARY RECOVERY TEAM. 3RD SECTION, OR LEAST ENGAGED SECTION IS THE ALTERNATE RECOVERY TEAM. DURING **PHASE II** IF A VEHICLE IS UNABLE TO LEAVE THE RAMP IT WILL BE SECURED WITH ALL WEAPONS AND EDL TRANSFERRED TO THE PLATOON SERGEANTS VEHICLE. ON THE MOVEMENT IF A VEHICLE NEEDS TO BE TOWED THE PLATOON SERGEANT WILL REMAIN PRIMARY TOW VEHICLE WHILE THE REMAINDER OF THE PLATOON FORMS A DEFENSIVE POSTURE TO RECOVER THE DOWNED VEHICLE. IF THE VEHICLE HAS A CATASTROPHIC FAILURE PRIOR TO THE GOLD BEACH HOLE IN THE WALL THE PLATOON SERGEANT WILL TOW THE VEHICLE BACK TO THE RAMP WHILE THE SECTION MAINTAINS A DEFENSIVE POSTURE. ONCE THE PLATOON SERGEANT RETURNS THE DOWN SECTION WILL CONTINUE TO R408A. THE SECTION WILL STAY IN PLACE AND BUMP ACCORDINGLY ONCE THE VEHICLE HAS BEEN RETRIEVED BY THE CONTACT TEAM. IF THE PLATOON SERGEANT VEHICLE NEEDS TO BE RECOVERED, A DEFENSIVE POSTURE WILL BE FORMED TO RECOVER DOWNED VEHICLE BY 3RD SECTION. ALL EFFORTS WILL BE MADE TO REPAIR VEHICLES IN THE FIELD AND MOVE THEM TO THE RANGE. DURING THIS PHASE, THE PLATOON WILL HAVE A MAINTENANCE CONTACT TEAM ON STANDBY. IF A VEHICLE IS DETERMINED TO BE DEADLINED AND NOT REPAIRABLE IN A TIMELY MANNER, THE DOWNED VEHICLE PLUS TWO OTHER VEHICLES WILL REMAIN IN PLACE UNTIL THE CONTACT TEAM ARRIVES. ONCE THE DOWNED VEHICLE HAS BEEN RECOVERED, THE CREW FROM THE DOWNED VEHICLE WILL EXECUTE THE BUMP PLAN AND CONTINUE TO THE RANGE. ALL EDL WILL BE TRANSFERRED AS WELL. DURING **PHASE III** SHOULD A VEHICLE NEED TO BE RECOVERED THE PLATOON SERGEANTS VEHICLE WILL RECOVERY THE VEHICLE AND BRING IT BACK TO R408A WHERE MAINTENANCE WILL BE CONDUCTED TO FIX THE VEHICLE. A VEHICLE FROM ANOTHER SECTION WILL BE USED TO COMPLETE THE GUNNERY TABLE, DURING **PHASE IV** THE VEHICLE WILL BE RECOVERED AND TOWED BACK TO 3D AABN RAMP.

**(14) BUMP PLAN.** VEHICLE CREW AND EMBARKED PERSONNEL FROM THE DISABLED VEHICLE WILL BUMP TO THE SECTION LEADER'S VEHICLE. IF PLATOON SERGEANT'S VEHICLE IS THE

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DOWNED VEHICLE, CREW AND EMBARKED PERSONNEL WILL BUMP TO VEHICLE 3-15-11, 3-15-7, 3-15-3.

(15) UNIFORM AND GEAR. ALL MARINES WILL WEAR FIRE RESISTANT ORGANIZATION GEAR (FROG) AND APPROPRIATE PPE.

(16) PPE. PPE WILL BE WORN AT ALL TIMES WHILE CONDUCTING TRAINING. PPE CONSISTS OF KEVLAR/ FROG, EYE PRO, EAR PRO, GLOVES, PLATE CARRIERS. IFAK'S WILL BE WORN OR IN THE MARINES STATION AT ALL TIMES. GAS MASK WILL BE ACCESSIBLE TO BE DONNED AT ANY POINT BY THE MARINE DURING THE EXERCISE. FIELD DISCIPLINE WILL BE MAINTAINED THROUGHOUT THE ENTIRETY OF THE TRAINING.

(17) ADDITIONAL TRAINING GOALS. WHEN MARINES ARE NOT FIRING, PREPARING TO FIRE, OR SUPPORTING THE RANGE THEY WILL BE CONDUCTING SECTION LEVEL REHEARSALS FOR LIVE FIRE AND MANEUVER. IF THE SECTION HAS ALREADY COMPLETED THEIR TABLE THE ASSISTANT SECTION LEADER OR VEHICLE COMMANDERS WILL PREPARE AND BRIEF THEIR SECTION LEADERS ON OFFENSIVE MANEUVER USING THE TERRAIN MODEL. IF ALL DAY FIRE IS COMPLETE AND THE PLATOON NEEDS TO WAIT TO CONDUCT NIGHT FIRE ASSISTANT SECTION LEADERS OR VEHICLE COMMANDERS WILL CONDUCT DRY RUNS TO COMMAND AND CONTROL A SECTION.

(18) WEAPON SYSTEMS. ALL CREW SERVED WEAPONS WILL HAVE LIMITED TECHNICAL INSPECTIONS (LTI)/PRE-FIRE INSPECTIONS (PFI) COMPLETE PRIOR TO CONDUCTING THE RANGE. THE PLATOON SERGEANT WILL HAVE A COPY OF THE LTI/PFI PAPERWORK AND VERIFY ACCURACY BEFORE DEPARTING FOR THE RANGE. BEFORE FIRING BEGINS, HEADSPACE AND TIMING WILL BE RE-INSPECTED BY THE VEHICLE COMMANDER (VC), POSITIONAL SAFETY OFFICER (PSO), AND ARMORER WITH RSO AND OIC OVERSIGHT.

(19) CLEARING PROCEDURES. ONCE CREWS ARE FINISHED FIRING, THEIR WEAPONS WILL BE CLEARED OUT BY THE VC, PSO, THEN RSO ONCE THE MANEUVER IS COMPLETE. ONCE THE WEAPONS ARE CLEAR AND CONDITION FOUR AS PHYSICALLY AND VISUALLY VERIFIED BY ALL THREE INDIVIDUALS, EACH AND EVERY VEHICLE WILL RETURN TO THE PLATOON'S AMMUNITION ISSUE POINT (AIP) AND REMOVE ALL REMAINING LIVE AMMUNITION FROM THE VEHICLE. THE VEHICLE AND PERSONNEL WILL BE LINED OUT BY BOTH THE OIC AND RSO. WEAPONS WILL THEN BE ELEVATED TO 45 DEGREES ONCE LIVE FIRE HAS SEIZED FOR THE TRANSIT BACK TO THE TAA.

(20) AMMUNITION HANDLING AND DUNNAGE. AMMUNITION WILL BE STAGED NO CLOSER THAN 100M FROM ANY OTHER STRUCTURE OR ENCAMPMENT ON PALLETS UNDERNEATH CAMOUFLAGE NETTING. SMOKING IS NOT AUTHORIZED WITHIN 100M OF THE AMMUNITION SUPPLY POINT. AN ARMED WATCH WILL BE POSTED WITH SECURITY AMMUNITION AT ALL TIMES. IN ADDITION TO THE AMMUNITION NCO IN CHARGE OF DISTRIBUTING AMMUNITION. AMMUNITION WILL BE TRACKED BY THE POSTED NCO USING A LOGBOOK AND EXCESSIVE BREAK-OUT WILL BE AVOIDED BY UTILIZING SMALLER QUANTITY LOTS FIRST. ALL SPENT CASINGS WILL BE SORTED THREE TIMES TO ENSURE NO LIVE AMMUNITION IS TURNED IN WITH DUNNAGE. UPON COMPLETION OF THE RANGE, ALL AMMUNITION WILL HAVE BEEN SORTED AND TURNED-IN ALONG WITH THE EXPENDITURE REPORT.

(21) MARKING PLAN

(A) RANGE MARKING PLAN. DURING THE CONDUCT OF PHASE III EACH ENGAGEMENT AREA WILL BE MARKED FOR BOTH DAY AND NIGHT FIRE TRAINING. DURING THE DAY THERE WILL BE MARKING STAKES IN PLACE TO ANNOTATE THE BEGINNING AND END OF EACH ENGAGEMENT AREA. A

SIGNATURE/DATE	OIC	RSO	GUNNER
CO CMDR	S-3/A	S-3	BN CMDR

ENCLOSURE (63)

LETTER OF INSTRUCTION

R408A - COMPANY B

DATE(S): 20200710-20200712

TIME(S):

TRACKING #:

RED FLAG WILL BE NEXT TO THE STAKE INDICATING THE START OF AN ENGAGEMENT AREA AND A GREEN RANGE FLAG WILL INDICATE A THE END OF AN ENGAGEMENT AREA. FOR NIGHT A RED CHEMSTICK WILL INDICATE THE START OF AN ENGAGEMENT AREA AND GREEN CHEMSTICK WILL INDICATE THE END OF AN ENGAGEMENT AREA. BLUE CHEMSTICKS WILL BE USED TO MARK THE ROUTE FOR IN AREAS WHERE THERE IS A STEEP DROP OFF ALONGSIDE THE ROAD. ALL VEHICLE COMMANDERS AND PSOS WILL HAVE A WHITE LIGHT SOURCE TO ENSURE WEAPONS CONDITIONS. CHEMSTICKS WILL BE USED FOR GROUND GUIDING ON AND OFF THE FIRING LINE AT NIGHT. NIGHT CONSIDERATIONS FOR A POTENTIAL AIR CASEVAC WILL INCLUDE CHEMSTICK BUZZ SAW AND NATO-Y.

(B) PERSONNEL MARKING PLAN. THE OIC, RSO, PSO, AND CORPSMAN WILL BE MARKED WITH A WHITE CHEMSTICK DURING ALL NIGHT TRAINING EVOLUTIONS.

(C) VEHICLE MARKING PLAN. VEHICLES WILL BE MARKED SECTION INTERNAL. THE SECTION LEADER WILL HAVE ONE YELLOW CHEMSTICK STARBOARD ANTENNA. THE SECOND VEHICLE IN THE SECTION WILL HAVE TWO YELLOW CHEMSTICKS ON THE STARBOARD ANTENNA. THE THIRD VEHICLE WILL HAVE THREE YELLOW CHEMSTICKS ON THE STARBOARD ANTENNA.

(D) RANGE FLAGS. DURING LIVE FIRE RANGE FLAGS WILL BE UTILIZED TO SHOW THE OIC AND RSO THE STATUS OF THE WEAPONS. ONCE A VEHICLE ENTERS AN ENGAGEMENT AREA THE VEHICLE COMMANDER WILL GO CONDITION ONE. UPON THE END OF AN ENGAGEMENT AREA THE VEHICLE COMMANDER WILL POST A GREEN FLAG SHOWING THE RSO THE WEAPONS ARE CONDITION FOUR. IF THERE IS A MALFUNCTION THAT CANNOT BE CLEARED OR A MISFIRE A YELLOW RANGE FLAG WILL BE POSTED ON THE TURRET. NO VEHICLES WILL DISPLACE FROM THE ENGAGEMENT AREAS UNTIL ALL VEHICLES ARE CONDITION FOUR AND RANGE FLAGS ARE POSTED ON ALL TURRETS.

(22) GATES. TO PREVENT ENTRY INTO THE TRAINING AREA IN ACCORDANCE WITH RANGE REGULATIONS THE PLATOON SERGEANT WILL ENSURE THE PLATOONS LOCKS ARE USED TO SECURE THE GATES. IF GATES ARE NOT LOCKED ROAD GUARDS WILL BE POSTED AND TWO- WAY RADIO COMMUNICATION WILL BE MAINTAINED.

(23) SAFETY DRIVERS AND CORPSMAN. THE SAFETY DRIVER AND CORPSMAN WILL BE LOCATED IN TRACK 3-15-12 AND A JLTV. SAFETY DRIVERS FOR THE AAV AND JLTV WILL BE REQUIRED TO BACK-BRIEF THE RSO THE ROUTE TO THE AMBULANCE EXCHANGE POINT IN CASE OF AN EMERGENCY. IN ADDITION TO A BACK-BRIEF, THE RSO WILL PASS SPECIFIC GUIDANCE THAT THE SAFETY DRIVER IS NO MORE THAN AN ARMS-REACH AWAY FROM THE VEHICLE, THE BACK OF THEIR VEHICLE IS KEPT CLEAR OF EQUIPMENT AND DEBRIS, AND THAT THEY KEEP THEIR PPE STAGED ON THE VEHICLE.

4. ADMINISTRATION AND LOGISTICS

A. ADMINISTRATION

(1) PERSONNEL COUNT (MO/ME/NO/NE). 1/57/0/1 TOTAL 57

(2) VEHICLE COUNT (BY TYPE AND QTY). (13) AAVP7S, (1) AAVC7, (1) AAVR7

(3) SITUATION REPORTING (SITREP). THE PLATOON WILL SEND SITUATION REPORTS TO THE OOD AT THE BATTALION VIA SATCOM JBC-P AT 0600, 1200, 1800, AND 0000 DAILY.

SIGNATURE/DATE	OIC	RSO	GUNNER
CO CMDR	S-3/A	S-3	BN CMDR

ENCLOSURE (3)

**LETTER OF INSTRUCTION**

R408A - COMPANY B

DATE(S): 20200710-20200712	TIME(S):	TRACKING #:
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**(4) ASTRONOMICAL DATA**

DATE	SUNRISE	SUNSET	ILLUMINATION
10 JULY	05:48	20:00	73%
11 JULY	05:49	20:00	64%
12 JULY	05:49	20:00	54%
13 JULY	05:50	19:59	44%
14 JULY	05:51	19:59	34%

**(5) CASUALTY EVACUATION (CASEVAC) PLAN.** IN THE EVENT OF A CASUALTY ALL TRAINING WILL CEASE AND LONGRIFLE WILL IMMEDIATELY BE NOTIFIED WHILE THE CASUALTY IS EVALUATED BY THE CORPSMAN. COMMUNICATION WILL TAKE PLACE USING A NATO 9-LINE AND WILL BE MADE BY THE OIC, RSO, OR PLATOON SERGEANT. DAYTIME LZ'S FOR AIR CASEVAC WILL BE MARKED BY A TACTICAL VEHICLE WITH AIR PANELS AND NIGHT TIME WILL BE USING A CHEMLITE BUZZ SAW. UPON ARRIVAL AT THE RANGE LZ'S WILL BE CLEARED OF ANY FOD. UPON ARRIVAL AT THE RANGE THE LZ'S WILL BE MARKED PRIOR DURING RANGE SET UP. PRIMARY LZ AT R408A WILL BE LZ STARLING.

**(A) URGENT AND PRIORITY CASUALTIES.** IN THE EVENT OF AN URGENT OR PRIORITY CASUALTY THE CORPSMAN WILL PROVIDE INITIAL EVALUATION AND TREATMENT OF THE INJURED MARINE. LONGRIFLE WILL BE CONTACTED IMMEDIATELY. IN THE CASE OF A GROUND MEDEVAC THE INJURED MARINE WILL BE TRANSPORTED VIA SAFETY VEHICLE TO A HIGHER ECHELON OF MEDICAL CARE. IF EMS IS NOT AVAILABLE THROUGH COORDINATION WITH LONGRIFLE THEY WILL BE TRANSPORTED TO 53, 43 OR 21 AREA BAS VIA THE SAFETY VEHICLE. IF A HIGHER ECHELON OF CARE IS NEEDED THEY WILL BE THE TRANSPORTED DIRECTLY TO THE NAVAL HOSPITAL. IF IT IS DETERMINED AIR CASEVAC IS NECESSARY IT WILL BE COORDINATED THROUGH LONGRIFLE USING ONE OF THE FOUR LZ'S.

**(B) ROUTINE CASUALTIES.** IF A ROUTINE CASUALTY OCCURS IN ANY OF THE TRAINING AREAS TRAINING WILL CEASE AND LONGRIFLE WILL BE NOTIFIED. THE CORPSMAN WILL PROVIDE INITIAL ASSESSMENT AND TREATMENT. BASED ON THE RECOMMENDATION OF THE CORPSMAN AND THE SEVERITY OF THE INJURY THE OIC/ RSO WILL DETERMINE IF THE MARINE WILL REMAIN IN THE FIELD OR NEEDS TO BE TRANSPORTED BACK TO THE 53/21 AREA BAS.

**(5) TRAINING AND READINESS EVENTS** SEE ATTACHED T&R EVENTS.

**B. LOGISTICS** SEE ATACHED TSR

**(1) RECOVERY ASSETS.** THE PLATOON WILL HAVE FOUR TOW BARS. THE PLATOON SERGEANT'S VEHICLE WILL BE THE PRIMARY RECOVERY TEAM WITHIN THE PLATOON. THE ASSISTANT SECTION LEADER'S VEHICLE WILL BE THE PRIMARY RECOVERY TEAM WITHIN THE SECTION.

**5. COMMAND AND SIGNAL:**

**A. COMMAND**

**(1) POINTS OF CONTACT.** PLATOON COMMANDER (b)(3), (b)(6), (b)(7)(c)  
 PLATOON SERGEANT (b)(3), (b)(6), (b)(7)(c)

SIGNATURE/DATE	OIC	RSO	GUNNER
CO CMDR	S-3/A	S-3	BN CMDR

ENCLOSURE (63)

**LETTER OF INSTRUCTION**

R408A - COMPANY B

DATE(S): 20200710-20200712	TIME(S):	TRACKING #:
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**(2) LOCATION OF KEY LEADERS.** OIC WILL BE LOCATED IN VEHICLE 3-15-04. PLATOON SERGEANT WILL BE IN VEHICLE 3-15-12 WITH THE CORPSMAN DURING MOVEMENTS. DURING THE CONDUCT OF THE RANGE THE PLATOON COMMANDER WILL BE WITH THE SECTION LEADER. EACH TROOP COMMANDER HATCH WILL HAVE A PSO PRESENT.

**B. SIGNAL.** EACH DAY, ONCE RANGE PREPARATIONS ARE COMPLETE, THE OIC WILL CONDUCT A RADIO CHECK WITH ALL INVOLVED PARTIES: ROAD GUARDS, PSOS, AMMUNITION ISSUE POINT (AIP), RSO, AND THE BATTALION MASTER GUNNER.

	PRIMARY	ALTERNATE	CONTINGENCY	EMERGENCY
RANGE CONTROL - "LONGRIFLE"			KEY LEADER CELL PHONE	
INTERNAL RANGE COORDINATION			BLACK GEAR	PLT TAC 2 NET ID (546) VHF
PLATOON		(b)(2)	BLACK GEAR	
BATTALION			JBC-P	KEY LEADER CELL  PHONE

OFFICIAL	COMMANDING
(b)(3), (b)(6), (b)(7)(c)	

SIGNATURE/DATE	OIC	RSO	GUNNER
CO CMDR	S-3/A	S-3	BI

(b)(3), (b)(6), (b)(7)(c)

**ENCLOSURE (63)**

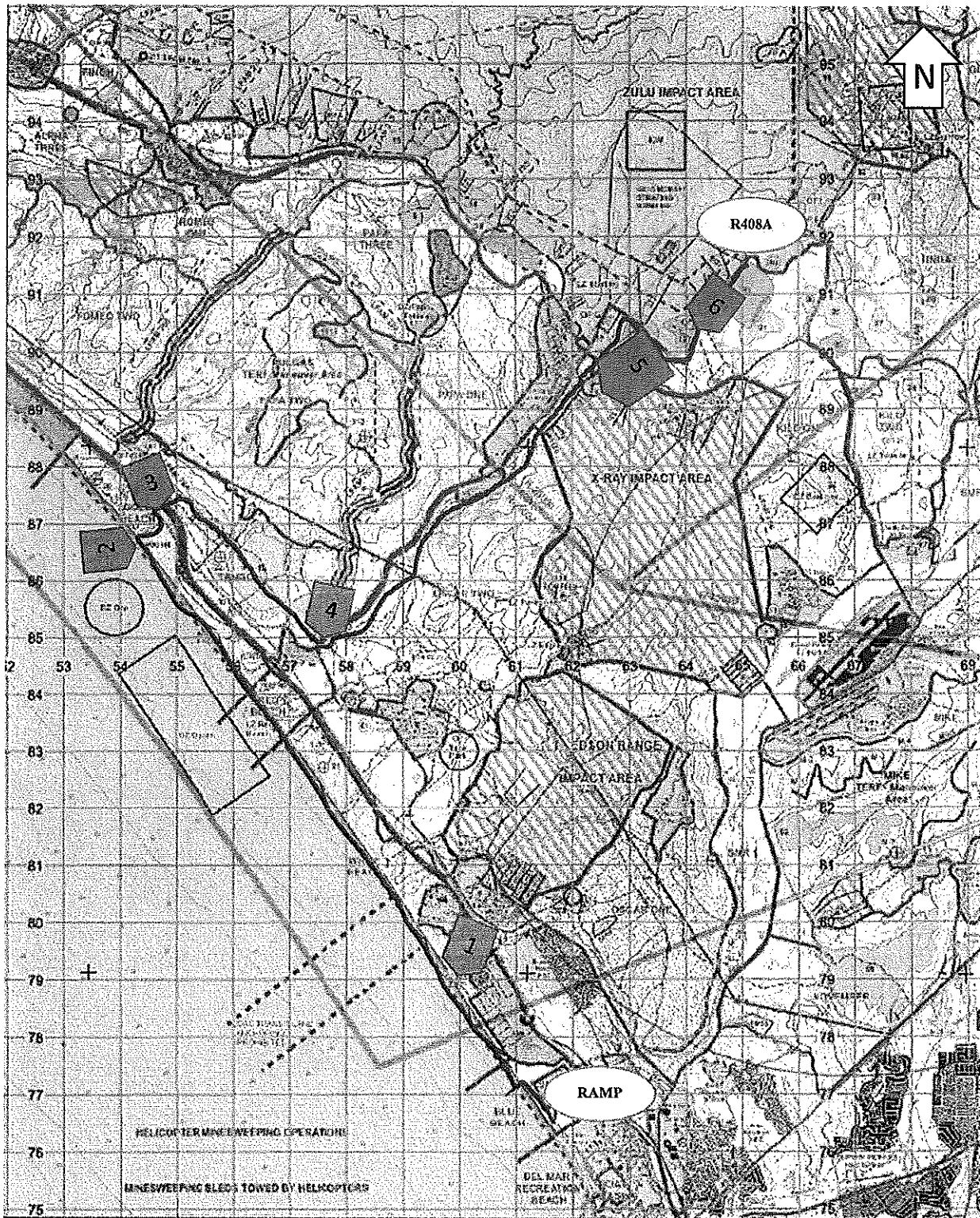
<u>DATE</u> 20200710-20200714	<u>UNIT</u> 1/4 B CO AAV PLT	<u>RANGE/TA</u> R408A	<u>TRAINING TO BE CONDUCTED</u> AAV Direct Fire Gunnery Tables I-VI
OIC		RSO	<u>PERSONNEL</u> 1 MO 57 ME 1 NE
(b)(3), (b)(6), (b)(7)(c)			
<u>MISSION:</u> From 10-14 July B CO AAV Plt will conduct DFGT I-VI in order to (IOT) meet PTP requirements for the 15th MEU.			

<u>MAP CHIP</u>	<u>TIMELINE</u>
	<p><b>10 JULY (Main Body)</b>  0600 REVILLE  0700 PRE OPS  0800 COMM LOADED, PRE-OPERATIONAL CHECKS VERIFIED  1200 MOVEMENT FROM RAMP TO R408A  1500 PLATOON OCCUPIES R408A  1530 SAFETY BRIEF IS GIVEN  1600 ZERO  1630 CREW DAY GUNNERY  1930 NIGHT SAFETY BRIEF  2000 NIGHT CREW GUNNERY  2359 RANGE COLD</p> <p><b>11 JULY (RBE)</b>  0600 REVILLE  0700 PRE OPS  0800 COMM LOADED, PRE-OPERATIONAL CHECKS VERIFIED  0900 MOVEMENT FROM RAMP TO R408A  1000 Link up with rest of platoon.</p> <p><b>11 JULY (Main Body)</b>  0600 REVEILLE  0700 SAFETY BRIEF  0800 DAY CREW GUNNERY  1900 NIGHT SAFETY BRIEF  2000 NIGHT CREW GUNNERY  2359 RANGE COLD</p> <p><b>12 JULY</b>  0600 REVEILLE  0700 Range cleanup  1000 Movement to R600  1100 Link up with B CO</p>

<u>Evaluator/ A.I. Requirements</u>  AAV Master Gunners from 3d AABn will be present to evaluate the crew on direct fire gunnery tables I-VI, consisting of day and night static shooting.	<u>TRANSPORT</u> Platoon will self-lift to and from range utilizing 13 AAV P7s, 1 AAV C7, and 1 AAV R7	<u>LOGISTICS</u> Marines will be issued (5) DOS chow/water prior to transport, water jugs will be brought for sustainment.	<u>UNIFORM</u> Frogs with boonie cover, PPE Level 1 (plate carrier w/ front/rear SAPIs, Kevlar, eyepro/earpro)
	<u>COMMUNICATION PLAN</u> AAVs will be used as primary, with PRC-117/150s as secondary once the range has been occupied. Comms w/ Longrifle via AAV/PRC-117(SC/PT). Platoon internal safety structure maintained on Mk-153 black gear.		<u>MEDICAL REQ.</u> (1) Corpsman will be located with safety vehicle 3-15-12. A JLTV with Driver and A driver will also be in support.



ROUTE-R408A DFGT I-VI



**Check Points:**

- 1: 11S MS 5922 7995 (LCAC TOWER)**
- 2: 11S MS 5570 8488 (WARRIORS COVE)**
- 3: 11S MS 5509 8632 (HOLE IN THE WALL)**
- 4: 11S MS 5763 8501 (LAS PULGAS CROSS)**

- 5: 11S MS 6246 8987 (BASILONE CROSS)**
- 6: 11S MS 6654 9188 (R408A)**

## RANGE SPECIAL INSTRUCTIONS

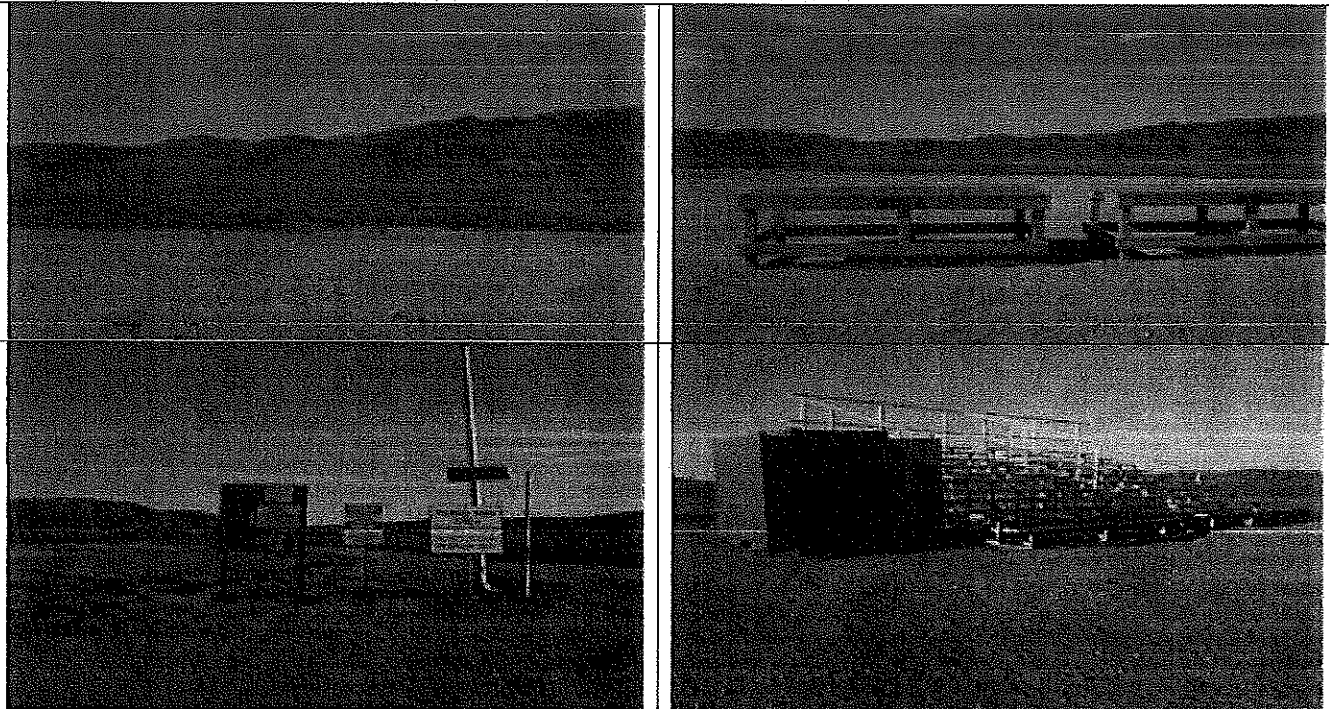
Date Revised – 11 February, 2020

### Face to Face is NOT Require Prior to Going Into a Hot Status

<b>Range:</b> R-408A	<b>Location:</b> 65229 91667	<b>Allowable Weapons</b> 155mm - Arty Direct Fire 120mm Main Tank - (TP-T Only) 25mm (TP-T/TPCSDS-T Only) Infantry Rockets - All Carl Gustaf (HE & HEDP Only) TOW – HEAT & Inert Javelin GM Rifles - .50 caliber and below Machineguns - .50 caliber and below No SLAP/SLAP-T Service Shotguns & Service Pistols - (See Scheduling) MK19 – 40mm All 40mm Shoulder Fired Weapons – (See Scheduling) M257 Smoke Grenade Launcher Infantry Mortars - All	<b>Vehicles:</b>  1. Road & River Report Dependent.  2. Maximum of five (5) POVs are Authorized to park in parking lot area with or without a POV pass.  3. POVs are not authorized when Artillery, Mortars, Rockets/Missiles are present.
<b>Elevation:</b> 575' AMSL	<b>Impact Area:</b> Zulu/Whiskey		
<b>Troop Penetration:</b> Prohibited			
<b>Type:</b> Tank & Fighting Vehicles	<b>Engagement Distance:</b> Min – 10 Meters Max – 4,000 meters		

### THIS IS NOT CONTRACTOR SUPPORTED RANGE

**Range Facilities:** Bleachers, Ammo tables, Ammo shelters



#### Scheduling

1. Unit shall utilize RFMSS to schedule range.
2. Scheduling of this range for the firing of shoulder fired 40mm, Infantry Rockets, Service Shotguns or Service Pistols must be done concurrently with heavy weapons.
3. Final scheduling of this facility must be approved by MCB Camp Pendleton Range Scheduling.

**Closed To Any Use**

**Facility May Still Be Used With Restrictions**

**Facility Must Check Fire All Weapons**

Facility Occupied, or in Training/Live Fire Status	Effects to R-408A
A-R220 (W)	C/F 155MM DIRECT FIRE & .50 CAL (A606)
A-R220 TACP OP JACOB	C/F 155MM DIRECT FIRE & .50 CAL (A606)
A-R220 TACP OP M	C/F 155MM DIRECT FIRE & .50 CAL (A606)
A-409A TACP	L/F TOW @R408A CLOSES 409A TACP
A-R440 (Z)	CHECK FIRE
A-R440 TACP	CHECK FIRE
A-R440 URBAN TACP	CHECK FIRE
IMP WHISKEY	C/F 155MM DIRECT FIRE & .50 CAL (A606)

Special Instructions Continued on Next page

ENCLOSURE (67)

## RANGE AND TRAINING REGULATIONS

Facility Occupied, or in Training/Live Fire Status	Effects to R-408A
<b>IMP ZULU</b>	<b>CHECK FIRE</b>
R-223B	CHECK FIRE TOW
R-408B	CHECK FIRE RKTS, MK19, TOW FOR DWN RNG MVT @R408B
R-409A RFA	CHECK FIRE TOW & CARL GUSTAV
R-800	CHECK FIRE 155MM DIRECT FIRE
AFA 21 DPICM	CLOSED
AFA 30 HIMARS	CLOSED
AFA 31 DPICM	CLOSED

### OIC/RSO Requirements

1. A safety Brief shall be conducted prior to each live fire event to all participants.
2. All personnel shall wear required PPE during all training events.
3. Tanks/LAVs/TOW/Artillery/40mm HEDP/Rockets
  - a. OIC Requirement – GySgt or Above
  - b. RSO Requirement –SSgt or Above
4. Small Arms-.50 Caliber & below/40mm TP
  - a. OIC Requirement – SSgt or Above
  - b. RSO Requirement – Sgt or Above
5. No Munitions
  - a. OIC Requirement – None
  - b. RSO Requirement – Cpl or Above
6. LASER (If Used) LRSO Requirement –Sgt or Above
7. Weapons Qualified PSOs
  - a. **Daylight** - shall be assigned one to each Crew Served Weapon/Vehicle and one per every **FOUR** Marines.
  - b. **Night** - shall be assigned one to each Crew Served Weapon/Vehicle and one per every **TWO** Marines.

### Range Guards, Signs and Gates

1. **Range Guards and Gates:**  
Range 409A RFA Gate/RG at 66118 95703
  - a. Range 409A RFA Gate/RG is required when firing TOW/Javelin Missiles.
  - b. Range 409A RFA Gate/RG can be locked with a Unit provided lock. If using Unit does not have a lock, Range 409A RFA Gate/RG must be posted.
  - c. **Range Guards shall be posted in pairs of two with two-way radio communication with the RSO**
  - d. No traffic or personnel shall enter R408A without the OIC's or RSO's permission.
  - e. Range Guards are required when firing weapon systems with a back blast at the entrance at 65229 91677

### .50 Caliber and below Rifles / Machine Guns (No SLAP/SLAP-T)

.50 Caliber Below Static Fire	10 Meter BZO/Qualification
<ol style="list-style-type: none"> <li>1. Cross firing is not being conducted.</li> <li>2. All setting of T&amp;E's and Tripods are conducted and report to the OIC.</li> <li>3. Guns are laid in with a compass and verified by the RSO.</li> <li>4. Positive stops are used to prevent firing out of the approved SDZ.</li> <li>5. All tripods are sandbagged.</li> <li>6. The use of Tracers are FDR Dependent.</li> <li>7. <b>Firing Line</b> 65128 91781 to 65201 91917 <b>Lateral Limits:</b> LLL: 300° mag RLL: 311° mag</li> </ol>	<ol style="list-style-type: none"> <li>1. All setting of T&amp;E's and Tripods are conducted and report to the OIC.</li> <li>2. Guns are laid in with a compass and verified by the RSO.</li> <li>3. Positive stops are used to prevent firing out of the approved SDZ.</li> <li>4. All tripods are sandbagged.</li> <li>5. All M249/M240G BZO and 10 meter qualification can use pallets set on the firing line.</li> <li>6. Any engineer stakes used for pallets must be placed on the outside edges of the pallets.</li> <li>7. The firing line is backed off the target line IAW TM's for BZO and 10 meter 7.62mm qualifications.</li> <li>8. The use of Tracers must be FDR Dependent.</li> </ol>
.50 Caliber and Below Deffilade	
<ol style="list-style-type: none"> <li>1. <b>Firing Box</b> 65233 91808 to 65271 91973 to 65163 91845 to 65201 91917</li> <li>2. <b>Lateral Limits:</b> LLL: 300° mag RLL: 311° mag</li> </ol>	<b>Target Line</b> 65128 91781 to 65201 91917 <b>Firing Line</b> 65137 91776 to 65210 91912 <b>Lateral Limits:</b> LLL: 300°mag RLL: 311°mag

Special Instructions Continued on Next page

ENCLOSURE (63)

## RANGE AND TRAINING REGULATIONS

### Shoulder Fired 40mm

1. **When conducting Shoulder Fired 40mm Training the RSO Must Ensure:**
  - a. Personnel are instructed in the proper use of grenade launchers and applicable safety precautions before firing with live ammunition.
  - b. Protective helmet and body armor or PPE Level 1 (Marine Corps) is worn when firing HE ammunition. Requirement for eye protection must be determined by the commander as part of the risk management process.
  - c. Single hearing protection is worn within 2 meters of firing these grenade launchers.
  - d. That the minimum target engagement for MK32, M79, M203, and M320 grenade launchers firing HE ammunition is 130m or 165 m, depending on type of ammunition.
  - e. All duds are reported to LONGRIFLE.
  - f. Targets are engaged only at ranges greater than 75m with training practice (TP) ammunition.
2. **Firing Data:**  
**Firing Line**  
 65128 91781 to 65201 91917  
**Lateral Limits:**  
 LLL: 296° mag  
 RLL: 311° mag

### MK-19

Static	Defilade
<ol style="list-style-type: none"> <li>1. Targets are engaged only at ranges greater than 75 meters with training practice (TP) ammunition.</li> <li>2. Targets are engaged only at ranges greater than 310 meters with High Explosive (HE) ammunition.</li> <li>3. Gunners, crew members, and other personnel at the firing position are wearing protective helmet, eye/ear protection, and body armor (PPE Level 1) at all times when firing HE ammunition.</li> <li>4. <b>Firing Data:</b>  <b>Firing Line</b>                      65140 91803 to 65201 91917  <b>Lateral Limits:</b>                      LLL: 296° mag                      RLL: 311° mag                 </li> </ol>	<ol style="list-style-type: none"> <li>1. Targets are engaged only at ranges greater than 75 meters with training practice (TP) ammunition.</li> <li>2. Targets are engaged only at ranges greater than 310 meters with High Explosive (HE) ammunition.</li> <li>3. Gunners, crew members, and other personnel at the firing position are wearing protective helmet, eye/ear protection, and body armor (PPE Level 1) at all times when firing HE ammunition.</li> <li>4. <b>Firing Data:</b>  <b>Start Firing Line</b>                      65181 91799 to 65233 91899  <b>Cease Firing Line</b>                      65153 91825 to 65201 91917  <b>Lateral Limits:</b>                      LLL: 300° mag                      RLL: 311° mag                 </li> </ol>

### Rockets

#### Carl Gustaf- NO HEAT Rounds

<ol style="list-style-type: none"> <li>1. <b>MAAWS (Carl Gustaf)</b> <ol style="list-style-type: none"> <li>a. Prone firing of MAAWS HE or TP ammunition is not authorized.</li> <li>b. Limit the number of daily firings by any individual (gunner or personnel within 20m) to four.</li> <li>c. All personnel within a <b>100 meters</b> radius of the MAAWS must wear double hearing protection.</li> <li>d. All personnel within <b>101-500 meter</b> radius of the MAAWS must wear single hearing protection.</li> <li>e. All personnel within a <b>20 meters</b> radius of the MAAWS must wear Body Armor, Helmet, hearing/eye protection, and sleeves down with collars worn up position which is <b>PPE Level 1</b>.</li> </ol> </li> <li>3. <b>AT-4 HE</b> <ol style="list-style-type: none"> <li>a. Prone or foxhole firing of AT-4 HE (M136) is not authorized.</li> <li>b. In training, an individual may fire one round from the sitting position or three rounds from the standing or kneeling positions in a 24-hour period.</li> <li>c. All personnel within a <b>20 meters</b> radius of the AT4 must wear Body Armor, Helmet, hearing/eye protection, and sleeves down with collars worn up position which is <b>PPE Level 1</b>.</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>2. <b>SMAW HE</b> <ol style="list-style-type: none"> <li>a. During training with the SMAW, the gunner, assistant gunner or any instructors are authorized to fire/be exposed to only five rounds per day.</li> <li>b. All personnel within a <b>100 meters</b> radius of the SMAW firing HE type rounds must wear Body Armor, Helmet, hearing/eye protection, and sleeves down with collars worn up position which is <b>PPE Level 1</b>.</li> <li>c. All personnel within <b>390 meter</b> radius of the SMAW must wear single hearing protection.</li> </ol> </li> <li>4. <b>LAW HE</b> <ol style="list-style-type: none"> <li>a. Limit the number of daily firings by any individual (gunner or personnel within 20m) to four.</li> <li>b. All personnel within a <b>20 meters</b> radius of the LAW must wear Body Armor, Helmet, hearing/eye protection, and sleeves down with collars worn up position which is <b>PPE Level 1</b>.</li> </ol> </li> </ol>
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#### Firing Data

1. **Firing Line**  
 65128 91781 to 65201 91917  
**Lateral Limits:**  
 LLL: 296° mag  
 RLL: 311° mag

Special Instructions Continued on Next page

ENCLOSURE (63)

## RANGE AND TRAINING REGULATIONS

### TOW – HEAT & Inert / JAVELIN GM

1. **When conducting TOW/JAVELIN:**
2. **For all TOW/JAVELIN:**
  - a. All TOW/JAVELIN firing must be conducted from the far right side of the firing line.
  - b. OIC/RSO must ensure that TOW/JAVELIN Gunners only engage authorized TOW/JAVELINE targets.
  - c. Maximum of two vehicles/launchers must be allowed on the line at one time.
  - d. TOW wire must be cut and recovered after firing is secured.
3. **Firing Data:**  
**Firing Line**  
 65191 91900 to 65201 91917  
**Lateral Limits:**  
 LLL: 307°mag  
 RLL: 314°mag

### Mortar and Artillery Firing Data

1. **When conducting Mortar or Artillery Training the RSO must ensure:**
  - a. POV's do not enter MP- R408A even if they have a range pass.
  - b. To report, to LONGRIFLE the Max Ord and charge to be fired.
  - c. The Max Ord remains within the scheduled Airspace and must be at least 1000 Feet below any FW Aircraft transitioning over the Impact Area.
  - d. That the FDC has plotted the target box and any RFA's on both the primary and secondary plotting boards for Mortars.
  - e. To check the FDC/Gun line Safety-T's. Safety-T shall be on hand with each gun.
  - f. Mortar and Artillery Position engage targets utilizing the data contained in this brief.
  - g. Mortars fire registration fires that shall be verified by the RSO prior to the exercise.
  - h. Base Plates shall be marked at 11 o'clock and aiming stakes shall be left in place after registration.
2. **During all powder burning activities:**
  - a. Increment Burning shall be IAW CAMPENO 3500.1A
  - b. Units must contact LONGRIFLE for permission prior to burning increments.
  - c. Powder shall be burned in areas cleared to mineral earth, and located no closer than 200 feet from vegetation.
  - d. Unit must not exceed 100 increments or 40 bags at any one time while burning.
  - e. Units must have fire extinguishers, water, and shovels at the burn site.
  - f. Units must remain at the burn site for 30 minutes after the last burn, ensuring no fires have been started in the surrounding vegetation.
  - g. Units must contact LONGRIFLE after last increment or bag has burned and 30 minutes has passed.

60mm Mortars Handheld	Firing Box Boundaries	Target Box Boundaries
Center Firing Point- 65181 91848 LLL: 5475 mils grid RLL: 5740 mils grid Min Range- 450 meters Max Range- 1,300 meters Max Charge- 1 Elev- 570' AMSL	65170 91797 to 65218 91885 to 65191 91899 to 65144 91811	64826 92125 to 64909 92207 to 64396 92885 to 64156 92648
60mm Mortars	Firing Box Boundaries	Target Box Boundaries
Center Firing Point- 65181 91848 LLL: 5475 mils grid RLL: 5740 mils grid Min Range- 1,000 meters Max Range- 3,300 meters Max Charge- 4 Elev- 570' AMSL	65170 91797 to 65218 91885 to 65191 91899 to 65144 91811	64392 92464 to 64577 92646 to 63189 94479 to 62579 93879
81mm Mortars	Firing Box Boundaries	Target Box Boundaries
Center Firing Point- 65181 91848 LLL: 5475 mils grid RLL: 5740 mils grid Min Range- 1,000 meters Max Range- 3,300 meters Max Charge- 2 Elev- 570' AMSL	65170 91797 to 65218 91885 to 65191 91899 to 65144 91811	64392 92464 to 64577 92646 to 63189 94479 to 62579 93879

### 155mm- Arty Direct Fire

155mm Artillery	Firing Box Boundaries	Target Box Boundaries
Center Firing Point- 65181 91848 LLL: 1645 mils grid RLL: 1790 mils grid Min Range- 800 meters Max Range- 1,600 meters Max Charge- 3 Elev- 570' AMSL	65170 91797 to 65218 91885 to 65191 91899 to 65144 91811	64550 92341 to 64682 92474 to 64184 93100 to 63919 92833

**Special Instructions Continued on Next page**

ENCLOSURE (63)

## RANGE AND TRAINING REGULATIONS

### LAV System

1. **DO NOT GO PAST THE ESTABLISHED FIRING LINE.**
2. **Cross-lane firing is prohibited.**
3. **RSO must assign left & right lateral limits to each individual and/or weapons system/platform.**
4. Personnel must NOT be within the 25mm SDZ or forward of the 2<sup>nd</sup> road wheel of LAV-25.
5. **Firing Data: 25 mm TP-T & TPDS-T only**  
**Firing Line –**  
65128 91781 to 65201 91917  
**Lateral Limits:**  
LLL: 300°mag  
RLL: 311°mag

### Main Tank System

- Firing Data: TP-T Only**  
**Firing Line –**  
65128 91781 to 65201 91917  
**Lateral Limits:**  
LLL: 300°mag  
RLL: 311°mag  
**Elevation for 120mm will not exceed 5 degrees.**

### During Armored Vehicles Live Fire, The Following Flag Display System Must Be Used

1. **Red** – Weapons are loaded, on target, weapon arm switch is on fire, and manual safety is off.
2. **Green** – All weapons are cleared and elevated, weapon arm switch is on safe and manual safety is off. No ammunition on vehicle.
3. **Yellow & Red** – Malfunction or misfire, weapon arm switch is on safe and manual safety is on or Ammunition on vehicle
4. **Yellow & Green** – Malfunction, weapons are clear, weapon arm switch is on safe and manual safety is on, no ammunition on vehicle.
5. **Red & Green** – Crew preparing to fire or crew is conducting non-firing exercise, ammunition is either stowed or loaded in ready boxes.
6. Regardless of displayed flags, the RSO must physically verify all weapons are clear prior to any movement of vehicles or reporting to LONGRIFLE that Weapons are clear.

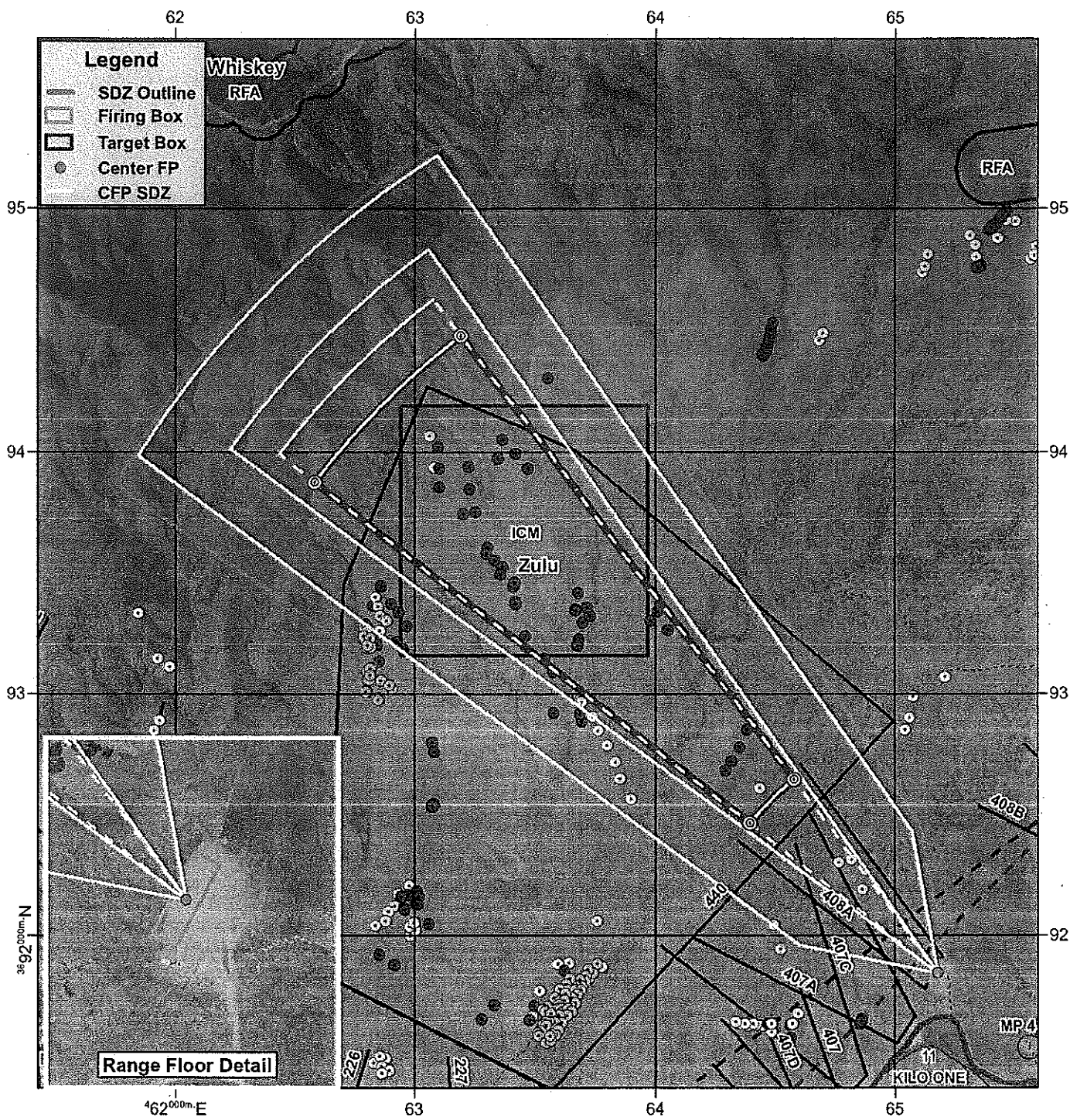
Special Instructions Continued on Next page

ENCLOSURE (63)



# Weapon Type: 60mm MORTARS

Map Scale = 1:22,662



Weapon: 60mm Mortars  
 Ammo: HE M720/M734 MOF  
 DODIC: B642  
 Center Firing Point: 65181 91848  
 Left Lateral Limit: 5475 mils grid  
 Right Lateral Limit: 5740 mils grid  
 60mm Min Range: 1,000 meters  
 60mm Max Range: 3,300 meters  
 Max Charge: 4  
 Charge 4 Distance X: 3,489 meters  
 FP elevation: 570 feet AMSL  
 Impact Area: Zulu

Range Guards posted per Range Regs.  
 OIC shall report to LONGRIFLE:  
 Max Ord & Charge to be fired.  
 Max Ord shall remain within scheduled Airspace and shall be at least 1,000 Ft below any FW Aircraft transitioning over the Impact Area.  
 Firing Gun Line Must Remain Within Firing Box Boundaries  
 Firing Box Boundaries: 65170 91797 to 65218 91885 to 65191 91899 to 65144 91811  
 Target Box Boundaries  
 Target Box Boundaries: 64392 92464 to 64577 92646 to 63189 94479 to 62579 93879

## MP-408A Zulu

- Approved safety card, data card, SDZ, & signed ORM must be on hand to conduct training.
- RSO shall ensure that the FDC has plotted target box on both primary and secondary boards.
- All mortars will fire registration fires that will be verified by the RSO prior to the exercise.
- Safety "T" will be with each gun.
- No POV's shall be allowed on MP-408A even if they have a range pass.

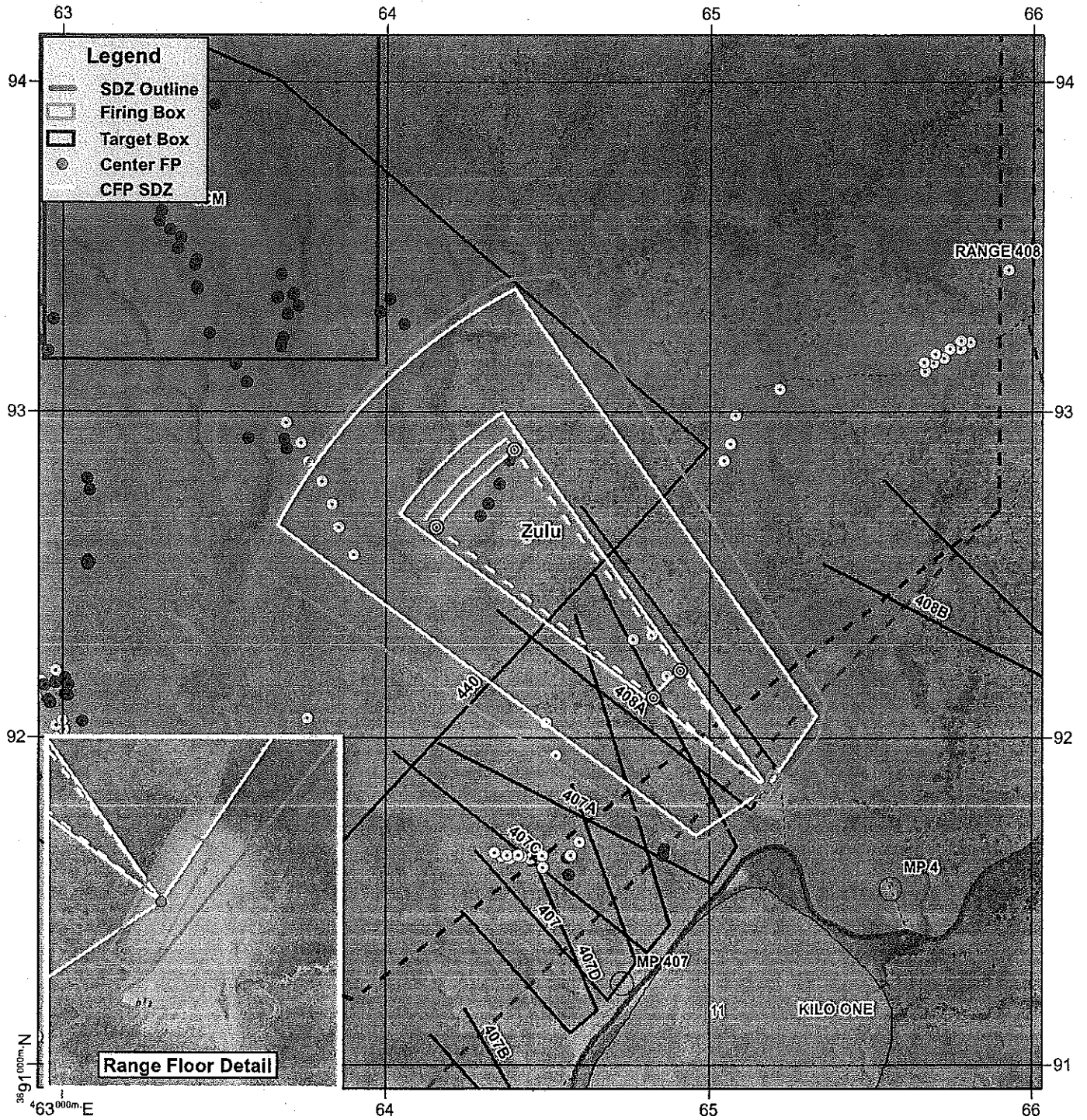
Created By  
 Approving

(b)(3), (b)(6), (b)(7)(c)



# Weapon Type: 60mm Handheld MORTARS

Map Scale = 1:16,864



Weapon: 60mm Handheld Mortars  
 Ammo: HE M720/M734 MOF  
 DODIC: B642  
 Center Firing Point: 65181 91848  
 Left Lateral Limit: 5475 mils grid  
 Right Lateral Limit: 5740 mils grid  
 60mm Min Range: 450 meters  
 60mm Max Range: 1,300 meters  
 Max Charge: 1  
 Charge 1 Distance X: 1,342 meters  
 FP elevation: 570 feet AMSL  
 Impact Area: Zulu

Range Guards posted per Range Regs.  
 OIC shall report to LONGRIFLE:  
 Max Ord & Charge to be fired.  
 Max Ord shall remain within scheduled Airspace and shall be at least 1,000 Ft below any FW Aircraft transitioning over the Impact Area.  
 Firing Gun Line Must Remain Within Firing Box Boundaries  
 Firing Box Boundaries: 65170 91797 to 65218 91885 to 65191 91899 to 65144 91811  
 Target Box Boundaries  
 Target Box Boundaries: 64826 92125 to 64909 92207 to 64396 92885 to 64156 92648

## MP-408A Zulu

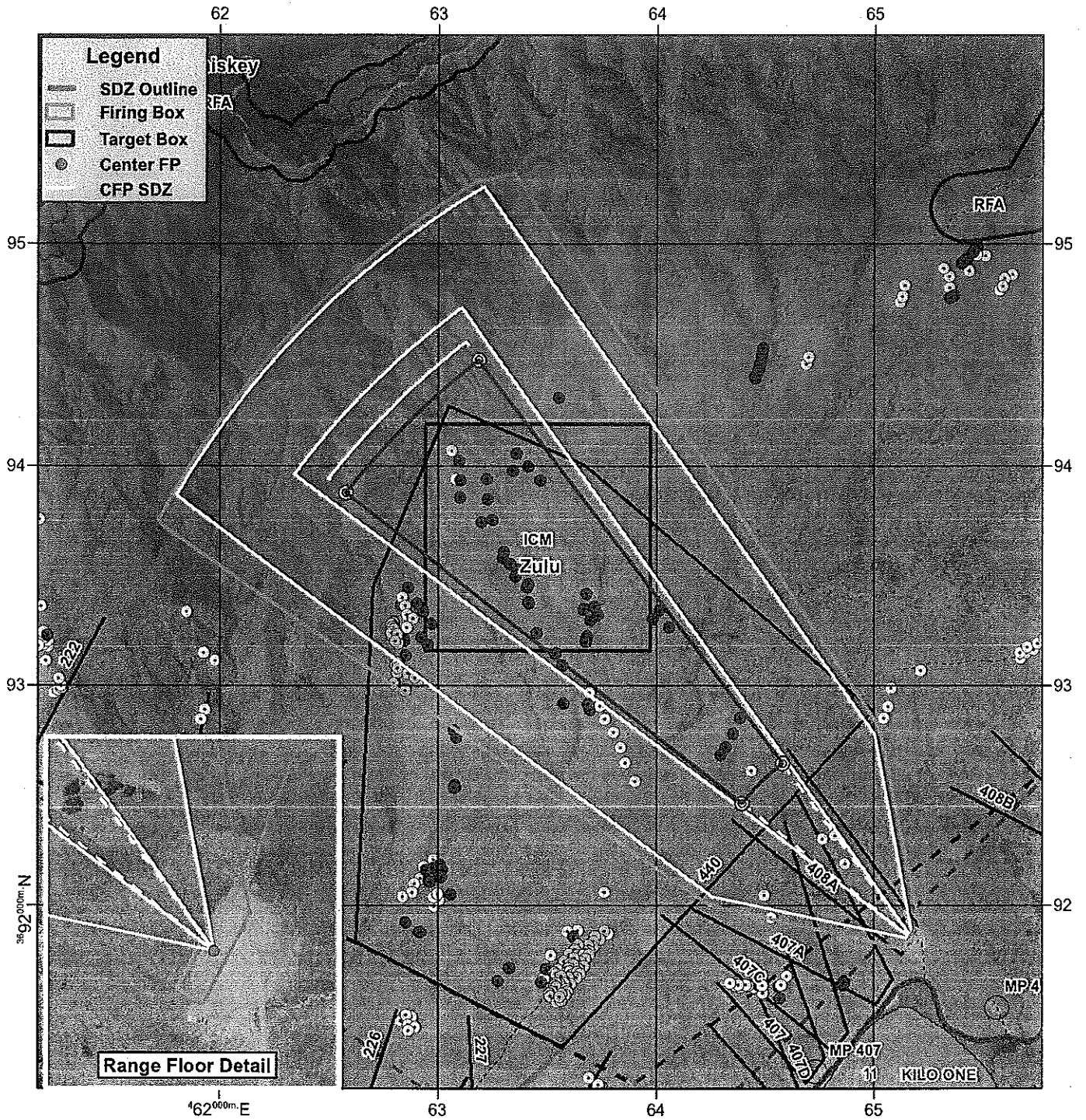
- Approved safety card, data card, SDZ, & signed ORM must be on hand to conduct training.
- RSO shall ensure that the FDC has plotted target box on both primary and secondary boards.
- All mortars will fire registration fires that will be verified by the RSO prior to the exercise.
- Safety "T" will be with each gun.
- No POV's shall be allowed on MP-408A even if they have a range pass.

Created By:  
 Approving #

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (63)

Weapon Type: 81mm MORTARS Map Scale = 1:25,000



Weapon: 81mm Mortars  
 Ammo: HE M821 w/M734 MO Fuze  
 DODIC: C868  
 Center Firing Point: 65181 91848  
 Left Lateral Limit: 5475 mils grid  
 Right Lateral Limit: 5740 mils grid  
 81mm Min Range: 1,000 meters  
 81mm Max Range: 3,300 meters  
 Max Charge: 2  
 Charge 2 Distance X: 3,400 meters  
 FP elevation: 570 feet AMSL  
 Impact Area: Zulu

Range Guards posted per Range Regs.  
 OIC shall report to LONGRIFLE:  
 Max Ord & Charge to be fired.  
 Max Ord shall remain within scheduled Airspace and shall be at least 1,000 Ft below any FW Aircraft transitioning over the Impact Area.  
 Firing Gun Line Must Remain Within Firing Box Boundaries  
 Firing Box Boundaries: 65170 91797 to 65218 91885 to 65191 91899 to 65144 91811  
 Target Box Boundaries  
 Target Box Boundaries: 64392 92464 to 64577 92646 to 63189 94479 to 62579 93879

**MP-408A Zulu**

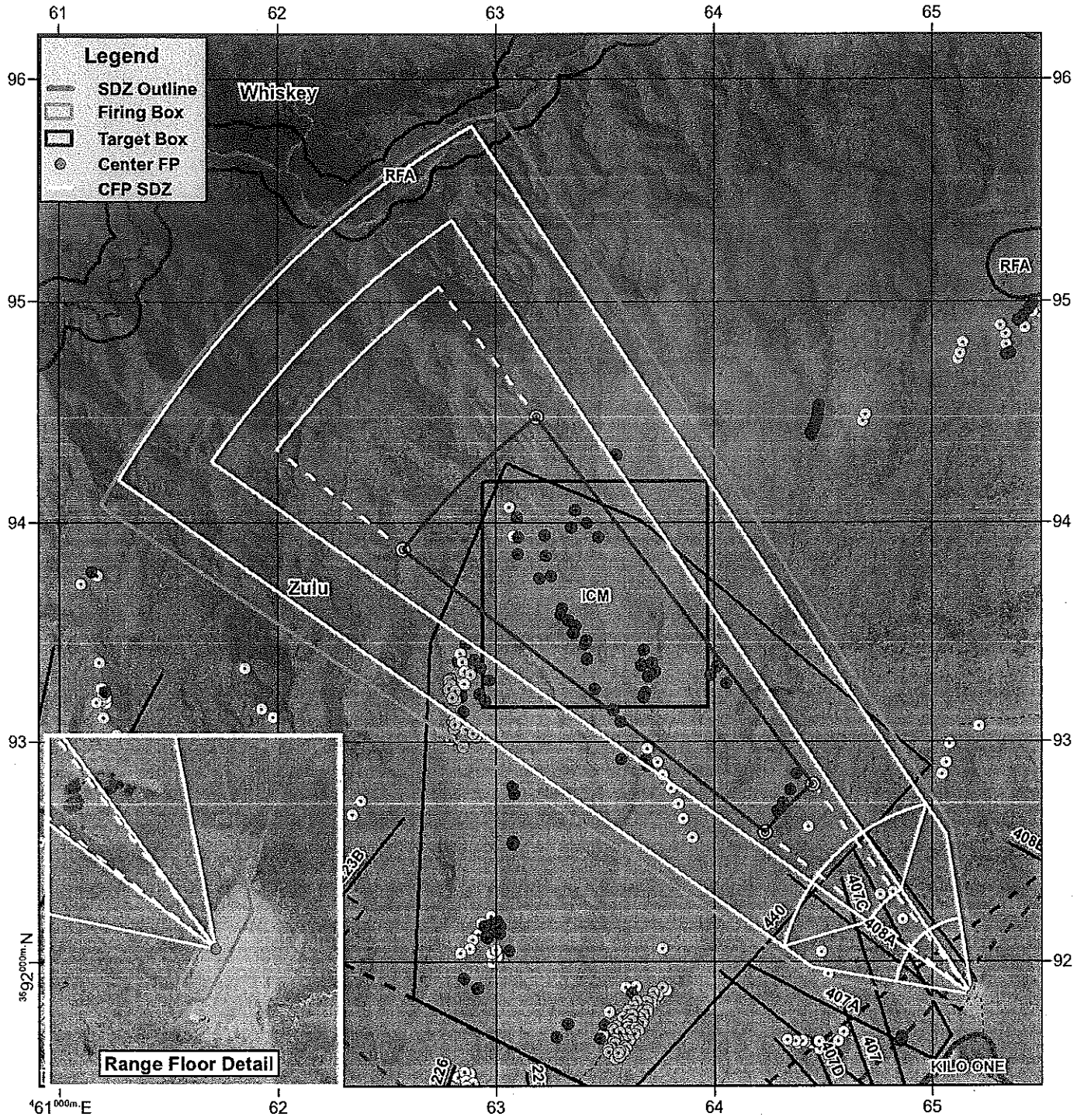
- Approved safety card, data card, SDZ, & signed ORM must be on hand to conduct training.
- RSO shall ensure that the FDC has plotted target box on both primary and secondary boards.
- All mortars will fire registration fires that will be verified by the RSO prior to the exercise.
- Safety "T" will be with each gun.
- No POV's shall be allowed on MP-408A even if they have a range pass.

Created By  
 Approving /

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (63)

**Weapon Type: 120mm RIFLED MORTARS** Map Scale = 1:25,000



Weapon: 120mm Mortars  
 Ammo: M1101 HE  
 DODIC: CA45  
 Center Firing Point: 65181 91848  
 Left Lateral Limit: 5475 mils grid  
 Right Lateral Limit: 5740 mils grid  
 81mm Min Range: 1,200 meters  
 81mm Max Range: 3,300 meters  
 Max Charge: 2  
 Charge 2 Distance X: 4,037 meters  
 FP elevation: 570 feet AMSL  
 Impact Area: Zulu

Range Guards posted per Range Regs.  
 OIC shall report to LONGRIFLE:  
 Max Ord & Charge to be fired.  
 Max Ord shall remain within scheduled Airspace and shall be at least 1,000 Ft below any FW Aircraft transitioning over the Impact Area.  
 Firing Gun Line Must Remain Within Firing Box Boundaries  
 Firing Box Boundaries: 65170 91797 to 65218 91885 to 65191 91899 to 65144 91811  
 Target Box Boundaries  
 Target Box Boundaries: 64235 92587 to 64456 92805 to 63189 94479 to 62579 93879

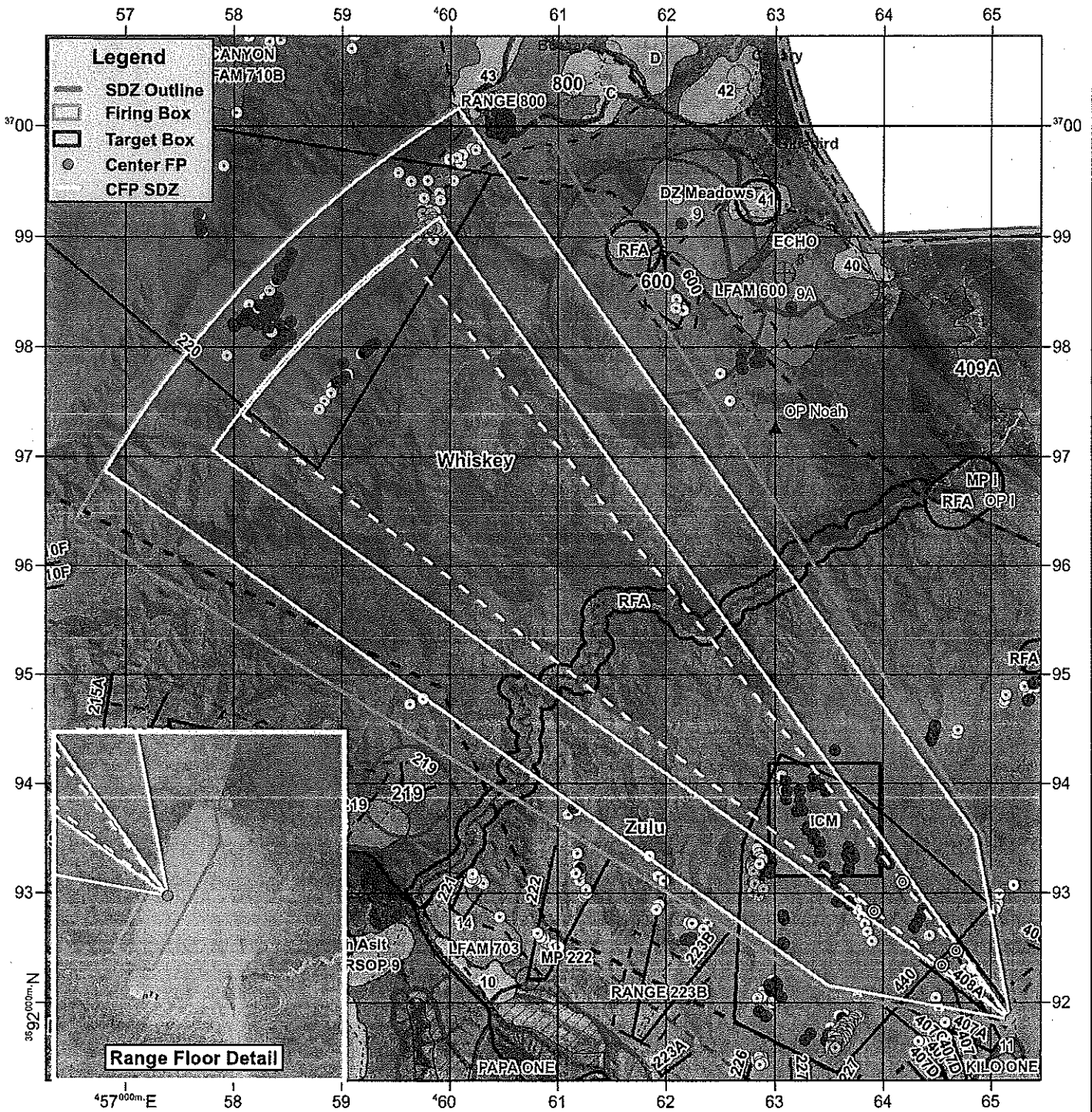
**MP-408A Zulu**

- Approved safety card, data card, SDZ, & signed ORM must be on hand to conduct training.
- RSO shall ensure that the FDC has plotted target box on both primary and secondary boards.
- All mortars will fire registration fires that will be verified by the RSO prior to the exercise.
- Safety "T" will be with each gun.
- No POV's shall be allowed on MP-408A even if they have a range pass.

Created By: \_\_\_\_\_  
 Approving: \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c)

# Weapon Type: ARTILLERY

Map Scale = 1:50,000



Weapon: 155 mm  
 Center Firing Point: 65181 91848  
 Left Lateral Limit: 1645 mils Grid  
 Right Lateral Limit 1790 mils Grid  
 Max Range: 1,600 Meters  
 Min Range: 800 Meters  
 Max Charge: 3  
 Charge 3 Distance X: 9,000  
 FP Elevation: 570 Feet AMSL  
 Impact Area: Zulu/Whiskey

OIC shall report to LONGRIFLE:  
 Max Ord & Charge to be fired, any HE/WP/Smoke rounds falling short into RFA  
 Max Ord shall remain within scheduled Airspace and shall be at least 1,000 Ft below any FW Aircraft transitioning over the Impact Area.  
 Firing Gun Line Must Remain Within Firing Box Boundaries  
 Firing Box Boundaries: 65170 91797 to 65218 91885 to 65191 91899 to 65144 91811  
 Target Box Boundaries  
 Target Box Boundaries: 64550 92341 to 64682 92474 to 64184 93100 to 63919 92833

## MP-408A Zulu

Approved safety card, data card, SDZ, & signed ORM must be on hand to conduct training.

When shooting High Angle Fires above 15,000 Ft, R2503C restricted airspace must be requested and approved.

Range Guards must be posted to prevent entry into Area E. #1 - 65234 91677

Created By:  
 Approving A

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (63)



# T&R Tasks

- 1803/1833-GNRY-1131: Conduct AAV Gunnery Table I
- 1803/1833-GNRY-1132: Conduct AAV Gunnery Table II
- 1803-GNRY-1133/1833-GNRY-2106: Conduct AAV Gunnery Table III
- 1803-GNRY-1134/1833-GNRY-2107: Conduct AAV Gunnery Table IV
- 1803-GNRY-1135/1833-GNRY-2108: Conduct AAV Gunnery Table V
- 1803/1833-GNRY-1101: Set Headspace and Timing on M2 .50 Cal HB Machine Gun
- 1803/1833-GNRY-1102: Load M2 .50 Cal HB Machine Gun
- 1803/1833-GNRY-1103: Zero M2 .50 Cal HB Machine Gun
- 1803/1833-GNRY-1104: Fire the M2 HB .50 Cal Machine Gun
- 1803/1833-GNRY-1105: Apply Failure to Fire Procedures for M2 .50 Cal HB Machine Gun
- 1803/1833-GNRY-1106: Unload M2 .50 Cal HB Machine Gun
- 1803/1833-GNRY-1107: Perform Preventive Maintenance Checks and Services (PMCS) on M2 .50 Cal HB Machine Gun on AAVP7A1
- 1803/1833-GNRY-1108: Load MK 19 Mod 3 40mm Machine Gun

UNCLASSIFIED

ENCLOSURE (3)



## T&R Tasks cont.

- 1803/1833-GNRY-1109: Zero MK 19 Mod 3 40mm Machine Gun
- 1803/1833-GNRY-1109: Zero MK 19 Mod 3 40mm Machine Gun
- 1803/1833-GNRY-1110: Fire the MK 19 40mm Machine Gun
- 1803/1833-GNRY-1111: Apply Failure to Fire Procedures for MK 19 Mod 3 40mm Machine Gun
- 1803/1833-GNRY-1112: Unload MK 19 Mod 3 40mm Machine Gun
- 1803/1833-GNRY-1113: Perform Preventive Maintenance Checks and Services (PMCS) on MK 19 Mod 3 40mm Machine Gun
- 1803/1833-GNRY-1114: Install M240G 7.62mm Machine Gun on AAVC7A1
- 1803/1833-GNRY-1121: Conduct Minor Boresighting of Uppgunned Weapons Station
- 1803/1833-GNRY-1122: Conduct Major Boresighting of Uppgunned Weapons Station
- 1803/1833-GNRY-1123: Operate Uppgunned Weapons Station
- 1803/1833-GNRY-1124: Engage Targets with Uppgunned Weapons Station
- 1803/1833-GNRY-1125: Perform Preventive Maintenance Checks and Services on Uppgunned Weapons Station

UNCLASSIFIED

ENCLOSURE (3)



## T&R Tasks cont.



- 1833-GNRY-2105: Set Inhibit Zone for the Upgunned Weapons Station 1803-GNRY-1109: Zero MK  
19 Mod 3 40mm Machine Gun
- AAV-GNRY-3156: Conduct AAV Gunnery Table VI

UNCLASSIFIED

ENCLOSURE (2)



## Ammo Load out R408A



- 17,062rds A576, .50 CAL LKD 4 API/API-T F/M2
- 4,000rds, A131, 7.62MM 4 BALL M80/1TRCR M62 LKD
- 2,680rds B542, 40MM HEPD M430/M430A1 LKD (MK 19)

ENCLOSURE (3)

UNCLASSIFIED



**1st Battalion 4th Marines**  
**Training Support Request**

CO-EVENT-(V#) INT DATE  
 (8-7 ONLY)

DATE: 6/30/2020 UNIT: BRAVO CO SUBMITTED BY:

(b)(3), (b)(6), (b)(7)(c)

Scheme of Maneuver/Clarifying Instructions:  
 SUPPORT REQUEST IS FOR BRAVO COMPANY AAV PLATOON DURING CREW GUNNERY AND COMPANY ATTACKS

**S-2 Support Requested**

Type	Quantity	Description
Maps		
Imagery		
UAS		
Training Packages		

**S2 COMMENTS**

S2 DATE RECEIVED: DATE APPROVED: SIGNATURE:

**DETAILS**

Type of Training	AAV CREW GUNNERY AND BRAVO COMPANY ATTACKS
Training Areas	R408A, R600
RCM#	
CO-USE REQUIREMENT? Y/N	N
Departure Date/Time	10 JULY 2020/1200
Hot Date/Time	10 JULY 2020/1600
Cold Date/Time	12 JULY 2020/0800
OIC	(b)(3), (b)(6), (b)(7)(c)
RSO	
# of Marines Training	55

**S3 COMMENTS**

S3 DATE RECEIVED: DATE APPROVED: SIGNATURE:

**Rations (MRE/Hot Chow)**

PAK #	MARINE			NAVY			TOTAL	ROSTERS	
	Officer	Enlisted	Enlisted w/Comrats	Officer	Enlisted	Enlisted w/Comrats		Submitted	YES
1		57	15		1	0	59		YES
Person to Pick-Up Chow		(b)(3), (b)(6), (b)(7)(c)		DATE	8-Jul-20	LOC	21 AREA RAVS	TIDE	1000
Chow Plan		Breakfast		Lunch		Dinner		MRE	
MRE, UGR-ME, UGR-A (Vat), Box lunch, Chow		MRE		MRE		MRE		MRE	
Ice (Plan for 5 lbs/Marine)		Y/N		N					

**S4 COMMENTS**  
 REQUESTING MRE'S (59) DELIVERED AT AAV RAMP BLDG 210577 (11S MS 62449 75683) ON 8 JULY / 1000.  
 REQUESTING JLTV WITH DRIVER AND A-DRIVER (ARMORER) FOR SAFETY VEHICLE. SAFETY VIC WILL LINK UP AT R408A ON 10 JULY AT NLT 1500 AND RETURN 12 JULY NLT 0800, UPON COMPLETION OF LIVE FIRE TRAINING. REQUESTING WATER SUPPORT ON R408A FROM 1500 TO 0800 12 JULY. REQUESTING (1700) GALS REFUELLER SUPPORT WITH PUMP AT R600 (11S MS 62920 99410) AT 1200 ON 14 JULY.

**PORTA JOHN**

PAK	TRAINING AREA LOCATION AND GRID	START DATE	END DATE
59	R408A / 11S MS 63190 90469	10-Jul-20	12-Jul-20
59	TA-GOLD BEACH / 11S MS 55543 85183	14-Jul-20	16-Jul-20

**MEDICAL**

NUMBER OF CORPSMAN	REPORT DATE/TIME/LOCATION	RETURN DATE/TIME	REPORT TO

REMARKS: CORPSMAN SUPPORT ORGANIC TO THE PLATOON. REQUESTING SAFETY VIC WITH DRIVER AND ARMORER AS A/DR

**Transportation ('Time' is show-time for vehicles)**

PICKUP						RETURN					
DATE	TIME	PAK	CARGO	LOCATION	DESTINATION	DATE	TIME	PAK	CARGO	LOCATION	DESTINATION

TRANSPORTATION PREFERENCES (i.e. bus, van, 7 ton, etc.)

**Tactical Vehicle Request**

Vehicle Type	#	# Ammo	Destination	Pick-Up		Return		Driver Request			
				DATE	TIME	DATE	TIME	Driver	Ammo Driver	IF PROVIDING OWN, DRIVER NAME	
M123/M152 Hback											
M123/M165 4Door											
M151 OAH											
M167 TOW Variant											
MRAP 4X4											
M-ATV											
MRC 148											
MRC 145											
Ambulance 2 Litter											
Ambulance 4 Litter											
7 Ton (PAX)											
7 Ton (CARGO)											
Trailer											
JLTV HIGH BACK	1		R408A	10 JUL	1500	12 JUL	0800	1			REQUESTING ARMORER FOR A/DRIVER
REFUELER (1700 GALS)	1		R600	14 JUL	1200	14 JUL	1600	1			
M105 7Ton Trailer											
M101/M102 Trlr											
M16 Trlr											
M149 Water Bull	1		R408A	10 JUL	1500	12 JUL	0800	1			

\*\*\*VEHICLES WILL NOT BE DISPATCHED UNLESS PACC ARE COMPLETED FOR THE WEEK\*\*\*

AMMO DRVR(S) W/ RANK		DELIVERY LOCATION	R408A 11S MS 65162 91781
TIME OF DELIVERY	1500 10 JULY		
TIME/DATE OF PRESTAGE		GUNNER'S APPROVAL	
TIME/DATE OF PICKUP	0800 12 JULY	DATE RECEIVED	
		DATE APPROVED	

ENCLOSURE (63)

# 1st Battalion 4th Marines

## Training Support Request

Ammunition		
Qty	DODIC	NOMENCLATURE
	A059	CTG, 5.56MM BALL F/M16A2
	A063	CTG, 5.56MM TR F/M16A2
	A064	CTG, 5.56MM BALL TR 4/1 F/SAW
	A075	CTG, 5.56MM BLANK LKD F/SAW
	A080	CTG, 5.56MM BKK F M16A1/A2
4500	A131	CTG, 7.62MM 4 BALL M80/3TRCR M62 LKD
	A358	CTG, 9MM PRACT AT-4
	A363	CTG, 9MM BALL PISTOL (HEW)
17063	A576	CTG, .50 CAL LKD 4 APY/AP1-T F/HZ
	A606	CTG, .50 CAL APY MK 211-0
	AA11	CTG, 7.62MM M118 T RANGE
	AX11	CTG, 9MM SPOTTING RIFLE (SHGN)
	B519	CTG, 40MM PRAC M781
	B535	CTG, 40MM WHITE STAR PARA
2680	B542	CTG, 40MM HEDP M430/M430A1 LKD (MK 19)
	B546	CTG, 40MM HEDP LOWVEL LCHD
	B642	CTG, 60MM HE M720 LWMS W/HOF
	B647	CTG, 60MM ILLUM M721
	BA14	CTG, 60MM WP M722A1
	BA21	CTG, 40MM PRAC
	C484	CTG, 81MM ILLUM INFARED
	C869	CTG, 81MM HE M889
	C870	CTG, 81MM SMK RP M819 (LHK)
	C871	CTG, 81MM ILLUM M853 (LHK)
	C995	CTG, 84MM & LNCMR M136 (AT-4)
	G678	FUZE, M228 F/G811
	G881	HG, FRAGMENTATION M67
	G945	HG, SMK VEL
	G963	HG, RIOT CS M7
	G982	HG, SMK TNG M83
	HA21	ROCKET, 210MM SUB-CALIBER, M72AS

Qty	DODIC	NOMENCLATURE
	HA29	RKT, 66MM HE M72A7 (LAW)
	HK05	RKT, 82MM ASSAULT (SHAW)
	J007	MINE, APERS-T M18A1 W/Accessories
	K765	RIOT CTRL AGENT CS CAPSULE
	L311	SIG, ILLUM RS CLUSTER M126A1
50	L312	SIG, ILLUM WS PARA M127A1
	L495	FLARE, SURFACE TRIP M49A1
	L592	TOW BLST SIMULATOR
	L594	SIM, PROJ GRND BURST M115A2
	L598	SIM, BOOBYTRAP FLASH M117
	L599	SIM, BOOBYTRAP ILLUM M118
	M028	DEMO KIT, BANGALORE TORP M1A2
	M030	CHG, DEMO BLK 1/4LB TNT
	M032	CHG, DEMO BLK 1LB TNT
	M130	CAP, BLST ELEC M6
	M131	CAP, BLST NON-ELEC M7
	M456	CORD, DET TYPE-1
	M670	FUZE, BLST TIME M700 (U/I FT)
	M757	CHG, ASSY DEMO KIT M183 C4 16X1-1/4LB
	M908	IGNITER, BLST TIME FUSE M01
	MN79	DEMO KIT, ANTI-PERS OBSTL BREECH SYS MK7-1 (APORS)
	WH03	GM, TOW-2 SURE ATK BGM-71D-5
	WH06	GM, TOW BRAC
	A111	CTG, 7.62MM BLANK LKND
	A598	CTG, .50 CAL BLK LKND
	G940	HG, GREEN SMOKE
	SG20	HG, STUN
	MN52	INITIATOR, DUAL SHOCK TUBE W/CAES
		OTHER (SPECIFY DODIC AND NOMENCLATURE)
		OTHER (SPECIFY DODIC AND NOMENCLATURE)
		OTHER (SPECIFY DODIC AND NOMENCLATURE)

ORDNANCE TO BE LTI/PFI	YES	NO	ARMORER SUPPORT AT RANGE NEEDED	Y	X	N
NO EARLIER THAN DATE OF LTI/PFI	N/A		NO LATER THAN DATE OF LTI/PFI	8-Jul-20		
Date of Weapons Draw	10-Jul-20		Date of Weapons Return	14-Jul-20		
Time of Weapons Draw	0800		Time of Weapons Return	1600		

Equipment to be LTI/PFI (Estimate quantities)

NOMENCLATURE	QTY	NOMENCLATURE	QTY	NOMENCLATURE	QTY	NOMENCLATURE	QTY
M9 PISTOL		M1014		AN/PAQ-18A		M27	
M16A4 RIFLE		M40A3/A5		AN/PVS-17C		M38	
M203		M107 SASR		AN/PVS-24		M320 GL	
M4 CARBINE		M72 LAW TRAINER		AN/PAQ-16		OTHER (SPECIFY)	
M249 SAW		MK93		AN/PVS-14		OTHER (SPECIFY)	
M32 MSGT		M35 COYOTE MOUNT		AN/PVS-28		OTHER (SPECIFY)	
M240B MG	3	M3 TRIPOD		AN/PAS-13B (V2)		OTHER (SPECIFY)	
M2 .50 CAL MG	13	M122 TRIPOD		AN/PAS-13D (V2)		OTHER (SPECIFY)	
MK-19	13	MK64 MOUNT		AN/PAS-13D (V3)		OTHER (SPECIFY)	
MK-153 SHAW		JAVELIN BST		M22 BINO (LARGE)		OTHER (SPECIFY)	
M224 60MM		JAVELIN ITT		M24 BINO (SMALL)		OTHER (SPECIFY)	
M282 81MM		CORDON LAUNCH UNIT		IRLID II		OTHER (SPECIFY)	
M41A1 SABER		PLDR		LASER BORE SIGHT		OTHER (SPECIFY)	

04	DATE RECEIVED	DATE APPROVED	SIGNATURE
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NOMENCLATURE	Qty	Pick-Up		Return	
		DATE	TIME	DATE	TIME
PRC-152	3	7/9/2020	1000	7/15/2020	1000
PRC-153					
PRC-119					
PRC-119F					
PRC-117					
PRC-150					
VRC-110					
VRC-89					
VRC-90					
VRC-145					
COM-201B					
OE-254					
CIE-10					
DTCS					
OTHER (SPECIFY)					
OTHER (SPECIFY)					
OTHER (SPECIFY)					
OTHER (SPECIFY)					
FRQ/NET ID					
Days Batteries Req.					

05 COMMENTS
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06	DATE RECEIVED	DATE APPROVED	SIGNATURE
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**1st Battalion 4th Marines  
Chow Request**

MARINE ENLISTED WITH MEAL CARDS													
#	RANK	LAST	FIRST	MI	EDIFI	COMBATS	#	RANK	LAST	FIRST	MI	EDIFI	COMBATS
1							41						
2							42						
3							43						
4							44						
5							45						
6							46						
7							47						
8							48						
9							49						
10							50						
11							51						
12							52						
13							53						
14							54						
15							55						
16							56						
17							57						
18							58						
19							59						
20							60						
21							61						
22							62						
23							63						
24							64						
25							65						
26							66						
27							67						
28							68						
29							69						
30							70						
31							71						
32							72						
33							73						
34							74						
35							75						
36							76						
37							77						
38							78						
39							79						
40							80						

(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

#	RANK	LAST	FIRST	MI	EDIFI	COMBATS
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

#	RANK	LAST	FIRST	MI	EDIFI	COMBATS
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						

NAVY ENLISTED ON COMBATS						
#	RANK	LAST	FIRST	MI	EDIFI	COMBATS
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						

MARINE OFFICER ON COMBATS						
#	RANK	LAST	FIRST	MI	EDIFI	COMBATS
1						
2						
3						
4						
5						
6						
7						

(b)(3), (b)(6), (b)(7)(c)

NAVY OFFICER ON COMBATS						
#	RANK	LAST	FIRST	MI	EDIFI	COMBATS
1						
2						
3						
4						
5						
6						
7						

MARINE ENLISTED WITH MEAL CARDS	42
MARINE ENLISTED ON COMBATS	15
NAVY ENLISTED WITH MEAL CARDS	1
NAVY ENLISTED ON COMBATS	0
MARINE OFFICER ON COMBATS	7
NAVY OFFICER ON COMBATS	0
TOTAL PERSONNEL BEING SUPPORTED	59

TOTAL PERSONNEL BEING SUPPORTED	59
NUMBER OF MEALS PLANNED PER DAY	3
NUMBER OF DAYS OF EXERCISE/OPERATION	4
TOTAL MRE'S NEEDED	708
TOTAL NUMBER OF CASES NEEDED	55.0
TOTAL NUMBER OF PALLETS	1.2
TOTAL WEIGHT OF PALLETS (LBS)	1127.1

ENCLOSURE (63)

**Water Calculation** DIRECTIONS: Review listed amounts for various weather zones and functions. In the area provided, enter the amount for that function that you wish to use for the calculation per person. NOTE: It is dependent upon the mission if all water usage functions will be used.

FUNCTION	TEMPERATE ZONE		TROPICAL ZONE		ARCTIC ZONE		ARID ZONE		DAILY GAL/MAN CALCULATION
	Sustain	Minimum	Sustain	Minimum	Sustain	Minimum	Sustain	Minimum	
Drinking	1.5	1.5	3	3	2	2	3	3	3
Personal Hygiene	1.7	1	1.7	1	1.7	1	1.7	1	1
Field Feeding	2.8	0.8	2.8	0.8	2.8	0.8	2.8	0.8	0.8
Heat Casualty Treatment	0	0	0.2	0.2	0	0	0.2	0.2	0.2
Level 1 Medical Treatment	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Level 2 Medical Treatment	0.7	0.7	0.9	0.9	0.7	0.7	2.8	2.8	0.7
Centralized Hygiene	0	0	0	0	0	0	1.8	0	0
Construction	0	0	0	0	0	0	1.5	0	0
Vehicle Maintenance	0	0	0	0	0	0	0.2	0.2	0
Aircraft Maintenance	0	0	0	0	0	0	0.2	0.2	0
Laundry	0	0	0	0	0	0	2.1	0	0
Subtotal	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	6.1
+10% Waste	0.7	0.4	0.9	0.6	0.8	0.5	1.7	0.9	0.61
Total	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	6.71

DAILY GALLONS PER MAN FOR EXERCISE/OPERATION:	6.71
ENTER NUMBER OF PERSONNEL SUPPORTED:	59
ENTER NUMBER OF DAYS FOR EXERCISE/OPERATION:	3

DAILY WATER REQ: 395.89

TOTAL WATER REQ: 1187.67

HELPFUL INFORMATION: (6) 5-GALLON IGLOO WATER COOLERS WILL BE FILLED PRIOR TO DEPARTING 21 AREA. COOLERS ARE INTERNAL TO PLT.

ENCLOSURE (63)

**OPERATIONAL RISK MANAGEMENT MATRIX**

TRAINING EVOLUTION: Range 408A/600		ORGANIZATION: BLT 1/4, CO B AAV PLT	Assigned OIC:	Assigned RSO:	Weapons Systems:		Date:
			(b)(3), (b)(6), (b)(7)(c)			M2 .50 cal Mk19 40mm M240	20200710-20200714
OPERATIONAL PHASE	HAZARD	CAUSES	INIT RAC	DEVELOP CONTROLS	RES RAC	HOW TO IMPLEMENT	HOW TO SUPERVISE
Phase III	Marine wounded/killed by Up-Gunned Weapon System or ordnance	-Weapons Malfunction caused by improper headspace and timing. -Negligent Discharge. -Firing outside of designated limits. -Weapons leaving the range not condition 4.	I/C=2	- Marines perform headspace and timing on the .50 cal prior to live fire. - Weapons are kept in condition 4 until on the firing line with turrets oriented down range. - Marines go condition 4 after firing is complete. - Range lateral limits briefed each day prior to training. - RSO inspect weapons leaving the firing line to ensure clear condition 4. -PPE will be worn at all times.	I/D=3	-Armorer checks the headspace and timing of each .50 cal. -Classes given on headspace and timing and Marines perform function checks a week prior to going to the field, as well as redundancy checks for each firing vehicle. -Ensure weapons have PFIs and LTIs, prior to live fire training. -Marines instructed on when to go condition 3 and condition 1 during safety briefs. - PSOs verify condition 4 prior to movement off the firing line. -RSO/OIC give safety brief outlining left and right lateral limits of the range prior to execution each day.	- RSO/OIC verifies headspace and timing prior to live fire. - Master Gunner or OIC inform gun crews when to change the condition of weapons. -RSO clears each weapon prior to leaving range. -Master Gunner and OIC observe effects of fires with relation to range boundaries. -RSO ensures PSO is briefed on their responsibilities during live fire. -RSO coordinate with armory and platoon maintenance chief IOT ensure all weapons have had a LTI and PFI.
Phase III	Marine injured while handling ammunition	-Marines attempting to relink 40mm ammunition. ("buffalo rounds") -Lack of situational awareness. -Marines improperly handling ammunition.	I/C=2	-Ensure no one handles buffalo rounds except for the RSO, OIC, or designated personnel. -Ensure Marines are paying attention to their surroundings and handling ammunition with care.	I/D=3	-Platoon leadership briefs the platoon on handling buffalo rounds and that only the RSO, OIC, or designated personnel will handle buffalo rounds. -Safety brief is conducted and an emphasis is made on handling ammunition with care.	-Platoon commander, platoon sergeant, OIC, and RSO ensure no one is handling buffalo rounds except those designated to do so. -RSO conducts safety brief with an emphasis on handling buffalo rounds and ammunition in general. -Section leaders supervise Marines IOT ensure they are safely handling ammunition.
Phase III	Marine injured by UXO	-Lack of situational awareness. -Marines attempting to handle UXO. -Marines navigating off of tank trails already laid out in the SOM.	I/C=2	-Ensure Marines are paying attention to their surroundings and that they know to inform their chain of command if they come across any UXO. -Ensure Marines understand not to touch or handle UXO.	I/D=3	-Safety brief conducted to ensure Marines maintain situational awareness so they don't disturb any UXO. -Marines briefed that they are not to handle UXO and that if they come across it, to inform their chain of command. -Marines briefed on SOM during operation order.	-RSO/OIC conduct a safety brief to remind Marines to maintain situational awareness and to never handle UXO themselves. -Section leaders supervise their section to ensure IOT ensure Marines don't disturb any UXO. -Crew chiefs supervise crews IOT ensure crews don't disturb any UXO.
Phase III, IV	Fire while refueling	-Leaking fuel cells. - Smoking while refueling.	I/C=2	-Fuel Cells are inspected by Vehicle commanders prior to refueling when vehicles are staged.	I/D=3	-Vehicle commanders are briefed on inspection procedures before refueling.	-Section leaders monitor refueling and ensure Vehicle commanders are inspecting their fuel cells.

ENCLOSURE (S)

				-Marines will not smoke within 50 m of the refueler.		-Fuel not given to vehicles until crew chief conducts inspection. -All Marines in the platoon briefed of the limitations on smoking.	-Section leaders and platoon leadership monitor refueling to ensure no Marines are smoking within 50 m. -Platoon sergeant will ensure all fire extinguishers are serviceable and located on the AAV per SOP.
All Phases	Loss of personnel or equipment	-Marines not maintaining their prescribed hourly comm checks. -Marines not properly briefed on their respective routes and road guard positions. -Lack of situational awareness.	I/C=2	-Enforce comm checks with all roadguard positions. -Each road guard position will redundant communications -Marines back brief RSO/OIC on locations of road guard positions before leaving.	I/D=3	-Route brief and ROC walks with all vehicles prior to leaving RAMP. -Conduct of proper accountability for personnel and gear before and after every movement, twice daily (morning and evening) with one of those checks being conducted by serial number. -Proper PCC/PCI conducted.	-OIC/RSO conduct daily serialized gear checks before and after each day of training. -Platoon sergeant will gain full accountability of all personnel before any platoon movement. -Section leaders inspect all gear and Marines within their section are accounted for at all times.
All phases	AAV/wheeled vehicle accident collision/ roll-over	-Speeding. -Driver Fatigue. -Passing of other units on roads. -Lack of visibility due to dust.	I/C=2	-Marines obey all posted speed limits. -Marines are given adequate rest time prior to operating AAV. -AAVs remain on right side of road and mind a safe distance from other vehicles while passing. -AAVs decrease speed to less than 15mph when passing through dust clouds.	I/D=3	-Vehicle commanders monitor driver speeds of no more than 25mph. -Vehicle commanders monitor rest period of drivers and remove overly fatigued drivers. -Drivers are briefed prior to leaving RAMP on procedures for passing other units on the road. -Drivers maintain distances of 100m or greater dispersion to avoid creating dust clouds. -Drivers are briefed on slowing down when driving through dust.	-Section leaders ensure section maintains proper speed limit. -Vehicle commanders back-brief section leaders on rest plan for crew. -Vehicle commanders verbally command drivers if they do not follow briefed techniques. -Vehicle commanders verbally command drivers if they do not decrease speed during brown out, and all vehicles will stop until dust settles and visibility is restored.
All Phases	Vehicle fire resulting in injuries	-Mechanical malfunctions which cause fire. -Fire bottles inoperable. -Smoking inside AAV.	I/C=2	-Vehicle commanders report any potentially dangerous problems to maintenance personnel. -Vehicle not utilized until mechanical issue is resolved. -Manual fire bottles on every AAV inspected and weighed by maintainers then annotated on fire bottle tags. -MFSS tested by maintainers. -Properly complete the pre-operational checklist. -Brief safety and evacuation SOPs.	I/D=3	-Vehicle commanders constantly monitor status of vehicles -Other vehicles utilized if vehicle becomes fire hazard. -Vehicle commanders check fire bottle tags prior to operation to ensure date is current. -Vehicle commanders verify MFSS is unobstructed by SL-3.	-Section leaders monitor maintenance issues and report to platoon sergeant -Platoon sergeant ensures all vehicles operating have no mechanical issues -Marines back brief section leaders on proper use and status of manual fire bottles. -Section leaders inspect sections to verify MFSS is unobstructed in all vehicles and fire bottles have current tags.
All Phases	Injuries on AAVs	-Marines injured by unsecured hatches, improperly stowed gear. -Burns. -Improper wearing of PPE.	II/C=3	-All hatches and gear are strapped down according to SOP. -All internal gear will be strapped down. -Hands avoid the rim of the hatch when opening/closing or unsecured. - FROG gear worn at all times. - Marines aware of burn treatment.	II/D=4	-Vehicle commanders supervise and inspect crew men properly strapping down hatches and equipment. -Vehicle commanders ensure proper PPE is worn at all times. - Corpsman briefs platoon on burn treatment.	-Section leaders inspect vehicles prior to conducting rehearsals for properly strapped hatches and equipment. -Section Leaders ensure proper PPE is worn at all times. - RSO ensures vehicle hatches secured, proper PPE utilized before AAV movement conducted.

ENCLOSURE (2)

All Phases	Weather exposure casualties	<ul style="list-style-type: none"> <li>-Marines not eating/drinking properly.</li> <li>-Excessive heat of vehicle when wearing PPE.</li> <li>-Failing to put on or take off warming layers</li> </ul>	II/C=3	<ul style="list-style-type: none"> <li>-Vehicle commanders monitor all crew members to ensure they are eating and drinking enough water.</li> <li>-Warming layers will be removed by 0800.</li> <li>-Gear inspections before leaving will ensure Marines bring warming layers.</li> <li>-Each vehicle has (1) full 5 gallon water cooler and (2) designated water jugs.</li> </ul>	II/D=4	<ul style="list-style-type: none"> <li>-Marines briefed on importance of nutrition/hydration in the field.</li> <li>-Section leaders ensure adequate water on each vehicle prior to rehearsals.</li> <li>-Section leaders ensure Marines are wearing appropriate warming layers.</li> </ul>	<ul style="list-style-type: none"> <li>-Platoon commander supervises the platoon as a whole and ensures time is allotted during training for Marines to get chow and water.</li> <li>- Platoon sergeant ensures Marines are provided with food and water.</li> <li>-Corpsman observes Marines to ensure they are not becoming weather casualties.</li> <li>-Platoon commander monitors training to ensure AAV crewmen are given adequate rest time.</li> </ul>
All Phases	Wildlife Hazards	<ul style="list-style-type: none"> <li>-Marines harassing animals.</li> <li>-Lack of situational awareness</li> <li>-Not alerting the chain of command about wild life on range.</li> <li>-Not alerting corpsman to bug/wildlife allergies.</li> </ul>	II/C=3	<ul style="list-style-type: none"> <li>-Brief animal considerations and their likely locations within the area.</li> <li>-Have a corpsman on hand.</li> <li>-Ensure Marines' allergies are known and prepared for.</li> <li>-Ensure proper medication is on hand.</li> </ul>	II/D=4	<ul style="list-style-type: none"> <li>-During safety brief, brief not to touch, harass, or play with any wildlife and to keep your distance.</li> <li>-Ensure corpsman is aware of any existing allergies.</li> </ul>	<ul style="list-style-type: none"> <li>-RSO briefs wildlife concerns and safe practices.</li> <li>-Section leaders supervise to ensure any dangerous or endangered wildlife are reported.</li> <li>-Crew chiefs supervise to ensure any dangerous or endangered wildlife is reported.</li> </ul>
All phases	-Marines leaving the range with ammunition	<ul style="list-style-type: none"> <li>-Lack of situational awareness.</li> <li>-Marines/Vehicles not being inspected prior to departure from range.</li> </ul>	III/C=4	<ul style="list-style-type: none"> <li>-Ensure Marines vehicles are inspected prior to departing the range via a line-out inspection.</li> </ul>	III/D=5	<ul style="list-style-type: none"> <li>-Platoon leadership inspects vehicles and equipment via line-out inspection.</li> </ul>	<ul style="list-style-type: none"> <li>-Platoon commander supervises the conduct of a line-out inspection.</li> <li>-Platoon commander and platoon sergeant inspect one another's vehicles and gear.</li> <li>-Section Leaders inspect all vehicles and crews within their section.</li> </ul>
All Phases	Hazmat/Fuel Spill	<ul style="list-style-type: none"> <li>-Vehicle malfunction or while doing maintenance repairs.</li> <li>-Improper refueling technique.</li> </ul>	III/C=4	<ul style="list-style-type: none"> <li>-Once hazmat spill or potential is discovered, Marines properly clean, report, and control the spill.</li> <li>-Adequate control materials are brought to field.</li> <li>-Marines utilize service station method of refueling.</li> </ul>	III/D=5	<ul style="list-style-type: none"> <li>-Vehicle commanders monitor all hazmat spills to ensure they are handled properly.</li> <li>-Hazmat procedures are briefed to the Marines prior to leaving the RAMP.</li> <li>-Hazmat rep ensures adequate materials are present on each vehicle prior to leaving field.</li> <li>-Vehicle commanders are briefed on refueling using the service station method prior to leaving RAMP.</li> </ul>	<ul style="list-style-type: none"> <li>-Platoon sergeant draws spill kit and disseminates to sections.</li> <li>-Platoon sergeant ensures Hazmat rep has provided adequate materials before leaving RAMP.</li> <li>-Section leaders inspect and supervise vehicle maintenance within section to ensure hazmat spills are properly contained and reported.</li> <li>-Section leaders supervise refueling to ensure proper techniques are utilized.</li> <li>-Crew chiefs inspect and supervise maintenance on assigned vehicle ensuring hazmat spills are properly contained and reported.</li> </ul>

ENCLOSURE (3)

**HAZARD SEVERITY**

**I - CATASTROPHIC**- Death, permanent disability, major property damage  
**II - CRITICAL** - Permanent partial disability, major system or minor property damage  
**III - MARGINAL** - Minor injury, minor system or property damage  
**IV - NEGLIGABLE** - 1<sup>st</sup> aid, minor system repair

**MISHAP PROBABILITY**

**A - FREQUENT, B - LIKELY, C - OCCASIONAL, D - UNLIKELY**

**RISK ASSESSMENT CODE (RAC)**

**1 - CRITICAL, 2 - SERIOUS, 3 - MODERATE, 4 - MINOR, 5 - NEGL**

**RAC ASSESSMENT CODE MATRIX**

HAZARD SEVERITY	MISHAP PROBABILITY				
	A	B	C	D	
I	1	1	2	3	RSC
II	1	2	3	4	RSC
III	2	3	4	5	XO/ S-3:
IV	3	4	5	5	BC:

**COMMAND REVIEW/APPROVAL**

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (3)



<b>UNIT:</b> BLT 1/4, B CO, AAV PLT	<b>OPORD:</b> SECTION/PLT LEVEL AMPHIB OPS	<b>DTG:</b> 26-29 May 2020	<b>LOCATION:</b> CAMP PENDLETON, TA BLUE BEACH, BOAT BASIN
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**SUBJ:** AAV PLATOON AMPHIBIOUS OPERATIONS

**REF:** (A) MAP: CAMP PENDLETON 1:50,000 AMES SERIES V795S, SHEET IV  
 (B) MCTP 3-10C (EMPLOYMENT OF AMPHIBIOUS ASSAULT VEHICLES)  
 (C) NAVMC 3500.2 (AAV TRAINING AND READINESS MANUAL)  
 (D) MARINE CORPS ORDER 3570.1C RANGE SAFETY  
 (E) MCIWEST- MARINE CORPS BASE CAMP PENDLETON ENVIRONMENTAL OPERATIONS MAP

**ENCL:** (1) OPERATIONAL RISK MANAGEMENT WORKSHEET  
 (2) CONFIRMATION BRIEF  
 (3) LOGISTICAL REQUESTS

**TASK ORGANIZATION:** AAV PLATOON; FIRST SECTION, SECOND SECTION, THIRD SECTION, AND COMMAND SECTION.

1. **SITUATION:** AAV PLATOON HAS NOT CONDUCTED ANY WATER OPERATIONS WITH ALL KEY PERSONNEL PRESENT. THIS FIELD TRAINING EVOLUTION WILL PREPARE THE MARINES TO EMPLOY AMPHIBIOUS ASSAULT VEHICLES (AAV'S) AT THE SECTION AND PLATOON LEVEL DURING CHANGE OF OPERATIONAL POSTURE (CHOP) TO BATTALION LANDING TEAM 1/4 TO CONDUCT FUTURE AMPHIBIOUS OPERATIONS IN SUPPORT OF THE 15TH MARINE EXPEDITIONARY UNIT (MEU).

2. **MISSION:** FROM 26-29 MAY AAV PLATOON, BRAVO COMPANY EXECUTES AMPHIBIOUS OPERATIONS IN VICINITY OF BLUE BEACH IN ORDER TO ENHANCE PROFICIENCY OF SECTION AND PLATOON LEVEL AMPHIBIOUS OPERATIONS TO SUPPORT FUTURE EXERCISES AS PART OF BATTALION LANDING TEAM (BLT) 1/4.

3. **EXECUTION:**

**A. COMMANDER'S INTENT.**

(1) **PURPOSE.** TO INCREASE PROFICIENCY IN SECTION AND PLATOON LEVEL AMPHIBIOUS OPERATIONS DURING CHOP TO BATTALION LANDING TEAM 1/4 SO THE PLATOON CAN SUCCESSFULLY SUPPORT AMPHIBIOUS OPERATIONS AS PART OF THE 15TH MEU.

(2) **METHOD.** THIS TRAINING EXERCISE WILL BE ACCOMPLISHED USING THE CRAWL, WALK, RUN METHOD TO ENSURE EACH CREW IS TRAINED IN SECTION AND PLATOON LEVEL AMPHIBIOUS OPERATIONS AND PLATOON SOP'S ARE DEVELOPED. TRAINING WILL PROGRESS FROM CLASSROOM INSTRUCTION TO PRACTICAL APPLICATION, FOLLOWED BY CREW, SECTION, AND PLATOON LEVEL TRAINING. UTILIZING THE BLUE BEACH TRAINING AREA, SECTIONS WILL CONDUCT FORMATION DRIVING, TIME AND DISTANCE PLANNING, LOADING BOAT LANES, AND LANDING ON CENTER BEACH. ADDITIONALLY SECTIONS WILL CONDUCT IMMEDIATE ACTION DRILLS ON LAND SIMULTANEOUS TO OTHER SECTIONS CONDUCTING WATER OPERATIONS. SECTION LEVEL TRAINING WILL OCCUR DURING DAY AND NIGHT AND WILL BE FOLLOWED BY A PLATOON LEVEL EXERCISE TO INCLUDE FORMATIONS, SIMULATED DEBARKATION USING VARIOUS LAUNCH METHODS, AND LANDING AT CENTER BEACH ON TIME.

(3) **END STATE.** AAV PLATOON DEMONSTRATES PROFICIENCY AT CONDUCTING AMPHIBIOUS OPERATIONS AT THE SECTION AND PLATOON LEVEL ACCORDING TO ASSOCIATED T&R STANDARDS AND IS PREPARED FOR FUTURE AMPHIBIOUS OPERATIONS AS PART OF BLT 1/4.

**B. CONCEPT OF OPERATIONS.** THIS IS A FOUR PHASE OPERATION (PHASE I-IV). **PHASE I** WILL BE THE PREPARATION PHASE CONSISTING OF ALL NECESSARY VEHICLE, GEAR, AND PERSONNEL PREPARATIONS PRIOR TO DEPARTURE FOR THE RANGE AND LAND RECOVERY REHEARSALS. **PHASE II**

<b>SIGNATURE/DATE</b>						
(b)(3), (b)(6), (b)(7)(c)	01	(b)(3), (b)(6), (b)(7)(c)	(b)(3), (b)(6), (b)(7)(c)	1	(b)(3), (b)(6), (b)(7)(c)	00513
	S-			2		0510

ENCLOSURE (3)

WILL CONSIST OF WATER RECOVERY SUSTAINMENT IN THE BOAT BASIN. **PHASE III** WILL BE DAY AND NIGHT SECTION AND PLATOON TRAINING ON BLUE BEACH WITH IMMEDIATE ACTION DRILLS ON LAND. **PHASE IV** WILL BE WILL CONSIST OF RETROGRADE AND POST OPERATIONS.

(1) **PHASE I: PREPARATION PHASE. 11-26 MAY.** PHASE I HAS ALREADY BEGUN WITH FIELD AND ADMINISTRATION PREPARATIONS TO CONDUCT AMPHIBIOUS OPERATIONS CURRENTLY IN ACTION. ADMINISTRATIVE PREPARATION CONSISTS OF CLASSROOM AND PRACTICAL APPLICATION ON AMPHIBIOUS RECOVERY DRILLS AND AMPHIBIOUS OPERATION PLANNING AT THE PLATOON AND SECTION LEVEL. FIELD PREPARATION WILL INCLUDE LAND REHEARSAL FOR RECOVERY AND EVACUATION PROCEDURES, WATER AND LAND PREOPERATION CHECKLISTS, WATER TIGHT INTEGRITY TESTS, JBCP TEST AND DAGR INSTRUCTION. ONCE BOTH ADMINISTRATIVE AND FIELD PREPARATIONS ARE COMPLETE, THE PLATOON WILL RECEIVE AN OPERATIONS ORDER ON 26 MAY. THIS PHASE ENDS WHEN THE PLATOON IS STAGED AND PREPARED TO CONDUCT RECOVERY TRAINING IN THE BOAT BASIN ON 26 MAY NO LATER THAN 0800.

(2) **PHASE II: BOAT BASIN RECOVERY TRAINING. 26-27 MAY.** THIS PHASE BEGINS WITH THE PLATOON DEPARTING FRIENDLY LINES TO CONDUCT RECOVERY SUSTAINMENT. THE PLATOON WILL RECEIVE A SAFETY BRIEF FROM THE RSO/OIC AND COMMUNICATION WILL BE ESTABLISHED AND MAINTAINED WITH BATTALION AND RANGE CONTROL. ONCE ALL PRECAUTIONS ARE IN PLACE ONE SECTION CONSISTING OF TWO VEHICLES WILL ENTER THE BOAT BASIN THROUGH THE EAST RAIN ROOM. IN ORDER, THEY WILL COMPLETE TWO LAPS AROUND THE BASIN FOLLOWED BY ONE (1) AFT AND ONE (1) BOW AMPHIBIOUS RECOVERY PER VEHICLE. ONCE EACH VEHICLE HAS CONDUCTED BOTH TYPES OF RECOVERIES THE SECTION WILL EXIT THROUGH THE EAST RAIN ROOM. WHILE THE FIRST SECTION CONDUCTS THEIR RECOVERIES THE TWO OTHER SECTIONS WILL OBSERVE THE SECTION TRAINING UNDER THE INSTRUCTION OF THEIR SECTION LEADER TO IDENTIFY ANY MISTAKES TO AVOID REPEATING THEM DURING THEIR EVOLUTION. ONCE EACH CREW HAS COMPLETED RECOVERY EXERCISES TO STANDARD, THE PLATOON WILL CONDUCT A MOVEMENT TO BLUE BEACH TRAINING AREA. THIS STAGE ENDS ONCE THE PLATOON HAS ESTABLISHED AN ASSEMBLY AREA (AA) AT TA BLUE BEACH.

(3) **PHASE III: EXECUTION PHASE, TA BLUE BEACH. 27-29 MAY.** THIS PHASE IS BROKEN DOWN INTO TWO STAGES. STAGE A IS SECTION DAY/ NIGHT AMPHIBIOUS OPERATIONS AND IMMEDIATE ACTION DRILLS. STAGE B IS PLATOON LEVEL AMPHIBIOUS OPERATIONS.

(A) **STAGE A. 27-28 MAY.** THIS STAGE BEGINS ONCE THE PLATOON HAS ESTABLISHED A AA AT BLUE BEACH ON 27 MAY. UPON REACHING BLUE BEACH POST OPERATION CHECKS WILL BE COMPLETED AND ALL VEHICLES WILL BE PREPARED FOR AMPHIBIOUS OPERATIONS. THE EXERCISE WILL BEGIN WITH SECTION LEVEL DAY DRIVING AND FORMATION SUSTAINMENT. EACH SECTION LEADER WILL CONDUCT FORMATION DRIVING, COMMAND AND CONTROL REHEARSALS, AND LOADING BOAT LANES USING THE BENT-L AND CROW'S FOOT METHOD. SECTION LEADERS WILL ALLOW FOR DRIVER'S AND REAR CREWMAN TO SUSTAIN THEIR AMPHIBIOUS DRIVING CAPABILITIES DURING THIS PERIOD OF THE TRAINING. AT 1500, DAY TRAINING WILL CEASE AND SECTION LEADERS WILL RECEIVE A FRAGMENTARY ORDER TO CONDUCT A SECTION LEVEL AMPHIBIOUS LANDING, SHORE-TO-SHORE MOVEMENT USING A GIVEN H-HOUR. EACH SECTION LEADER WILL CREATE A PLAN TO LAND AT CENTER BEACH THEN BRIEF THEIR SCHEME OF MANEUVER TO THEIR SECTION. SECTION LEVEL DRIVING AND FORMATION TRAINING WILL CONTINUE FOLLOWED BY SECTION LEADER BRIEFS AND EXECUTION OF THEIR PLAN. ONCE ALL THE SECTION LEADERS HAVE EXECUTED THEIR PLAN, ANOTHER REPETITION WILL BE CONDUCTED WITH ASSISTANT SECTION LEADERS LEADING THE MOVEMENT. AT THE CONCLUSION OF SECTION LEVEL DAY WATER OPERATION TRAINING THE SECTION LEADERS WILL TURN TO IMMEDIATE ACTION DRILLS UTILIZING BLUE TO CONDUCT REHEARSAL OF IED DRILLS, CASEVAC, AND TOW PROCEDURES. ONCE EACH SECTION LEADER HAS COMPLETED THEIR LAND PORTION OF REHEARSALS, THE PLATOON WILL TURN BACK TO PREPARATIONS FOR SECTION LEVEL AMPHIBIOUS NIGHT OPERATIONS. SECTION LEADERS AGAIN WILL EXECUTE THEIR PLANS TO LAND CENTER BEACH ON

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TIME AT NIGHT. THIS PHASE ENDS ONCE ALL SECTION LEVEL AMPHIBIOUS TRAINING HAS BEEN COMPLETED.

**(B) STAGE B. 28-29 MAY.** THIS STAGE BEGINS ON THE MORNING OF 28 MAY WHEN THE PLATOON WILL CONDUCT THEIR FIRST PLATOON LEVEL AMPHIBIOUS EXERCISE. AFTER RECEIVING A BRIEF THIS WILL START WITH PLATOON LEVEL FORMATION TRAINING, COMMAND AND CONTROL REHEARSALS, AND LOADING BOAT LANES USING THE BENT-L AND CROW'S FOOT METHOD. ONCE THE PLATOON HAS COMPLETED THESE TASKS AND GAINED PROFICIENCY IN LANDING ON TIME AT CENTER BEACH THEY WILL PREPARE FOR SECTION LEVEL LAND BASED TRAINING. THIS PART OF TRAINING WILL BE BROKEN DOWN INTO EACH SECTION CONDUCTING SHORT MOVEMENTS THROUGH BLUE BEACH WHERE DIFFERENT SITUATIONS WILL BE PAINTED OVER THE NET TO INCLUDE IMPROVISED EXPLOSIVE DEVICE (IED) DRILLS, CASEVAC, VEHICLE RECOVERY, AND DANGER CROSSING AREAS. THE PLATOON COMMANDER AND PLATOON SERGEANT WILL RUN EACH SECTION THROUGH THESE SCENARIOS TO PREPARE FOR PLATOON LEVEL LAND TRAINING. ONCE THE PLATOON COMPLETES THE NIGHT PORTION OF TRAINING THEY WILL GO INTO A BIVOUAC STATUS. SHOULD THE PLATOON NEED REMEDIATION OR EXTRA TRAINING TIME DUE TO AN UNSAFE SEA STATE THE TRAINING AREA WILL STILL BE AVAILABLE UNTIL 29 MAY 2359. THIS PHASE WILL END ONCE THE PLATOON IS PREPARED TO REGRADE BACK TO 3D AABN FOR POST OPERATIONS.

**(4) PHASE IV: RETROGRADE/ POST-OPERATIONS PHASE.** 29 MAY THIS PHASE BEGINS WITH CLEARANCE FROM RANGE CONTROL TO BEGIN RETROGRADE FROM BLUE BEACH TO 3D AABN RAMP. THE PLATOON WILL TRAVEL IN A TACTICAL COLUMN ALONG THE COASTLINE BACK TO THE RAMP. ONCE ON THE RAMP, VEHICLE WASH DOWNS WILL OCCUR, ALL WEAPONS AND SERIALIZED GEAR WILL BE CLEANED AND TURNED IN, AND AFTER ACTIONS WILL BE COMPLETED. THIS PHASE ENDS ONCE THE FINAL SIGHT COUNT IS COMPLETED.

**C. TASKS**

<b>OIC</b>	<p>T1: ENSURE YOU HAVE PRIOR APPROVAL OF ALL TRAINING IN THE T.A.  P2: IOT MAINTAIN POSITIVE CONTROL OF ALL TRAINING, AS YOU ARE DIRECTLY RESPONSIBLE FOR EVERYTHING THAT TAKES PLACE.  T2: ENSURE PROPER SURF OBSERVATION REPORTS ARE CONDUCTED.  P2: IOT ENSURE SAFE AMPHIBIOUS OPERATIONS TRAINING FOR THE PLATOON.</p>
<b>RSO</b>	<p>T1: ENSURE SAFE CONDUCT OF TRAINING THROUGH DILIGENT AND INTRUSIVE OVER-WATCH OF ANYTHING RELATED TO SAFETY.  P1: IOT PREVENT ANY UNSAFE ACTIONS FROM TAKING PLACE.  T2: COMMUNICATE WITH 3D AABN AND RANGE CONTROL.  P2: IOT ENSURE TRAINING IS CONDUCTED SAFELY IN ACCORDANCE WITH SOPS.</p>
<b>PLATOON SERGEANT</b>	<p>T1: COORDINATE WITH ALL LOGISTICAL AND OPERATIONS SOURCES.  P1: IOT ENSURE ALL REQUIREMENTS TO CONDUCT THIS RANGE ARE IN PLACE TO INCLUDE BUT NOT LIMITED TO, CHOW, WATER, FUEL, COMMUNICATION ASSETS, SAFETY VEHICLES AND RE-SUPPLY, PYROTECHNICS, AND MAINTENANCE CONTACT TEAM.  T2: ENSURE ALL PRE AND POST-OP CHECKS ARE CONDUCTED ACCORDING TO SOP.  P2: IOT SET CONDITIONS FOR SAFE WATER AND LAND OPERATIONS.  T3: CREATE AN EQUIPMENT DENSITY LIST OF ALL THE PLATOON SERIALIZED GEAR.  P3: IOT MAINTAIN ACCOUNTABILITY OF ALL SERIALIZED GEAR FOR THE DURATION OF THE EXERCISE.  T4: SUPERVISE ALL MAINTENANCE, RECOVERY, AND CASUALTY EVACUATION.  P4: IOT ENSURE COMPLIANCE WITH APPROPRIATE PROCEDURES.</p>

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SECTION LEADERS	<p>T1: CONDUCT GEAR INSPECTION NLT 22 MAY.  P1: IOT CONFIRM GEAR ACCOUNTABILITY AND UNIFORMITY.  T2: CONDUCT LAND REHEARSALS FOR RECOVERY OPERATIONS NLT 22 MAY.  T2: IOT SUSTAIN RECOVERY OPERATIONS AND PROCEDURES PRIOR TO GOING FEET WET.  T3: INFORM PLATOON SERGEANT OF ALL MAINTENANCE AND READINESS ISSUES.  P3: IOT MAINTAIN ACCONTABILITY OF VEHICLES AND PERSONNEL.  T4: UPON ARRIVAL AT BLUE BEACH, BPT TO BRIEF A FRAGMENTARY ORER AND LEAD A SECTION LEVEL AMPHIBIOUS ASSAULT.  P4: IOT INCREASE PROFICIENCY IN SECTION LEVEL AMPHIBOUS OPERATIONS.  T5: UPON RETURN TO 3D AABN RAMP SUPERVISE AND CONDUCT POST OPERATIONS AND REPORT ANY DISCREPANICES TO MAINTENANCE.  P5: IOT ENABLE RAPID REPAIR OF VEHICLES FOR UPCOMING JOINT LIMITED TECHINCAL INSPECTIONS DURING CHOP TO BATTALION LANDING TEAM 1/4.</p>
CORPSMAN	<p>T1: INVENTORY MEDICAL SUPPLIES THAT ARE BEING BROUGHT TO THE FIELD.  P1: IOT ENSURE THAT THE EQUIPMENT ALLOWS PROPER AID FOR ALL POTENTIAL INJURIES AT WHITE BEACH.  T2: PLAN GROUND MEDEVAC ROUTES FROM TO HIGHER ECHELON OF MEDICAL CARE.  P2: IOT ELIMINATE WASTED TIME IN TRANSPORTING CASUALTY TO MEDICAL CARE.</p>
COMM CHIEF	<p>T1: NLT 22 MAY ENSURE ALL VEHICLE'S COMMUNICATION EQUIPMENT HAS BEEN INSPECTED, EVALUATED, AND ARE OPERATIONAL.  P1: IOT FACILITATE COMMUNICATIONS DURING TRAINING THROUGHOUT TRAINING EXERCISE.  T2: NLT 22 MAY SUPERVISE THE PREPARATION AND OPERATION OF PLATOON COMMUNICATION ASSETS.  P2: IOT ENSURE PROPER LOADING OF CRYPTOGRAPHIC INFORMATION ENSURING ALL COMMUNICATION SECURITY PROCEDURES ARE BEING FOLLOWED.  T3: ENSURE EACH AAV CAN ESTABLISH COMMUNICATIONS WITH THE OIC AND RSO.  P3: IOT ENSURE THE SAFE CONDUCT AND EXECUTION OF THIS EXERCISE.  T4: ESTABLISH COMMUNICATIONS WITH BATTALION.  P4: IOT SEND SITUATIONAL REPORTS AND LOGISTICAL REQUESTS AS REQUIRED.</p>
MAIN CHIEF	<p>T1: ENSURE ALL VEHICLES ARE PROPERLY PREPARED FOR FIELD TRAINING TO INCLUDE ANNOTATION AND RECONCILIATION OF ALL DISCREPANCIES.  P1: IOT ENSURE VEHICLES ARE READY FOR CONDUCT OF AMPHIBIOUS OPERATIONS.  T2: ASSEMBLE AND MAINTAIN A DSI FOR THE EXERCISE.  P2: IOT ENSURE MAINTENANCE CAN BE CONDUCTED IN THE FIELD TO COMPLETE THIS TRAINING EXERCISE.</p>

**D. COORDINATING INSTRUCTIONS**

(1) REQUIRED FACILITIES. BOAT BASIN, BLUE BEACH TA

(2) OIC.

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(3) RSO.

(4) TIMELINE. 26-29 MAY 2020

**26-27 MAY**

0500 MARINES ARRIVE AT RAMP/ PERSONAL GEAR LOADED

0600 ARMORY DRAW

0700 COMM LOADED, PRE-OPERATIONAL CHECKS VERIFIED

0730 PLATOON BRIEFED ON BOAT BASIN OPERATION AND MOVEMENT TO TAA WB

0800 FIRST SECTION FEET WET IN BOAT BASIN

0900 SECOND SECTION FEET WET IN BOAT BASIN

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1000 THIRD SECTION FEET WET IN BOAT BASIN  
 1100 COMMAND SECTION FEET WET IN BOAT BASIN  
 1300 REMEDIATION  
 1600 PLATOON ARRIVES AT BLUE BEACH, SUROB CONDUCTED  
 1800 SECTION LEVEL DRIVER SUSTAINMENT/ FORMATION DRIVING  
 2000 ALL VEHICLES FEET DRY/ POST OPERATIONS/ SECTION LEADERS FRAGGED  
 2200 BIVOUAC

**28 MAY**

0600 REVEILLE  
 0700 PRE-OPERATIONS COMPLETED VERIFIED/ COMMUNICATIONS CHECK/ SUROB  
 0800 PLATOON ARRIVES AT BLUE BEACH, SUROB CONDUCTED  
 0830 SECTION LEVEL DRIVER SUSTAINMENT/ FORMATION DRIVING  
 0900 FIRST SECTION BRIEF SCHEME OF MANEUVER  
 1000 FIRST SECTION FEET WET  
 1030 SECOND SECTION BRIEF SCHEME OF MANEUVER  
 1130 SECOND SECTION FEET WET  
 1200 THIRD SECTION SCHEME OF MANEUVER  
 1230 THIRD SECTION FEET WET (WITH COMMAND SECTION)  
 1300 ALL VEHICLES FEET DRY/ POST OPERATIONS/ SECTION LEADERS FRAGGED  
 1330 ASSISTANT SECTION LEADERS BRIEF AND EXECUTE AMPHIBIOUS OPERATION  
 1600 ASSISTANT SECTION LEADERS COMPLETE AMPHIBIOUS OPERATION  
 1630 SECTION LEVEL REHEARSALS OF IMMEDIATE ACTION DRILLS  
 1800 PREPARATION FOR SECTION LEVEL NIGHT EXERCISE  
 2000 FIRST SECTION FEET WET  
 2045 SECOND SECTION FEET WET  
 2130 THIRD SECTION FEET WET  
 2300 BIVOUAC

**29 MAY**

0600 REVEILLE  
 0700 PRE-OPERATIONS FOR WATER OPS  
 0800 PLATOON LEVEL FORMATION DRIVING AND LANDING  
 0900 PREPARE VEHICLES FOR IMMEDIATE ACTION DRILLS  
 1000 SECTION IED IMMEDIATE ACTION WITH CASEVAC AND TOW  
 1030 SECTION IED IMMEDIATE ACTION WITH CASEVAC AND TOW  
 1100 SECTION IED IMMEDIATE ACTION WITH CASEVAC AND TOW  
 1200 PREPARATION FOR PLATOON SPLASH  
 1400 PLATOON EXERCISE COMPLETE  
 1500 RETROGRADE TO 3D AABN

**(5) TACTICAL CONTROL MEASURES (TCMS) / POINTS OF INTEREST**

TCM (PRIMARY NUMBERED, ALTERNATE LETTER)	LOCATION
LOD (3D AABN RAMP)	11S MS 6280 7560
CP 2	11S MS
BLUE BEACH AA	11S MS 6106 7717

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POINTS OF INTEREST	LOCATION
AXP-1 (END OF RUNWAY)	11S MS 6260 7570
21 AREA BAS	11S MS 6300 7600
41 AREA BAS	11S MS 5928 8293
43 AREA BAS	11S MS 6190 8980
LZ #1 (HELO PAD)	11S MS 5743 8323
NAVAL HOSPITAL	11S MS 6360 7610

(6) RATE(S) OF MARCH AND DISPERSION. 20 MPH IN TRAINING AREAS WITH 50-75 METER DISPERSION. IN LOW LIGHT CONDITIONS, 15 MPH AND 50-75 METER DISPERSION. 5 MPH IN CONGESTED AREAS WHILE UTILIZING GROUND GUIDES. THE ROUTE FROM THE 3D AABN RAMP TO THE BLUE BEACH TA IS APPROXIMATELY 3 KM. DURING THE MOVEMENT THE PLATOON WILL TRAVEL IN A COLUMN STAYING IN THE HIGH WATER MARK IN ACCORDANCE WITH ENVIRONMENTAL CONSIDERATIONS. THE ENTIRE MOVEMENT WILL TAKE 20 MINUTES WITH A CROSSING OF THE MARGARITA IVO GRID 11S MS 6127 7696.

(7) NO COMMUNICATION PLAN

A. PHASE I. NOT APPLICABLE

B. PHASE II/IV MOVEMENT TO AND FROM BLUE BEACH TA. IF COMMUNICATION IS LOST DURING THE PLATOON MOVEMENT THEY WILL UTILIZE HAND AND ARM SIGNALS OR A MESSENGER. THE VEHICLE WILL CONTINUE TO TRY TO RE-ESTABLISH COMMUNICATION DURING THE MOVEMENT. WHILE IN A PLATOON COLUMN, THE PLATOON WILL CONTINUE TO MOVE AS LONG AS THE FIRST AND LAST VEHICLE HAVE COMMUNICATIONS WITH THE PLATOON COMMANDER OR PLATOON SERGEANT. IF COMMUNICATION LOST BETWEEN THESE THREE VEHICLES THE PLATOON WILL HALT FOR NO LONGER THAN 10 MINUTES AND RE-ESTABLISH COMM. IF IT CANNOT BE RE-ESTABLISHED THEN THE PLATOON WILL CONTINUE THEIR MOVEMENT WITH THE 1ST SECTION LEADER TAKING TACTICAL CONTROL WHILE THE PLATOON COMMANDER TRIES TO RE-ESTABLISH COMM WHILE MOVING. RANGE FLAG WILL BE UTILIZED TO PASS THE COMMUNICATION STATUS OF THE VEHICLE TO THOSE AROUND IT. GREEN WILL MEAN "HEAR BUT CANNOT SPEAK", YELLOW WILL MEAN "CANNOT HEAR OR SPEAK" AND RED MEANS EMERGENCY IN THE VEHICLE AND NEED ASSISTANCE. IF AT ANYTIME THE PLATOON LOSES COMMUNICATIONS WITH LONGRIFLE, TRAINING WILL CEASE AND COMMUNICATION WILL BE RE-ESTABLISHED.

C. PHASE III EXECUTION OF AMPHIBIOUS OPERATIONS. THE AAVC7 WILL BE UTILIZED AS THE COMMAND CENTER FOR THE PLATOON TO TRANSMIT TO AND FROM BATTALION. IF COMMUNICATION GOES DOWN SECTION INTERNAL THEY WILL UTILIZE HAND AND ARM SIGNALS AS WELL AS THE RANGE FLAG SYSTEM AS PREVIOUSLY MENTIONED IN PHASES II/IV. EMERGENCY SIGNAL WILL BE IN ACCORDANCE WITH AMPHIBIOUS OPERATIONS STANDARD OPERATING PROCEDURES UTILIZING THE NOVEMBER FLAG, SPOTLIGHT AND WHITE AND RED STAR CLUSTERS. DURING NIGHT TIME EVOLUTION CHEMSTICKS WILL BE USED IN ACCORDANCE WITH THE RANGE FLAGS. IR CHEMSTICKS WILL BE USED IF NECESSARY FOR HAND AND ARM SIGNAL COMMUNICATION WHILE CONDUCTING WATERBORNE OPERATIONS. AS A CONTINGENCY PLAN IN CASE OF AN EMERGENCY THE SECTION LEADER WILL HAVE BLACK GEAR IN CASE OF A CATASTROPHIC COMMUNICATION FAILURE SO THEY CAN STILL COMMUNICATE WITH THE RSO AND OIC. IF AT ANYTIME THE PLATOON LOSES COMMUNICATIONS WITH LONGRIFLE TRAINING WILL CEASE AND COMMUNICATION WILL BE REESTABLISHED.

(8) LOST MARINE PLAN. IF A MARINE HAS BEEN IDENTIFIED AS MISSING, ALL

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MOVEMENT AND TRAINING WILL CEASE AND THE PLATOON WILL GAIN ACCOUNTABILITY OF ALL PERSONNEL AND EQUIPMENT BEFORE BACKTRACKING THE PREVIOUS ROUTE UNTIL THE MARINE IS FOUND. ACCOUNTABILITY WILL BE MAINTAINED BY CONDUCTING CHECKS BEFORE AND AFTER ANY MOVEMENT. ALL MARINES WILL INFORM THEIR CHAIN OF COMMAND WHEN THEY LEAVE THE IMMEDIATE AREA OF THE PLATOON. THEY WILL TRAVEL IN PAIRS AND NEVER MOVE MORE THAN 50M AWAY FROM THE PLATOON. ALL MARINES WILL CARRY A WATER SOURCE WHEN STEPPING AWAY FROM THE VEHICLE. WHILE MOVING TO AND FROM THE RANGE. DURING PHASE II AND IV, IF A MARINE BECOMES LOST THEY WILL REMAIN IN PLACE FOR 2 HOURS AND THEN BACKTRACK SOUTH VIA THE COASTLINE TO 3D AABN. ON RETURN TO 3D AABN THEY WILL CONTACT THE PLATOON COMMANDER OR PLATOON SERGEANT VIA THE OOD.

(9) GO/NO GO CRITERIA

- A. CORPSMAN PRESENT AND PREPARED FOR CONDUCT OF EXERCISE.
- B. MAINTAIN POSITIVE COMMUNICATIONS WITH LONG RIFLE.
- C. SEA STATE GREATER THAN 3.
- D. LESS THAN SIX AAVP7'S OPERATIONAL.

(10) ORDER OF MARCH. VEHICLES WILL MOVE SECTION ORDER NUMERICALLY 1ST SECTION, 2ND SECTION, 3RD SECTION, COMMUNICATION SECTION. ONCE SECTION OPERATIONS TAKE PLACE, IT IS SECTION LEADER DISCRETION TO ACCOMPLISH THE MISSION.

(12) LAUNCHING AND RETURNING. THE SPLASH TEAM WILL ENSURE THAT THE MOST RECENTLY LAUNCHED VEHICLE IS AT LEAST 50 YARDS AWAY FROM THE LAUNCH POINT BEFORE LAUNCHING SUCCESSIVE VEHICLES. THE MARINES LAUNCHING SUCCESSIVE VEHICLES AS PART OF THE SPLASH TEAM WILL UTILIZE RED AND GREEN FLAGS TO SIGNAL WHEN AN AAV IS CLEARED/ NOT CLEARED TO LAUNCH. THE PLATOON SERGEANT WILL BE IN CHARGE OF THE SPLASH TEAM. THE 1ST SECTION LEADER WILL TAKE CHARGE OF THE SPLASH TEAM SHOULD THE PLATOON SERGEANT BE UNAVAILABLE.

(13) VEHICLE RECOVERY PLAN.

A. LAND. 10 MINUTES TO TROUBLESHOOT AND 20 MINUTES TO FIX. PLATOON SERGEANT IS THE PRIMARY RECOVERY TEAM. 3RD SECTION, OR LEAST ENGAGED SECTION IS THE ALTERNATE RECOVERY TEAM. DURING **PHASE II** IF A VEHICLE IS UNABLE TO LEAVE THE RAMP IT WILL BE SECURED WITH ALL WEAPONS AND EDL TRANSFERRED TO THE PLATOON SERGEANT'S VEHICLE. ON THE MOVEMENT IF A VEHICLE NEEDS TO BE TOWED THE PLATOON SERGEANT WILL REMAIN PRIMARY TOW VEHICLE WHILE THE REMAINDER OF THE PLATOON FORMS A DEFENSIVE POSTURE TO RECOVER THE DOWNED VEHICLE. IF THE PLATOON SERGEANT VEHICLE NEEDS TO BE RECOVERED, A DEFENSIVE POSTURE WILL BE FORMED TO RECOVER DOWNED VEHICLE BY 3RD SECTION. ALL EFFORTS WILL BE MADE TO REPAIR VEHICLES IN THE FIELD AND MOVE THEM TO THE TAA.

B. WATER. DURING WATER OPERATIONS THE PRIMARY RECOVERY VEHICLE WILL BE SECTION INTERNAL WITH THE ASSISTANT SECTION LEADER BEING THE PRIMARY TOW VEHICLE. TWO ADDITIONAL VEHICLES WILL BE ON STANDBY SHOULD A VEHICLE NEEDED TO BE TOWED. THE PRIMARY TO TOW METHOD WILL BE AFT TO AFT.

(14) BUMP PLAN. VEHICLE CREW AND EMBARKED PERSONNEL FROM THE DISABLED VEHICLE WILL BUMP TO THE SECTION LEADER'S VEHICLE. IF PLATOON SERGEANT'S VEHICLE IS THE DOWNED VEHICLE, CREW AND EMBARKED PERSONNEL WILL BUMP TO VEHICLE 3-15-11, 3-15-7, 3-15-3.

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(15) UNIFORM AND GEAR. ALL HANDS WILL WEAR FIRE RESISTANT ORGANIZATION GEAR (FROG), APPROPRIATE PPE, AND LPU'S DURING AMPHIBIOUS TRAINING.

(16) PPE. PPE WILL BE WORN AT ALL TIMES WHILE CONDUCTING TRAINING. PPE CONSISTS OF KEVLAR/ FROG, EYE PRO, EAR PRO, GLOVES, PLATE CARRIERS. IFAK'S WILL BE WORN OR IN THE MARINES STATION AT ALL TIMES. GAS MASK WILL BE ACCESSIBLE TO BE DONNED AT ANY POINT BY THE MARINE DURING THE EXERCISE.

(18) MARKING PLAN

(B) PERSONNEL MARKING PLAN. THE OIC, RSO, AND CORPSMAN WILL BE MARKED WITH A WHITE CHEMSTICK DURING ALL SECTION LEVEL NIGHT TRAINING EVOLUTIONS.

(C) VEHICLE MARKING PLAN. FOR NIGHT TRAINING AS A SAFETY MEASURE EACH VEHICLE WILL BE MARKED WITH ONE YELLOW CHEMSTICK ON THE STARBOARD ANTENNA. THE PLATOON COMMANDER WILL HAVE TWO YELLOW CHEMSTICKS ON THE STARBOARD ANTENNA AND THE PLATOON SERGEANT WILL HAVE THREE YELLOW CHEMSTICKS ON THE STARBOARD ANTENNA.

(19) SAFETY DRIVERS AND CORPSMAN. THE SAFETY DRIVER AND CORPSMAN WILL BE LOCATED AT BLUE BEACH. SAFETY DRIVERS WILL BE WILL BE REQUIRED TO BACK-BRIEF THE RSO THE ROUTE TO THE NAVAL HOSPITAL IN CASE OF AN EMERGENCY. IN ADDITION TO A BACK-BRIEF, THE RSO WILL PASS SPECIFIC GUIDANCE THAT THE SAFETY DRIVER IS NO MORE THAN AN ARMS-REACH AWAY FROM THE VEHICLE, THE BACK OF HIS VEHICLE IS KEPT CLEAR OF EQUIPMENT AND DEBRIS, AND THAT HE KEEP HIS PPE STAGED ON THE VEHICLE.

4. ADMINISTRATION AND LOGISTICS

A. ADMINISTRATION

(1) PERSONNEL COUNT (MO/ME/NO/NE). 1/57/0/1 TOTAL 59

(2) VEHICLE COUNT (BY TYPE AND QTY). (12) AAVP7S, (1) AAVC7, (1) AAVR7

(3) ASTRONOMICAL DATA

DATE	SUNRISE	SUNSET	ILLUMINATION
26 MAY	05:50	19:40	9.1%
27 MAY	05:50	19:35	17.1%
28 MAY	05:50	19:33	36.9%
29 MAY	05:50	19:32	47.4%

(4) SURF FORECAST

DATE	WAVE HEIGHT	WIND	HIGH TIDE	LOW TIDE
*CURRENT	PREDICTED	CONDITIONS		
26 MAY	.3 FT SSW	5-15 MPH SSW	12:35/ 23:41	17:50
27 MAY	.3 FT SSW	5-10 MPH SSW	13:10/ 00:21	06:32/ 18:41
28 MAY	.4 FT SSW	5-15 MPH SSW	13:49	07:02/ 19:48
29 MAY	.5 FT SSW	10-15 MPH SSW	01:13/ 14:35	07:36/ 21:15
26 MAY	.7 FT SSW	10-15 MPH SSW	02:35/ 15:29	09:24

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(5) WEATHER FORECAST

DATE	HIGH	LOW	WEATHER
26 MAY	69	60	CLEAR/ DRY
27 MAY	71	60	CLEAR/ DRY
28 MAY	73	60	CLEAR/ DRY
29 MAY	69	58	CLEAR/ DRY
26 MAY	68	55	CLEAR/ DRY

(4) CASUALTY EVACUATION (CASEVAC) PLAN. IN THE EVENT OF A CASUALTY ALL TRAINING WILL CEASE AND LONGRIFLE WILL IMMEDIATELY BE NOTIFIED WHILE THE CASUALTY IS EVALUATED BY THE CORPSMAN. COMMUNICATION WILL TAKE PLACE USING A NATO 9-LINE AND WILL BE MADE BY THE OIC, RSO, OR CORPSMAN. DAYTIME LZ FOR AIR CASEVAC WILL BE MARKED BY A TACTICAL VEHICLE WITH AIR PANEL AND NIGHT TIME WILL BE WITH USING A CHEMSTICK BUZZSAW OR LZ MARKING PUCK. THE PRIMARY MEANS WILL BE AAV TO 3D AABN RAMP, AMBULANCE OR POV TO 21 AREA BAS OR NAVAL HOSPITAL.

(A) URGENT AND PRIORITY CASUALTIES. IN THE EVENT OF AN URGENT OR PRIORITY CASUALTY THE CORPSMAN WILL PROVIDE INITIAL EVALUATION AND TREATMENT OF THE INJURED MARINE. LONGRIFLE WILL BE CONTACTED IMMEDIATELY. IN THE CASE OF A GROUND MEDEVAC THE INJURED MARINE WILL BE TRANSPORTED VIA SAFETY VEHICLE TO A HIGHER ECHELON OF MEDICAL CARE. DEPENDING ON THEIR INJURY THEY WILL BE TRANSPORTED TO 3D AABN RAMP. IF AN AMBULANCE TRANSFER IS NOT NECESSARY THEY WILL BE TRANSPORTED TO 21 AREA BAS OR THE NAVAL HOSPITAL VIA THE SAFETY VEHICLE.

(B) ROUTINE CASUALTIES. IF A ROUTINE CASUALTY OCCURS IN ANY OF THE TRAINING AREAS TRAINING WILL CEASE AND LONGRIFLE WILL BE NOTIFIED. THE CORPSMAN WILL PROVIDE INITIAL ASSESSMENT AND TREATMENT. BASED ON THE RECOMMENDATION OF THE CORPSMAN AND THE SEVERITY OF THE INJURY THE OIC/ RSO WILL DETERMINE IF THE MARINE WILL REMAIN IN THE FIELD OR NEEDS TO BE TRANSPORTED BACK TO THE 21 AREA BAS.

(5) TRAINING AND READINESS EVENTS

AAV-AMPH-3002	EMPLOY AAV AFLOAT
AAV-AMPH-4001	CONDUCT WATERBORNE OPERATIONS
AAV-CSS-4001	CONDUCT RECOVERY OPERATIONS
AAV-AMPH-4003	RECOVER DISABLED AAV IN WATER
AAV-AMPH-3002	EMPLOY AAV AFLOAT
AAV-AMPH-3003	CONDUCT VEHICLE EMERGENCY PROCEDURES AFLOAT

SIGNATURE/DATE

CO CMDR

(b)(3), (b)(6), (b)(7)(c)

1833-AMPH-2003	CONTROL UNIT MANEUVER AFLOAT
1833-AMPH-2004	CONDUCT SHORE-TO-SHORE OPERATIONS

**B. LOGISTICS**

(1) AMMO.

AMMUNITION	DODIC	QUANTITY
SIGNAL, ILLUM STAR WHIT	L172	14
SIGNAL, ILLUM STAR RED	L170	14

(2) FOOD, WATER, REFUEL. THE PLATOON WILL HAVE 74 CASES OF MRE'S TO SUSTAIN THE ENTIRETY OF THE TRAINING EXERCISE. EACH AAV WILL CARRY 15 GALLONS OF WATER FOR THE ENTIRETY OF THE TRAINING.

(3) RECOVERY ASSETS. THE PLATOON WILL HAVE (10) TOW BARS. THE PLATOON SERGEANT'S VEHICLE WILL BE THE PRIMARY RECOVERY TEAM WITHIN THE PLATOON. THE ASSISTANT SECTION LEADER'S VEHICLE WILL BE THE PRIMARY RECOVERY TEAM WITHIN THE SECTION. DURING AMPHIBIOUS OPERATIONS TOW ROPES WILL BE UTILIZED TO RECOVER VEHICLES.

**5. COMMAND AND SIGNAL:**

**A. COMMAND**

(1) POINTS OF CONTACT. PLATOON COMMANDER (b)(3), (b)(6), (b)(7)(c)  
 PLATOON SERGEANT (b)(3), (b)(6), (b)(7)(c)

(2) LOCATION OF KEY LEADERS. OIC WILL BE LOCATED IN VEHICLE 3-15-04. PLATOON SERGEANT WILL BE IN VEHICLE 3-15-12 WITH THE CORPSMAN DURING MOVEMENTS.

**B. SIGNAL.**

DESCRIPTION	PRIMARY	ALTERNATE	CONTINGENCY
AAV DISABLED	VHF	NOVEMBER FLAG RAISED	WHITE STAR CLUSTER
AAV SINKING	VHF	NOVEMBER FLAG WAVED	RED STAR CLUSTER

SIGNATURE/DATE

CO CMDR

(b)(3), (b)(6), (b)(7)(c)

	PRIMARY	ALTERNATE	CONTINGENCY	EMERGENCY
RANGE CONTROL - "LONGRIFLE"				KEY LEADER CELL PHONE
PLATOON		(b)(2)	BLACK GEAR	KEY LEADER CELL PHONE
BATTALION			JBC-P	
OFFICIAL		COMMANDING		
(b)(3), (b)(6), (b)(7)(c)				

SIGNATURE/DATE	C
CO CMDR	S

(b)(3), (b)(6), (b)(7)(c)

TE  
200526-20200527

UNIT  
AAV Platoon, Company B,  
Battalion Landing Team 1/4

RANGE/Terrain  
TA-Del Mar Boat Basin

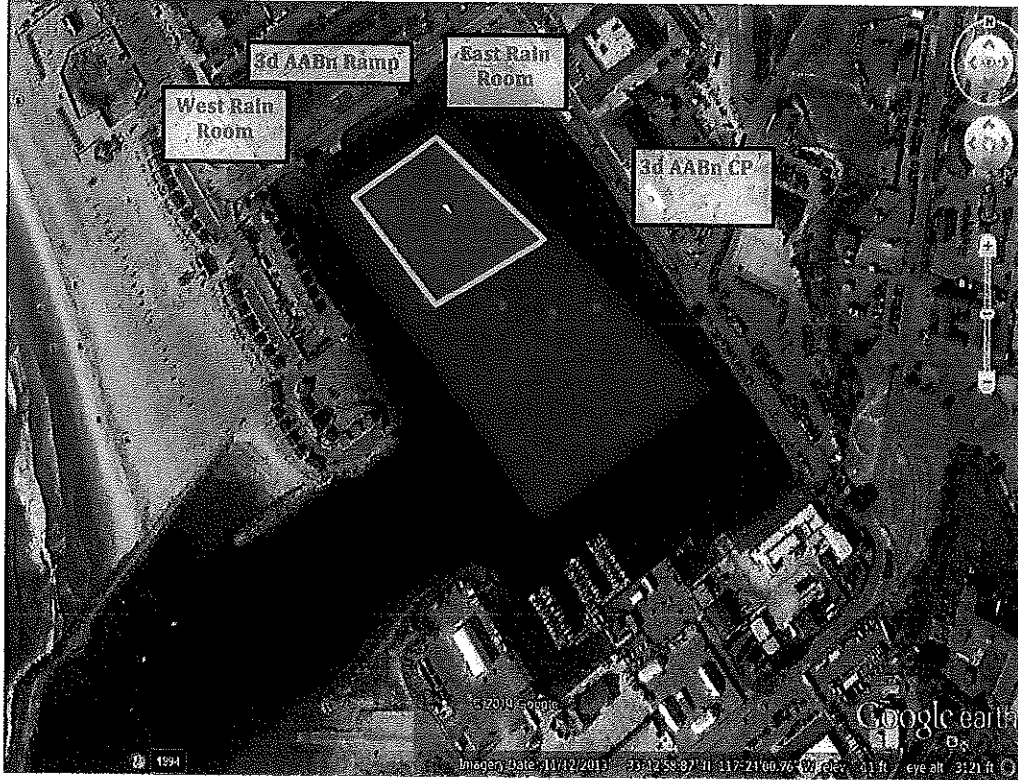
TRAINING TO BE  
CONDUCTED  
Amphibious  
Training

IC | RSO

PERSONNEL  
1 MO 57 ME  
1 NE

(b)(3), (b)(6), (b)(7)(c)

On 26/27 May the AAV platoon executes amphibious operations in the Boat Basin in order to enhance proficiency of crew level driving and recovery procedures, as well prepare the vehicles to support future amphibious training.



TIMELINE

26/27 MAY  
 0500 MARINES ARRIVE AT RAMP/  
 PERSONAL GEAR LOADED  
 0600 ARMORY DRAW  
 0700 COMM LOADED, PRE-  
 OPERATIONAL CHECKS VERIFIED  
 0730 PLATOON BRIEFED ON BOAT  
 BASIN OPERATION AND MOVEMENT  
 TO TAA WB  
 0800 FIRST SECTION FEET WET  
 IN BOAT BASIN  
 0900 SECOND SECTION FEET WET  
 IN BOAT BASIN  
 1000 THIRD SECTION FEET WET  
 IN BOAT BASIN  
 1100 COMMAND SECTION FEET WET  
 IN BOAT BASIN  
 1300 REMEDIATION  
 1600 PLATOON ARRIVES AT BLUE  
 BEACH, SUROB CONDUCTED  
 1800 SECTION LEVEL DRIVER  
 SUSTAINMENT/ FORMATION  
 DRIVING  
 2000 ALL VEHICLES FEET DRY/  
 POST OPERATIONS/ SECTION  
 LEADERS FRAGGED  
 2200 BIVOUAC

Evaluator/ A.I. Requirements

Plt Cmdr/Plt Sgt/Section Leaders will evaluate crew splashes and recoveries.

TRANSPORT  
N/A

LOGISTICS  
(5) DOS  
chow/water  
provided by  
B CO

UNIFORM  
Frog Gear with  
boonie cover, PPE  
Level 1 (plate  
carrier w/  
front/rear SAPIs,  
Kevlar,  
eyepro/earpro)

COMMUNICATION PLAN

AAVs will utilized VHF as primary, with PRC-117 and 150 as secondary for the exercise Comms w/ Longrifle via AAV or PRC-117/150 (SC/PT).

MEDICAL REQ.

(1) Corpsman will be located in AAV 3-15-12

ENCLOSURE (63)

<b>DATE</b> 20200527-20200529	<b>UNIT</b> AAV Platoon, Company B, Battalion Landing Team 1/4	<b>RANGE/TA</b> TA-Blue Beach/CBAVA	<b>TRAINING TO BE CONDUCTED</b> Amphibious Training
<b>OIC</b>  (b)(3), (b)(6), (b)(7)(c)			<b>PERSONNEL</b> 1 MO 57 ME 1 NE

**MISSION:** ON 27-29 May the AAV Platoon executes amphibious operations at blue beach in order to enhance proficiency of the Sections and Platoon to support future amphibious training ISO the 15th MEU.

	<b>TIMELINE</b>
	<p><b>27/28 MAY</b></p> <p>0500 MARINES ARRIVE AT RAMP/ PERSONAL GEAR LOADED 0600 ARMORY DRAW 0700 COMM LOADED, PRE- OPERATIONAL CHECKS VERIFIED 0730 PLATOON COONDUCTS MOVEMENT TO BLUE BEACH 0800 SUROB CONDUCTED 0900 SECTIONS BRIEF SCHEME OF MANEUVER 1000 SECTIONS FEET WET 1300 ALL VEHICLES FEET DRY/ POST OPERATIONS/ SECTION LEADERS FRAGGED 1330 ASSISTANT SECTION LEADERS BRIEF AND EXECUTE AMPHIBIOUS OPERATION 1600 ASSISTANT SECTION LEADERS COMPLETE AMPHIBIOUS OPERATION 1630 SECTION LEVEL REHEARSALS OF IMMEDIATE ACTION DRILLS 1800 PREPARATION FOR SECTION LEVEL NIGHT EXERCISE 2000 SECTIONS FEET WET 2300 BIVOUAC 0600 REVELLE</p> <p><b>29 MAY</b></p> <p>0700 PRE-OPERATIONS FOR WATER OPS 0800 PLATOON LEVEL FORMATION DRIVING AND LANDING 0900 PREPARE VEHICLES FOR IMMEDIATE ACTION DRILLS 1000 SECTION IED IMMEDIATE 1200 PREPARATION FOR PLATOON SPLASH (REMEDICATION) 1400 PLATOON EXERCISE COMPLETE (REMEDICATION) 1500 RETROGRADE TO 3D AABN</p>

<p><b>Evaluator/ A.I. Requirements</b></p> <p>Plt Cmdr/Plt Sgt will evaluate Section briefs and landings.</p> <p>Section Leaders will evaluate assistant section leader briefs and landings.</p>	<p><b>TRANSPORT</b></p> <p>N/A</p>	<p><b>LOGISTICS</b></p> <p>(5) DOS chow/water provided by B CO</p>	<p><b>UNIFORM</b></p> <p>Frog Gear with boonie cover, PPE Level 1 (plate carrier w/ front/rear SAPIs, Kevlar, eyepro/earpro)</p>
	<p><b>COMMUNICATION PLAN</b></p> <p>AAVs will utilized VHF as primary, with PRC-117 and 150 as secondary for the exercise Comms w/ Longrifle via AAV or PRC-117/150 (SC/PT).</p>		<p><b>MEDICAL REQ.</b></p> <p>(1) Corpsman will be located in AAV 3-15-12</p>

ENCLOSURE (6)



# T&R Tasks



- 1833-GNRY-1101 Install M2 .50 Cal HB Machine Gun
- 1833-GNRY-1110 Install MK 19 Mod 3 40mm Machine Gun
- 1833-GNRY-1118 Install M240G 7.62mm Machine Gun on AAVC7A1
- 1833-CMDC-1205 Identify Standard Flags, Lights, and Markers Used to Control AAV
- 1833-VOPS-1301 Conduct Preoperations Checks
- 1833-VOPS-1302 Conduct Water Preoperation Checks
- 1833-VOPS-1306 Start AAV Engine Under Normal Conditions
- 1833-VOPS-1310 Operate AAV on Land
- 1833-VOPS-1311 Operate AAV in Water
- 1833-VOPS-1316 Refuel an AAV
- 1833-TAC-1707 Conduct Evacuation of Personnel from Disabled/Sinking AAV
- 1833-VOPS-2303 Maintain Night Vision Goggles
- 1833-VOPS-2304 Operate Night Vision Goggles

UNCLASSIFIED

ENCLOSURE (6)



# T&R Tasks Cont



- 1833-AMPH-2606 Develop Surf Observation (SUROB) Report
- 1833-AMPH-2608 Supervise Splash Team Operations
- 1833-TAC-2705 Prepare AAV for Night/Limited Visibility Operations
- 2141-MAIN-1002 Operate AAV

ENCLOSURE (3)

UNCLASSIFIED

**1st Battalion 4th Marines**  
**Training Support Request**

CO-EVENT-(V#) INT DATE ONLY

DATE: 5/12/2020 UNIT: BRAVO CO SUBMITTED BY:

(b)(3), (b)(6), (b)(7)(c)

Schema of Maneuver/Clarifying Instructions:  
 SUPPORT REQUEST IS FOR BRAVO COMPANY AAV PLATOON'S AMPHIBIOUS SUSTAINMENT TRAINING.

**S-2 Support Requested**

Type	Quantity	Description
Maps	55	CAMP PENDLETON MAP 1:50,000 LAMINATED
Imagery		
DA5		
Training Packages		

**S2 COMMENTS:**  
 REQUESTING MAPS FOR AMPHIBIOUS TRAINING AS WELL AS FUTURE OPERATIONS ON BOARD CAMP PENDLETON.

S2 DATE RECEIVED: DATE APPROVED: SIGNATURE:

DETAILS	
Type of Training	AMPHIBIOUS SUSTAINMENT TRAINING
Training Areas	DEL MAR BOAT BASIN / BLUE BEACH / CP AAV TA
RCNI #	
CO-USE REQUIREMENT: Y/N	Y
Departure Date/Time	26 MAY 2020/0800
Hot Date/Time	
Cold Date/Time	
OIC	(b)(3), (b)(6), (b)(7)(c)
RSO	
# of Marines Training	59

**S3 COMMENTS:**  
 CO-USE HAS BEEN COORDINATED WITH AAS BN FOR THE DEL MAR BOAT BASIN ON 26 MAY 2020.

S3 DATE RECEIVED: DATE APPROVED: SIGNATURE:

**Rations (MRE/Hot Chow)**

PAX #/a	MARINE		NAVY		TOTAL	ROSTERS Submitted
	Officer	Enlisted	Officer	Enlisted		
1		57	0	1	59	YES
Person to Pick-Up/Chow		(b)(3), (b)(6), (b)(7)(c)	DATE	21-May-20	LOC	21 AREA AAV RAMP
Chow Plan		Breakfast		Lunch		Dinner
MRE, UGR-MB, UGR-A (Vat), Eox Lunch, Chow		MRE		MRE		MRE
Ice (Plan for 5 lbs/Marine)		Y/N		N		

**S4 COMMENTS:**  
 REQUESTING MRE'S DELIVERED AT 21 AREA AAV RAMP.

**PORTA JOHN**

PAX	TRAINING AREA LOCATION AND GRID	START DATE	END DATE
59	BLUE BEACH (11S MS 601 785)	27-May-20	29-May-20

**MEDICAL**

NUMBER OF CORPSMAN	REPORT DATE/TIME/LOCATION	RETURN DATE/TIME	REPORT TO

REMARKS: CORPSMAN SUPPORT ORGANIC TO THE PLATOON

**Transportation ('Tins' is show-time for vehicles)**

PICKUP					RETURN						
DATE	TIME	PAX	CARGO	LOCATION	DESTINATION	DATE	TIME	PAX	CARGO	LOCATION	DESTINATION

TRANSPORTATION PREFERENCES (i.e. bus, van, 7 ton, etc.)

**Tactical Vehicle Request**

Vehicle Type	#	# Ammo	Destination	Pick-Up		Return		Driver Request		
				DATE	TIME	DATE	TIME	Driver	Ammo Driver	IF PROVIDING OWN, DRIVER NAME
M129/M152 MBack										
M129/M165 4Door										
M151 UAH										
M167 7Ton Variant										
MRAV 4x4										
M-ATV										
MRC 148										
MRC 145										
Ambulance 2 Litter										
Ambulance 4 Litter										
7 Ton (PAX)										
7 Ton (CARGO)										
Trailer										
JLTV HIGH BACK										
Other										
M105 7Ton Trailer										
M101/M102 Trlr										
M16 Trlr										
M149 Water Bull										

\*\*\*VEHICLES WILL NOT BE DISPATCHED UNLESS FMCS ARE COMPLETED FOR THE WEEK\*\*\*

MAG DRVR(S) W/ RANK: DELIVERY LOCATION:  
 TIME OF DELIVERY: GUNNER'S APPROVAL: DATE RECEIVED:  
 TIME/DATE OF PRESTAGE: DATE APPROVED:  
 TIME/DATE OF PICKUP:

ENCLOSURE (2)



# 1st Battalion 4th Marines

## Training Support Request

### Ammunition

Qty	DODIC	NOMENCLATURE
A059	CTG, 5.56MM BALL F/M16A2	
A063	CTG, 5.56MM TR F/M16A2	
A064	CTG, 5.56MM BALL TR 4/1 F/SAW	
A075	CTG, 5.56MM BLANK LKD F/SAW	
A080	CTG, 5.56MM BLK F M16R1/A2	
A131	CTG, 7.62MM 4 BALL M80/1TRCR M62 LKD	
A358	CTG, 9MM PRAC RT-4	
A363	CTG, 9MM BALL PISTOL (NEM)	
A576	CTG, .50 CAL LKD 4 RET/API-T F/M2	
A606	CTG, .50 CAL API MK 211-G	
KA11	CTG, 7.62MM M18 L RANGE	
KA11	CTG, 9MM SPOTTING RIFLE (SPAW)	
B519	CTG, 40MM PRAC M781	
B515	CTG, 40MM WHITE STAR PARA	
B542	CTG, 40MM HEED M430/M430A1 LKD (MK 19)	
B546	CTG, 40MM HEED LOWVEL LCHD	
B642	CTG, 60MM HE M720 LCMCS W/HOF	
B647	CTG, 60MM ILLUM M721	
BA14	CTG, 60MM WP M722A1	
BA21	CTG, 40MM PRAC	
C454	CTG, 81MM ILLUM INFRARED	
C869	CTG, 81MM HE M889	
C870	CTG, 81MM SMK RP M819 (IUK)	
C871	CTG, 81MM ILLUM M853 (IUK)	
C895	CTG, 84MM 4 LNCHR M136 (AT-4)	
G878	FUZE, M228 F/G811	
G881	HG, FRAGMENTATION M67	
G945	HG, SMK YEL	
G951	HG, RIOT CS M7	
G962	HG, SMK YNG M82	
HA21	ROCKET, 210MM SUB-CALIBER, M72AS	

Qty	DODIC	NOMENCLATURE
HA29	RKT, 66MM HE M72A7 (LAW)	
HK05	RKT, 83MM ASSAULT (SMAW)	
J007	MINE, APERS-T M18A1 w/Accessories	
K765	RIOT CNTRL AGENT CS CAPSULE	
L307	SIG, ILLUM WS CLUSTER M159	
L312	SIG, ILLUM WS PARA M127A1	
L495	FLARE, SURFACE TRIP M49A1	
L552	TOW BLAST SIMULATOR	
L594	SIM, PROJ GRND BURST M115A2	
L598	SIM, BOOBYTRAP FLASH M117	
L599	SIM, BOOBYTRAP ILLUM M118	
M028	DEMO KIT, BANGLORE TOWP M1A2	
M030	CHG, DEMO BLK 1/4LB TNT	
M032	CHG, DEMO BLK 1LB TNT	
M130	CAP, BLST ELEC M6	
M131	CAP, BLST NON-ELEC M7	
K456	CORD, DET TYPE-1	
M670	FUZE, BLST TIME M700 (U/I FT)	
M757	CHG, ASSY DEMO KIT M183 C4 16X1-1/4LB	
M808	IGNITER, BLST TIME FUSE M81	
M879	DEMO KIT, AMIT-PERS OBSTN BRPECH SYS MK7-1 (APORS)	
WH03	GM, TOW-2 SURF ATK BCM 71D-5	
WH06	GM, TOW PRAC	
A111	CTG, 7.62MM BLANK LNKD	
A598	CTG, .50 CAL BLNK LNKD	
G940	HG, GREEN SMOKE	
G920	HG, STUN	
MN52	INITIATOR, DUAL SHOCK TUBE W/CAPS	
	OTHER (SPECIFY DODIC AND NOMENCLATURE)	
	OTHER (SPECIFY DODIC AND NOMENCLATURE)	
	OTHER (SPECIFY DODIC AND NOMENCLATURE)	

ORDNANCE TO BE LTI/PEI	YES	NO	ARMORER SUPPORT AT RANGE NEEDED	Y	N	X
NO EARLIER THAN DATE OF LTI/PEI	N/A		NO LATER THAN DATE OF LTI/PEI	N/A		
Date of Weapons Draw	26-May-20		Date of Weapons Return	29-May-20		
Time of Weapons Draw	0500		Time of Weapons Return	1100		

NOMENCLATURE	QTY
M9 PISTOL	
M16A4 RIFLE	
M203	
M4 CARBINE	
M249 SAW	
M32 MSGL	
M240B MG	
M2 .50 CAL MG	
MK-19	
MK-153 SMAW	
M224 60MM	
M282 81MM	
M41A1 SABER	

#### Equipment to be LTI/PEI (Estimate quantities)

NOMENCLATURE	QTY
M1014	
M40A3/A5	
M1D7 SABR	
M72 LAW TRAINER	
MK93	
M35 COYOTE MOUNT	
M3 TRIPOD	
M122 TRIPOD	
MK64 MOUNT	
JAVELIN BST	
JAVELIN FTT	
COMMAND LAUNCH UNIT	
FLDR	

NOMENCLATURE	QTY
AN/PVC-18A	
AN/PVS-17C	
AN/PVS-24	
AN/EEQ-16	
AN/PVS-14	
AN/PVS-28	
AN/PAS-13B (V2)	
AN/PAS-13D (V2)	
AN/PAS-13D (V3)	
M22 BINO (LARGE)	
M24 BINO (SMALL)	
TELD II	
LASER BORE SIGHT	

NOMENCLATURE	QTY
M27	
M38	
M320 GL	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	
OTHER (SPECIFY)	

84.  DATE RECEIVED: \_\_\_\_\_ DATE APPROVED: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_

NOMENCLATURE	Qty	Pick-Up		Return	
		DATE	TIME	DATE	TIME
PRC-152					
PRC-153					
PRC-119					
PRC-119F					
PRC-117					
PRC-150					
VRC-110					
VRC-89					
VRC-90					
MRC-145					
COMM-201B					
OE-254					
CY2-10					
DTCS					
OTHER (SPECIFY)					
OTHER (SPECIFY)					
OTHER (SPECIFY)					
OTHER (SPECIFY)					
FREQ/NET ID					
Days Batteries Req					

36. COMMENTS

COMM EQUIPMENT INTERNAL TO PLATOON.

86.  DATE RECEIVED: \_\_\_\_\_ DATE APPROVED: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_

ENCLOSURE (6)

**OPERATIONAL RISK MANAGEMENT MATRIX**  
**Marine Corps Base Camp Pendleton**

<b>TRAINING EVOLUTION:</b> Amphibious Training Blue Beach, Boat Basin	<b>ORGANIZATION:</b> BLT 1/4 Bravo CO AAV Plt	<b>Assigned OIC:</b>  (b)(3), (b)(6), (b)(7)(c)	<b>Assigned RSO:</b>	<b>Weapons Systems:</b>  M2 .50 cal Mk19 40mm M240B 7.62mm	<b>Date:</b>  20200526-20200529
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OPERATIONAL PHASE	HAZARD	CAUSES	INIT RAC	DEVELOP CONTROLS	RES RAC	HOW TO IMPLEMENT	HOW TO SUPERVISE
Phase II/III	AAV Sinking	-Vehicle collision. -Vehicle noses down while moving in water. -Mechanical Failure. -Improper pre-water operations checklist completed.	IID=3	-50m dispersion unless conducting recovery. -Water tight integrity checks. -2200 RPM speed limit. -Common SOP for amphibious operations.	IID=4	-Platoon briefed operations order. -Designate splash team. -Provide section leaders and Platoon Sergeant with Pre-Water Ops checklist.	-OIC/RSO monitor splashes and speeds. -Platoon Sergeant or 1st section leader command splash team. -Section leaders inspect pre-water op checklist after completion.
Phase II/III	Personnel Drowning / Falling off AAV	-LPU's serviceability not checked prior to executing training. -Marines not maintaining 3 points of contact on top of vehicles.	IIC=3	-Common SOP for Amphibious Operations. -Pre-operation checklists include LPU serviceability.	IID=4	-Vehicle Commanders conduct PCCs/PCIs to include LPU's inspection.	-Section Leaders monitor PCC's / PCIs for their section. -OIC/RSO conduct safety brief prior to executing training.
Phase III	Vehicle accident while operating at night on land and in water	-Night Vision Devices (NVDs) not functioning properly. -Ground guides not utilized in congested areas. -Crew unfamiliar with night operations.	I/C=2	-All night optics op-checked prior to departing for TA, and before dark each night. -All Marines utilizing NVD's while conducting night-time movements. -Night time marking plan. -Ground guide according to Standard Operating Procedures.	I/D=3	-Vehicle commanders function check the NVDs on their own vehicle. -Marines driving are briefed that they are required to wear NVDs during each night-time evolution. -Platoon briefed on night scheme of maneuver. -Chem lights are used by ground guides to move AAV's.	-Section leaders and Platoon Sergeant spot check NVDs for function. -Section Leaders conduct ROC walk for night time considerations during amphibious operations. -Ensure ground guides have chem lights to ground guide.
All Phases	Vehicle fire resulting in injuries.	-Mechanical malfunctions which cause fire.	I/C=2	-Vehicle Commanders report any potentially dangerous problems. -Vehicle not utilized until mechanical issue is resolved. -Manual fire bottles on every AAV inspected and weighed by maintainers. -AFSSS tested by maintainers.	I/D=3	-Vehicle commanders monitor status of vehicles. -Vehicle Commanders check fire bottle tags prior to operation to ensure date is current. -Vehicle commanders verify AFSSS is unobstructed by SL-3.	-Section leaders monitor maintenance issues and report to Platoon Sergeant. -Platoon Sergeant ensures all vehicles operating have no mechanical issues. -Marines back brief section leaders on proper use and status of manual fire bottles. -Section leaders inspect sections to verify AFSSS is unobstructed in all vehicles and fire bottles have current tags.

ENCLOSURE (2)

All Phases	Land Collision	-Operating at unsafe speeds. -Following too close. -Improper dispersion	IIC=3	-Establish rates of march. -Establish dispersion for day and night movements. -Vehicle Commander navigating driver.	IID=4	-Rate of march and dispersion covered in op order. -Safety brief with emphasis on ground guided in congested areas.	-Section leader monitors speed/dispersion. -Vehicle commander supervision speed, dispersion, route selection.
Phase II/III	Vehicle Recovery Accidents	-Improper towing procedures utilized. -Equipment failure while towing.	IIC=3	-Common SOP for Amphibious Operations. -AAV recovery TTP's understood by Marines. -Pre-operation checklists include recovery equipment.	IID=4	-Section leaders have Marines rehearse recovery operations/SOP. -Provide Pre-Water Op Checklists for recovery equipment.	-Vehicle Commanders monitor recovery operations. -OIC/RSO conduct safety brief on recovery operations.
All Phases	Personnel injuries on AAVs.	-Marines injured by unsecured hatches, improperly stowed gear. -Improper mounting of AAV. -Improper wear of PPE.	II/C=3	-All hatches and gear are strapped down according to SOP. -Ensure personnel maintain 3 points of contact when mounting the AAV. -Enforce proper PPE while on AAV (i.e. eye protection, ear protection, gloves, steel toe boots, plate carrier).	II/D=4	-Leadership supervises stowage of gear. -Conduct a brief on safety precautions within the Common SOP; to include wearing PPE, "chest-high" defilade in the hatches and safe practices.	-Vehicle commanders supervise crews to ensure proper stowage of gear and hatch security. -Platoon leadership supervise the platoon to ensure PPE is worn and SOP's are being followed. -Section leaders supervise sections to ensure Marines are properly mounting vehicles.
All Phases	Hazmat/Fuel Spill.	-Vehicle malfunction or while doing maintenance repairs. -Not cleaning POL's out of hull.	III/C=4	-Once hazmat spill or potential is discovered, Marines properly clean, report, and control the spill. -Adequate control materials are brought to field.	III/D=5	-Vehicle commanders monitor all hazmat spills to ensure they are handled properly. -Hazmat procedures are briefed to the Marines prior to leaving the RAMP. -Hazmat rep ensures adequate materials are present on each vehicle prior to leaving field.	-Section leader monitors hazmat spills to ensure proper techniques are followed. -Vehicle commanders back brief platoon leadership on hazmat procedures prior to leaving RAMP. -Platoon sergeant ensures Hazmat rep has provided adequate materials before leaving RAMP.
All Phases	LZ FOD (CASEVAC)	-Blowing visible FOD due to rotor wash.	I/C=2	-Ensure that landing surface/LZ is clear of FOD prior to conducting landing operations.	I/D=3	-Have a fire team size group of Marines sweep the LZ before landing.	-Platoon commander/Platoon sergeant visually inspect landing zone.

ENCLOSURE (63)

All Phases	Loss of personnel and/or equipment	- Lack of accountability for personnel and/or gear.	IID=5	-Op Order covers Lost Marine Plan -EDL rosters on hand. -NVG's dummy corded to body.	IVD=5	- Accountability and EDL checks periodically throughout training. -Platoon Sergeant verifies morning/evening EDL. -Prior to operation ensure all NVG's have 550 chord attached.	-Platoon Leadership ensures strict accountability and briefs chain of command in any instance where a Marine or piece of equipment is not accounted for. -Spot check dummy corded NVG's.
All Phases	Weather exposure casualties (Heat).	-Marines not eating/drinking properly. -Excessive heat of vehicle when wearing PPE.	II/C=3	-Vehicle commanders monitor all crew members to ensure they are eating and drinking enough water. -Any time vehicles are not needed for rehearsals, crew members remove PPE and turn off the vehicle unless moving outside of it. -Each vehicle has (2) two designated water jugs and a cami net.	II/D=4	-Marines briefed on importance of nutrition/hydration in the field. -Section leaders ensure adequate water on each vehicle prior to rehearsals.	-Marines back brief Platoon commander on importance of hydration/nutrition. - Platoon Sergeant ensures Marines are provided with food and water. -Corpsman observes Marines to ensure they are not becoming weather casualties. -Vehicle Commanders monitoring Crewman's hydration/ nutrition.
All Phases	Wildlife/ Environmental Hazards	-Marines harassing animals - Operating in environmental protected areas.	IIC=3	-Brief animal/ environment considerations and their likely locations. -Verify environmental protected areas via environmental map.	IID=4	-During OpOrder brief platoon environmental considerations/ markings. -During safety brief animal considerations. -Corpsman present.	-RSO/OIC briefs wildlife concerns and safe practices. -During transit platoon staff ensures vehicles stay clear of environmentally protected areas.
Phases II/III	Weather impeding training	-Sea State above sea state 3. -High winds, lightning.	IID=4	-OIC/RSO shifts training exercise if needed to ensure maximum training is met.	IVD=5	-OIC/RSO monitor any major storms moving in to the AO . -Surf Observation Report conducted in accordance with AAV Common SOP.	-OIC coordinates with S-2 for weather update prior to departing friendly lines. -OIC/RSO ensure proper Surf Observation Report completed.

**HAZARD SEVERITY**

- I - CATASTROPHIC- Death, permanent disability, major property damage
- II - CRITICAL - Permanent partial disability, major system or minor property damage
- III - MARGINAL - Minor injury, minor system or property damage
- IV - NEGLIGIBLE - 1<sup>st</sup> aid, minor system repair

**MISHAP PROBABILITY**

A - FREQUENT, B - LIKELY, C - OCCASIONAL, D - UNLIKELY

**RISK ASSESSMENT CODE (RAC)**

1 - CRITICAL, 2 - SERIOUS, 3 - MODERATE, 4 - MINOR, 5 - NEGL

**RAC ASSESSMENT CODE MATRIX**

		MISHAP PROBABILITY					
HAZARD SEVERITY	I	A	B	C	D	OIC	
	II	1	1	2	3	RSC	
	III	1	2	3	4	RSC	
	IV	2	3	4	5	RSC	
	V	3	4	5	5	XO/ S-3: BCC	

**COMMAND REVIEW/APPROVAL**

(b)(3), (b)(6), (b)(7)(c)

*[Handwritten initials]*

ENCLOSURE (3)

Swim

DOD ID	Last Name	First Name	MI	Rank	MOS	Roster Kind	Sustainment Expiration	Classification	Expired?
						Training	8/30/2022	Water Survival Advanced (WS-A)	No
						Training	2/13/2021	Water Survival Intermediate (WS-I)	No
									Yes
						Training	12/13/2021	Water Survival Intermediate (WS-I)	No
						Training	7/13/2021	Water Survival Intermediate (WS-I)	No
						Training	12/13/2021	Water Survival Intermediate (WS-I)	No
						Training	8/2/2022	Water Survival Advanced (WS-A)	No
						Training	7/25/2021	Water Survival Intermediate (WS-I)	No
						Training	1/19/2021	Water Survival Intermediate (WS-I)	No
						Training	3/1/2022	Water Survival Intermediate (WS-I)	No
						Training	11/7/2020	Water Survival Intermediate (WS-I)	No
						Training	2/14/2021	Water Survival Intermediate (WS-I)	No
						Training	7/20/2021	Water Survival Intermediate (WS-I)	No
						Training	12/14/2021	Water Survival Intermediate (WS-I)	No
						Training	3/19/2023	Water Survival Intermediate (WS-I)	No
						Training	7/22/2022	Water Survival Intermediate (WS-I)	No
						Training	7/29/2022	Water Survival Intermediate (WS-I)	No
						Training	4/9/2022	Water Survival Intermediate (WS-I)	No
						Training	3/6/2021	Water Survival Intermediate (WS-I)	No
						Training	7/6/2021	Water Survival Intermediate (WS-I)	No
						Training	7/1/2020	Water Survival Intermediate (WS-I)	Yes
						Training	5/24/2021	Water Survival Intermediate (WS-I)	No
						Training	1/10/2021	Water Survival Intermediate (WS-I)	No
						Training	3/8/2021	Water Survival Intermediate (WS-I)	No
						Training	8/3/2021	Water Survival Intermediate (WS-I)	No
						Training	3/8/2021	Water Survival Intermediate (WS-I)	No
						Training	7/5/2021	Water Survival Basic (WS-B)	No
						Training	3/22/2020	Water Survival Basic (WS-B)	Yes
						Training	12/13/2021	Water Survival Intermediate (WS-I)	No
						Training	12/7/2020	Water Survival Intermediate (WS-I)	No
						Training	3/25/2023	Water Survival Intermediate (WS-I)	No
						Training	2/12/2021	Water Survival Intermediate (WS-I)	No

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (64)

(b)(3), (b)(6), (b)(7)(c)

Training	1/10/2022	Water Survival Intermediate (WS-I)	No
Training	3/8/2022	Water Survival Intermediate (WS-I)	No
Training	7/20/2020	Water Survival Intermediate (WS-I)	Yes
Training	3/19/2023	Water Survival Intermediate (WS-I)	No
Training	12/13/2021	Water Survival Intermediate (WS-I)	No
Training	3/18/2022	Water Survival Intermediate (WS-I)	No
Training	12/13/2021	Water Survival Intermediate (WS-I)	No
Training	8/3/2021	Water Survival Intermediate (WS-I)	No
Training	6/21/2022	Water Survival Intermediate (WS-I)	No
Training	11/1/2021	Water Survival Intermediate (WS-I)	No
Training	3/25/2023	Water Survival Intermediate (WS-I)	No
Training	7/22/2022	Water Survival Intermediate (WS-I)	No
Training	12/13/2021	Water Survival Intermediate (WS-I)	No
Training	1/9/2022	Water Survival Intermediate (WS-I)	No
Training	3/26/2021	Water Survival Intermediate (WS-I)	No
Training	5/15/2020	Water Survival Intermediate (WS-I)	Yes
Training	3/19/2023	Water Survival Intermediate (WS-I)	No
Training	6/4/2021	Water Survival Intermediate (WS-I)	No
Training	5/28/2021	Water Survival Basic (WS-B)	No
Training	5/16/2020	Water Survival Intermediate (WS-I)	Yes
Training	5/2/2021	Water Survival Intermediate (WS-I)	No
Training	4/10/2020	Water Survival Intermediate (WS-I)	Yes
Training	3/25/2023	Water Survival Intermediate (WS-I)	No

ENCLOSURE (6)

(b)(2), (b)(3), (b)(6), (b)(7)(c)

(b)(2), (b)(3), (b)(6), (b)(7)(c)



(b)(2), (b)(3), (b)(6), (b)(7)(c)

UET

DOB ID	Last Name	First Name	MI	Rank	MOS	B/MOS	AD/RES	Trained	Untrained	Comment	Score	Date	Unit	Bill#	MCTFS Status
AD								TRAINED				6/5/2020	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				6/4/2020	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				1/18/2019	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				11/15/2018	HH15	ASLT AMPHB VEH REPAIRER/TECH	Success
AD								TRAINED				1/18/2019	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				2/23/2019	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				10/23/2018	HH15	ASSAULT AMPHIB VEH (AAV) CREW MBR	Success
AD								TRAINED				6/4/2020	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				4/5/2019	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				6/4/2020	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				6/4/2020	HH15	ASSAULT AMPHIB VEH CREWMBR	Success
AD								TRAINED				8/8/2018	HH15	ASSUALT AMPHIB VEH (AAV CREW MBR)	Success
AD								TRAINED				1/18/2019	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				6/7/2017	HH15	ASSAULT AMPHIBIAN MARINE	Success
AD								TRAINED				8/2/2019	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				8/2/2019	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				4/26/2019	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				6/5/2020	HH15	ASLT AMPHB VEH REPAIRER/TECH	Success
AD								TRAINED				8/2/2018	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				10/23/2018	HH15	ASSAULT AMPHIB VEH (AAV) CREW MBR	Success
AD								TRAINED				6/5/2020	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				10/23/2018	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				6/5/2020	HH15	ASLT AMPHB VEH REPAIRER/TECH	Success
AD								TRAINED				8/8/2018	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				6/5/2020	HH15	ASLT AMPHB VEH REPAIRER/TECH	Success
AD								TRAINED				1/18/2019	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				4/12/2019	HH15	ASSLT AMPHIB VEHICLE OFF (1)	Success
AD								TRAINED				6/5/2020	HH15	ASSAULT AMPHIB VEH (AAV) CREW MBR	Success
AD								TRAINED				6/4/2020	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				2/23/2019	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				4/26/2019	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				6/4/2020	HH15	ASSAULT AMPHIB VEH AAV MARINE	Success
AD								TRAINED				7/31/2019	HH15	TRANSMISSIONS SYSTEM OPERATOR	Success
AD								TRAINED				1/18/2019	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				4/26/2019	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				1/18/2019	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				6/4/2020	HH15	ASSAULT AMPHIB VEH (AAV) MARINE	Success
AD								TRAINED				7/12/2019	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				11/2/2018	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				6/5/2020	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				8/2/2019	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				1/18/2019	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD								TRAINED				1/18/2019	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (5)

(b)(3), (b)(6), (b)(7)(c)

AD	TRAINED		6/5/2020	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD	TRAINED		6/7/2017	HH15	ASSAULT AMPHIBIAN MARINE	Success
AD	TRAINED		7/31/2019	HH15	ASLT AMPHB VEH REPAIRER/TECH	Success
AD	TRAINED		6/5/2020	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success
AD	TRAINED		6/4/2020	HH15	ASSAULT AMPHIBIAN MARINE	Success
AD	TRAINED		6/5/2020	HH15	ASSAULT AMPHIB VEH (AAV) CREW MBR	Success
AD	TRAINED		6/5/2020	HH15	ASLT AMPHB VEH REPAIRER/TECH	Success
AD	TRAINED		6/5/2020	HH15	ASSAULT AMPHIB VEH (AAV) CREWMBR	Success

ENCLOSURE (5)

Instructor's Course Record  
NAVMC 11209 (2-09) (EF)

Report Control Symbol  
MC-1500-2B

<input checked="" type="checkbox"/> Link SWM QUAL <input type="checkbox"/> MCITWS <input type="checkbox"/> MCOWS <input type="checkbox"/> Refreshed <input type="checkbox"/> QTR Report		Location Of Training <b>53 AREA TTU</b> Number Enrolled <b>34</b> Number Passed <b>29</b> Date Course Began <b>2020/04/06</b> Date Course Completed <b>2020/04/06</b>	<b>Water Survival Training Codes</b> 1. State Survival Unqualified 2. Not Listed 3. Conducted Properly 4. Commanding General Waiver 5. Not Used 6. Marine Corps Instructor Of Water Survival (MCIWS) 7. Marine Corps Instructor Trainer Of Water Survival (MCIWIT) 8. Marine Survival Instructor, 3 years 9. State Survival Basic, Plus 1 year 10. State Survival Basic, 3 years 11. State Survival Advanced, 3 years						
Signature Of Instructor		(b)(2), (b)(3), (b)(6), (b)(7)(c) N/A	Instructor's Land No. Certification Expiration Date (MM/YY) MCOWS MCITWS C/P/RT/WT 1st A/D						
Rank Name Last, First MI		MCOWS	MCITWS						
Instructor		8331	06/22 06/21 06/21						
Assistant Instructor		8404	05/22 05/22 05/22						
Assistant Instructor									
Assistant Instructor									
Total Trained To Each Level		WS-1	WS-2	WS-3	WS-4	WS-A	MCOWS	MCITWS	Total Trained
		5	12	X	17	X	X	X	34
Rank	Name Last, First	EDPT	Qual	Unit Address					
			C	1LAR					
			A	1/4					
			C	1LAR					
			C	1LAR					
			A	1/4					
			D	1/4					
			D	1/4					
			A	1/4					
			B	1/4					
			C	1/4					
			C	1LAR					
			A	1/4					
			A	1/4					
			A	1/4					
			C	1/4					
			D	1/4 <i>processed 2nd attachment</i>					
			C	1/4					
			A	1/4					
			A	1/4					
			A	1/4					
			A	1/4					
			A	1/4					

(b)(2), (b)(3), (b)(6), (b)(7)(c)

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ENCLOSURE (65)

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(b)(2), (b)(3), (b)(6), (b)(7)(c)



# BRAVO SWIMQUAL

Rank	Last Name	First Name	UIC	Event	Category	Activity	Month	Year	Event	Location	Code	Description	Survival	Re
			11120	B	B3RD	C	2019/12/20					WATER SURVIVAL BASIC	202107	
			11120	B	B1ST	C	2017/12/06					WATER SURVIVAL BASIC	202205	
			11120	B	B1ST	C	2019/08/21					WATER SURVIVAL BASIC	202205	
			11120	B	B3RD	D	2017/09/13					WATER SURVIVAL ADVANCED	202304	
			11120	B	B3RD	B	2018/03/28					WATER SURVIVAL BASIC-PLU	201910	
			11120	B	B1ST	C	2017/11/06					WATER SURVIVAL BASIC	202205	
			11120	B	B3RD	C	2019/08/21					WATER SURVIVAL BASIC	202204	
			11120	B	B3RD	C	2020/01/29					WATER SURVIVAL BASIC	202108	
			11120	B	BHQP	C	2020/01/29					WATER SURVIVAL BASIC	202205	
			11120	B	BWPN	C	2018/06/20					WATER SURVIVAL BASIC	202205	
			11120	B	BWPN	C	2017/12/22					WATER SURVIVAL BASIC	202205	
			11120	B	B3RD	C	2019/08/21					WATER SURVIVAL BASIC	202205	
			11120	B	B3RD	C	2018/09/26					WATER SURVIVAL BASIC	202205	
			11120	B	B2ND	C	2017/09/13					WATER SURVIVAL BASIC	202204	
			11120	B	BWPN	C	2017/12/06					WATER SURVIVAL BASIC	202205	
			11120	B	B3RD	C	2020/07/08					WATER SURVIVAL BASIC	202110	
			11120	B	B3RD		2017/07/18						000000	
			11120	B	B1ST	C	2017/12/22					WATER SURVIVAL BASIC	202205	
			11120	B	BCCP	C	2017/09/13					WATER SURVIVAL BASIC	202205	
			11120	B	B1ST	C	2019/08/21					WATER SURVIVAL BASIC	202205	
			11120	B	B1ST	C	2019/08/21					WATER SURVIVAL BASIC	202205	
			11120	B	B1ST	0	2019/08/21					UNQUALIFIED	202005	
			11120	B	B1ST	C	2017/09/13					WATER SURVIVAL BASIC	202205	
			11120	B	B2ND	C	2020/01/29					WATER SURVIVAL BASIC	202108	
			11120	B	B1ST	C	2019/08/21					WATER SURVIVAL BASIC	202205	
			11120	B	B2ND	C	2019/08/21					WATER SURVIVAL BASIC	202205	
			11120	B	B2ND	B	2020/03/21					WATER SURVIVAL BASIC-PLU	201910	
			11120	B	BHQP	C	2020/02/12					WATER SURVIVAL BASIC	202104	
			11120	B	BWPN	0	2017/12/06					UNQUALIFIED	202005	
			11120	B	B1ST	C	2020/07/10					WATER SURVIVAL BASIC	202205	
			11120	B	B1ST	C	2019/08/21					WATER SURVIVAL BASIC	202205	
			11120	B	BHQP	C	2019/12/20					WATER SURVIVAL BASIC	202107	
			11120	B	BWPN	C	2017/12/06					WATER SURVIVAL BASIC	202205	
			11120	B	BCAP	C	2018/03/21					WATER SURVIVAL BASIC	202205	
			11120	B	B3RD	C	2019/12/20					WATER SURVIVAL BASIC	202107	
			11120	B	BWPN	C	2017/12/22					WATER SURVIVAL BASIC	202204	
			11120	B	B1ST	C	2017/12/22					WATER SURVIVAL BASIC	202205	
			11120	B	B1ST	A	2020/04/06					WATER SURVIVAL INTERMEDI	202208	
			11120	B	BWPN	C	2020/07/23					WATER SURVIVAL BASIC	202201	
			11120	B	BWPN	C	2017/12/22					WATER SURVIVAL BASIC	202205	
			11120	B	BWPN	C	2020/02/07					WATER SURVIVAL BASIC	202108	
			11120	B	B2ND	C	2019/08/21					WATER SURVIVAL BASIC	202205	
			11120	B	BWPN	C	2020/03/25					WATER SURVIVAL BASIC	202110	
			11120	B	B2ND	A	2016/12/17					WATER SURVIVAL INTERMEDI	202205	
			11120	B	BHQP	C	2018/02/22					WATER SURVIVAL BASIC	202204	
			11120	B	BWPN	C	2020/02/21					WATER SURVIVAL BASIC	202109	
			11120	B	B1ST	C	2020/07/18					WATER SURVIVAL BASIC	201605	
			11120	B	B1ST	C	2017/12/22					WATER SURVIVAL BASIC	202205	
			11120	B	B2ND	C	2018/06/02					WATER SURVIVAL BASIC	202205	
			11120	B	BWPN	C	2018/05/23					WATER SURVIVAL BASIC	202205	
			11120	B	B1ST	A	2017/08/02					WATER SURVIVAL INTERMEDI	202305	
			11120	B	BCCP	C	2020/02/21					WATER SURVIVAL BASIC	202109	
			11120	B	B2ND		2020/01/09						000000	
			11120	B	BHQP	A	2018/05/03					WATER SURVIVAL INTERMEDI	202105	
			11120	B	BWPN	A	2017/12/06					WATER SURVIVAL INTERMEDI	202301	
			11120	B	BCAP	D	2017/05/28					WATER SURVIVAL ADVANCED	202112	
			11120	B	B3RD	C	2019/08/29					WATER SURVIVAL BASIC	202205	
			11120	B	B1ST	B	2017/08/02					WATER SURVIVAL BASIC-PLU	201903	

(b)(3), (b)(6), (b)(7)(c)

2018/02/21	11120	B	B1ST	B	MC INSTR OF WATER SURVIV	202306
2019/09/13	11120	B	BHQP	A	WATER SURVIVAL INTERMEDI	202102
2018/02/21	11120	B	BHQP	B	WATER SURVIVAL BASIC-PLU	201908
2017/12/06	11120	B	BWPN	D	WATER SURVIVAL ADVANCED	202304
2017/12/22	11120	B	BWPN	C	WATER SURVIVAL BASIC	202204
2020/02/05	11120	B	BWPN	C	WATER SURVIVAL BASIC	202109
2020/03/25	11120	B	BWPN	C	WATER SURVIVAL BASIC	202110
2017/12/06	11120	B	BWPN	C	WATER SURVIVAL BASIC	202204
2017/07/07	11120	B	BCAP	C	WATER SURVIVAL BASIC	202205
2018/02/21	11120	B	B2ND	C	WATER SURVIVAL BASIC	202205
2018/04/18	11120	B	BWPN	C	WATER SURVIVAL BASIC	202205
2017/12/22	11120	B	BWPN	C	WATER SURVIVAL BASIC	202203
2017/08/02	11120	B	B1ST	C	WATER SURVIVAL BASIC	202205
2016/10/29	11120	B	BHQP	A	WATER SURVIVAL INTERMEDI	202107
2018/05/09	11120	B	BWPN	C	WATER SURVIVAL BASIC	202204
2020/01/31	11120	B	B3RD	C	WATER SURVIVAL BASIC	202205
2020/03/25	11120	B	BWPN	C	WATER SURVIVAL BASIC	202110
2017/07/07	11120	B	B2ND	C	WATER SURVIVAL BASIC	201902
2020/04/02	11120	B	BCAP	C	WATER SURVIVAL BASIC	202205
2020/02/07	11120	B	BCCP	C	WATER SURVIVAL BASIC	202109
2018/01/17	11120	B	BWPN	A	WATER SURVIVAL INTERMEDI	202009
2020/02/05	11120	B	BWPN	C	WATER SURVIVAL BASIC	202109
2019/10/09	11120	B	B3RD	C	WATER SURVIVAL BASIC	202205
2017/12/22	11120	B	B2ND	C	WATER SURVIVAL BASIC	202204
2018/05/09	11120	B	BCCP	C	WATER SURVIVAL BASIC	202205
2020/02/05	11120	B	BWPN	C	WATER SURVIVAL BASIC	202109
2020/02/07	11120	B	BCCP	C	WATER SURVIVAL BASIC	202108
2017/07/07	11120	B	BHQP	A	WATER SURVIVAL INTERMEDI	202008
2020/04/16	11120	B	BWPN	C	WATER SURVIVAL BASIC	202110
2019/10/09	11120	B	B3RD	C	WATER SURVIVAL BASIC	202205
2020/02/05	11120	B	BWPN	C	WATER SURVIVAL BASIC	202109
2020/04/02	11120	B	B3RD	C	WATER SURVIVAL BASIC	202108
2020/04/16	11120	B	BWPN	C	WATER SURVIVAL BASIC	202110
2018/04/12	11120	B	BHQP	C	WATER SURVIVAL BASIC	201709
2019/08/21	11120	B	B2ND	C	WATER SURVIVAL BASIC	202205
2020/02/07	11120	B	BWPN	B	WATER SURVIVAL BASIC-PLU	202108
2020/07/31	11120	B	B1ST	C	WATER SURVIVAL BASIC	202203
2020/01/29	11120	B	B3RD	C	WATER SURVIVAL BASIC	202108
2018/01/20	11120	B	BWPN	C	WATER SURVIVAL BASIC	202205
2020/04/02	11120	B	B2ND	A	WATER SURVIVAL INTERMEDI	202210
2020/04/02	11120	B	B2ND	0	UNQUALIFIED	202005
2020/04/06	11120	B	B2ND	C	WATER SURVIVAL BASIC	202102
2018/01/20	11120	B	BHQP	D	WATER SURVIVAL ADVANCED	202304
2016/01/27	11120	B	B2ND	C	WATER SURVIVAL BASIC	202205
2019/11/14	11120	B	B2ND	A	WATER SURVIVAL INTERMEDI	202212
2020/01/09	11120	B	B1ST			000000
2017/12/06	11120	B	B2ND	D	WATER SURVIVAL ADVANCED	202303
2019/11/14	11120	B	B2ND	A	WATER SURVIVAL INTERMEDI	202212
2018/02/06	11120	B	BWPN	C	WATER SURVIVAL BASIC	202205
2019/10/31	11120	B	B1ST	D	WATER SURVIVAL ADVANCED	202207
2020/03/25	11120	B	BWPN	C	WATER SURVIVAL BASIC	202111
2017/12/22	11120	B	BWPN	C	WATER SURVIVAL BASIC	202205
2017/12/06	11120	B	B3RD	C	WATER SURVIVAL BASIC	202204
2019/12/07	11120	B	B2ND	C	WATER SURVIVAL BASIC	202107
2019/11/14	11120	B	B1ST	C	WATER SURVIVAL BASIC	202107
2018/07/24	11120	B	BHQP	A	WATER SURVIVAL INTERMEDI	202012
2017/08/02	11120	B	B1ST	A	WATER SURVIVAL INTERMEDI	202305
2020/02/05	11120	B	BWPN	C	WATER SURVIVAL BASIC	202109
2018/04/05	11120	B	BHQP	B	WATER SURVIVAL BASIC-PLU	201901

(b)(3), (b)(6), (b)(7)(c)

2019/12/07	11120	B	B3RD	C	WATER SURVIVAL BASIC	202107
2019/12/07	11120	B	B3RD	C	WATER SURVIVAL BASIC	202107
2017/11/01	11120	B	B3RD	C	WATER SURVIVAL BASIC	202204
2019/12/07	11120	B	B1ST	C	WATER SURVIVAL BASIC	202107
2019/11/14	11120	B	B3RD	C	WATER SURVIVAL BASIC	202106
2020/04/02	11120	B	BCCP	C	WATER SURVIVAL BASIC	202110
2020/01/29	11120	B	B3RD	D	WATER SURVIVAL ADVANCED	202210
2018/01/10	11120	B	BCAP	B	WATER SURVIVAL BASIC-PLU	201902
2019/12/07	11120	B	BCCP	C	WATER SURVIVAL BASIC	202107
2020/02/05	11120	B	BWPN	C	WATER SURVIVAL BASIC	202109
2017/11/01	11120	B	B2ND	C	WATER SURVIVAL BASIC	202204
2019/12/07	11120	B	B1ST	C	WATER SURVIVAL BASIC	202107
2020/04/03	11120	B	B2ND	C	WATER SURVIVAL BASIC	202205
2017/09/13	11120	B	BWPN	C	WATER SURVIVAL BASIC	202204
2020/03/11	11120	B	BCCP	C	WATER SURVIVAL BASIC	202108
2019/12/07	11120	B	B1ST	C	WATER SURVIVAL BASIC	202205
2017/08/02	11120	B	BHQP	C	WATER SURVIVAL BASIC	202204
2019/11/14	11120	B	B1ST	C	WATER SURVIVAL BASIC	202107
2019/11/14	11120	B	B1ST	C	WATER SURVIVAL BASIC	202107
2019/11/14	11120	B	B2ND	C	WATER SURVIVAL BASIC	202107
2020/04/03	11120	B	B3RD	C	WATER SURVIVAL BASIC	202205
2019/12/07	11120	B	BCCP	C	WATER SURVIVAL BASIC	202107
2020/04/02	11120	B	B3RD	A	WATER SURVIVAL INTERMEDI	202301
2019/07/13	11120	B	B1ST	A	WATER SURVIVAL INTERMEDI	202305
2020/01/29	11120	B	BWPN	C	WATER SURVIVAL BASIC	202108
2019/11/14	11120	B	B1ST	C	WATER SURVIVAL BASIC	202107
2017/08/02	11120	B	B3RD	0	UNQUALIFIED	202004
2017/11/01	11120	B	BHQP	C	WATER SURVIVAL BASIC	202204
2020/03/11	11120	B	BCCP	C	WATER SURVIVAL BASIC	202110
2018/02/23	11120	B	B3RD	D	WATER SURVIVAL ADVANCED	202304
2019/09/11	11120	B	B3RD	C	WATER SURVIVAL BASIC	202205
2019/07/13	11120	B	B1ST	C	WATER SURVIVAL BASIC	202205
2019/10/30	11120	B	B1ST	C	WATER SURVIVAL BASIC	202106
2020/01/22	11120	B	BHQP	C	WATER SURVIVAL BASIC	202110
2019/11/14	11120	B	B3RD	C	WATER SURVIVAL BASIC	202205
2019/12/07	11120	B	B1ST	C	WATER SURVIVAL BASIC	202107
2019/12/07	11120	B	B1ST	C	WATER SURVIVAL BASIC	202107
2019/06/19	11120	B	B3RD	C	WATER SURVIVAL BASIC	202205
2017/12/22	11120	B	B3RD	0	UNQUALIFIED	202004
2019/06/19	11120	B	B1ST	0	UNQUALIFIED	202005
2020/01/16	11120	B	BWPN	C	WATER SURVIVAL BASIC	202108
2017/12/06	11120	B	B3RD	C	WATER SURVIVAL BASIC	202204
2019/11/14	11120	B	B1ST	C	WATER SURVIVAL BASIC	202107
2019/12/07	11120	B	B3RD	C	WATER SURVIVAL BASIC	202205
2020/03/19	11120	B	BHQP	C	WATER SURVIVAL BASIC	202205
2019/06/19	11120	B	B3RD	C	WATER SURVIVAL BASIC	202205
2017/12/22	11120	B	BHQP	C	WATER SURVIVAL BASIC	202204
2018/03/28	11120	B	BCAP	A	WATER SURVIVAL INTERMEDI	202204
2019/10/30	11120	B	B1ST	C	WATER SURVIVAL BASIC	202106
2019/11/26	11120	B	BHQP			000000
2019/06/19	11120	B	BHQP	C	WATER SURVIVAL BASIC	202205
2020/07/21	11120	B	BWPN	C	WATER SURVIVAL BASIC	202204
2018/03/01	11120	B	BHQP	C	WATER SURVIVAL BASIC	202204
2019/06/19	11120	B	B2ND	C	WATER SURVIVAL BASIC	202205
2019/10/26	11120	B	B2ND	C	WATER SURVIVAL BASIC	202106
2020/01/29	11120	B	BWPN			000000
2019/07/13	11120	B	B2ND	C	WATER SURVIVAL BASIC	202205
2019/07/13	11120	B	B1ST	C	WATER SURVIVAL BASIC	202205
2019/07/13	11120	B	B2ND	C	WATER SURVIVAL BASIC	202205

(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

2020/02/05	11120	B	BWPN	C	WATER SURVIVAL BASIC	202109
2019/07/13	11120	B	B3RD	C	WATER SURVIVAL BASIC	202205
2019/07/13	11120	B	B3RD	C	WATER SURVIVAL BASIC	202205
2019/10/26	11120	B	B2ND	C	WATER SURVIVAL BASIC	202205
2019/11/14	11120	B	B2ND	C	WATER SURVIVAL BASIC	202205
2019/10/30	11120	B	B3RD	C	WATER SURVIVAL BASIC	202106
2018/02/21	11120	B	BWPN	C	WATER SURVIVAL BASIC	202204
2017/11/01	11120	B	BWPN	C	WATER SURVIVAL BASIC	202205
2019/07/13	11120	B	B2ND	C	WATER SURVIVAL BASIC	202205
2019/12/07	11120	B	B1ST	C	WATER SURVIVAL BASIC	202107
2019/08/21	11120	B	B3RD	C	WATER SURVIVAL BASIC	202205
2019/07/13	11120	B	B3RD	C	WATER SURVIVAL BASIC	202205
2017/12/06	11120	B	B3RD	B	WATER SURVIVAL BASIC-PLU	201907
2020/01/29	11120	B	BCCP	C	WATER SURVIVAL BASIC	202109

ENCLOSURE (6)

33 TOTAL

<p><b>F<sup>3</sup>EA</b> JOINT VENTURE, LLC FINO • FIN • FINER • FINISH • FINISH • FINISH</p>	Classroom Date:	Site:	Completed by:  (b)(3), (b)(6), (b)(7)(c)		
	Pool Date: 6-5-20	CPEN			
Water Survival Training Facility	Instruct: (b)(3), (b)(6), (b)(7)(c)	Program: USMC	Class Number: 304	Class Type: AAV Only	S/M Initials

Pool Day: FRIDAY Time: AM One Day AAV # of Students: 24

Unit: 74 AAV 1	RANK	ICCS	DROP CODE	Equipment #	SWET 1	SWET 2	SWET 3	AAV 1 /w LEI	AAV 2	AAV 3	AAV 4	AAV 5	Clean Time 10 minutes
1				35	✓	✓	✓	✓	✓	✓	✓	✓	902
2	TS			31	✓	✓	✓	✓	✓	✓	✓	✓	915
3				20	✓	✓	✓	✓	✓	✓	✓	✓	910
4	TS			6	✓	✓	✓	✓	✓	✓	✓	✓	857
5				13	✓	✓	✓	✓	✓	✓	✓	✓	825
6				10	✓	✓	✓	✓	✓	✓	✓	✓	825
7				22	✓	✓	✓	✓	✓	✓	✓	✓	820
8				38	✓	✓	✓	✓	✓	✓	✓	✓	820
9				24	✓	✓	✓	✓	✓	✓	✓	✓	815
10				08	✓	✓	✓	✓	✓	✓	✓	✓	795
11	TS			18	✓	✓	✓	✓	✓	✓	✓	✓	730
12				21	✓	✓	✓	✓	✓	✓	✓	✓	720
13		(b)(3), (b)(6), (b)(7)(c)		25	✓	✓	✓	✓	✓	✓	✓	✓	590
14				10	✓	✓	✓	✓	✓	✓	✓	✓	585
15				27	✓	✓	✓	✓	✓	✓	✓	✓	917
16				7	✓	✓	✓	✓	✓	✓	✓	✓	922
17				3	✓	✓	✓	✓	✓	✓	✓	✓	922
18				12	✓	✓	✓	✓	✓	✓	✓	✓	922
19				30	✓	✓	✓	✓	✓	✓	✓	✓	922
20				33	✓	✓	✓	✓	✓	✓	✓	✓	922
21				34	✓	✓	✓	✓	✓	✓	✓	✓	922
22				37	✓	✓	✓	✓	✓	✓	✓	✓	922
23				11	✓	✓	✓	✓	✓	✓	✓	✓	922
24	TS			30	✓	✓	✓	✓	✓	✓	✓	✓	922

2 0 0 0 2 1 1 0

**DROP CODES:** U/R = Unit Recall DOR= Drop On Request DNC= Did Not Complete DNR= Did Not Return  
 MED = Medical Drop During Training DQ = Disqualified During Screening REM= Removed by Staff  
 for Safety

SWET AAV



Water Survival Training Facility

Classroom Date:

Site:

Completed by:

Pool Date:

CPEN

(b)(3), (b)(6), (b)(7)(c)

Instructor:

Program:  
USMC

Class Number:

Class Type  
AAV Only

S/M Initials

Pool Day: FRIDAY Time: PM One Day AAV # of Students: 9

Unit: <u>AAV</u>	RANK	MOS	DROP CODE	Equipment #	ESD	SWET 1	SWET 2	SWET 3	AAV 1 w LPI	AAV 2	AAV 3	AAV 4	AAV 5	Clean Time 10 minutes
Last Name, Initials														
1				17		✓	✓	✓	✓	✓	✓	✓	✓	1247
2				19		✓	✓	✓	✓	✓	✓	✓	✓	1247
3				13		✓	✓	✓	✓	✓	✓	✓	✓	1247
4				16		✓	✓	✓	✓	✓	✓	✓	✓	1247
5				8		✓	✓	✓	✓	✓	✓	✓	✓	1247
6				12		✓	✓	✓	✓	✓	✓	✓	✓	1247
7				8		✓	✓	✓	✓	✓	✓	✓	✓	1247
8				9		✓	✓	✓	✓	✓	✓	✓	✓	1247
9				37		✓	✓	✓	✓	✓	✓	✓	✓	1247
10														
11														
12														
13														
14														
15														
16														
17														
18														
19														
20														
21														
22														
23														
24														

**DROP CODES:** U/R = Unit Recall DOR= Drop On Request DNC= Did Not Complete DNR= Did Not Return  
 MED = Medical Drop During Training DQ = Disqualified During Screening REM= Removed by Staff  
 for Safety

SWET 5  
AAV 1

ENCLOSURE (07)



Water Survival Training Facility

Instructor: (b)(3), (b)(6), (b)(7)(c)

Program: USMC

Classroom Date: 20 APR 2020

Pool Date: 20 APR 2020

Site: CPEN

Completed by: (b)(3), (b)(6), (b)(7)(c)

Class Number: 219 B

Class Type: SWET Only

S/M Initials

45 FORTHE DAY

Pool Day: TUE

Time: AM

AAV SWET

# of Students: 25

ORANGE

Unit: 14	RANK	MOS	DROP CODE	Equipment #	WALL 1	WALL 2	SWET 1	SWET 2	SWET 3	SWET 4	Clean Time Start	Clean Time End
Last Name, Initials												
1				17			✓	✓	✓	✓	8:01	8:15
2				15			✓	✓	✓	✓	8:15	8:25
3				35			✓	✓	✓	✓	8:08	8:19
4				12			✓	✓	✓	✓	8:11	8:21
5				8			✓	✓	✓	✓	8:14	8:24
6				25			✓	✓	✓	✓	8:30	9:00
7				27			✓	✓	✓	✓	8:27	8:37
8				29			✓	✓	✓	✓	8:21	8:31
9				14			✓	✓	✓	✓	8:28	8:38
10				10			✓	✓	✓	✓		
11				34			✓	✓	✓	✓	8:32	8:42
12				22			✓	✓	✓	✓	8:36	8:46
13				31			✓	✓	✓	✓	8:46	8:56
14	(b)(3), (b)(6), (b)(7)(c)			5			✓	✓	✓	✓	8:29	8:39
15				9			✓	✓	✓	✓	8:21	8:31
16				32			✓	✓	✓	✓	8:21	8:31
17				28			✓	✓	✓	✓	8:23	8:33
18				16			✓	✓	✓	✓	8:41	8:51
19				7			✓	✓	✓	✓	8:30	9:00
20				11			✓	✓	✓	✓		
21				18			✓	✓	✓	✓	8:09	8:19
22				23			✓	✓	✓	✓	8:29	8:39
23				26			✓	✓	✓	✓	8:27	8:37
24				36			✓	✓	✓	✓	8:18	8:28
25				30			✓	✓	✓	✓	8:17	8:27

**DROP CODES:**

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for Safety



Water Survival Training Facility

Instructor (b)(3), (b)(6), (b)(7)(c)

Program: USMC

Classroom Date:

20 April 2020

Pool Date:

21 April 2020

Site:

CPEN

Completed by:

Class Number

249A

Class Type  
SWET Only

S/M Initials

Pool Day: TUE

Time: AM

AAV  
SWET

# of Students: 20

BLACK

Unit: 1/4		RANK	MOS	DROP CODE	Equipment #	WALL 1	WALL 2	SWET 1	SWET 2	SWET 3	SWET 4	Clean Time Start	Clean Time End
Last Name, Initials													
1					48			✓	✓	✓	✓	818	828
TS 2					32			✓	✓	✓	✓	815	825
3					34			✓	✓	✓	✓	843	853
4					29			✓	✓	✓	✓	835	845
5					21			✓	✓	✓	✓	850	900
6					55			✓	✓	✓	✓	850	901
7					42			✓	✓	✓	✓	830	840
8					52			✓	✓	✓	✓	835	845
9					2			✓	✓	✓	✓	815	825
10					61			✓	✓	✓	✓	833	843
11					26			✓	✓	✓	✓	836	846
12	(b)(3), (b)(6), (b)(7)(c)				28			✓	✓	✓	✓	857	905
13					14			✓	✓	✓	✓	840	850
14					18			✓	✓	✓	✓	810	820
15					23			✓	✓	✓	✓	857	905
16					20			✓	✓	✓	✓	809	819
TS 17					146			✓	✓	✓	✓	810	820
18					19			✓	✓	✓	✓	885	815
19					15			✓	✓	✓	✓	820	835
TS 20					49			✓	✓	✓	✓	840	850
21					DQR								
22													
23													
24													
25													

**DROP CODES:**

U/R = Unit Recall    DOR = Drop On Request    DNC = Did Not Complete    DNR = Did Not Return  
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for Safety

ENCLOSURE (67)



# FY20 I MEF UNDERWATER EGRESS TRAINING SCHEDULE

## 1ST QTR

October 2019											
Su	Mo		Tu		We		Th		Fr		Sa
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
PA										5	
PA	6	7	8	9	10	11	12				
PA	13	14	15	16	17	18	19				
PA	20	21	22	23	24	25	26				
PA	27	28	29	30	31						

November 2019											
Su	Mo		Tu		We		Th		Fr		Sa
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
PA										1	2
PA	3	4	5	6	7	8	9				
PA	10	11	12	13	14	15	16				
PA	17	18	19	20	21	22	23				
PA	24	25	26	27	28	29	30				

December 2019											
Su	Mo		Tu		We		Th		Fr		Sa
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
PA	1	2	3	4	5	6	7				
PA	8	9	10	11	12	13	14				
PA	15	16	17	18	19	20	21				
PA	22	23	24	25	26	27	28				
PA	29	30	31								

## 2ND QTR

January 2020													
Su	Mo		Tu		We		Th		Fr		Sa		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM			
PA										1	2	3	4
PA	5	6	7	8	9	10	11						
PA	12	13	14	15	16	17	18						
PA	19	20	21	22	23	24	25						
PA	26	27	28	29	30	31							

February 2020											
Su	Mo		Tu		We		Th		Fr		Sa
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
PA										1	
PA	2	3	4	5	6	7	8				
PA	9	10	11	12	13	14	15				
PA	16	17	18	19	20	21	22				
PA	23	24	25	26	27	28	29				

March 2020											
Su	Mo		Tu		We		Th		Fr		Sa
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
PA	1	2	3	4	5	6	7				
PA	8	9	10	11	12	13	14				
PA	15	16	17	18	19	20	21				
PA	22	23	24	25	26	27	28				
PA	29	30	31								

## 3RD QTR

April 2020													
Su	Mo		Tu		We		Th		Fr		Sa		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM			
PA										1	2	3	4
PA	5	6	7	8	9	10	11						
PA	12	13	14	15	16	17	18						
PA	19	20	21	22	23	24	25						
PA	26	27	28	29	30	31							

May 2020												
Su	Mo		Tu		We		Th		Fr		Sa	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
PA										1	2	
PA	3	4	5	6	7	8	9					
PA	10	11	12	13	14	15	16					
PA	17	18	19	20	21	22	23					
PA	24	25	26	27	28	29	30					
PA	31											

June 2020											
Su	Mo		Tu		We		Th		Fr		Sa
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
PA	1	2	3	4	5	6	7				
PA	8	9	10	11	12	13	14				
PA	15	16	17	18	19	20	21				
PA	22	23	24	25	26	27	28				
PA	29	30	31								

## 4TH QTR

July 2020													
Su	Mo		Tu		We		Th		Fr		Sa		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM			
PA										1	2	3	4
PA	5	6	7	8	9	10	11						
PA	12	13	14	15	16	17	18						
PA	19	20	21	22	23	24	25						
PA	26	27	28	29	30	31							

August 2020												
Su	Mo		Tu		We		Th		Fr		Sa	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
PA										1		
PA	2	3	4	5	6	7	8					
PA	9	10	11	12	13	14	15					
PA	16	17	18	19	20	21	22					
PA	23	24	25	26	27	28	29					
PA	30	31										

September 2020														
Su	Mo		Tu		We		Th		Fr		Sa			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM				
PA										1	2	3	4	5
PA	6	7	8	9	10	11	12							
PA	13	14	15	16	17	18	19							
PA	20	21	22	23	24	25	26							
PA	27	28	29	30	31									

MAET closed	
Unassigned/Open	
AAS BN	
1st MAR	
5th MAR	
7th MAR	
11th MAR	
RECON	
3rd MAW	
1st MEG	
IMIG	
11th MEU	
13th MEU	
15th MEU	
MARSOC	
ACUS	
1ST MARDIV	

(b)(3), (b)(6), (b)(7)(c)

MAET closed	
Unassigned/Open	
AAS BN	
1st MAR	
5th MAR	
7th MAR	
11th MAR	
RECON	
3rd MAW	
1st MEG	
IMIG	
11th MEU	
13th MEU	
15th MEU	
1ST RAIDER BN	
ACUS	
1ST MARDIV	
POL AENT BSN	

EMAIL CONTACT: [MCR\\_CAMPEN\\_UNDERWATER\\_EGRESS\\_TRAINER@usmc.mil](mailto:MCR_CAMPEN_UNDERWATER_EGRESS_TRAINER@usmc.mil)

# SWORN STATEMENT

For use of this form, see AR 190-45; the proponent of this form is ODCSOPS

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 Dated November 22, 1943 (SSN)  
**PRINCIPAL PURPOSE:** To provide commanders and law enforcement officials with means by which information may be accurately recorded.  
**ROUTINE USES:** Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.  
**DISCLOSURE:** Disclosure of your social security number is voluntary.

1. LOCATION <b>CAMP PENDLETON</b>	2. DATE (YYYYMMDD) <b>20200902</b>	3. TIME <b>1500</b>	4. FILE NUMBER
5. LAST NAME FIRST NAME MIDDLE NAME	6. SSN (b)(3), (b)(6), (b)(7)(c)	7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS <b>I MARINE EXPEDITIONARY FORCE</b>			

9.

(b)(3), (b)(6), (b)(7)(c) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

At the direction of the MEF Commander, and with the assistance of the MCI-West Chaplain, I stood up the Family Reception Center (FRC) at Blinder Memorial Chapel on Friday, 31 July 2020 in response to the Amphibious Assault Vehicle (AAV) mishap that occurred on Thursday, 30 July 2020. The FRC was manned 24/7 by various Chaplains and Religious Program Specialists (RPs) to provide Religious Ministry (RELMIN) support to the Marines, Sailors and family members impacted by this tragic event.

On Wednesday, 05 August 2020, I participated in the Ramp Ceremony at Marine Corps Air Station (MCAS) Miramar for the service member who was pronounced deceased upon arrival at the local hospital. The following day, Thursday, 06 August 2020, I flew with the Armed Forces Medical Examiner Team from Naval Air Station North Island (NASNI) to San Clemente Island (SCI). From there I was transported to the SUPSALV barge via rigged hull inflatable boat (RHIB) in order to provide RELMIN support during the human remains recovery, which occurred later that evening and early the next morning. Once all human remains were successfully recovered, I was transported back to SCI, where I departed for NASNI on Friday, 07 August 2020 at 1200.

On Saturday, 08 August 2020, the SUPSALV barge arrived pier-side as scheduled at NASNI with all human remains and I was present to provide RELMIN support and to ensure that the honorable carry and transfer of all human remains to Decedent Affairs was conducted with the utmost dignity and respect.

On Wednesday, 12 August 2020, I participated in the Ramp Ceremony at MCAS Miramar, in which all eight service members were transported via a C-17 military aircraft to Dover Air Force Base (AFB) in which a Dignified Transfer was conducted for those family members who were in attendance.

Lastly, on Friday, 21 August 2020, I attended the 15TH Marine Expeditionary Unit (MEU)/Battalion Landing Team (BLT) 1/4 Memorial Service conducted at Camp Horno in order to appropriately honor the deceased and to begin the healing process for the Marines, Sailors and family members within the unit.

10. EXHIBIT	(b)(3), (b)(6), (b)(7)(c)	PAGE 1 OF 1 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING STATEMENT \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_.

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

ENCLOSURE (69)

STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_

9. STATEMENT (Continued)

[A large diagonal line is drawn across the statement area, indicating that the statement content is redacted.]

**AFFADAVIT**

I, \_\_\_\_\_, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE \_\_\_\_\_. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL IND

(b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_

Subscribed and sworn to before me, a person authorized by law to administer oaths, this \_\_\_\_\_ day of \_\_\_\_\_ at \_\_\_\_\_

WITNESSES:

\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
*(Signature of Person Administering Oath)*

\_\_\_\_\_  
*(Typed Name of Person Administering Oath)*

\_\_\_\_\_  
*(Authority to Administer Oath)*

INITIALS OF PERSON MAKING STATEMENT

PAGE \_\_\_\_\_ OF \_\_\_\_\_ PAGES

ENCLOSURE (A)

Attachment Tools FW: Investigation - Message (HTML)

File Message Attachments Tell me what you want to do...

Ignore X Delete Reply Reply All Forward More - Meeting

Inbox To Manager  
Team Email Done  
Reply & Delete Create New

Rules - OneNote  
Actions -

Move Mark Unread Categorize Follow Up - Translate Related - Select - Find Zoom

Delete Respond Quick Steps Move Tags Editing Zoom

Mon 8/21/2020 10:59 AM

(b)(3), (b)(6), (b)(7)(c)  
FW: Investigation

(b)(3), (b)(6), (b)(7)(c)

ARTICLE 31 RIGHTS.pdf 427 KB  
AAV Accident Questions.pdf 114 KB

From (b)(3), (b)(6), (b)(7)(c)  
Sent: Tuesday, September 8, 2020 10:43 AM  
To (b)(3), (b)(6), (b)(7)(c)  
Subject: Re: Investigation

Good morning Sir,

Thank you again for your patience through this.  
Please find attached my signed Article 31 form and the list of questions and answers as you had requested.

/s,

(b)(3), (b)(6), (b)(7)(c)

1. Did you know that 12 of 14 AAVs were deadlined when the 15th MEU AAV Plt joined the MEU?

Prior to the AAV platoon joining the 15th MEU the JLTl identified several AAVs that were either deadlined or degraded. My direction, through one on one meetings, Command and Staff meetings, and Maintenance Readiness Briefs was that no AAV would be CHoP'ed to the MEU until it was replaced or 100% operational. (Present at these briefs were the H&S Co Cmdr, Bn Mn Officer, the Bn Mn Chief and the Bn MMO) Furthermore, to my knowledge a vehicle cannot be CHoP'ed in the Global Combat Support System – Marine Corps (GCSS-MC) until it is 100% operational. Based on this information, while the JLTl did identify issues, no AAVs were deadlined when they were formally CHoP'ed to the MEU.

2. What type of training did the 15th MEU AAV Platoon receive prior to joining the 15th MEU?

Prior to joining the 15th MEU the 15th MEU AAV Platoon was established as the 13th MEU AAV Plt in 2019. The platoon has been together and training since. At the end of August 2019 the platoon completed amphibious training, to include jetty ops and open ocean training and worked with the USS Comstock for the ship's AMW Certification; in Sept/Oct 2019 they conducted gunnery training at R222; and from Oct-Nov 2019 they participated in AFX 1-20, completing offense, defense, recovery and other land based training. In Feb/Mar 2020, the platoon returned to R222 to conduct additional gunnery training. From February through March they conducted training and operations in support of Native Fury. (The Bn TEEP shows training of the 13th MEU AAV Plt (b)(3), (b)(6), (b)(7)(c) can verify the MEU AAV Plt name change.)

3. Were the 15th MEU AAV Platoon's training requirements codified in a 3rd AA Battalion Training Exercise and Employment Plan (TEEP)?

The battalion's TEEP was updated to reflect actual training conducted and does not reflect required training planned.

4. Why wasn't the 15th MEU AAV Platoon given a MCCRE prior to chopping to the 15th MEU?

Training required by the MCCRE was conducted to AAV T&R level standards. This metric was utilized because 1st Marine Division generally applies MCCRE standards to company through regimental-level units. (See Division Order 3501.1D, Marine Corps Combat Readiness Evaluation, dated 30 April 2015) "1st Marine Division conducts MCCREs to standardize the training and evaluation of **company through regimental-level units** in core and/or assigned METs in order to ensure unit preparation for operational deployments."

Therefore, readiness at the platoon level was conducted to AAV T&R standards in accordance with MCO 3502.3C, Marine Expeditionary Unit Pre-Deployment Training Program, dated 13 September 2019). "On the composite date, each GCE element needs to be **capable of executing platoon and company/battery level T&R standards.**"

The training and capability of the 15th MEU AAV Plt was discussed during one-on-one conversations and small group meetings Training outlined in the MCCRE but required by the T&R Manual was conducted during various exercises and training such as those listed in question two's answer. (The following individuals can provide additional information about these discussions: Bn Executive Office (b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (70)

the H&S Co Cmdr (b)(3), (b)(6), (b)(7)(c) the Bn Operations Chief (b)(3), (b)(6), (b)(7)(c) and Bn Operations Officer, (b)(3), (b)(6), (b)(7)(c)

**5. Why was the 15th MEU AAV Platoon assigned to Exercise Native Fury?**

The decision to send the 15th MEU AAV Platoon to Exercise Native Fury was predicated on two points. First, the platoon would be conducting the same training requirements throughout the exercise as they would here in CONUS for PTP (amphib/land operations/and gunnery). Second, the platoon would be conducting the required training with their future supported unit, V14, in keeping with MCO 3502.3C, "In the months prior to composite, the battalion and its projected attachments should train together whenever possible during their conventional training period. This will allow concentrated individual and small unit training while integrating the GCE." Exercise Native Fury provided an opportunity for the two units to begin working and training together to build a more cohesive unit. This training exercise also provided opportunity upon their return to continue their PTP training requirements prior to CHoP.

**6. Were all of the 15th MEU AAV Platoon Section Leaders qualified via the formal Assault Amphibian Unit Leaders Course?**

Based on briefs I received from the Bn Operations Chief (b)(3), (b)(6), (b)(7)(c) all of the 15th MEU AAV Platoon Section Leaders were qualified via the formal Assault Amphibian Unit Leaders Course.

**7. Were all of the 15th MEU AAV Platoon Vehicle Commanders qualified via the formal Assault Amphibian Vehicle Commanders Course?**

Based on briefs I received from the Bn Operations Chief (b)(3), (b)(6), (b)(7)(c) roughly half (exact number unknown) of the Vehicle Commanders have attended the formal Assault Amphibian Vehicle Commanders course.

ADVISE OF RIGHTS

Name: (b)(3), (b)(6), (b)(7)(c)

Activity: EDUCATION COMMAND Unit: MARINE CORPS WAR COLLEGE

Telephone number (b)(3), (b)(6), (b)(7)(c)

I have been advised that I may be suspected of the offense(s) of: \_\_\_\_\_  
and that:

I have the right to remain silent.  
Any statements I do make may be used as evidence against me in trial by court-martial.  
I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.  
I have the right to have such retained civilian lawyer and/or appointed military lawyer present during this interview.  
I have the right to terminate this interview at any time.

(b)(3), (b)(6), (b)(7)(c)

**WAIVER OF RIGHTS**

I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:

I expressly desire to waive my right to remain silent.

I expressly desire to make a statement.

I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without cost to me prior to questioning.

(b)(3), (b)(6), (b)(7)(c) I expressly do not desire to have such a lawyer present with me during this interview.

This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

(b)(3), (b)(6), (b)(7)(c)

(Member signature/date)

(Witness signature/date)

Synopsis of Interview conducted on 3 August 2020 with (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) USMC, Battalion Landing Team 1/4  
Executive Officer.

The investigating officer began the investigation without reason to believe that gross negligence or a violation of the UCMJ had been the cause of the sinking. All initial statements were taken without article 31 rights advisements or waivers.

Upon arriving on USS SOMERSET, the investigating team set up Commander of Troops office.

(b)(3), (b)(6), (b)(7)(c) stated that reveille went at 0400 and call-aways began at 0500-0600. He was travelling in the C7 AAV and all personnel were loaded by 0630. (b)(3), (b)(6), (b)(7)(c) stated that there was no weather person on the USS SOMERSET so he and the Company Commander, (b)(3), (b)(6), (b)(7)(c) went to the bridge and talked with the ship OOD (later identified (b)(3), (b)(6), (b)(7)(c) and they agreed that the sea state was 1 or 2. The AAVs launched at 0745, 13 in total and there were no issues going ashore, the movement took about 1 hour. (b)(3), (b)(6), (b)(7)(c) stated that all 13 AAVs landed on West Cove on San Clemente Island and began operations. 11 of the AAVs went forward and conducted the raid inland and the C7 on which (b)(3), (b)(6), (b)(7)(c) was on and the P7 with the Network of the Move (NOTM) system stayed on the beach and conducted command and control training. (b)(3), (b)(6), (b)(7)(c) stated that during the raid Track 12 had a hub seal come off and could not move. After some time, the decision was made to go to an administrative posture and the AAVs would move west and set up an assembly area in vicinity of West Cove. Vehicle 12 would stay where it was, the AAV mechanics ascertained that they would need additional parts to fix vehicle 12. They identified all of the needed parts and it was communicated out to USS Somerset to send in the parts. At 1400, the LCAC arrived with the parts and the parts were transported to vehicle 12. Upon further inspection, they would require additional parts and track 12 could not be repaired that day. (b)(3), (b)(6), (b)(7)(c) stated that the decision was made that track 12 would stay on the island along with 3 other AAVs. The remaining nine vehicles would travel to USS SOMERSET, around 1500 the AAV Platoon leadership conducted a surf report and assessed it to be a sea state of 2. At 1530, all of the vehicles were staged at West Cove and 1600 they were ready to launch. (b)(3), (b)(6), (b)(7)(c) remembers difficulty getting communications with USS SOMERSET. At 1645, 9 AAVs launched from West Cove to USS SOMERSET and (b)(3), (b)(6), (b)(7)(c) was riding inside the C7 AAV. (b)(3), (b)(6), (b)(7)(c) stated that he heard on the radio that they were moving into the current and into the winds and were making much slower progress. (b)(3), (b)(6), (b)(7)(c) stated that he also heard that the first section leader who was leading the movement had communications with USS SOMERSET. About one hour into the movement he heard that 2 AAVs

ENCLOSURE (72)



were returning to San Clemente Island and one had been rigged for tow. (b)(3), (b)(6), (b)(7)(c) stated that they kept moving and in approximately 15 minutes later he heard that an AAV was taking on water but did not sound urgent. Since the vehicle that was taking on water was the last in movement the P7 and C7 turned around and began to shadow track five at that point he heard that they had floor level water. At this time (b)(3), (b)(6), (b)(7)(c) (who have been riding in the troop commander hatch on the C7) stated he saw somebody waving the flag. (b)(3), (b)(6), (b)(7)(c) stated that he got out of his seat and told (b)(3), (b)(6), (b)(7)(c) to start telling him what he is seeing. (b)(3), (b)(6), (b)(7)(c) stated that he told (b)(3), (b)(6), (b)(7)(c) to get a hold of the USS SOMERSET and get the lifeboats out here immediately.

(b)(3), (b)(6), (b)(7)(c) did so and asked to move the ship closer to the vehicles. At this time (b)(3), (b)(6), (b)(7)(c) saw the flag being waived again and they were going to do an at sea transfer. (b)(3), (b)(6), (b)(7)(c) stated that they began to prep the C7 to take on additional personnel and then at some point (b)(3), (b)(6), (b)(7)(c) said the AAV was gone. (b)(3), (b)(6), (b)(7)(c) got on top of the C7 AAV and was waiting for people to emerge. (b)(3), (b)(6), (b)(7)(c) stated they saw gear and then ~~say~~ (b)(3), (b)(6), (b)(7)(c) came up, they grabbed him and started CPR. Then (b)(3), (b)(6), (b)(7)(c) came up he was breathing but he was foaming and blood was coming out of his mouth. They started doing CPR and (b)(3), (b)(6), (b)(7)(c) noticed that (b)(3), (b)(6), (b)(7)(c) came up closer to the NOTM P7. At some point the Navy RHIB got to them and they transferred (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) to the RHIB and back to the USS SOMERSET. At that point the sea state increased, it seemed the interval between swells had shortened and the wave height had increased. They buttoned the AAV back up and moved back to the ship.

The Investigating Officer had to specifically ask (b)(3), (b)(6), (b)(7)(c) if he jumped into the water to save (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) stated that he did jump in and pulled (b)(3), (b)(6), (b)(7)(c) to the AAV.

(b)(3), (b)(6), (b)(7)(c) recommended we interview the following personnel:

(b)(3), (b)(6), (b)(7)(c)

*JSMc*  
I agree that this is a correct synopsis of the free and voluntary statements I made to Colonel Fridriksson, whom I know to be a member of the command investigation team inquiring into the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 11 Sept 2020.  
Signature \_\_\_\_\_ Date 11 Sept 2020

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (7A)

(b)(3), (b)(6), (b)(7)(c)

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**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Wednesday, September 23, 2020 2:08 PM  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** FW: medevac

**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Friday, September 11, 2020 2:30 PM  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** RE: medevac

Sir,

Two separate flights-

Flight 1

Flight 2 (b)(3), (b)(6), (b)(7)(c)

S/F

(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Monday, September 21, 2020 11:06 AM  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** FW: statements

**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Tuesday, September 8, 2020 6:08 PM  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** RE: statements

Sir,

1. Probably for your S-4 or MMO: When did all the AAVs officially come under your reporting/maintenance hierarchy? **The EATO was initiated in GCSS on June 23, 2020. A GCSS software error prevented the full transfer of GCSS tracked equipment. To correct the software error, GCSS civilian IT professionals were notified via LSCO (uniform representative that works with GCSS). On August 11, 2020, the software error was remediated. Also on August 11, the batch transaction was received by BLT 1/4, fully completing the EATO process.**
2. How were you were talking with the USS SOMERSET from the beach? Specifically how did you pass the repair parts NSN numbers to the USS SOMERSET? Over what nets did you pass the information? **We communicated to the USS SOMERSET by voice using a ground mounted PRC-117G. The net we used was MEU CMD 1 (SATCOM IW). The S-4A (b)(3), (b)(6), (b)(7)(c) received NSN numbers for parts from AAV platoon leadership. He then communicated the parts requirements to the USS SOMERSET LFOC. We were also able to communicate with the USS MAKIN ISLAND.**
3. How did you coordinate the link up procedures with the USS SOMERSET from the beach. Over what nets did you pass the information? Who did the coordination? Who did coordination occur with on USS SOMERSET? **We communicated to the USS SOMERSET by voice using a ground mounted PRC-117G. The net we used was MEU CMD 1 (SATCOM IW). The S-3A (b)(3), (b)(6), (b)(7)(c) conducted the coordination. However, throughout the day I also spoke to the USS SOMERSET LFOC regarding our parts requirements and link-up actions (b)(3), (b)(6), (b)(7)(c) and I spoke directly to the LFOC Watch Officer and (b)(3), (b)(6), (b)(7)(c) throughout the day (b)(3), (b)(6), (b)(7)(c) was our main touchpoint for coordination.**
4. Were you forced to use cell phones to pass information? **I cannot speak for everyone, but the Bravo Command did not use cell phones to pass information. All by radio.**

Please let me know if you need anything else sir.

S/F

(b)(3), (b)(6), (b)(7)(c)

**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Tuesday, September 8, 2020 2:53 PM  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** statements

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (73)

Welcome back, I hope you could enjoy your leave. Hopefully the SVET went well.

I have attached your initial statement to me as well as statements.

(b)(3), (b)(6), (b)(7)(c)

I have also included (b)(3), (b)(6), (b)(7)(c) initial statement. This is from the interview on USS SOMERSET, the second statement under oath taken at the BN CP will be sent up shortly.

Please have the interviewee review the statement, correct any discrepancies and then sign them. Once they are complete, I will come up there and grab them from you.

I have a few questions:

- 1) Probably for your S-4 or MMO: When did all the AAVs officially come under your reporting/maintenance hierarchy?
- 2) How were you talking with the USS SOMERSET from the beach? Specifically how did you pass the repair parts NSN numbers to the USS SOMERSET? Over what nets did you pass the information?
- 3) How did you coordinate the link up procedures with the USS SOMERSET from the beach. Over what nets did you pass the information? Who did the coordination? Who did coordination occur with on USS SOMERSET?
- 4) Were you forced to use cell phones to pass information?

Thanks for your help (b)(3), (b)(6), (b)(7)(c)

S/F

(b)(3), (b)(6), (b)(7)(c)

Synopsis of Interview

On Sept 9, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

(b)(3), (b)(6), (b)(7)(c) was the Exercise Control Officer on the USS MAKIN ISLAND from 21 July - 5 August 2020.

-Initially there was pressure to recover the AAVs on time because the USS SOMERSET was scheduled to conduct replenishment at sea on the afternoon of 30 July 2020.

-Once AAV 12 broke, there was no pressure to recover on time. The USS SOMERSET also rescheduled her replenishment at sea which relieved the pressure to recover on time.

-Once he received word from (b)(3), (b)(6), (b)(7)(c) that an AAV had sunk/was in trouble, he instructed (b)(3), (b)(6), (b)(7)(c) to go to West Cove to assist with accountability efforts.

-At approximately 1839 (b)(3), (b)(6), (b)(7)(c) called the US Coast Guard to request assistance. He gave them the location of the USS SOMERSET (Lat/Long) and they launched.

-COVID-19 identification, reporting, and removal of positive cases was the primary focus of the Navy staff. This created a significant increase in workload for the BLT and MEU administrative and operational staffs and became a significant competing interest to other PMINT events.

-The BLT Commander asked his leadership for greater focus during the mechanized raid because it was the first time that combined Navy and Marine staffs were conducting that type of exercise.

(b)(3), (b)(6), (b)(7)(c) coordinated the backload from San Clemente Island which occurred on the following dates:

- 31 Jul: Flights to ships
- 1 Aug: Flights to ships and CPEN
- 2 Aug: 6xAAV trackers flight to SCI
- 3 Aug: LCAC backload of remaining personnel, AAVs and gear
- 4 Aug: Ammo LCAC movement to CPEN
- 5 Aug: Remaining EXCON personnel flight to MKI

(b)(3), (b)(6), (b)(7)(c) (18 Aug 2020)

VOLUNTARY STATEMENT

I, (b)(3), (b)(6), (b)(7)(c) make the following free and voluntary statement to (b)(3), (b)(6), (b)(7)(c) whom I know to be a member of the command investigation team inquiring into the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. I make this statement of my own free will and without any threats or promises extended to me.

I was in the Landing Force Operations Center (LFOC) when the incident occurred. Leading up to the incident I had not received many details before the accident happen. I established comm with the AAV's using the ship onboard phone because they have the best comm with the Amtracks. It was a blue telephone on the LFOC. I believe it was boat Alpha we were talking on almost the entire time. We had crystal clear comm basically the entire time. We noticed they were hitting some choppy waves once they were within sight of the camera on the back of the LHD. The ship reoriented the camera over so we could see the AAV's. While that was happening, I had comm with one of the Amtrackers and they were asking if we could get the ship to slow down. Although I am not certain who I was speaking to at that point, the Amtracker stated that they were really getting beat up by the waves.

At that time, I was going between the LFOC and the Combat Information Center (Combat) talking to my Navy counterpart. Around that time I received word that one of the vehicles was taking on water. I believe that was Track 7 or 8. I was receiving updates on how much water they are taking and what their plan was. They had rigged the vehicle for tow and were taking it back to San Clemente Island.

This situation created some confusion as to which Track was going down because there was a lot of chatter going on as to which Track was taking on water, how much water they had taken on, and which one was trying to make it to San Clemente Island versus which one was still trying to make it to the ship. We identified that the one going back to San Clemente Island was still taking on water, but that they were rigged for tow and were getting into an area that had a much calmer sea state.

We continued getting updates from Track 5. We heard that water was getting close to their knees. They seemed like they were in a decent spot but from there it escalated. If I had to guess I would say that it was 15 minutes from when I heard that the water was to their waist to when I heard that it was up to the chest. That was when I really began to hear panic over the radio. I don't remember the voice over the phone. I think that the voice was coming from Track 5.

When I heard the water was to their waist I talked to the Ship's Captain. I told him that I thought we needed to get some lifeboats in

the water. That is when they started preparations to launch their lifeboats. I talked to one of the Navy Lieutenant that was coordinating the lifeboats and told him I needed a timeline. He stated that it would be between 13 to 18 minutes. I relayed that back to the AAV's telling them that within 10 to 20 minutes we will have a boat to you guys and to be prepared, it will be coming off the starboard side. I do not know how much time it took to get a lifeboat in the water because it seemed like a very long time and there was still no boat in the water.

The Ship's Captain then came to me and asked if we, by which he meant the Marines, had anything that could get in the water faster. I then contacted (b)(3), (b)(6), (b)(7)(c) who as with the All Domain Reconnaissance (ADR) Detachment in the Ship. I told him the situation and that I needed him to get out there as soon as possible. From what I remember, the ADR Marines were the first ones who were able to get in the water and respond to the scene of the incident.

As people start flowing in, that's when I started to get more situational awareness of what exactly happened and that a track went down. That's when the radio net got very cluttered. I was trying to understand which track went down and what exactly they meant when they said that it went down. I then started to relay information to (b)(3), (b)(6), (b)(7)(c) and the MEU watch officer and watch chief. I then saw (b)(3), (b)(6), (b)(7)(c) coming into the LFOC and he was gave me information on what he had seen. We began piecing the information together and worked on getting accountability of all personnel.

I do not specifically remember times involved in the incident, however, 10 to 15 minutes seems accurate from when I heard the report that the water was at waist level to when I heard that the water was at chest level.

During the time that the AAV's were on the island we were getting a decent amount of Requests For Information (RFI's) pushed down to us. I think this came from the fact that we had a downed vehicle on San Clemente Island. They ultimately made the decision that the downed Track was not recoverable at that time. I then passed that information to the 15 MEU. That was one of the things that delayed the timeline in that they had to take time explaining what was wrong and trying to arrange a way to get replacement parts delivered to the island.

I have some previous experience with AAV. My brother was an Am tracker and I splashed with his reserve unit in Tampa, FL. I have been in track that had splash before. I was never a Mechanized Company commander, but I do have experience with tracks.

Signa

(b)(3), (b)(6), (b)(7)(c)

Date 20000923

Synopsis of Interview conducted on 3 August 2020 with (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) USMC, Battalion Landing Team 1/4 Bravo  
Company Commander.

The investigating officer began the investigation without reason to believe that gross negligence or a violation of the UCMJ had been the cause of the sinking. All initial statements were taken without article 31 rights advisements or waivers.

Upon arriving on USS SOMERSET, the investigating team set up Commander of Troops office.

(b)(3), (b)(6), (b)(7)(c) stated that during the previous day they conducted the R2P2 process and at 1930 they conducted the confirmation brief.

(b)(3), (b)(6), (b)(7)(c) stated that he was concerned about the sea state and they must know what the sea state would be in the morning because he realized the biggest risk was in the water. They sounded reveille and began serial call-aways beginning at 0500, and at 0529 the last Marine got through the MACO gate. Around 0430 or 0500, (b)(3), (b)(6), (b)(7)(c) stated that he and the Battalion XO agreed that they must know what the sea state is and the BLT XO stated that the bridge had passed that the sea state was 1. The ADR team had gone in the night prior with small boats and had swam ashore to San Clemente Island. (b)(3), (b)(6), (b)(7)(c)

stated that he went to the LFOC to get a sea state and position report for the ADR team. (b)(3), (b)(6), (b)(7)(c) had been tasked to pick up the 9 ADR personnel and the 15 opposition force personnel, 24 additional personnel in total. After the AAVs splashed and they got out on the water they felt the sea state was higher than sea state 1. (b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c) stated that he had AAV experience as a lieutenant and he never felt unsafe on the way into San Clemente Island. (b)(3), (b)(6), (b)(7)(c) stated he had been in seas like that before as a Lt, but he was worried about the surf zone, but as they got closer to San Clemente Island, the seas calmed down and assessed the Company was capable of going ashore. All 13 AAVs landed on San Clemente Island and (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) met them on the beach, then guided them onto the objective.

(b)(3), (b)(6), (b)(7)(c) stated that at 0945 the mission was complete and they started TSE, he informed them that they had 15 minutes to complete the TSE. Then he heard that AAV 12 blew a hub and they would need about 20 minutes to fix it if the needed parts were on-hand. Once it was established the needed parts were not on-hand, there was discussion of a "combat fix" but the decision was made against that option and to request the needed parts to repair it. At this point he discussed the maintenance delay with the Battalion XO and S3A. They identified all of the needed parts to fix track 12 and it was communicated out to USS Somerset to send in the parts. (b)(3), (b)(6), (b)(7)(c) stated later that afternoon a decision point had been reached on whether or not to keep the whole Company on the island while waiting on the parts or send part of the Company back to the ship. The decision was made that AAV 12 would stay on the island along with 3 other AAVs in order to allow

ENCLOSURE (7)



the remaining tracks to return to the ship as a section, once the maintenance was complete. The remaining nine vehicles would travel to USS SOMERSET before it got dark. (b)(3), (b)(6), (b)(7)(c) stated that then the decision was made to move all AAV's, except 12, to West Cove to supervise the movement back to the ship. This was around 1430-1500. An assembly area was established in vicinity of West Cove (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) stated that (b)(3), (b)(6), (b)(7)(c) got accountability of all personnel headed back to the ship. (b)(3), (b)(6), (b)(7)(c) talked to the BLT XO and made sure that they got full accountability. (b)(3), (b)(6), (b)(7)(c) stated that he saw the AAV Marines moving safety equipment; specifically three life vests to make sure they had all the needed safety equipment. (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) stated that the AAV's were staged at West Cove and after about a 30 minute delay while establishing communications with the ship, a splash time was confirmed at 1650. The AAVs splashed at 1650, he watched all 9 AAVs enter the surf and he could see the ship, but as the AAVs moved away and got closer to the ship they could not be seen. (b)(3), (b)(6), (b)(7)(c) stated that around 1730 he heard via the platoon net that an AAV was getting towed back but he knew that this was (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) the first section leader and he was in AAV 1. (b)(3), (b)(6), (b)(7)(c) was towing AAV 3, once AAV 1 was feet dry, AAV 3 was on the sand but still in the water, the towing lines snapped and (b)(3), (b)(6), (b)(7)(c) was concerned that someone might have gotten hurt when the lines snapped. (b)(3), (b)(6), (b)(7)(c) stated that (b)(3), (b)(6), (b)(7)(c) told (b)(3), (b)(6), (b)(7)(c) that an AAV had sunk, (b)(3), (b)(6), (b)(7)(c) stated that he thought that (b)(3), (b)(6), (b)(7)(c) had said an AAV "got stuck" and asked him to clarify. (b)(3), (b)(6), (b)(7)(c) confirmed "sunk." (b)(3), (b)(6), (b)(7)(c) and several other Marines made their way to AAV 4 and (b)(3), (b)(6), (b)(7)(c) stated that he thought the first report could have been wrong, so he called to the ship to ask if all 7 AAVs were on USS SOMERSET. (b)(3), (b)(6), (b)(7)(c) stated that the Watch officer stated that "a track sunk", (b)(3), (b)(6), (b)(7)(c) asked if the troop transfer happened. The Watch Officer did not respond and (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) asked if there were Marines in the water? The Watch officer stated that there were Marines in the water. (b)(3), (b)(6), (b)(7)(c) stated that the AAV platoon leadership re-positioned to improve their communications and were told via radio "working through some things right now" "a track had sunk" and the AAV platoon leadership was asking for information about the troop transfer. (b)(3), (b)(6), (b)(7)(c) stated at this point he focused on the Marines around him and tried to pass information and get as much as possible. The following day (b)(3), (b)(6), (b)(7)(c) established 3 objectives for the day; 1-Don't assign blame. 2-Gather as much information as possible. 3-Get the Marines shelter, food, and water starting that evening. (b)(3), (b)(6), (b)(7)(c) stated that later that afternoon the BLT Operations Officer passed information on all the missing Marines. (b)(3), (b)(6), (b)(7)(c) stated that at 1530 on Friday he brought all of his Marines in and told him what it happened. That afternoon parts were flown onto the island and the Marines fixed AAV 12, then drove AAV 12 down to West Cove. The remainder of the Company's personnel were recovered via

ENCLOSURE (76)

aircraft and the remaining AAVs were recovered via LCAC to USS SOMERSET.

I, (b)(3), (b)(6), (b)(7)(c) agree that this is a correct synopsis of the free and voluntary statements I made to (b)(3), (b)(6), (b)(7)(c) whom I know to be a member of the command investigation team inquiring into the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020.

Signature (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_ Date 20200911

ENCLOSURE (76)

VOLUNTARY STATEMENT (Aug 20, 2020)

I , (b)(3), (b)(6), (b)(7)(c) , make the following free and voluntary statement to \_ (b)(3), (b)(6), (b)(7)(c) \_whom I know to be a member of the command investigation team inquiring into the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. I make this statement of my own free will and without any threats or promises extended to me.

The first infantry-AAV integrated training Bravo Company conducted during the 15th MEU pre-deployment training was at the Expeditionary Operations Training Group (EOTG) Mechanized Raid Course in May 2020. The first EOTG scheduled event was on the morning of 4 May. The Company occupied Fire Base Gloria the afternoon of 3 May and I allotted time during that event for integration where infantry Marines became familiar with standard rules and best practices when conducting mechanized operations.

Similarly, two days prior to the San Clemente Island (SCI) raid, I issued guidance to the platoons to conduct pre-operational checks and inspections and review infantry-AAV procedures specific to waterborne operations because this was the first time the Company was to be embarked in the water in AAV's. The day prior to the raid I deliberately waited until the confirmation brief with the MEU CO to bring the rifle platoon commanders into the planning space to ensure there was time for these tasks and the platoon commanders were available to supervise. I went to the well-deck after the confirmation brief to supervise "call-away" drills and ensure the Marines and vehicles were ready for the operation.

The training my Marines and Sailors received was consistent with established pre-deployment training and my previous experience. I previously served as a platoon commander in a mechanized company during the 22nd MEU with BLT 1/6 in 2014. If I felt the Marines were at risk or vehicles were not capable, I would have aborted the raid onto SCI. I was comfortable expressing concerns to BLT leadership and I am confident if any of my subordinates were concerned about safety they would have informed me.

During our Company Field Exercise (FEX) in early June, the AAV's went to Gold Beach to conduct amphibious operations in which they trained in the water in order to establish proficiency. I was present for the AAV platoon's night amphibious training. They conducted crew and section amphibious training earlier in the pre-deployment work-up. I had the AAV platoon commander walk me through the Surf Observation Report (SUROB) and plan for the training. I watched the AAV platoon sergeant conduct pre-operation inspections on the vehicles prior to

conducting training. That night two vehicles collided in the water due to a lack of dispersion between vehicles when headed back to the shore. I discussed the cause of the incident and how to prevent further accidents with the AAV platoon commander. I reported the incident to the BLT Commanding Officer and informed him of our plan to prevent further collisions. There were no indications of water-tight integrity issues with the AAV's during this training.

The planning that took place the day before the operation included coordination between the Navy and the BLT and Company leadership. This happens between the Combat Cargo Officer, the AAV Platoon Commander and Platoon Sergeant, and the Navy Plans and Tactics Officer. The AAV Platoon Commander conducted coordination with the ship, for example what time the AAV's would launch from the ship and how far we would be from the shore when we exited the ship. Additionally, the BLT Executive Officer and myself, along with members of both the Marine and Navy staffs, met and discussed the operation the day prior to execution.

While conducting the operation, an AAV became inoperable on land. We spent the afternoon identifying the parts needed to repair the issue and communicating that information to the Marines on the ship. After several hours waiting to see if the replacement parts could be sent ashore, we had reached a decision point where if we delayed any longer, we would not be able to get everyone back to the ship before nightfall. I decided to keep three tracks ashore with the inoperable AAV, four in total, so when the repairs were complete the AAV's could go back to the ship as a section. There was no external pressure put on me by my higher command to get Marines back to the ship by a certain time that day. The BLT Bravo Command, who was also on shore at that point, concurred with my plan to keep four AAV's on SCI and send the rest back to the ship before nightfall.

As the Company Commander, it's my responsibility to be with the Marines that are in the field. I considered SCI to be a field environment and the ship to be a garrison environment, therefore, I decided that my company first sergeant and I would remain on SCI with the four AAV's.

I was comfortable with the AAV platoon commander and platoon sergeant remaining on the island with the four remaining vehicles because I assessed the shore-to-ship movement had the appropriate level of leadership density with all three AAV section leaders, four platoon commanders, the Company Executive Officer, and BLT Executive Officer in vehicles going back to the ship. Additionally, there were no water-tight integrity issues reported during our ship-to-shore movement that morning.

The SUROB was conducted before the AAV's began the shore-to-ship movement that afternoon. I had not arrived at the beach from the

training area before the SUROB was conducted but the results were reported to myself and my first sergeant. The result of the SUROB was low and within the capability of the vehicles. When I arrived at the beach, I observed the surf zone prior to any vehicles entering the water and assessed a passable surf zone.

Signature\_

(b)(3), (b)(6), (b)(7)(c)

Date 20200927

**ARTICLE 31 RIGHTS**

Name: (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_

Activity: \_\_\_\_\_ Unit: BLT 1/4, B CO

Telephone number (b)(3), (b)(6), (b)(7)(c)

I have been advised that I may be suspected of the offense(s) of: Dereliction of Duty/Negligence and that:

I have the right to remain silent.  
Any statements I do make may be used as evidence against me in trial by court-martial.  
I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.  
I have the right to have such retained civilian lawyer and/or appointed military lawyer present during this interview.

(b)(3), (b)(6), (b)(7)(c) I have the right to terminate this interview at any time.

**WAIVER OF RIGHTS**

I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:

I expressly desire to waive my right to remain silent.  
I expressly desire to make a statement.  
I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without cost to me prior to questioning.  
I expressly do not desire to have such a lawyer present with me during this interview.

(b)(3), (b)(6), (b)(7)(c)

This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (78)

**ARTICLE 31 RIGHTS**

Name: \_\_\_\_\_

(b)(3), (b)(6), (b)(7)(c)

Unit: COMPANY B BLT 1/4

Telephone number: \_\_\_\_\_

(b)(3), (b)(6), (b)(7)(c)

I have been advised that I may be suspected of the offense(s) of: Dereliction of Duty/Negligence and that:

I have the right to remain silent.

Any statements I do make may be used as evidence against me in trial by court-martial.

I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.

I have the right to have such retained civilian lawyer and/or appointed military lawyer present during this interview.

(b)(3), (b)(6), (b)(7) ~~I~~ have the right to terminate this interview at any time.

**WAIVER OF RIGHTS**

I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:

I expressly desire to waive my right to remain silent.

I expressly desire to make a statement.

I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without

(b)(3), (b)(6), (b)(7) cost to me prior to questioning.

I expressly do not desire to have such a lawyer present with me during this interview.

This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

(b)(3), (b)(6), (b)(7)(c)

\_\_\_\_\_  
(Witness signature/date)

ENCLOSURE (78)

Synopsis of Interview conducted on 4 August 2020 with (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) Battalion Landing  
Team 1/4 Assistant Operations Officer.

The investigating officer began the investigation without reason to believe that gross negligence or a violation of the UCMJ had been the cause of the sinking. All initial statements were taken without article 31 rights advisements or waivers.

Upon arriving on USS SOMERSET, the investigating team set up Commander of Troops office.

(b)(3), (b)(6), (b)(7)(c) stated that reveille went at 0400 and call-aways began at 0500-0600. He was travelling in the C7 AAV and all personnel were loaded by 0630. (b)(3), (b)(6), (b)(7)(c) stated there concern over sea state the BLT XO and Bravo Company Commander went to reconfirm that the sea state was acceptable. The 13 AAVs launched at 0745 and there were no issues going ashore, the movement took about 1 hour. (b)(3), (b)(6), (b)(7)(c) stated that all 13 AAVs landed on West Cove on San Clemente Island and began operations. 11 of the AAVs went forward and conducted the raid inland and the C7 on which (b)(3), (b)(6), (b)(7)(c) was on and the P7 with the Network of the Move (NOTM) system stayed on the beach and conducted command and control training. (b)(3), (b)(6), (b)(7)(c) stated he hear that one of the AAVs had a mechanical issue and they were working on repairing the AAV. Some time had passed and the AAVs set up an assembly area in vicinity of West Cove. (b)(3), (b)(6), (b)(7)(c) stated that (b)(3), (b)(6), (b)(7)(c) really wanted to get the AAVs back to the USS SOMERSET. The decision was made that AAV 12, the disabled AAV and 3 other AAVs would stay on San Clemente Island and move to USS SOMERSET at a later time. At 1600 the 9 AAVs that would go back to USS SOMERSET were staged and ready at the beach, but there were no communications with USS SOMERSET. At some point Gator (the callsign for the AAVs) had communications with USS SOMERSET and at 1645 the 9 AAVs splashed. It was about 30-45 minutes and (b)(3), (b)(6), (b)(7)(c) heard that an AAV was being towed back due to maintenance. (b)(3), (b)(6), (b)(7)(c) stated that it seemed that the radio frequency "Boat Alpha" was being "hot miked" (Hot miked is a term that is used when a radio frequency is being compromised because of a constant transmission on the frequency.) (b)(3), (b)(6), (b)(7)(c) stated the sea state degraded and he was actually becoming sea sick in the back of the AAV C7. (b)(3), (b)(6), (b)(7)(c) stated that he heard that AAV 5 was taking on water and this was the time that (b)(3), (b)(6), (b)(7)(c) (in AAV 10) was just about to recover onto USS SOMERSET. (b)(3), (b)(6), (b)(7)(c) asked the USS SOMERSET to slow down and her a female voice stated that they (USS SOMERSET) was at zero knots. He heard the crew members of the AAV C7 and AAV 523519 discussing what to do. (b)(3), (b)(6), (b)(7)(c) stated that he requested the USS SOMERSET to lower the sill to 6-8 feet to allow AAV 523519 to be towed on board. Events started happening very quickly and the situation on AAV 523519 were getting worse. (b)(3), (b)(6), (b)(7)(c) stated he requested life boats to be sent from USS SOMERSET (b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (79)



(b)(3), (b)(6), (b)(7)(c) states he heard (b)(3), (b)(6), (b)(7)(c) (H&S Company Commander, BLT 1/4 and senior Marine on USS SOMERSET at this time) come on the radio and requested distance and direction for the life boats to go (b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c) stated that the next thing he heard was "Marines in the water" and then the USS SOMERSET Executive Officer came on the radio and stated the safety boats will be in the water in 10 to 12 minutes.

(b)(3), (b)(6), (b)(7)(c) stated that he relayed the urgency for the safety boats. (b)(3), (b)(6), (b)(7)(c) stated once safety boat got in the water, they came to the AAV C7 and got the casualties. (b)(3), (b)(6), (b)(7)(c) stated that the USS SOMERSET seemed to be dealing with "competing priorities" of AAV operations and flight operations.

I (b)(3), (b)(6), (b)(7)(c) , agree that this is a correct synopsis of the free and voluntary statements I made to (b)(3), (b)(6), (b)(7)(c) whom I know to be a member of the command investigation team inquiring into the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020.

Signature: (b)(3), (b)(6), (b)(7)(c)

Date 11 Sept 20

ENCLOSURE (79)

Synopsis of Interview conducted on 3 September 2020 with (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) 1st Air Naval Gunfire Liaison Company,  
Firepower Control Team Lead.

The investigating officer began the interview without reason to believe that gross negligence or a violation of the UCMJ had been committed by the interviewee. This statement was taken at 1<sup>st</sup> ANGLICO Headquarters and without article 31 rights advisements or waivers.

(b)(3), (b)(6), (b)(7)(c) was the Exercise Control Officer on San Clemente Island from 21 July- 5 August 2020. Her primary responsibilities included reporting accountability for all 15th MEU personnel, all logistics and operations and OIC of all ranges.

(b)(3), (b)(6), (b)(7)(c) worked for (b)(3), (b)(6), (b)(7)(c) who was located on the USS Makin Island.

-To the best of her knowledge, the LCAC sent to the beach from the USS Somerset on or about 1400 on 30 July was intended to recover a broken AAV and/or bring a part to fix the broken AAV.

-She was first informed of an AAV accident from (b)(3), (b)(6), (b)(7)(c) around 1830. At 1830 (b)(3), (b)(6), (b)(7)(c) instructed her to go to West Cove and to assist with communication and accountability.

(b)(3), (b)(6), (b)(7)(c) established initial communication with the USS Somerset through the LCACs through their text messaging system at about 2100.

-She maintained communication with the USS Somerset LFOC via cell phone with (b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c) coordinated the backload from San Clemente Island which occurred on the following dates:

- 31 Jul: Flights to ships
- 1 Aug: Flights to ships and CPEN
- 2 Aug: 6xAAV trackers flight to SCI
- 3 Aug: LCAC backload of remaining personnel, AAVs and gear
- 4 Aug: Ammo LCAC movement to CPEN
- 5 Aug: Remaining EXCON personnel flight to MKI

I (b)(3), (b)(6), (b)(7)(c) agree that this is a correct synopsis of the free and voluntary statements I made to Lieutenant Colonel Tuten, whom I know to be a member of the command investigation team inquiring into the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020.

Signature

(b)(3), (b)(6), (b)(7)(c)

Date 20200910

ENCLOSURE (80)

**ARTICLE 31 RIGHTS**

Name: (b)(3), (b)(6), (b)(7)(c)

Activity: Company Commander Unit: Headquarters & Service Co, 3d AB Bn

Telephone numt (b)(3), (b)(6), (b)(7)(c)

I have been advised that I may be suspected of the offense(s) of: possible negligence and possible dereliction of duty and that:

I have the right to remain silent.

Any statements I do make may be used as evidence against me in trial by court-martial.

I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.

I have the right to have such retained civilian lawyer and/or appointed military lawyer present during this interview.

I have the right to terminate this interview at any time.

**WAIVER OF RIGHTS**

I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:

I expressly desire to waive my right to remain silent.

I expressly desire to make a statement.

I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without cost to me prior to questioning.

(b)(3), (b)(6), (b)(7)(c) I expressly do not desire to have such a lawyer present with me during this interview.

This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

(b)(3), (b)(6), (b)(7)(c)

(member signature/date)

( witness signature/date)

20200911

Understanding my rights under Article 31, UCMJ, I wish to make the following statement:

I, (b)(3), (b)(6), (b)(7)(c) wish to make a statement in connection with the investigation concerning the AAV mishap of 30 July 2020 to answer the questions sent to me list on DA FORM 2823. NH7

1. On 14 April, the day after the 15th MEU AAV Platoon came out of ROM following their deployment to UAE for Exercise Natures Fury, the I MEF Joint Limited Technical Inspection began. The inspection team identified 12 of the 13 vehicles as deadlined. The 14th vehicle, a Network On The Move (NOTM) enabled AAV P7, was not inspected at the time because the 15th MEU leadership had not included it on their original AMHS message request. When the results of the inspection were disclosed, the vehicles were not transferred to the 15th MEU. I worked with the Battalion Maintenance Officer, (b)(3), (b)(6), (b)(7)(c) and the Battalion Logistics Officer, (b)(3), (b)(6), (b)(7)(c) to establish a plan to correct the identified maintenance issues by surging additional maintenance personnel overseen by the RAMP Chief, (b)(3), (b)(6), (b)(7)(c). All funding for repairs remained the responsibility of 3d Assault Amphibian Battalion, and no vehicles were to be transferred to BLT 1/4 until the vehicles were in a fully operational status. Once this was achieved, the Battalion Supply Officer, (b)(3), (b)(6), (b)(7)(c) emailed (b)(3), (b)(6), (b)(7)(c) the Supply Officer for BLT 1/4, to schedule an EATO transfer of the equipment. The EATO transfer began on 20 May. (b)(3), (b)(6), (b)(7)(c)

2. I assumed command of Headquarters & Service Company on

19 February 2020. The 15th MEU AAV Platoon deployed to UAE for Exercise Native Fury, echeloning forces from 23 February to 9 March. The full platoon was unable to depart due to cancelled flights, and 22 personnel arrived in UAE to provide eight AAV crews to support land training with the infantry. On 29 March, the Marines returned to Camp Pendleton and immediately went into 14 days of restriction of movement (ROM) due to COVID-19. On 13 April, the Marines came out of ROM and on 20 April, the personnel joined the 15th MEU. Prior to my assumption of command, I had no influence on what training the 15th MEU AAV Platoon conducted. I was informed by the Battalion Operations Officer, (b)(3), (b)(6), (b)(7)(c) that the 15th MEU AAV Platoon Marines did complete all PTP training required for CENTCOM to deploy for Native Fury. (b)(3), (b)(6), (b)(7)(c)

3. I do not know the means by which training was tracked by the 15th MEU AAV Platoon prior to my assumption of command. (b)(3), (b)(6), (b)(7)(c)

4. I do not know why the 15th MEU AAV Platoon wasn't given a MCCRE prior to joining the 15th MEU. (b)(3), (b)(6), (b)(7)(c)

5. I had no involvement in the decision to send the 15th MEU AAV Platoon to Exercise Native Fury. (b)(3), (b)(6), (b)(7)(c)

6. (b)(3), (b)(6), (b)(7)(c) was the only AAV Section Leader from the 15th MEU AAV Platoon that I am aware of who graduated from the Assault Amphibian Unit Leaders (AUL) Course. Currently, AUL is not a requirement for Marines to hold the billet of AAV Section Leader. (b)(3), (b)(6), (b)(7)(c)

Z (b)(3), (b)(6), (b)(7)(c) was the only AAV Vehicle Commander from the 15th MEU AAV Platoon that I am aware of who graduated from the AAV Vehicle Commanders Course (VCC). Currently, VCC is not a requirement for Marines to hold the billet of AAV Vehicle Commander. (b)(3), (b)(6), (b)(7)(c)

~~No FURTHER entries~~

(b)(3), (b)(6), (b)(7)(c)

~~20200911~~

20200911  
Date

(b)(3), (b)(6), (b)(7)(c)

20200911  
Date

Synopsis of Interview conducted on 3 August 2020 with (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) Battalion Landing Team  
1/4 AAV Platoon Commander.

The investigating officer began the investigation without reason to believe that gross negligence or a violation of the UCMJ had been the cause of the sinking. All initial statements were taken without article 31 rights advisements or waivers.

Upon arriving on USS SOMERSET, the investigating team set up Commander of Troops office.

(b)(3), (b)(6), (b)(7)(c) stated they had received the FragO for the mech raid the day prior and they conducted all the pre-ops the night prior. Bravo Company had brought some day packs and some main packs down and the SNCOs took care of all of the pre-ops while he and the other leadership conducted the confirmation brief. The confirmation brief started at approximately 1930 and ended at 2100. The well deck serial call-aways started about 2100, then they conducted a ROC drill at 2200 and it was unknown what time they finished. The AAV platoon set reveille at 0300 and they were in the well deck at 0400. Serial call-aways began at 0500 and (b)(3), (b)(6), (b)(7)(c) conducted a splash team check. There was a delay in the well deck cycle and then the CCO came down and informed (b)(3), (b)(6), (b)(7)(c) that the ship could not provide the agreed upon one safety boat. (b)(3), (b)(6), (b)(7)(c) stated that he had planned for this and they had two empty AAVs that would be the safety vehicles. They splashed at 0745, the USS SOMERSET was moving around 10 knots so the timing for AAVs to splash was every seven seconds. The plan was to swim about 4000 meters to West Cove on San Clemente Island. It was briefed as a sea state 1, but they don't have any METOC capability on USS SOMERSET. (b)(3), (b)(6), (b)(7)(c) thought it was sea state 2, but could have been sea state 3 when they launched. The AAVs splashed and got underway, all hatches were open and all vehicles ran fine. The plan was to land in sections but because of the kelp beds, they changed and landed individually in column. It was about a 45 minute swim. They met (b)(3), (b)(6), (b)(7)(c) the coordinator for the event from the 15th MEU, on the beach. Because of environmental concerns all of the vehicles followed Gunner and (b)(3), (b)(6), (b)(7)(c) for an 8 km movement from LF OBJ 1 (which was West Cove) to LF OBJ 3 (which was the old airfield). Track 12, which was (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) track, had (b)(3), (b)(6), (b)(7)(c) onboard. It broke down after the attack. They sent (b)(3), (b)(6), (b)(7)(c) the maintenance chief, over to look at the vehicle and around 1000 they realized they were going to need parts to repair Track 12. (b)(3), (b)(6), (b)(7)(c) stated that they called the USS SOMERSET and requested parts using the NSNs to ensure the correct parts were ordered. Then they waited for the parts to come in. At approximately 1400, an LCAC landed with parts. (b)(3), (b)(6), (b)(7)(c) stated that (b)(3), (b)(6), (b)(7)(c) wanted to get the Marines back to the ship, so the decision was made to leave 4 vehicles behind, Track 12 and 3

other AAVs so they would make a four vehicle section. They then moved back to the beach and left Track 12 on LF OBJ 3 with (b)(3), (b)(6), (b)(7)(c) There were 2 vehicles on LF OBJ 2 (which was just to the north of West Cove by the north airfield). \* (b)(3), (b)(6), (b)(7)(c) asks: "Who were the section leaders for the AAVs?" (b)(3), (b)(6), (b)(7)(c) stated that 1st Section is (b)(3), (b)(6), (b)(7)(c) 2<sup>nd</sup> Section is (b)(3), (b)(6), (b)(7)(c) and 3rd section is (b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c) The C2 section was made up of the C7 AAV and the NOTM AAV, that section was commanded by (b)(3), (b)(6), (b)(7)(c) Around 1500, (b)(3), (b)(6), (b)(7)(c) was doing SUROBS and at this point they started moving people around to try to get people back on the 9 AAVs. (b)(3), (b)(6), (b)(7)(c) stated that they picked up an additional 24 personnel, nine from the ADR/recon team and 15 from the adversary force. (b)(3), (b)(6), (b)(7)(c)

and (b)(3), (b)(6), (b)(7)(c) were all going to stay on San Clemente Island with Track 12 and the three other AAVs. They conducted an MSA and considered it a 2.1 and a sea state of 1. They estimated once they got past 1000 yards, the sea state would get higher but estimated no more than a sea state of 2. At some point (b)(3), (b)(6), (b)(7)(c) stated that all checks were completed and they could see the ship about three nautical miles away. (b)(3), (b)(6), (b)(7)(c) stated that (b)(3), (b)(6), (b)(7)(c) had a good radio check on Boat Bravo and they began to move the 9 tracks in column. (b)(3), (b)(6), (b)(7)(c) stated that the ship would be in the op box between 1530 and 1630 and they splashed at approximately 1645 (b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c) stated that he went to go set up communications on higher ground and he kept back AAVs 2, 4, 11 and 12. (b)(3), (b)(6), (b)(7)(c) stated that (b)(3), (b)(6), (b)(7)(c) reported that the ship was getting into position and the sea state had increased. At approximately 1730 Track 3 went dead in the water and (b)(3), (b)(6), (b)(7)(c) who was in Track 1 threw ropes and rigged for tow, and they then brought Track 3 back to West Cove on San Clemente Island. (b)(3), (b)(6), (b)(7)(c) stated sometime shortly after that, (b)(3), (b)(6), (b)(7)(c) reported that Track 5 was taking on water (b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c) stated that from the shore he could see the ship but did not see the tracks. He knew (b)(3), (b)(6), (b)(7)(c) was leading the movement and he thought they were about 400 yards from the ship. At that point the ship was the closest safe haven to the tracks. (b)(3), (b)(6), (b)(7)(c) stated that the AAVs were chasing the ship and reports that around 1800 somebody was waving the November flag and that the C7 was moving towards the November flag. (b)(3), (b)(6), (b)(7)(c) stated that he thought they would possibly lose comm and was wondering why they didn't pop pyro if no one could see him. (b)(3), (b)(6), (b)(7)(c) stated there was confusion over whether they wanted (b)(3), (b)(6), (b)(7)(c) to pop pyro because he was towing in Track 3. (b)(3), (b)(6), (b)(7)(c) stated he heard the call to ballast the ship down to 6 feet and multiple people asking to slow the ship down.

(b)(3), (b)(6), (b)(7)(c) stated that there was a female voice that stated the ship was moving at zero knots. (b)(3), (b)(6), (b)(7)(c) stated he asked if they knew where the AAVs and if any AAVs were on the ship. (b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c) stated that he heard that 3<sup>rd</sup> Section was back on ship and the Navy was deploying its safety boats, he remembers hearing (b)(3), (b)(6), (b)(7)(c) voice saying it will be 14-18 minutes before the safety



boats are in the water. Very shortly after that, (b)(3), (b)(6), (b)(7)(c) stated he heard Track 5 had sank and three Marines were in the water. At this point (b)(3), (b)(6), (b)(7)(c) called looking for more information. (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) stated that (b)(3), (b)(6), (b)(7)(c) was talking with the C7 and Pop and they needed counts for the ship. (b)(3), (b)(6), (b)(7)(c) on vehicle 1 and vehicle 3 got to the shore shortly after that and they passed a by name roster of everyone on San Clemente Island. (b)(3), (b)(6), (b)(7)(c) stated there was a lot of confusion trying to get numbers correct and he could see helos flying around the back of USS SOMERSET. (b)(3), (b)(6), (b)(7)(c) stated he briefed his Marines and tried to ensure they were okay.

ARTICLE 31 RIGHTS WITH CLEANSING WARNING

Name

(b)(3), (b)(6), (b)(7)(c)

Activity: \_\_\_\_\_

Unit: BLT 44 B CO AMV PLT

Telephone number

(b)(3), (b)(6), (b)(7)(c)

I have been advised that I am suspected of violating the following Articles of the Uniform Code of Military Justice: Dereliction of Duty, Negligence

I have been advised that:

[Initial]

I have the right to remain silent.

Any statements I do make may be used as evidence against me in trial by court-martial or other administrative or disciplinary proceeding.

I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.

(b)(3), (b)(6), (b)(7)(c) I have the right to have such retained civilian lawyer and/or appointed military lawyer present during this interview.

I have the right to terminate this interview at any time.

WAIVER OF RIGHTS

I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:

I expressly desire to waive my right to remain silent.

I expressly desire to make a statement.

I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without cost to me prior to questioning.

(b)(3), (b)(6), (b)(7)(c) I expressly do not desire to have such a lawyer present with me during this interview.

This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

(b)(3), (b)(6), (b)(7)(c) I understand that the statement I made previously to (b)(3), (b)(6), (b)(7)(c) not admissible at court martial and cannot be used against me, and that I can still remain silent now if I want to.

917

(b)(3), (b)(6), (b)(7)(c)

20 08 17

(witness signature/date)

Understanding my rights under U.C.M.J. Article 31, I wish to make the statement attached on the following pages.

ENCLOSURE (84)

Summary of Interview

On August 11, 2020 the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection of the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

We formed the 15th MEU AAV Platoon on January 15<sup>th</sup>. I found out that we had been tasked to go to NATIVE FURY sometime in December just before the leave block.

Our first operation as a Platoon was crew level gunnery in February. I got my Platoon Sergeant assigned in February just before we went to the range. I remember there were a lot of personnel swaps going on before we went to UAE to support NATIVE FURY. The deployment to NATIVE FURY was scheduled to go from sometime in early March to sometime in early April. A lot of people ended up not going due to COVID-19 and so the only leadership that went was (b)(3), (b)(6), (b)(7)(c) and I.

While we were in UAE for NATIVE FURY we operated 15 vehicles with 2 man crews. We had to steal Marines from other companies in order to have enough personnel. We only did land operations. We didn't end up firing because we did not have any of the equipment that was supposed to come with the second wave of deployers, which was cancelled because of COVID.

Once we got back from UAE we immediately went into ROM for 14 days. After that we CHOP'd to the BLT on April 20<sup>th</sup>.

When we received our vehicles almost every one of them was deadlined. The EOTG Raid Package went either the first or second week of May and that was the first time we were able to operate as a full Platoon track-wise. However, we did not do any waterborne operations as part of that training.

After that we did the R2P2 course in the end of May, sometime in the last two weeks of the month. While the key leadership was at that course the Marines got the vehicles repaired.

In June we did RUT. We had range 227 and range 408a planned to do crew gunnery and then range 600 to do section gunnery. The ranges caught fire during that time though, so a lot of our training plans got disrupted.

Later on we were able to do some water operations on Gold Beach for two days including an amphib operation. We started with section for a day and a night and then we were supposed to do Platoon level training for a day and a night, but this got interrupted.

During RUT we had two Tracks collide in the surf zone during Platoon night training. It was my Track that collided with (b)(3), (b)(6), (b)(7)(c) Track. (Tracks 4 and 5). There was some damage to the gypsy rack and the antennae mount on Track 5. This happened shortly after we went hatches down. The driver lost situational awareness and just kept going. We were wearing NVGs at the time.

We also did a night raid at range 408a. There was still no amphibious training, this was all land based training. There was no other training during the month of June.

The next training we did was a company night attack after the July 4<sup>th</sup> holiday. We had done crew level gunnery training prior to this event, but we still were not completely qualified at crew level gunnery. We had a day and a night splash planned but we had to cancel due to maintenance concerns. After that we went straight into PMINT.

We conducted egress training on the 27<sup>th</sup> when we embarked the ship. When we got on ship, everyone got settled and got with the infantry to let them know that we had to do egress training. I got involved in the planning for the mechanized raid on the 29<sup>th</sup> when we got the FRAGO for the raid. We did the planning on the USS SOM. I wasn't engaged as much as I would have liked. I wasn't there for the CAT I or CAT II brief. I kept getting kicked out by the BLT S-3a (b)(3), (b)(6), (b)(7)(c)

We did egress and evacuation drills on the 29<sup>th</sup>. I saw the training for 1<sup>st</sup> and 3<sup>rd</sup> Platoon. They were slick for the training. I was told that 2<sup>nd</sup> and 3<sup>rd</sup> sections did the training. The grunts didn't have their weapons on them at the time. The grunts were also staging their main packs concurrent with the egress training. We don't have any SOP's on how to stage the gear. We left that on the section leaders to figure out how to stage the gear such that egress routes would not be blocked. I know that the grunts were told to waterproof their gear, although I don't know how that word was passed to them. Sometime around just after chow the night before the raid, all the packs were staged.

We did the planning in the jump room. (b)(3), (b)(6), (b)(7)(c) didn't sit me down and give me a full 5 paragraph order brief, it was more an R2P2 style brief that we got in the jump room.

The MACO drill with the whole company happened at around 2100. The Confirmation brief went before that and all the squad and section leaders were there. The MACO drills then lasted 45 minutes to an hour. After that, I brought in the section leaders and drew out routes on tablets and showed them where the objectives were and what it looked like. At this time I had sent the Marines back to their berthing to get rest, but the section leaders still had to back brief everyone. My discussion with the sections leaders lasted until 2300.

We had a well deck watch and a berthing watch as well. With reveille at 0300 I think that the Marines got around 3 hours of sleep.

I don't know if there was anything coordinated with the ship to have the chow hall open and food available the next morning. We did MACO drills the next morning at 0500 and the LCAC started to fly at 0620.

For the sea state call I spoke to (b)(3), (b)(6), (b)(7)(c) in the LFOC and he said that he got a sea state call from the METOC on the MKI. He said that the sea state was a 1. At 0630 I observed the sea state from the flight deck and thought that it was a 1 or a 2. I did not witness anyone doing an embark troop brief or a life jacket brief. I did not see it one way or another so I can't speak to whether these briefs happened or not.

For the safety boats, a Navy Lieutenant Junior Grade had asked me if I could provide one, but as I was walking down into the well deck on the day of the incident I received word asking me if I could provide both and I said that I could. During the Confirmation brief the plan had been for the Ship to provide one, but they were not able to. I felt that we could provide both because we weren't lifting the whole company. Track 12 was the vehicle that we had planned to be the safety vehicle since it only had 4-5 Marines embarked. I can't recall if I identified who would be the second safety boat but I think that Track 11 was empty.

I think that it was a sea state 3 when we splashed that morning. The ship was going south to north and we were 4,000 yards out from the island. Once we got on the island, we did actions on the objective and recovered the ADR and OpFor Marines. We left Track 12 on the objective after we had spent an hour. We left 21 packs out of Track 12 on the objective.

We felt some pressure from Bravo Co. to get all the tracks back to the ship except for Track 12. We were given a timeline of one hour, but I told them that we couldn't meet that timeline. They then said that was fine and the timeline didn't matter.

The senior leadership stayed on the island because I was concerned someone would try to make Track 12 go back. There had been a lot of pressure as to why Track 12 couldn't go back. I thought the GySgt could handle it but I wanted to stay back with a section even though most vehicles were going back to the ship. We agreed that Tracks 4, 12, 2, and 11 were the ones staying behind. I briefed (b)(3), (b)(6), (b)(7)(c) on who was staying and he agreed with my decision.

I did not see whether the ADR or OpFor Marines got an embark troop brief. I also didn't see any pre-ops checklist inspections happening on the beach. The splash team checks were done on the beach by the section leaders and verified by (b)(3), (b)(6), (b)(7)(c) The section leaders would do the checks and then verbally report to (b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c) was the one who got comm with the boat before we splashed back to the ship. To my knowledge no one checked what the sea state was at the ship. We anticipated a sea state of 3 looking out from the shore.

The issue of safety boats going back to the ship hadn't crossed my mind. My assumption was that there would be safety boats because we hadn't been told that there wouldn't be safety boats. Tracks 12 and 11 were our safety boats in the morning, but they were staying on the island in the afternoon. We never identified safety boats on the way back.

When they splashed back in the afternoon, the ship was farther out than they said it would be, and it was traveling faster than expected. I heard that Track 3 was coming back with Track 1, and I knew that the sea state had increased by that time. I then heard that Track 5 was taking on water. A few minutes after I heard that water was at the deck plate level I moved the Tracks to the hill top. I was in Track 11 at this time. I was trying to coordinate with the ship while (b)(3), (b)(6), (b)(7)(c) was talking to the Tracks. I was talking to a female voice initially before I switched to talking to a male voice that I think was the Ship's Captain. He said that the ship was going zero knots and asked what we needed. The last I remember hearing from Track 5 was that the water was at the deck plate.

We had comm with the C7 and Pop vehicles. (b)(3), (b)(6), (b)(7)(c) was directing them to go over and help Track 5. I next heard that Track 5 had sunk. I then asked if the troop transfer had occurred and was told that it had.

To my knowledge, everyone was swim and UET qualified although we had a handful that were going to expire during the float.

ARTICLE 31 RIGHTS

Name: (b)(3), (b)(6), (b)(7)(c)

Activity: \_\_\_\_\_ Unit: BLT 1/4 B Co AAV PLT

Telephone number: (b)(3), (b)(6), (b)(7)(c)

I have been advised that I may be suspected of the offense(s) of: Dereliction of Duty / Negligence and that:

I have the right to remain silent.

Any statements I do make may be used as evidence against me in trial by court-martial.

I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.

I have the right to have such retained civilian lawyer and/or appointed military lawyer present during this interview.

(b)(3), (b)(6), (b)(7)(c)

I have the right to terminate this interview at any time.

WAIVER OF RIGHTS

I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:

I expressly desire to waive my right to remain silent.

I expressly desire to make a statement.

I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without cost to me prior to questioning.

(b)(3), (b)(6), (b)(7)(c)

I expressly do not desire to have such a lawyer present with me during this interview.

This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

(b)(3), (b)(6), (b)(7)(c)

108 31

VOLUNTARY STATEMENT

I, \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c), make the following free and voluntary statement to \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c) whom I know to be a member of the command investigation team inquiring into the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. I make this statement of my own free will and without any threats or promises extended to me.

I took over the platoon on or about 10 January. I took over from (b)(3), (b)(6), (b)(7)(c) When I received the Platoon it was made up of some Marines from the previous 13th MEU Platoon. There were also some that came from old Bravo Co. A decent amount of Marines did not have the EAS date cutoff for Native Fury 20 (NF 20) or for the upcoming MEU. For a majority of the Marines this would be their first deployment.

When I arrived to the 15th MEU platoon it had a gear set. That gear set belonged to (b)(3), (b)(6), (b)(7)(c) and was in the process of being transferred to Alpha Company 3rd Platoon. I didn't own the gear set. I did not own any AAVs that belonged to 3d AABn until April 13th. The AAVs I used at NF 20 were MPF offloads. April 13th was the first time I had eyes on the vehicles we would take for the 15th MEU. The week of the 13th is when we had done limited technical inspections and SL3 inspections, with (b)(3), (b)(6), (b)(7)(c) for the MEU overseeing it. This was the week before we CHOP'd to the MEU. Our CHOP date to Battalion Landing Team 1st Battalion 4th Marines (BLT 1/4) was April 20<sup>th</sup>.

I wasn't told we would be supporting NATIVE FURY 2020 until sometime in December right before the leave block. When I was told that I didn't have that Platoon yet. I was still with Charlie Company first platoon at that point. When we came back that first week, up until the 10th of January, I was still with Charlie Company. After the leave block while I was still apart of Charlie Company I did attend meetings at 1st Marine Regiment with (b)(3), (b)(6), (b)(7)(c) in regards to NF 20. On or about January 10th is when I went over to H&S Company and did a turnover with (b)(3), (b)(6), (b)(7)(c)

On January 10, The platoon was not T/O Or T/E complete. I went to the CMP range with the personnel I had on hand, but I was missing personnel that were away at formal schools or had not been assigned to the platoon yet.

I was assigned the personnel for NF 20 on January 18. I know that (b)(3), (b)(6), (b)(7)(c) had not arrived yet and that our plan was to go to NF 20 without him. He was still with the 11th MEU platoon because they had be extended.



On or about February 3rd we CHOP'd to 1st Marine Regiment for NF 20. I don't know when we actually administratively transferred over to 1st Marine Regiment for NF 20. I never actually walked the orders over, which is what I would normally do and have done in the past. The 1<sup>st</sup> Marine Regiment Adjutant never got back to me on when he wanted me to bring him the orders. Our S-1 worked through that with their S-1, but I don't know exactly when that happened or if it was just done virtually. To my Knowledge we also chop'd to the regiment instead of 1st Battalion 1st Marines as we normally do.

Before I joined the platoon they had training planned for February 12-16 for gunnery. We ended up executing the training February 15-17. We did not own our own vehicles and had to borrow vehicles from General Support Platoon. We were delayed because because we were working on getting the GS vehicles fixed. The S3 and company staff were aware of this, I am unsure if they briefed the BN CO. We took them on maintenance runs and confirmed they needed work before bringing them to the range. Due to these circumstances to the best of my memory we had seven out of thirteen crews qualified at crew level gunnery, table six.

The platoon became T/O complete for the MEU with the RBE during the month of March. We had gotten (b)(3), (b)(6), (b)(7)(c) and other Marines we were looking for. We were still waiting for the Point of Presence (POP) AAV and would be getting a data Marine to operate that system. We were officially T/O'd right before CHOP.

The Platoon was broken into two deploying sticks to support NF 20. The understanding was that we would be able to do land ops while we were out there, including gunnery training. There was a big push to do the co-use training with the Emiratis out there and that was the main focus of the Field Training Exercises (FTXs) portion of the exercise.

I deployed with the first stick. (b)(3), (b)(6), (b)(7)(c) went right before me because he was part of the advance party as well as a few Marines we had given up for camp tax. The second sticks flight ended up getting cancelled due to COVID 19. Due to the shortfall of personnel and not being able to support the requirements 1st marine Regiment had for one AAV Platoon we gained personnel from 3rd AA Bn including people from Co A, Co D, and H&S Co that were enablers for the MPF offload. This influx of personnel enabled us to execute land training up to the Platoon level, but these personnel were not organic to the Platoon. As a result only about 20 Marines organic to my platoon participated in this exercise.

We returned from NATIVE FURY on March 29 and went into a restriction of movement status until April 12. From April 13 to 17 we did AAV JLTIs to facilitate the CHOP to BLT 1/4. However, we were really doing two transfers at one time. We were taking equipment from the 11th MEU and GS Platoon while we were also transferring equipment to

the BLT. At least, that is what we were attempting to do. The EATO transfer did not end up going through the system until on or about the month of August.

Approximately 10 of 13 AAV's were deadlined for operations at the CHOP date. The BLT MMO, XO, Co, SUUPO and Bravo Company were all aware of this. I briefed them the day I checked in. (b)(3), (b)(6), (b)(7)(c) or myself would also attend weekly maintenance briefs with updates. We were short one AAV, we were supposed to have 14, but we didn't get the POP AAV until after Raids and R2P2. We gained that vehicle on or about in early June. The original FOS did not include the POP AAV, I had to talk to (b)(3), (b)(6), (b)(7)(c) (BLT 1/4) OPSO to work the request for a POP from 3rd AABn after I CHOP'd to the MEU.

May 3-8 we did the EOTG Raid package and this was the first training evolution where we could operate with all AAVs and assigned personnel. There were no water operations during this training, we only operated on land. This was our first operation together. We did the training with Co B BLT 1/4.

I attended the R2P2 Course with (b)(3), (b)(6), (b)(7)(c) May ended up being the first time we were able to get AAVs in the water and we didn't get to do Platoon level operations, it was just to the section level.

We did one day of waterborne recovery operations in the Del Mar Boat Basin and then we did one day of section level water operations at White Beach. We had originally requested Blue Beach, but we got kicked off over environmental regulations. So we did one day at the jetty on the 26 of May, and did a day and night section on the 28<sup>th</sup> or 29<sup>th</sup> of May at white beach.

June 1-4 we did the BZO range up in Camp Horno. After that we participated in RUT. We had planned to do crew and section level gunnery but for the first few days out there we didn't have the ranges we needed for our gunnery so we were co-located with the rest of the company. The impact area had caught on fire the first couple of days and we had to go down to the 100 level ranges and that's where we did the CMP and then we had requested to do our other amphib training where we would do section and platoon. We weren't able to achieve any additional qualifications at this time. We executed the CMP shoot with M4s in lieu of AAV gunnery. We also did a dismount 50 shoot with weapons platoon. After that we returned to Co B to support RUT with 9 AAVs and executed a raid on the old Naval Hospital on or about 13 June.

In July we did Mechanized Company attacks at Range 600. We did our crew gunnery the first day at range 408a as a make up for what we couldn't get done at RUT. We had gone through the rest of the crews however they did not receive an actual qualification because of certain admin procedures that could not be attained. The six crews

remaining to be qualified had not completed the prerequisite training within the 30 day window required. At the end of 408a we only had 7 of 13 crews qualified in crew gunnery.

After Range 600, waterborne operations were planned but not executed due to maintenance. We had gone down to the beach and were looking the vehicles over and, knowing PMINT was coming up, we called (b)(3), (b)(6), (b)(7)(c) and told him that we didn't want to get into the water because we had a lot of maintenance to do. He said that he agreed and we pushed back to the 21 area.

On the day of the incident, to the best of my knowledge, the Marines in my Platoon were wearing SAPI plates. I was wearing front and rear plates, but no side SAPIS.

We went to the ship on the 27th of July. We had an issue where Track 12 had to go to water tracks. To what I can recall the lateral blew. Also Track 14 the POP had issues with its buckets, so it had to go to water tracks as well. I got on to the USS SOM on or about the two and a half hour mark. To the best of my knowledge movement was in excess of 4 nautical miles, and was farther and longer than normal. During that evolution there was one safety boat provided by the Navy. That had been pre-coordinated in the pre-sail brief aboard the USS SOM. They had asked if we could provide one safety boat and I said we could.

The day we went out to the ship when we embarked from the jetty, it was a mutual agreement as to when we would splash. The night before at the pre-sail brief we had estimated a 30 min swim, but I asked if we could splash 30 min prior to that we could get in a better position after having come out from the jetty. It would take longer to go the planned two nautical miles because of the no wake zone coming out of the jetty. That day I got the man pack, and then walked out onto the jetty by recon and the LZ and got a comm check with the USS SOM. I said I would lose comm right before we would splash because of the overheard wires but that we were going to splash at the time we agreed.

The comm with the ship was via single channel plain text. This was the same way that we communicated with the ship on the day of the incident. We met the safety boat a further out from the jetty. I am not sure why they could only provide one safety boat.

The rest of the day on the 28th we were doing maintenance and PMCS in the well deck of the ship. The morning of the 29th we received a FRAGO for the raid. I got that from the B. Co XO. We met in the LFOC with the other Platoon Commanders, they printed out the FRAGORD and then we all started reading it and going through the tasks that we had. I was not present for the CAT I or CAT II briefs although I tried to be there. I would try to go in, but (b)(3), (b)(6), (b)(7)(c) would shake

his head indicating that they were in the middle of a meeting. (b)(3), (b)(6), (b)(7)(c) wanted me in the meetings, but then when I went to go in (b)(3), (b)(6), (b)(7)(c) again indicated that they were in the middle of a meeting. There were two times I tried to go into the briefs, but was turned away. I eventually got in for the ADR brief because I wanted to make sure they were doing a SUROB, but they never mentioned it. After that (b)(3), (b)(6), (b)(7)(c) and I brought it up with the OpsO.

On the 29th, I saw first section with 3rd Platoon conducting egress and evacuation drills. I can't remember if it was just section leaders or (b)(3), (b)(6), (b)(7)(c) but I remember being briefed from a SNCO or higher that this was done across the whole platoon. We told Bravo Company to pre stage their packs on the vehicles that afternoon/night. I also know that the infantry personnel were told to water proof their gear prior to the operation. Some of the packs were staged inside the vehicles and some were staged outside the vehicles as well. There is not a specific SOP on how to stage the packs as long as you are not impacting the primary and secondary egress routes. We tried to balance the packs between the gypsy racks and some inside so it doesn't block the cargo hatch or the egress routes inside the vehicles. We didn't develop any specific SOPs within the Platoon though. We had identified this as a friction point though and that's why we had them stage the packs on the vehicles the night before. There was some concern from the infantry Marines as to whether the packs would get wet and we told them they might depending on where the water line ended up being so we told everyone to waterproof their packs. (b)(3), (b)(6), (b)(7)(c) Bravo XO pushed this down to the platoon commanders as well and agreed with it.

That night I also attended a confirmation brief in the JUMP room after dinner. After that we had MACO drills from 2100 to 2200. Water pre-ops were done sometime before the MACO drills. Section leaders are collect those pre-ops and then the Platoon Sergeant receives them afterwards. At 2200 we did a ROC drill with the Marines and went over the details of the operation more in depth. At 2300 we finished the ROC drill and then secured the Marines. I would estimate that most of the Marines got around 3 hours of sleep that night

Reveille on the day of the incident was at 0300 and we were ungriping the vehicles at 0400. I gave the Marines the hour from 0300 to 0400 to get ready and get chow. MACO procedures went at 0500 and at 0620 the LCACs flew out. At around this time I still didn't know if ADR had conducted a SUROB as requested. I'm not sure what time this was, but I had gone to the LFOC and talked to (b)(3), (b)(6), (b)(7)(c) about getting the METOC analysis. He said that from the METOC analysis the sea state would was a one. I think this came from the METOC on the MKI, but I'm not certain. At around 0630 I observed the sea state from the flight deck with (b)(3), (b)(6), (b)(7)(c) and I assessed the sea state to be a one. Then

(b)(3), (b)(6), (b)(7)(c) did splash team checks with (b)(3), (b)(6), (b)(7)(c)  
I got eyes on (b)(3), (b)(6), (b)(7)(c) doing the checks with the team.

The morning of the incident I did not witness embark troop briefs and life jacket briefs being conducted as I was moving around the ship. The Navy had said the day before that they would provide a safety boat that day, but they didn't tell us that they couldn't provide any safety boats that day until we were in the well deck about to splash.

We staged in the well deck at about 0700. At about 0730 the ships Combat Cargo Officer told me that there wouldn't be any safety boats provided. She yelled down to me that they couldn't provide any safety boats and asked me if I could provide another one and I said yes.

At 0745 we splashed from the ship, we were approximately 4,000 yards from the beach and the ship was maneuvering south to north. The swim in was uneventful, although I remember thinking that the sea state was higher than a one.

We conducted actions on the objective between 0930 and 1000. After that we picked up 9 packs from the ADR and 15 packs from the OpFor, which put an extra 24 packs on our vehicles. From 1100 to 1200 we consolidated our tracks on the beach, except for Track 12 which stayed in place with (b)(3), (b)(6), (b)(7)(c) and the rest of the crew minus (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)

An LCAC came ashore while we were consolidated on the beach. I decided to stay with (b)(3), (b)(6), (b)(7)(c) and four vehicles on the beach because I anticipated the point of friction being on the beach with the Marines stuck there and there only being four vehicles. I knew that they could splash with that, but I wanted to stay there to ensure they got off the island safely and correctly and were able to get back on ship. I anticipated the difficult part between getting the parts coordinated for Track 12, getting it back up, and getting us back on ship. I didn't feel any specific pressure from the company, but I did feel pressure to get every Track back on the ship that night. I don't know if that pressure came from the BLT or from the MEU, but that's what I got overhearing them talking on comm. I was talking through (b)(3), (b)(6), (b)(7)(c) and I could hear them saying "Okay just leave Track 12..." and then I heard them saying "No they need to leave another Track to chase it..." and then they said "Okay, then you're just leaving two" and then we responded "No they won't go with less than a section." After that I decided that I wanted to stay on the island with them because I anticipated that being the point of friction. I don't know who the company was talking to at that point.

I did not witness any of the people we picked up on the island got an embark troop brief or a brief on how to use the life jackets. I did not physically see the water pre-ops getting done. I was co-located with the company leadership coordinating the game plan for those

leaving and those staying. I saw the Section leaders go through some of the vehicles for splash team checks, and then I saw (b)(3), (b)(6), (b)(7)(c) go through some of the vehicles as well. I wasn't present the whole time for that since I was going back and forth between the beach and the LZ.

The plan was to splash 9 vehicles in column back to the ship (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) was working on getting comm with the ship via Boat Bravo. At that time I did not see any safety boats in the water to support the movement back to the ship. The sea state seemed calmer from what we could see from the beach. After the Tracks splashed I got back on Track 11 with (b)(3), (b)(6), (b)(7)(c) to monitor comm between the platoon and the USS SOM.

At some point we heard that Track 3 had gone dead in the water and that (b)(3), (b)(6), (b)(7)(c) was hooking up Track 1 to Track 3 for tow. I eventually heard him say that he was coming back to the beach instead of the ship, but I cannot recall where in the timeline I heard that. At some point during this timeframe I also heard a command for all vehicles to close their hatches.

I heard (b)(3), (b)(6), (b)(7)(c) say that Track 5 was taking on water. I tried to talk to him at this point, but the comm kept cutting in and out so we moved our Track to a better location in an attempt to get better comm with Track 5. When we got around hill we could only see two AAVs in the back of the formation, but we couldn't see any of the other Tracks. At this time, (b)(3), (b)(6), (b)(7)(c) had comm with the C7 and the NOTM and those vehicles could see Track 5 and were maneuvering to support.

My vehicle commander for Track 3 was (b)(3), (b)(6), (b)(7)(c) We had a standard manifest form for who was on each vehicle. (b)(3), (b)(6), (b)(7)(c) and the platoon sergeants had one beforehand to track the pack count. We had done this on every training operation beforehand and it worked well for the company.

here were very good lines of communication between us and the company. If I ever had a situation where I needed to tell them something or let them know what our limitations were I always felt that they were ready to listen and they had listened in the past. I felt that if I had to identify a safety issue they would have listened to me. When we left track 9 on ship because it was deadlined they didn't question anything and just worked to plan around one less vehicle.

Coming back from the beach I figured that the ship would have had safety boats in the water because they didn't say that they wouldn't. A lot of times you'll have trouble seeing safety boats because they'll stay 2000 yards out or further. Especially if they use the small ones that don't come out of boat valley. They were good about bringing up safety boats when they couldn't provide in the past.

To my knowledge we did not get a sea state call from the ship prior to splashing back to the ship that afternoon. We had made our sea state call from the shore and then requested to know when the ship would be in position and ready. (b)(3), (b)(6), (b)(7)(c) relayed to me that the ship had said they were good to splash.

Signature \_\_\_\_\_ Date \_\_\_\_\_

VOLUNTARY STATEMENT

I, \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c), make the following free and voluntary statement to \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c) whom I know to be a member of the command investigation team inquiring into the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. I make this statement of my own free will and without any threats or promises extended to me.

I felt that was ready to be the Platoon Commander for the AAV Platoon for the 15th MEU based on the experiences I had during my short time with 3rd AA Bn. I had been CHOP'd away most of my time there. I came to the Battalion officially school trained on or about June 26 2019 and then a month later I went to support SPMAGTF Alaska with CLB-15. I had a little bit of supervision with Charlie Co. prior to that, and then I CHOP'd over and supported operations with them as the only AAV Officer. For the time I was with CLB 15 the platoon's main focus was amphibious operations, including ship operations. The SPMAGTF Operation included debarking the ship with Lima 3/4 and spending over a week on the island of Adak Alaska. We did not end up splashing except for getting on and off ship. We were supposed to splash onto Adak Island, but the ship never got close enough into the bay to the point where we felt comfortable. The closest they got was 7 nautical miles and the Navy didn't feel comfortable getting close and that was too far of a swim for us to do at the point in time given the area.

I am familiar with the MCCRE process, but I did not know that it was required prior to CHOP'ing to the BLT. The week before April 20 is when I first saw the vehicles after returning from the UAE and that was when I discovered a majority of the vehicles were deadlined. After that I briefed BLT 1/4 on the situation, letting them know how many vehicles were down. I first spoke to (b)(3), (b)(6), (b)(7)(c) the BLT Maintenance Management Officer, about it because he had given me a phone call after he received the report. I then went over there and spoke to (b)(3), (b)(6), (b)(7)(c) about it as well. After that (b)(3), (b)(6), (b)(7)(c) the H&S Co. Commander, brought me up to the Bn CO's office with (b)(3), (b)(6), (b)(7)(c) as well and he told (b)(3), (b)(6), (b)(7)(c) to give me Tracks that were fully mission capable, after which (b)(3), (b)(6), (b)(7)(c) said he would and then left. I then told the Bn CO that I didn't think that the H&S Co. had any Tracks that were fully operational capable, or at least good enough to support a MEU Platoon. So the Bn CO asked if we could fix the tracks and I said that we would try, and we ended up getting them up for land operations in time for EOTG raids. During the same week (b)(3), (b)(6), (b)(7)(c) met with (b)(3), (b)(6), (b)(7)(c) the Bn CO for 3rd AABn at the time. They had a discussion which I am assuming was about the vehicles, but I'm not sure of the specifics. Everyone was aware



of the condition of the Tracks. I don't know what decision was ultimately made about whether to switch them out, I just knew that as long as I had them we were going to work on them and not let them sit.

During my conversations with (b)(3), (b)(6), (b)(7)(c) he said that they weren't going to accept the gear set if the gear was deadlining. So up to a few weeks ago the EATO transfer on our AMTRACKS never went through, so for us to get priority was very difficult. The service request never transferred over either so we've been fighting that the whole time during the work up. The vehicles and service request were stuck in the EATO transfer and made access almost impossible on GCSS.

During the RUT there was a collision between AAV's 5 and 4 during night surf operations. Track 4's bow plane collided with Track 5 near the gypsy rack, which is on top, and the antennae mount. It was mostly cosmetic damage minus the antennae mount being important, we were able to fix everything within a few hours of getting back. We didn't find anything structurally wrong with the vehicle. (b)(3), (b)(6), (b)(7)(c) our maintenance chief, and I both looked at it and we could only see damage to the bow plane on Track 4 and the antennae mount and gypsy rack on Track 5.

I think that we went to the USS SOM from the Del Mar Boat Basin on the 26th of July. I know that the Marines came down around 0700 or 0800 in preparation for a departure time between 1100 and 1300. It took us around two and a half hours to get to the ship. I think the sea state when we splashed was about a one or a two, but it got up to around a 3 when we got further out. I think the sea state on the day of the incident was a little worse than it was that day.

During the swim to the USS SOM on that day, Track 12 had an issue that forced them to switch into water tracks mode. Track 14 also had an issue with its buckets, or the propulsion unit, which kept going in and out and they had to switch to water tracks as well. We later found out that this was due to an electrical issue.

Once we got on the ship we did maintenance on the vehicles every day. We had coordinated with the ship that every day, Monday through Friday, they would turn on the fans so that we could do our running checks. Before those running checks we would do everything else that we could do such as traversing the turrets both ways twice, both manually and electrically. They would also do their monthly checks. But the most important thing for us was the running checks.

During those checks we found that Track 9's Driver Display Module (DDM) was not reading the water temp, which deadlines the vehicle. There is no other way to read the water temp without the DDM, which meant that the Track could be performing fine, but the driver wouldn't be able to tell if the Track was overheating or not. Because of this we made the decision to leave Track 9 on the ship.

On the night of June 30<sup>th</sup>, to my knowledge the pre-ops and pre-water checks were completed but I did not physically go around and verify every vehicle. That was something I pushed down to my Platoon Sergeant and section leaders to make sure that was completed. This was the SOP for the Platoon.

The night prior I think the confirmation brief was supposed to go at 1930, but I think it actually started at around 2030. I was there for the confirmation brief with my platoon sergeant and section leaders. That same night the Bravo Co. Marines did some training on the AAVs. I wasn't there for all of it, but I did witness some of it. They were supposed to go down to the well deck, stage their packs, and then go through with the crews to do dry land egress drills, get life jacket and embarked troop briefs. This was going to be their first time in the Tracks so I wanted to make sure they had a good understanding of everything. I saw first section with third platoon down there going through those actions.

The embark troop briefs were not part of the confirmation brief. That is something embarked personnel are supposed to get from the AAV crew every time they get on board. I don't know if they did an embark troop brief the night before. The only thing I was able to witness was the egress drills since I was going back and forth between the well deck and the LFOC. The standard though is that you are supposed to do it every time before you go in the vehicle and all the hatches are closed. We also did call-away drills the night before.

The next morning the Marines woke up at 0300 and got on their vehicles at around 0400. The infantry got down at around 0500 to do serial call-aways. The no go criteria was sea state 4 or higher. There was a no go criteria for vehicles and one for embarked troops as well, but I can't remember what the numbers were. It briefed during confirmation brief with my input.

We had agreed beforehand with Recon that they would do a sea state call for us, but they never did. I do still do not know why they did not do the SUROB. We at least wanted to get METOC data, so we went up to the flight deck and made a call from there as best we could. After that we got with (b)(3), (b)(6), (b)(7)(c) who briefed us that it was a sea state 1. We made a call that it was a sea state 1 or 2 I can't recall what we decided. There was nothing that was concerning in our final judgment.

The ship gives us approval to splash, as far as whether they're ready or not and then part of it comes down to the AAV Unit Leader if he's ready. It's more of a mutual agreement. The Navy has final say in everything, so if I'm good to splash and they're not they can always supersede. I always viewed it as a mutual agreement with me giving the green side as far as the vehicles being good and the Navy saying the ship is ready and in position. You cannot splash a track if the Navy is not ready, its impossible.

I don't recall having any issues on the way into the beach that morning. I think it took my Track roughly 45 to 50 minutes to get from the ship to the beach. I think the sea state was a three by the time we had splashed, but I don't remember there being any mechanical issues with the AAVs.

When we first stopped on the beach, the rear crewman and or crew chiefs hopped out and did their first at-halt checks while they are switching their tracks over to land. They did a suspension check on all their vehicles and made sure everything looked right and felt right. Also, every time we stopped they do an at-halt check and go through the vehicles.

I have had a lot of conversations with my maintenance chief in the past and that anytime there are any issues I get told. (b)(3), (b)(6), (b)(7)(c) or (b)(3), (b)(6), (b)(7)(c) is usually there or I'll get back briefed on it later if I wasn't co located with the vehicle.

On or about 1400 is when we consolidated on the beach after we conducted actions on the objective and at around 1650 is when all the AAVs had gone feet wet. A lot of this delay was the maintenance issue we experienced with Track 12. During this time I was communicating with the ship through (b)(3), (b)(6), (b)(7)(c) I gave them the parts numbers for all the parts that (b)(3), (b)(6), (b)(7)(c) needed, we had a small RBE on ship so we were trying to get the parts out of our quadcon. The Marine we were talking to didn't think we had all the parts, but I'm not sure who that individual was. We were trying to have them coordinate with our personnel on ship to go scrounge around and see what parts we had. Really I was trying to see if we could get our parts to us that day and if not what the plan would be to order the parts because Track 12 would not be able to move without them.

The original plan was for an LCAC to drop of the parts. I know an LCAC landed, but I never saw anyone take any parts off the LCAC.

(b)(3), (b)(6), (b)(7)(c) was the one coordinating with the ship for us to splash back to the ship. He was talking on Boat Bravo via single channel plain text. (b)(3), (b)(6), (b)(7)(c) and I were the ones who were standing hard in the sand saying that we needed at least a section to stay on the island. We also had full support from Bravo Company. I don't know who it was from higher on the ship, but they wanted all the vehicles that were up on the island to go back. We had briefed them through (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) that we needed at least a section to stay, and they responded that we could just leave one vehicle to chase Track 12. We told them that we roll everywhere with at least a section, especially for a swim. I'm not really sure why they wanted the rest of the Tracks back there, but we were comfortable with leaving a section back and splashing back with 9. (b)(3), (b)(6), (b)(7)(c) was the one communicating with the ship, so I heard this conversation through him.

As for who ended up remaining on the beach, (b)(3), (b)(6), (b)(7)(c) stayed because Track 12 was his vehicle so he stayed. We agreed (b)(3), (b)(6), (b)(7)(c) would stay for maintenance purposes so we could get everything done correctly with regard to fixing Track 12. My thought process was that the point of friction was going to be on the beach with Track 12 and getting it back up. I thought this because of the communication we were having with higher and the pushback we were getting, I believed that the point of friction was going to be trying to get Track 12 back to the beach and then ultimately back to the ship. As far as the Bravo Co. leadership that stayed, I'm cannot speak to their decision, I am the AAV Platoon Commander.

Once the ship is ready to receive, the senior AAV unit leader on deck will give permission to splash after verifying all the vehicles are ready. The ship can deny us, so we always wait for the ship to give permission as well. (b)(3), (b)(6), (b)(7)(c) got positive confirmation from the ship and then relayed that information down to me as I was next to him on the deck.

When I took the Platoon in January, (b)(3), (b)(6), (b)(7)(c) was the Co. Commander for a few days before he went on an IA billet, then it was (b)(3), (b)(6), (b)(7)(c) for a few weeks and then (b)(3), (b)(6), (b)(7)(c) after that. The 3rd Bn CO from January when I took over the platoon was (b)(3), (b)(6), (b)(7)(c)

At no point did anyone ever from the Bn or the Co ask me to put together a training plan or a training exercise employment plan. I did this with (b)(3), (b)(6), (b)(7)(c) and the Section Leaders. This was driven by NF 20. Vehicle Gunnery was the only known training at this time. I feel like we were also never given the time or opportunity to create or add additional training prior to the CHOP date for the MEU. We had a lot of NF 20 requirements because they wanted us to do a full CENTCOM workup and because we did not have a gear set of vehicles I didn't believe we would have the time to focus on the MEU workup. We were mainly focused on getting the Platoon TO'd and out the door for NATIVE FURY and then set what we could up for success so that when we got back we could have a quick turnaround. The requirements for the CENTCOM workup weren't necessarily field training events, but we also had medical stand downs, admin stand downs, a week long theater brief, and other requirements that they had. There was also a huge amount of coordination that needed to be done.

I don't know if there was any discussion at 3rd AA Bn as to why my Platoon was chosen to go on NATIVE FURY. This was my first MEU deployment. I had a conversation with (b)(3), (b)(6), (b)(7)(c) who was the 11th MEU Platoon commander when he got back. I asked him what he had to pass down and what his big lessons learned were. A lot of what we talked about had to do with getting the POP for the BLT, he said that was a great asset. I asked him about what coordination happened and what the big ticket items were, but I can't remember anything

specific. I did receive a lot of products and AARs from his MEU. I know we had a couple of conversations on the ramp, trying to get the gear set for the vehicles since he was the MMO afterwards. I also talked to (b)(3), (b)(6), (b)(7)(c) since she was the Platoon Commander before for the 15th MEU since (b)(3), (b)(6), (b)(7)(c) didn't have a lot to give me when we turned over.

I also talked to (b)(3), (b)(6), (b)(7)(c) about what the ship ops would be like and what RUT would look like from the last MEU. (b)(3), (b)(6), (b)(7)(c) had also emailed out the big TEEP and so from that I knew what the big operations would look like. We planned our training in coordination with what the MEU and or EOTG had pushed down.

The 3rd AA Bn leadership never asked for a brief from me on what the capabilities and limitations of the Platoon was, or what our Platoon looked like and what we had done as far as T&R task completion. I never briefed the Bn CO or the Co. CO on the status of the Platoon and such a brief was never asked for. The only time I briefed (b)(3), (b)(6), (b)(7)(c) in regard to the Platoon was after the vehicles were deadlined and that brief was centered on the maintenance readiness of the vehicles. I don't recall talking about the training readiness of the Platoon.

When I briefed the Bn CO about the maintenance readiness of the vehicles he seemed to angry and upset in my opinion. Not because the vehicles were down but because they were given to us in that condition and someone thought that was a good idea. He was upset about the decisions that occurred. He directed that more towards (b)(3), (b)(6), (b)(7)(c) than myself though. He didn't seem to blame me in anyway. After that brief, (b)(3), (b)(6), (b)(7)(c) asked me to attend the Bn's weekly material readiness brief to speak to the Platoon's readiness. That was post CHOP. After that we prepared a slide that spoke to the Platoon's readiness and I attended the brief in case there were any questions. I only went to one brief that I can remember.

I had input into what went into the class 9 block along with (b)(3), (b)(6), (b)(7)(c) Before we went on the ship we didn't have an opportunity to conduct an inventory of the parts in the class 9 block though. I had asked to do it about a month to a month and a half before hand and never got back on it and didn't hear anything from BLT 1/4 or the CLB. When we tried to get the DDM for Track 9 we got with (b)(3), (b)(6), (b)(7)(c) (not her full name), a CLB 15 supply Marine, she stated that all those parts were for CLB 15 and she couldn't sign out parts to anyone else, so there was some friction there. But we looked at what they had and they didn't have anything we needed. I had coordinated with (b)(3), (b)(6), (b)(7)(c) over at CLB 15 prior to chop on the 9 block. (b)(3), (b)(6), (b)(7)(c) had created the 9 and SECREP block he had wanted and I looked it over. We sent it up to him before we departed for Native Fury. He had sent out a roster back from the MEU that included what they had, what they

could get before deployment, and what they didn't think they could get. I sent back to him that the list we sent is what items and quantity we needed because we could not source them. He said he would work with the MEU. From what I can recall this was our last conversation about that before I asked to inspect the class 9 block.

We would always put chemlights on the hatch handles. We had a vehicle marking plan. Triangle was first section, diamond was second, square was third. We would also use chemlights on the antennas to mark the vehicles at night. We had considered putting together a Platoon SOP on paper but did not have the time to do it.

Going into PMINT I was confident in my Platoon's ability to go ship to shore, but I didn't want the Bravo Co.'s first time in the water to be going off ship to an island. I think I had a conversation with (b)(3), (b)(6), (b)(7)(c) that I wanted them to come down to our amphib to do some shore to shore operations, but I was still confident in my Platoon's abilities. We had put some training dates on a board, but due to COVID and different Marines going on ROM on different occasions we were never able to get it done. These training opportunities were lined up post-CHOP. I can't remember if it was COVID that interfered or if it was the fact that other training requirements, such as RUT, got changed around by higher.

Before we left the confirmation brief from what I can recall (b)(3), (b)(6), (b)(7)(c) and the ARG Commander had briefed that we should try to adhere to the timeline but that that wasn't the point of the training, to meet a time hack. That's why when we splashed an hour late it was an easy call for us because the ship wasn't ready either. So after knowing that we knew the timeline wasn't going to be a factor for trying to push us on or off. I don't know if the push to get all the tracks back was coming from the MKI or the SOM, I just knew that it wasn't coming from the Company.

Prior to CHOP I was able to raise my concerns about the lack of training with (b)(3), (b)(6), (b)(7)(c) We knew that time was running out and that we needed to get things done before July. Unfortunately, we just ran out of time with events getting cancelled or pushed for one reason or another.

During the confirmation brief I did not brief at all. No one asked me to brief and I didn't prepare a slide either. I gave AAV inputs to (b)(3), (b)(6), (b)(7)(c) on his slides. It was taught at R2P2 that the raid force commander prepare a few slides and brief from there. It was a standard. I know that I gave a hardcopy of the AAV Common SOP to (b)(3), (b)(6), (b)(7)(c) A digital copy was also uploaded on the company's share drive.

Signature \_\_\_\_\_ Date \_\_\_\_\_

**AAV 15th MEU Platoon**

**January 10:** Took over the platoon. 15th MEU AAVs were transferred to Alpha Company 3rd Platoon.

**January 16-17:** CMP Range ISO NF 20.

**January 18:** T/O for NF 20.

**Feb 03:** Chop to 1st Marine Regiment for NF 20.

**Feb 12-16:** Crew Gunnery NF20 work up. Used GS AAVs. Actually executed February 15-17.

**Feb 20:** Gas Chamber ISO NF 20

**March 09:** Depart to UAE for NF20. Platoon became T/O with RBE during the month of March.

**March 29:** Return from UAE. ROM until April 12.

**April 13-17:** LTIs on 11th MEU and GS AAVs.

**April 20:** Chop.

**April 27- May 1:** EOTG Raid Planners.

**May 3-8:** EOTG Raids.

**May 11-22:** R2P2.

**May 26-29:** Platoons first amphib Op (section).

**June 1-3:** M4 BZO.

**June 6-14:** Bravo Fex (RUT). Planned to do dismount 50/crew gunnery/section gunnery/CMP/203 training and a company mechanized attack. Executed dismount 50/203 training/CMP range and another amphib op (section/platoon). Also got fragged to do a night raid on the old Naval Hospital on the 13th.

**July 10-16:** Crew gunnery 408A/Company day attacks R600.

**July 14-16:** Amphib (Canceled at Platoon Commanders recommendation to the Company).

**July 27:** PMINT Embark.

ENCLOSURE (89)



Synopsis of Interview conducted on 3 August 2020 with (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) Battalion Landing Team  
1/4, Bravo Company Executive Officer.

The investigating officer began the investigation without reason to believe that gross negligence or a violation of the UCMJ had been the cause of the sinking. All initial statements were taken without article 31 rights advisements or waivers.

Upon arriving on USS SOMERSET, the investigating team set up Commander of Troops office.

(b)(3), (b)(6), (b)(7)(c) stated that he was riding in the troop commander position on AAV 6 and as they leaving the beach at San Clemente the water was like glass. Then about 500 meters out it started getting bad and it looked like they were pushing against the current, the current looked like it was moving from the Northeast to the Southwest. At approximately 1730 or 1740, AAV 3 said he was taking on water and was rigging for tow. (b)(3), (b)(6), (b)(7)(c) was the vehicle commander for AAV 6, (b)(3), (b)(6), (b)(7)(c) told (b)(3), (b)(6), (b)(7)(c) that the closest safe haven was the beach and they (AAV 1 and AAV 3) were going back to the beach.

(b)(3), (b)(6), (b)(7)(c) stated that communications were not working as well as he thought they would be functioning. (b)(3), (b)(6), (b)(7)(c) stated that AAV 5 was directly behind them approximately 150 meters back and the water was very choppy. (b)(3), (b)(6), (b)(7)(c) stated that between 1730 and 1740, he looked back and he saw (b)(3), (b)(6), (b)(7)(c) still in the troop commander hatch on AAV 5. AAV 5 was moving slower but it was still moving. (b)(3), (b)(6), (b)(7)(c) stated that at approximately 1755 they were about 400 meters away from the USS SOMERSET and he estimated that they had to wait approximately 15 minutes for the stern gate to drop, the USS SOMERSET were conducting flight operations and he believed that the communications might have been "hot miked". (b)(3), (b)(6), (b)(7)(c) stated at approximately 1755 Cpl Zubia told him that when (b)(3), (b)(6), (b)(7)(c) looked back he saw a November flag. (b)(3), (b)(6), (b)(7)(c) stated that this had been the first time that he had been in an AAV in the water. (b)(3), (b)(6), (b)(7)(c) stated that he arrived at the battalion in January 2020 (b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c) stated that AAV 6 recovered aboard USS SOMERSET at 1803 and the waves were about 4 foot tall and the interval was about every 1 to 2 seconds. (b)(3), (b)(6), (b)(7)(c) stated that the training they received at the EOTG mechanized raid had a little bit of AAV familiarization; how to open some of the hatches, rear hatch, etc. During the Realistic Urban Training Package (RUT) they conducted land based training and land based troop transfer. \*At this time, the investigating officer specifically asked "Do you think that was the first time that the personnel on track five had been in an AAV in the water?" (b)(3), (b)(6), (b)(7)(c) stated yes.\*

I, (b)(3), (b)(6), (b)(7)(c) \_\_\_, agree that this is a correct synopsis of the free and voluntary statements I made to (b)(3), (b)(6), (b)(7)(c) whom I know to be a member of the command investigation team inquiring into

ENCLOSURE (90)

the facts and circumstances surrounding the Amphibious Assault Vehicle  
Mishap that occurred on 30 July 2020.

Signature

Date 20200913

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (90)

(b)(3), (b)(6), (b)(7)(c)

### Summary of Second Interview

On Aug 5, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

On the day of the incident, the company got up at 0400. I think the AAV crews got up a little bit earlier so they could go down and prepare their vehicles for splashing. We had asked for a Surface Observation (SurOb) prior to starting the mission. Our plan was to get the SurOb from Recon Marines on the beach, but we were denied that because they were doing some other task on San Clemente Island.

I don't know who made the decision to deny the SurOb, but I do know that we asked for it at the company level and it didn't happen. That morning (b)(3), (b)(6), (b)(7)(c) went up to the Ship's Nav or somebody at the ship level and just asked them for a surf report for the splash and it was assessed as a sea state one.

After that, I went down to the tracks and participated in call away procedures which started at 0500. After that was done it then took about thirty minutes for everyone to get on the tracks and then we waited on the tracks. We were supposed to splash at 0700 but we did not actually get in the water until about 0800-0815. I am not sure why it took so long.

We finally get out there and were going to the beach on West Cove on San Clemente Island. In my opinion, the sea state was one, but it wasn't anything that the track couldn't handle. We got to the beach. We executed our raid and actions on the objective after which we heard that track twelve was down hard. My Track and Track 7 were going to pick up the Recon Marines and we saw that Track 12 couldn't move.

We then waited for a while and ate some chow. At that point we went and linked up with the rest of the company down at West Cove. Once we got there, we were busy figuring out what was wrong with Track 12. Eventually we learned that something was wrong with one of the hubs, or something along those lines, and that it was completely down and that it couldn't move.

The decision was then made that nine Tracks would go back to the ship as planned while four Tracks, including Track 12, would remain back on the island. This would allow the Tracks left on the island to travel back to the Ship in a section once Track 12 was fixed. (b)(3), (b)(6), (b)(7)(c) and I went down to the beach to observe the sea state for probably an hour and a half to two hours

and the sea state at the beach was glass. The ship was moving back and forth waiting for us to splash.

We made preparations for the four Tracks to stay on the beach and for the rest of to move back to the ship. We got the nine tracks lined up in preparation to splash back to the Ship. The order the Tracks were in was C-7 vehicle, the Pop, and then Track 10 down to Track 1. We then splash back into the water and get far enough out that we are given permission to open the hatches back up again. I remember that the further we got out, the rougher it got. However, it wasn't until we got six to seven hundred meters from the ship that it got pretty bad from sea state perspective. The intervals between waves were one to two seconds. The waves were around three and a half to four feet high and I just remember that every time we would come down a wave we would get hit with a lot of water.

Once we started to take waves the water started to come in the Track. The decision was then made to button up the hatches again. My comm helmet didn't work so my driver was yelling back to me to let me know what was going on. I got the message that Track 3 was taking on water and was going to be towed back to the beach by Track 1.

Next I remember that we got to the stern gate and we followed the ship for what seemed like an eternity. We were behind the ship for probably twenty to thirty minutes while the stern gate was up. We saw helicopters coming and going so I'm sure they were doing flight operations at the time. I could also see that the ship was ballasted at the time due to the angle that it was sitting at.

As we were heading towards the ship, the C-7 and the Pop started to get pushed to the left of the ship by the current and Track 10 essentially by-passed those two vehicles so as not to lose momentum and got to the stern gate first. So the order the Tracks arrived at the Ship was Track 10, Track 8, Track 7, my Track (Track 6), and the C-7 and Pop got pushed over to the left of us.

So the stern gate finally came down, and once the stern gate came down we were at a comfortable pace and I kind of looked around and saw one of the other Troop Commanders come up from his hatch and so I wanted to get situational awareness on what was going on so I popped up out of my hatch as well. I looked around and I could still see all the tracks in a line and I saw that Track Five was around three to four hundred meters behind me. The C-7 and Pop vehicles were to the left of us trying to catch up at that point.

At that time, Track 10 recovered and then Track 8 recovered a few minutes later. Track 7 was in the process of recovering when my crew chief said that he could see a November flag. I turned and looked and I couldn't see anything when I turned around and we at that time we started to recover. I know from talking to people after the incident that (b)(3), (b)(6), (b)(7)(c) was waving the November flag and then would put it

down to give instructions, so I assume that is why I didn't see him when I looked.

We get on the ship and pull into the well deck and we started to turn around so we can back up into our spot. I got off the Track because I knew at this point that Track 3 was in distress and was getting towed and that was the track I was worried about. I wasn't aware at the time that Track 5 was in any distress because all of our comms were getting hot miked because of weather.

So I got off the track and I grabbed (b)(3), (b)(6), (b)(7)(c) and I told him that I needed to run to the Landing Force Operations Center (LFOC). I went upstairs to the LFOC to tell (b)(3), (b)(6), (b)(7)(c) who was the Watch Officer at the time, about what was going on. I told him that Track Three was getting towed back by Track One the rest of the tracks are starting to recover. At that time he told me that I needed to get accountability of all the tracks because his understanding was that one track was getting towed and one was under water. This is when I first heard that one of the track was underwater.

I then ran back downstairs and was told that I needed to get back on the track and I told him that he needed to put the stern gate down now. I remember telling him that I had two tracks in distress and I needed to get them on the ship. I also spoke to (b)(3), (b)(6), (b)(7)(c) and told her the same thing. I found out after the fact that the stern gate was up because the ship was maneuvering to get in a better position to recover the tracks, but I did not know that at the time.

At this point the stern gate came down. I can't remember but I think it was the Pop that came the Ship next. That's when (b)(3), (b)(6), (b)(7)(c) came up to me and was visibly shaken. Then I saw (b)(3), (b)(6), (b)(7)(c) and both of them were also visibly shaken. We then got everyone lined up because I was trying to get accountability so we can determine who is there and who is not. and that is when I saw the three Marines who were unconscious, (b)(3), (b)(6), (b)(7)(c) and one other Marine whose name I cannot remember. All the medical staff was there waiting for them so I started getting accountability. At some point I made the decision to move the company to the upper V because I did not want those Marines watching their friends get worked on. I went up to the upper V and we got accountability and determined who the missing Marines were. I then went back to the LFOC spent the evening there. Comm was very intermittent but I was trying to get with (b)(3), (b)(6), (b)(7)(c) to make sure he was aware of everything that was going on.

During the movement back to the ship we were wearing our flak jackets with front and back SAPI plates, but without the side SAPI plates in. We did a period of instruction with our crew chiefs the day before the exercise that covered rehearsals with opening all the hatches on the AAV, pulling the rip cord on the life vest with the CO2 cartridge that blows it up, and we did egress and evacuation drills. The whole company did the training together down in the well deck. It was done

collectively for the whole company. The training was run by the AAV section leaders.

The day prior to the exercise, we got a Warning Order dropped from the MEU and we immediately started our CAT I and CAT II planning process. The CO delivered the warning order to the platoon commanders so they could start preparing gear, and the trackers went down to the vehicles to get them ready. After receiving the order, most of the officers were up in the Ships jump room getting the confirmation brief ready. I was preparing the communications gear and other serialized gear that I knew we would need to take with us. (b)(3), (b)(6), (b)(7)(c) was in the room as well preparing the big blue arrow type of details for the operation with (b)(3), (b)(6), (b)(7)(c) who was also preparing the surface movement from ship to shore. At around 1900 we went through the brief with all of the leadership present, to include the Battalion Commander, the Executive Officer, and OpsO. The MEU and ARG commanders attended via SVTC as well. This brief lasted about an hour due to some connectivity issues we were having with the SVTC.

Prior to this event, we had done some training with the AAVs that included concepts such as how to egress the vehicle, however that day was the first time that the Company had been in the AAVs in the water. We had done some drill such as troop transfer drills, but always on land. On the day of the incident, I wore my life preserver on top of my flak with the belt strapped around my waist.

Summary of First Interview

On Aug 5, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

The morning of the incident we got up at around 0300. I grabbed my stuff and went straight down to the berthing area. I knew that the mess hall was open early that morning so that guys could get chow, but I know that most them didn't since they were splashing in an AAV for the first time. I went to the berthing area to check on the guys. I felt like I had to be a little bit more hands on with my leadership since all three of my squad leaders and my platoon sergeant were TAD to different courses. We had the guys getting their stuff ready, then went out to stage our gear. I remember going over a couple aspects of the plan with them. It had been a pretty late night, so I wanted to make sure that they understood everything.

I remember that when we got down to the AAVs we were staged according to the Track we would be riding on and when our Track got called we went over to our vehicle. Our gear had already been staged, so I was just hanging out in the Troop Commander's hatch. I think most of the guys were just falling asleep at this point, there wasn't much to see or do. I don't remember where we were in the order of movement, but eventually we did splash. I think it was around 0730 when we finally splashed.

(b)(3), (b)(6), (b)(7)(c) was the driver of my vehicle. A few minutes after we splashed we opened up our hatches. I couldn't get my hatch completely open, so I just left it partially open. I think it took us about 45 minutes to an hour to get to shore. Once we were on shore we got a short brief on how we were allowed to move around on the island in the vehicles. After about 30 minutes we pushed off from the beach toward the objective. There were about three to four tracks that came to our position. We were in a support by fire position to the south of the objective area. It took us about 30 minutes to get in position and then we were sitting there another 30-45 minutes.

Once we completed actions on the objective we started heading back to the beach. As we were heading back, one of the tracks broke down, so we held in position. I think it took around 2 hours to address the problems with the vehicle between trying to figure out what was wrong and then trying to coordinate getting the right parts from the ship. I mostly let the guys take a break while we waited.

At some point the decision was made to take all the tracks that were functional and go stage down by the beach. It was late morning to

early afternoon at this point. I think the company was trying to figure out who was going to stay back on the island and who was going to push to the ship. During this time, our driver and vehicle commander were checking the track. I know they kept saying something about the engine oil and that the driver kept checking the engine oil. They all got out and opened up the front of the vehicle. They called over a few of the other trackers to see if they could help with it, at some point they all hopped back in to stage for splashing back into the water. I remember that before I hopped back into my seat, I asked the vehicle commander if everything is good and he gave me the thumbs up. I also asked the driver if everything was ok and told him to take a minute if he needed to but he told me that everything was good.

Prior to entering the water I remember that someone was on top of our vehicle checking all the hatches. Eventually we splashed and the water was very calm for the first 15-20 minutes. We had opened up all of our hatches. Every so often a big enough wave would hit and get the driver wet, then there started to be waves that hit hard enough to get me wet. Mostly the waves were coming from the front at this point. Around the same time I started getting hit with waves (b)(3), (b)(6), (b)(7)(c) made the call to close the hatches back up.

At this time I wasn't really too concerned. I was just trying to keep my eyes forward and was watching our progress through the vision blocks. I wasn't wearing a CVC helmet. I had my Peltors helmet and was monitoring the company net. I was focused on coordinating with my adjacent elements and not talking to the AAV crew. I mainly talked to the driver if I needed to get information about what the AAV crew was doing and he would pass word to me as necessary.

I remember that the driver was becoming less collected at this time. I could hear him talking to (b)(3), (b)(6), (b)(7)(c) and it seemed like he didn't have control or may have been freaking out a little. I don't recall specifically what he was saying, but I remember the tone of his voice and that he was expressing concern about the size of the waves.

I also remember that the rear crewman had come up to the driver at a certain point and was relaying information about the height of the water in the vehicle. At this time I remember that the rear crewman looked at me and asked "Where's my Staff Sergeant?" This resonated with me because I thought it was odd and I began to notice that the crew was getting concerned. The rear crewman then went back into the rear of the vehicle and the driver continued to talk about how he wasn't able to see. From my seat I could see the ship and could tell that it was still pretty far off. The driver didn't seem like he could tell what direction he was headed in relation to the ship. The vehicle commander was trying to help talk the driver onto the ship.

At some point the rear crewman came up again and asked the same question, "where's my Staff Sergeant?" I told him that he was still



in the turret. I could tell that he was freaking out still. I told him, "it's alright, just calm down, we're going to make it back to the ship, just do me a favor and take a deep breath." He was talking about the water height and seemed even more concerned. I wasn't sure if it was even my call to make as far as what to do about this concern, but I knew that (b)(3), (b)(6), (b)(7)(c) was aware of it at this point. I remember looking over to him through my closed hatch and could see him up waving the flag. By the time I realized that the decision to get out of the vehicle should be made, he was already up waving the flag.

I could see that we were still a good ways away from the ship at this time. I could also see that one of the Tracks had seen (b)(3), (b)(6), (b)(7)(c) waving the flag and had turned around to help. Once the vehicle was close enough, (b)(3), (b)(6), (b)(7)(c) made the call to open our hatches. By the time I opened my hatch the cargo hatch was already open. I remember standing up and seeing that all of the other hatches were open. I saw that (b)(3), (b)(6), (b)(7)(c) had already made it out onto the top of the vehicle. I'm not sure if he was the first one up, he may have just been the first one I saw. (b)(3), (b)(6), (b)(7)(c) was still on top of the vehicle at this point. He and the rear crewman were both by the cargo hatch trying to coordinate getting the rest of the guys out through that hatch. I remember that (b)(3), (b)(6), (b)(7)(c) seemed to be having difficulty processing what was going on, I was trying to get his attention to orient him onto the Track that had pulled up next to us. I was trying to point him to that Track when a wave hit and washed us into the water. When that happened I was standing right next to the Troop Commander's hatch.

The last I remember seeing (b)(3), (b)(6), (b)(7)(c) was when he was by the cargo hatch. The last I remember (b)(3), (b)(6), (b)(7)(c) he was still in the driver's seat trying to drive the vehicle. I had my life preserver pulled and I had already dropped my flak when I stood up on top of the vehicle, I still had my Kevlar on though. The wave swept me into the water and I ended up in the water about 10 feet from the other vehicle with (b)(3), (b)(6), (b)(7)(c) fairly close to me. I then started helping (b)(3), (b)(6), (b)(7)(c) get over to the other vehicle.

The next time I looked back toward Track 5 was when I had gotten on top of the other vehicle with (b)(3), (b)(6), (b)(7)(c) I looked back expecting to see more of my guys and that is when I noticed that I couldn't see Track 5 anymore. I did not see anyone else get out of the vehicle. There were a lot of guys on top of the other Track who were yelling at me to get on board and to get down through the cargo hatch because they were concerned about the water getting into their vehicle. We sat there for 5 or 10 minutes. I was trying to help calm (b)(3), (b)(6), (b)(7)(c) down, but I was also trying to process everything. The vehicle was taking on water, but it was still filtering it out. At some point the vehicle started to make its way forward again. I don't remember how

much time it took us to get back onto the ship, but I remember I was one of the last guys to get out of the vehicle. The only people who made it into the other Track with me from my platoon were (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)

From what I can remember Track 5 started to make weird noises at some point after we closed all the hatches. I don't know if (b)(3), (b)(6), (b)(7)(c) was flooring it and it just wasn't responding or what was going on. The vehicle was still moving forward until just before it sank. I also remember that the other vehicle that came up to help us did come close enough that it made contact with us on our starboard side. This is the same vehicle that I swam to after I was swept off.

I have been the platoon commander since Apr 3, which was right after I came from IOC. This was my first time in an AAV in the water. I was briefed on how to use the life vest when I went through Underwater Egress Training. I don't know if all of my Marines went through this training, but I know that a number of them did. I was able to get some of my guys through a UET training event during a one week period that the company had locked on, but then we were told that the MEU didn't require the dunker, so that became less of a focus of effort for us since it was not a MEU requirement. On the day of the incident, no one briefed us on how to use the life vest. No one gave me a troop embark brief that day prior to getting on the vehicle, but I don't know if everyone else did or not. I went out that day with my main pack. From what I remember, the packs were staged up near where I was sitting in the Troop Commander's hatch, up against the bulkhead.

(b)(3), (b)(6), (b)(7)(c)

Summary of Second Interview

On Aug 11, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

During the incident I had my front and back SAPIs on. My life vest was worn over top of my flak. I never received a formal embark troop brief before the incident. The day prior my Marines had participated in some egress drills, but I was tied up in a planning meeting so I'm not completely sure what they were trained on. This was my first time in an AAV in the water. We had done some land based training as a unit prior to this incident. To get on board the Ship we loaded up via the pier in San Diego.

During the incident, from what I remember (b)(3), (b)(6), (b)(7)(c) hatch remained closed. Once I opened my hatch I stood up on my seat. I remember interacting with (b)(3), (b)(6), (b)(7)(c) I remember that (b)(3), (b)(6), (b)(7)(c) was on top of the vehicle and so was (b)(3), (b)(6), (b)(7)(c) I don't remember if (b)(3), (b)(6), (b)(7)(c) was on top of the vehicle when a wave came and knocked me off.

During the incident, I first became aware that water was getting into the vehicle when I realized that water was splashing around as the vehicle rocked back and forth. From the time I became aware of the water in the vehicle to when I got swept off I think about 10 to 30 minutes had passed. I know that (b)(3), (b)(6), (b)(7)(c) was telling (b)(3), (b)(6), (b)(7)(c) that water was getting into the vehicle.

I was pulled out of the water and onto the NOTM vehicle. I don't know who else got on that vehicle other than that I remember seeing (b)(3), (b)(6), (b)(7)(c) in the vehicle with me. I remember hearing (b)(3), (b)(6), (b)(7)(c) telling people to take their gear off. He was shouting down to the guys in the back through the cargo hatch.

# SWORN STATEMENT

For use of this form, see AR 190-45; the proponent of this form is ODCSOPS

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 Dated November 22, 1943 (SSN)  
**PRINCIPAL PURPOSE:** To provide commanders and law enforcement officials with means by which information may be accurately recorded.  
**ROUTINE USES:** Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.  
**DISCLOSURE:** Disclosure of your social security number is voluntary.

1. LOCATION CAMP PENDELTON, CA, 3D AABN, BNMAJNT OFFICE	2. DATE (YYYYMMDD) 2020-09-03	3. TIME 1100	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6), (b)(7)(c)	6. SSN (b)(3), (b)(6), (b)(7)(c)	7. GRADE/STATUS (b)(3), (b)(6), (b)(7)(c)	
8. ORGANIZATION OR ADDRESS 3D ASSAULT AMPHIBIAN BATTALION, HEADQUARTERS AND SERVICE COMPANY			

9.

I, (b)(3), (b)(6), (b)(7)(c), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

PLEASE ANSWER THE FOLLOWING QUESTIONS IN YOUR STATEMENT:

1. DID YOU KNOW THAT 12 OF 14 AAVS WERE DEADLINED WHEN THE 15TH MEU AAV PLATOON JOINED THE 15TH MEU?
  - A. IF YOU KNEW THAT, WHAT STEPS DID YOU TAKE TO CORRECT THIS?
  - B. IF YOU DID NOT KNOW, PLEASE STATE WHY THIS INFORMATION DID NOT GET TO YOUR ATTENTION.

10. EXHIBIT	11. INITIALS (b)(3), (b)(6), (b)(7)(c)	ENT	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF \_\_\_\_\_ AT \_\_\_\_\_ DATED \_\_\_\_\_."

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

DA FORM 2823, DEC 1998

DA FORM 2823, JUL 72 IS OBSOLETE

USAPA V1.00

ENCLOSURE (94)

*11/10/06*

(b)(3), (b)(6), (b)(7)(c)

*11/10/06*

(b)(3), (b)(6), (b)(7)(c)

*11/10/06*  
Date

\_\_\_\_\_  
Witness Signature

\_\_\_\_\_  
Date

ENCLOSURE *9/4*

9. STATEMENT (Continued)

-Yes, it was brought to my attention that the IMEF inspection team noted that 12 of the 13 (14th AAV had not been identified to fulfil NOTM requirements at this point) AAVs were deadline or degraded to some extent during the week of the "pre-CHOP inspection" which started on 20200414. However, The battalion would NOT release these assets until readiness was addressed and we did just that.

-Timeline of events from my perspective are as follows and supported by documentation in form of Battalion Material Readiness Briefs (MRB) provided by the Maintenance Management Office (MMO) section and email discussions with battalion staff.

-On April 9th, 2020 the battalion took part in our bi-weekly MRB where readiness by section and commodity are reviewed and scrutinized. On this date which was 2 working days before the IMEF inspection was to start (b)(3), (b)(6), (b)(7)(c) (Responsible Officer) briefed that the 15th MEU had a readiness of 92% with only one AAVP7A1 being reported as deadline. At the time of the brief there was no viable reason as to question their reporting. The Battalion Commander and I were satisfied with the discussion during the brief (b)(3), (b)(6), (b)(7)(c) and other staff members in the room.

-On April 14th, 2020 the IMEF inspection began. Prior to their arrival I assigned our brightest and strongest SNCO MOS 2141 to head the AAV inspection for the IMEF team. He was hand selected due to his excellent AAV maintenance and attention to detail. I was fully prepared to have results similar to what we are discussing today. The CHOP inspection in my experiences have yielded similar results such as these in the past. I planned for this and walked the battalion through the re-gain health process.

-On April 21st, 2020 I created and email for the battalion key leadership (Bn XO, S3, S4) explaining the situation we were handed by the IMEF inspection team. In that email I line out all of the events leading up to the inspection and a plan to ensure health is achieved. The information in the email was collected by having a snap-to discussion with the 15th MEU Platoon Commander, Platoon Sergeant and Platoon Maintenance Chief in my office. In attendance was the releasing Responsible Officer (b)(3), (b)(6), (b)(7)(c) and shortly after this in-person discussion he and I called (b)(3), (b)(6), (b)(7)(c). After this discussion I called the Battalion Commander (b)(3), (b)(6), (b)(7)(c) to discuss a pathway forward and scheduled a follow-up meeting the next morning with him. Facts provided to the staff were:

Acceptance of tractors (H&S and 11<sup>th</sup> MEU) took place 2.5-3 weeks ago according to platoon leadership.

MRB readiness for H&S Co AAVP7s is 87% (4 of 31 deadline are from GS) on 20200408.

MRB readiness for 15th MEU is 92% (1 of 13 deadline) on 20200408.

11th MEU (RO unknown) transferred (6) AAVP7s to 15th MEU.

H&S Co (b)(3), (b)(6), (b)(7)(c) Platoon transferred (6) AAVP7s and (1) AAVC7 to 15th MEU.

NO JLT1 was conducted to gain these tractors from 11th and GS to the 15th MEU.

Native Fury returns to CONUS 20200329.

ROM till 20200413.

IMEF BLT CHOP inspection begins 20200414.

12 of 13 AAVs identified by inspection team as deadline.

Listing of discrepancies will need to be validated.

15th MEU AAV Platoon next operation 20200503.

Steps to fix this issue came in form of this narrative in the same email.... "At this time the 15th MEU and myself will need till 1200 tomorrow (April 22<sup>nd</sup>) to make a sound maintenance decision. The tractors are not going to be virtually transferred till a substantial change in readiness is achieved. All funding for repairs will remain our responsibility until an acceptance agreement is attained. In speaking with the Maintenance Chief, he is planning on having a significant increase in readiness over the next 24 hours. I have surged three available mechanics (2141s) to assist in his validation and Corrective Maintenance efforts indefinitely. The engineer section has a list of discrepancies to validate and begin working immediately. No major (e.g. power plant removal) maintenance is expected at this time. Maintenance runs should be conducted immediately to validate quality control. Daily hot washes will be conducted for the remainder of the week with my RAMP (b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

The decision to field MODs on RCCA only platforms has created an environment that has inhibited our ability to provide the best assets in the battalion for MEUs. I was asked by the BNCO today if his decision to NOT put RCCAs on MEUs in order to assist in the MODs fielding was appropriate or not. The battalion has discussed this at length over the last few months and I would ask that we all shape the messaging together. It is getting hard to find comparable assets to a RCCA tractor in the battalion at this point. The RCCA production line has been producing tractors for over two years now. You can see the issues at hand when locating a legacy IROAN tractor for the MEU; they are all too old and worn out by now. If anybody has a more definitive response to his question, I am all ears".

-On April 23rd, 2020 the battalion took part in our bi-weekly MRB once again where readiness was discussed. On this date which was 3 working days after the IMEF inspection ended (b)(3), (b)(6), (b)(7)(c) who was accompanied by (b)(3), (b)(6), (b)(7)(c) reported an AAV readiness of 54% with only 6 of 13 AAVs being deadline. During this brief it was discussed extensively if the Marines of the 15th MEU had everything they needed in order for them to execute the next operation that was set to begin 20200503. I remember there being no issue to meeting this timeline and we moved on to the next topic for the meeting.

-On April 29th, 2020 the S3 Officer (b)(3), (b)(6), (b)(7)(c) put together an extensive email describing the level of operations the 15th MEU had completed up to this point. The amount of operations was telling to the command that this platoon had operated AAVs extensively and maintenance/supply support was extensive and ultimately accomplished the require training up to this point despite "readiness concerns".

-On May 7th, 2020 the battalion took part in another MRB where readiness was discussed. On this date, which was thirteen work days after the inspection ended (b)(3), (b)(6), (b)(7)(c) reported a readiness of 100% with zero AAVs deadline. The Platoon Staff was not present for this MRB due to them being in the field operating with BLT 1/4 with ALL of their AAVs. During this meeting it was discussed with supply that it was now time for the platoon to formally "CHOP" to the MEU. The agreement we had as a battalion was to ensure the 15th MEU AAV platoon had fully operational AAVs before releasing the EATO transfer in GCSS-MC. We met this requirement and subsequently executed the transfer.

-To better answer the original question, When the AAVs joined the 15th MEU during the discussion at the MRB dated 20200507, none of them were deadline and were considered operational to the best of my knowledge. I cannot fully expect that I am provided all the details all the time and I am forced to make decisions with the information I have received. I am confident that this AAV platoon received the very best gearset and maintenance support we could have provided at the time.

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6), (b)(7)(c)

PAGE 2 OF 3 PAGES

ENCLOSURE

STATEMENT C

(b)(3), (b)(6), (b)(7)(c)

TAKEN AT BMO OFFICE

DATED 20 09 06

9. STATEMENT (Continued)

-During the period discussed above, there were next to zero major defects noted and repairs completed to the best of my knowledge. The majority of the discrepancies brought to my attention were resolved in fairly quick terms. While the maintenance actions were being addressed, Quality Control was done simultaneously in form of maintenance runs conducted by 15<sup>th</sup> MEU and Battalion Maintenance Marines. For a few weeks there were extensive maintenance actions conducted by 15<sup>th</sup> MEU AAV Marines as well as Marines from my Platoon, Battalion Maintenance. To ensure that each AAV received the appropriate attention, weekly discussions about readiness was had with either myself or (b)(3), (b)(6), (b)(7)(c)

AFFADAVIT

I, \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT \_\_\_\_\_ NT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

\_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_

Subscribed and sworn to before me, a person authorized by law to administer oaths, this \_\_\_\_\_ day of \_\_\_\_\_ at \_\_\_\_\_

WITNESSES:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
(Signature of Person Administering Oath)

\_\_\_\_\_  
(Typed Name of Person Administering Oath)

\_\_\_\_\_  
(Authority to Administer Oath)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6), (b)(7)(c)

PAGE 3 OF 3 PAGES

**ARTICLE 31 RIGHTS**

Name: \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c)

Activity: USMC / active Unit: 3d AABn

Telephone number (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_

I have been advised that I may be suspected of the offense(s) of: Possible negligence and possible dereliction of duty and that:

- I have the right to remain silent.
- Any statements I do make may be used as evidence against me in trial by court-martial.
- I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.
- I have the right to have such retained civilian lawyer and/or appointed military lawyer present during this interview.
- I have the right to terminate this interview at any time.

**WAIVER OF RIGHTS**

- I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:
  - I expressly desire to waive my right to remain silent.
  - I expressly desire to make a statement.
  - I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without cost to me prior to questioning.
  - I expressly do not desire to have such a lawyer present with me during this interview.
  - This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

(b)(3), (b)(6), (b)(7)(c)

18

\_\_\_\_\_  
(Witness signature/date)

ENCLOSURE **9/5**



Understanding my rights under Article 31, UCMJ, I wish to make the following statement:

*PLEASE REFERENCE DP FORM 2823 FOR STATEMENT.*

*[Redacted]*

(b)(3), (b)(6), (b)(7)(c)

*[Redacted]*

28

# SWORN STATEMENT

For use of this form, see AR 190-45; the proponent of this form is ODCSOPS

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 Dated November 22, 1943 (SSN)  
**PRINCIPAL PURPOSE:** To provide commanders and law enforcement officials with means by which information may be accurately recorded.  
**ROUTINE USES:** Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.  
**DISCLOSURE:** Disclosure of your social security number is voluntary.

1. LOCATION BLDG 210721, CAMP PENDLETON, CA	2. DATE (YYYYMMDD) 2020-09-08	3. TIME 0800	4. FILE NUMBER
5. LAST NAME. FIRST NAME. MIDDLE NAME (b)(3), (b)(6), (b)(7)(c)	6. SSN (b)(3), (b)(6), (b)(7)(c)	7. GRADE/STATUS (b)(3), (b)(6), (b)(7)(c)	
8. ORGANIZATION OR ADDRESS IMEF CE COMMSTRAT			

9.

I (b)(3), (b)(6), (b)(7)(c) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

I was on board the barge used to recover an amphibious assault vehicle on 7 August, 2020. My task was to document the AAV with still imagery prior to any modifications. This statement will serve to identify changes from the ocean floor to when I took photos of the AAV.

First, I know the underwater drone had to remove a rope from the top rear of the AAV. This also caused some scrapes on the top rear where the rope was kept (Slides 33-35). I also was told that antennae were bent by the arm of the drone while it was attaching hoists to the AAV.

At approximately 1430 on 7 August, the AAV breached the service and it took approximately 30-40 minutes to be set down on the barge. Recovery personnel moved quickly to remove the hoists connected. I believe that this caused a piece to be bent. AAV Marines call this piece the "mushroom" on the top front of the AAV. From where I was standing, it looked to be up and unbent when the AAV surfaced (Slide 6).

In an effort to prevent further fuel and oil leaks and spills, the salvage sailors removed a fuel can from the forward most hatch (Slide 38).

The last modification made was opening of the rear hatch to allow remaining water to expel. I was able to take photos before they moved the hatch handle (Slides 12-18).

The only other information I can provide that is not resident in the imagery is that some MRE items came out and floated away as the AAV was initially surfacing.

10. EXHIBIT	11. PERSON MAKING STATEMENT (b)(3), (b)(6), (b)(7)(c)	PAGE <u>1</u> OF <u>1</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_."  
THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

ENCLOSURE (96)

# SWORN STATEMENT

For use of this form, see AR 190-45; the proponent of this form is ODCSOPS

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 Dated November 22, 1943 (SSN)  
**PRINCIPAL PURPOSE:** To provide commanders and law enforcement officials with means by which information may be accurately recorded.  
**ROUTINE USES:** Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.  
**DISCLOSURE:** Disclosure of your social security number is voluntary.

1. LOCATION II MEF G4 MRB, CAMP LEJEUNE NC	2. DATE (YYYYMMDD) 2020-09-09	3. TIME 1400	4. FILE NUMBER
5. LAST NAME FIRST NAME MIDDLE NAME (b)(3), (b)(6), (b)(7)(c)	6. SSN	7. GRADE/STATUS (b)(3), (b)(6), (b)(7)(c) <b>PLIVE</b>	
8. ORGANIZATION OR ADDRESS II MEF CE G4 MRB, BLDG H-1 JULIAN C. SMITH ST CAMP LEJEUNE NC			

9.  
(b)(3), (b)(6), (b)(7)(c) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

PLEASE ANSWER THE FOLLOWING QUESTIONS IN YOUR STATEMENT:

1. DID YOU KNOW THAT 12 OF 14 AAVS WERE DEADLINED WHEN THE 15TH MEU AAV PLATOON JOINED THE 16TH MEU?  
A. IF YOU KNEW THAT, WHAT STEPS DID YOU TAKE TO CORRECT THIS?  
B. IF YOU DID NOT KNOW, PLEASE STATE WHY THIS INFORMATION DID NOT GET TO YOUR ATTENTION.

I DID NOT KNOW THAT 12 OF 14 AAVS WERE DEADLINE WHEN THE 15TH MEU AAV PLATOON JOINED THE 16TH MEU. TO THE BEST OF MY KNOWLEDGE AT NO POINT WERE THERE 12 KNOWN DEADLINE VEHICLES.

I DID KNOW THAT THEY WERE EXPERIENCING SIGNIFICANT ISSUES WITH THREE P7'S BUT THOSE VEHICLES WERE EXCHANGED FOR DIFFERENT VEHICLES WITHIN H&S COMPANY.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6), (b)(7)(c)	PAGE <u>1</u> OF <u>3</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_."  
THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

ENCLOSURE **(97)**

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT C

(b)(3), (b)(6), (b)(7)(c)

AKEN AT 11 MEF 64

DATED 20200909

9. STATEMENT (Continued)

(b)(3), (b)(6), (b)(7)(c)

11  
20200909

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6), (b)(7)(c)

PAGE 2 OF 3 PAGES

FP

STATEMENT OF

(b)(3), (b)(6), (b)(7)(c)

TAKEN AT 11 MEF G4

DATED 20200909

9. STATEMENT (Continued)

(b)(3), (b)(6), (b)(7)(c)

*1-E*  
*20200909*

**AFFADAVIT**

I, (b)(3), (b)(6), (b)(7)(c), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD. WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMEN

(b)(3), (b)(6), (b)(7)(c)

\_\_\_\_\_  
(Signature of Person Making the Statement)

Subscribed and sworn to before me, a person authorized by law to administer oaths, this \_\_\_\_ day of \_\_\_\_\_ at \_\_\_\_\_

WITNESSES:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
(Signature of Person Administering Oath)

\_\_\_\_\_  
(Typed Name of Person Administering Oath)

\_\_\_\_\_  
(Authority to Administer Oath)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6), (b)(7)(c)

PAGE 3 OF 3 PAGES

ENCLOSURE (197)

Battalion XO directed the H&S CO to exchange those three vehicles from within H&S Co.

From that point forward the 15th MEU vehicle situation seemed to stabilize. The

Maintenance Chief did struggle receiving support from the Intermediate Maintenance

Activity section from the BLT 15. The BMO and I talked about it and he contacted (b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c) at CLB 15 IOT express his concerns with support. According to the Maintenance

Chief the IMA section did begin to show up but it was very selective. Lastly, the Enterprise

Automated Transfer Organization, EATO process seemed to be poorly executed. Service

Request (SR) were closed via 3D AAV BN supply before the transfer, creating reporting

issues and the inability to order parts and conduct the appropriate Secondary Repairable

(SecRep) exchange. In turn causing vehicles to be deadline and or degraded longer than

normal. The morning of 31 July was my last day at 3d AAV Bn, to the best of my

knowledge, on that day, the EATO still had not been executed.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(b)(3), (b)(6), (b)(7)(c)

*20080901*

\_\_\_\_\_  
Date

\_\_\_\_\_  
Witness Signature

\_\_\_\_\_  
Date

## ARTICLE 31 RIGHTS

Name (b)(3), (b)(6), (b)(7)(c) Rank/Rate (b)(3), (b)(6), (b)(7)(c)

Activity: Ground Ordnance Chief Unit: II MEF MRB G4

Telephone number (b)(3), (b)(6), (b)(7)(c)

I have been advised that I may be suspected of the offense(s) of: Possible negligence and possible dereliction of duty and that:

- I have the right to remain silent.
- Any statements I do make may be used as evidence against me in trial by court-martial.
- I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.
- I have the right to have such retained civilian lawyer and/or appointed military lawyer present during this interview.
- I have the right to terminate this interview at any time.

## WAIVER OF RIGHTS

- I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:
  - I expressly desire to waive my right to remain silent.
  - I expressly desire to make a statement.
  - I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without cost to me prior to questioning.
  - I expressly do not desire to have such a lawyer present with me during this interview.
  - This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

(b)(3), (b)(6), (b)(7)(c)

LD200909

(Witness signature/date)

ENCLOSURE (98)

Understanding my rights under Article 31, UCMJ, I wish to make the following statement:

In my opinion this situation went south beginning with the Battalion Reorganization (ReOrg) Plan. The original plan was for the forming 15th MEU to fall in on the returning 13th MEU's vehicles and equipment. However, during the process the decision was made to reorganize the Battalion's equipment and personnel. The 13th MEU's vehicles were transferred to Co A and the 15th MEU staff was directed to pull the best vehicles from the Admin Deadline Lot (ADL) and H&S Company. To the best of my knowledge, this plan and decision was conducted without input from the Battalion's Maintenance Officer (BMO) nor Chief (BMC). Upon finding out via the 15th MEU Maintenance Chief, I asked the BMO if he knew about it and he said no. I asked the Operation Officer why the drastic change (13th MEU Vehicles to Co A) and he informed me about the decision to ReOrg the Battalion. Historically, the MEU platoons have always received the best vehicles or vehicles known to perform well..ie..Return to Condition Code Alpha (RCCA) or the latest vehicles to arrive to the Battalion. In this instance, the MEU personnel didn't have a choice. The Platoon Commander, Platoon Sergeant, and Maintenance Chief voiced their concerns to me. I told them, just like them, I had no say or authority in that decision. I did express to them that I vehemently disagreed with the Battalion's Reorganization Plan and that it didn't make any sense to drastically ReOrg the Battalion. The Battalion didn't have the manpower to support the ReOrg, hence the need of the Admin Deadline Lot. As the 15th MEU began to train on the vehicles, they experienced more than normal repairs. I assume that was because the vehicles from the ADL had not been operating (minus quarterly start up) for nearly a year. They were experiencing significant issues with three P7's, so the BMO and I surged support to them in order to (IOT) to get them operational. Due to the operational tempo, the



Summary of Interview

On Aug 20, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

Once we landed on the beach that day everything looked good. My vehicle was Track 12 and it blew a hub, so there was a lot of time spent trying to decide how to fix the Track. There was a discussion among the leadership on what to do. It had become evident at that time that Track 12 would not be able to go back into the water. We consolidated all the vehicles back onto the beach head where we discussed what to do. My job as the Co 1stSgt is to have 100% accountability of all personnel and equipment at all time. So I felt it was my responsibility to be the last guy off of that island. As the senior enlisted advisor it is incumbent on me to ensure that my Marines are good to go and I don't leave any Marines on any training site that we go to. I don't know if I discussed this with anyone, I think it is just generally implied that anytime I go out to the field I'm going to be the last guy to get on the vehicle.

The Company Commander wanted to be down there as well. He wanted to be sure that we saw all the motions and did not want to be away from any potential friction points. We did not anticipate that Track 5 would go through what it ultimately went through. We had the Company Gunnery Sergeant back on the ship and I felt that he had the ability to see things through.

There was no concern that the Company Commander, Company First Sergeant, AAV Platoon Commander and AAV Platoon Sergeant, who was the most experienced AAV crewman were all staying back. This was not a comfort based decision to keep Marines back, it probably caused discomfort to the individuals that stayed back. There were three fully capable SNCO's that were out in the water for the Trackers. They had a lot of good leadership out on the water with them.

I don't recall why the decision was made to send the Tracks back with people on them. There was no reason at that time to question that decision. There was no pressure to send vehicles back, it was more a matter of getting the guys an opportunity to get back on ship with good food and get out of the sun.

This was our first time outside of the Underwater Egress Trainer that we had gotten any training with the Tracks in the water. Before that we had only trained on land. This was our first time being in the AAV in the water. I was confident in the training that had been available

to us. I do feel like we had adequate training, but this was my first time operating with the AAVs.

I know that there was a training accident with the AAVs, but I wasn't there and don't know exactly what took place. I know that the Marines got briefed on the AAVs prior to heading out that morning. I think that water at the boot top level is when you notify the AAV Rear Crewman and he would relay that information to the vehicle commander.

The day prior to the incident I had gone down to the well deck to talk to the Marines and to see how they were doing. I don't remember who specifically I interacted with but I wanted to make that the area was squared away. The days leading up to that event are foggy though.

I got an embark troop brief the morning of the incident. From what I heard from (b)(3), (b)(6), (b)(7)(c) every Marine went and got an embark troop brief after having gone through the accountability process. I got instruction on how to use the life vest as well. I was told that all the Marines got this explanation as well.

ARTICLE 31 RIGHTS WITH CLEANSING WARNING

Name (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_  
Activity: \_\_\_\_\_  
Telephone number: (b)(3), (b)(6), (b)(7)(c)

Rank/Rate (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_  
Unit: BLT 1-4 B Co

I have been advised that I am suspected of violating the following Articles of the Uniform Code of Military Justice: Dereliction of Duty / Negligence

I have been advised that:  
[Initial]

- I have the right to remain silent.
- Any statements I do make may be used as evidence against me in trial by court-martial or other administrative or disciplinary proceeding.
- I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.
- (b)(3), (b)(6), (b)(7)(c) I have the right to have such retained civilian lawyer and/or appointed military lawyer present during this interview.
- I have the right to terminate this interview at any time.

WAIVER OF RIGHTS

I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:

- I expressly desire to waive my right to remain silent.
- I expressly desire to make a statement.
- I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without cost to me prior to questioning.
- (b)(3), (b)(6), (b)(7)(c) I expressly do not desire to have such a lawyer present with me during this interview.
- This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

(b)(3), (b)(6), (b)(7)(c) I understand that the statement I made previously to (b)(3), (b)(6), (b)(7)(c) is not admissible at court martial and cannot be used against me, and that I can still remain silent now if I want to.

(b)(3), (b)(6), (b)(7)(c)

2020 0820

(witness signature/date)

Understanding my rights under U.C.M.J. Article 31, I wish to make the statement attached on the following pages.

ENCLOSURE (100)

Synopsis of Interview conducted on 3 August 2020 with (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) USMC, Battalion Landing Team 1/4  
Communications Chief.

The investigating officer began the investigation without reason to believe that gross negligence or a violation of the UCMJ had been the cause of the sinking. All initial statements were taken without article 31 rights advisements or waivers.

Upon arriving on USS SOMERSET, the investigating team set up Commander of Troops office.

(b)(3), (b)(6), (b)(7)(c) stated that he had video from his camera phone of launch at West Cove and then approximately 10 to 15 minutes prior to the AAV sinking.

(Separate note: the investigating team recovered that video and it is part of the investigation.)

(b)(3), (b)(6), (b)(7)(c) stated that this was the first time he had travelled in an AAV and had been excited that is the reason he had video recorded the event. (b)(3), (b)(6), (b)(7)(c) was traveling in the troop commander's position on the C7 AAV. He began his story about 30 minutes into the movement from West Cove to USS SOMERSET. (b)(3), (b)(6), (b)(7)(c) stated that the seas seem to get worse as the moved out from San Clemente Island. As they were getting closer to the ship the seas seemed to be getting worse. (b)(3), (b)(6), (b)(7)(c) estimated that his AAV was 30 yards in front of AAV 5. He remembered hearing that a vehicle was taking in water and telling (b)(3), (b)(6), (b)(7)(c) that he saw someone waving a flag. He started relaying what he was seeing down to (b)(3), (b)(6), (b)(7)(c) and that the NOTM P7 was closer and they were near the vehicle when it sank. He and (b)(3), (b)(6), (b)(7)(c) had gotten onto the top of their C7 AAV. (b)(3), (b)(6), (b)(7)(c) stated that (b)(3), (b)(6), (b)(7)(c) came up and he got into the water and pulled (b)(3), (b)(6), (b)(7)(c) to the C7 (b)(3), (b)(6), (b)(7)(c) had blood in his nose and he immediately started to conduct CPR on him, he got (b)(3), (b)(6), (b)(7)(c) breathing and got a heartbeat. Then (b)(3), (b)(6), (b)(7)(c) came up and the XO jumped in to get (b)(3), (b)(6), (b)(7)(c). Shortly thereafter, the Navy RHIB came in and took (b)(3), (b)(6), (b)(7)(c) back to the ship. They continued looking around for survivors but did not see anything. But then the got back into the vehicles and moved back and recovered onto USS SOMERSET.

recommended we interview the following personnel:

(b)(3), (b)(6), (b)(7)(c)

I, (b)(3), (b)(6), (b)(7)(c) \_\_\_\_, agree that this is a correct synopsis of the free and voluntary statements I made to (b)(3), (b)(6), (b)(7)(c) whom

ENCLOSURE (10)

I know to be a member of the command investigation team inquiring into the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 20 July 2020.

Signature \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_ Date 200911

VOLUNTARY STATEMENT

I, (b)(3), (b)(6), (b)(7)(c) make the following free and voluntary statement to (b)(3), (b)(6), (b)(7)(c) whom I know to be a member of the command investigation team inquiring into the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. I make this statement of my own free will and without any threats or promises extended to me.

The date was 27 July. We came out of the Rain Room to go to the ship. (b)(3), (b)(6), (b)(7)(c) was the last one on, so he was mainly in charge of doing all the splash team checks. He went from my vehicle, which was Track 12, all the way down to Track 1. I recall that splash time was 1200.

(b)(3), (b)(6), (b)(7)(c) had gotten comm with the ship about an hour before hand. He had to walk out onto the jetty wall to get comm with a man pack, we couldn't see the ship from where we were. We planned to swim for about an hour and recover at 1300.

I don't remember who helped (b)(3), (b)(6), (b)(7)(c) do the splash team checks. My SOP for the splash team checks and the pre-ops is to have the section leaders keep the check list for the pre-ops. What we do is have the vehicles shut off and we check the hull plugs to make sure they are good. Then we fire up the vehicle and check it from the top to make sure the plenums are good and the indicators are up. I check the bilge pumps in the front and the cargo hatches and the bilge pumps in the back. Typically my assistant will check the bow plane, the back hatch, and the buckets. From what I saw that day, (b)(3), (b)(6), (b)(7)(c) was running through this process with two Marines.

When we splashed, I was in the first vehicle out. We had solid comm with the vehicles behind me, we had no issues heading out to the ship. Once I got beyond the jetty one of my port side lateral drive shafts broke so we pushed forward in water tracks. At that point, I had visual with the ship and comm on Boat Alpha. I did not see a safety boat but (b)(3), (b)(6), (b)(7)(c) called out on comm that the safety boat came up next to him during the movement, and we had also been briefed prior to splashing that there would be one.

I think we recovered onto the ship at around 1315. Comm was sporadic with the ship for a while. I would get a radio check from them on Boat A but would not get a response from them for quite some time (b)(3), (b)(6), (b)(7)(c) could get sporadic radio checks with them on Boat B. The ship was not maintaining comm on Boat A as briefed so the Lt and I were switching back and forth in an attempt to get solid, consistent communications with them. By what it sounded like over the radio the ship would get a radio check on either Boat A or Boat B but did not maintain communications with us right after. There was no consistent

comm with the ship during the majority of our movement to the ship. By the time we established a good two way conversation with them was about 10 minutes before we recovered. The ship initially suggested that we do some gator squares while they did some flight operations, but I let them know what we had some vehicles that were moving in water tracks. I told them that these vehicles we would follow close behind the ship until it was time to go green well. The vehicles that were not in water tracks conducted gator squares.

Eventually we got all the vehicles onto the ship. After that, we did our after ops. We kept the guns mounted and just cleaned them in place. After that we got situated in our berthing and secured our small arms and remaining serialized gear in the armories.

The next day we went through our vehicles again. Track 14 was getting worked on for the issue it was having with its buckets, and Track 11 was worked on for a broken actuating arm. Track 12 had replaced the broken lateral drive shaft. Track 9 was having issues with its transducer and its ability to read water temperature. The day after that was when we determined that it wasn't the transducer that was malfunctioning, but that it was actually the digital display module (DDM). Track 9 would need this replaced to be operational as an inability to read water temperature is dead-lining.

The 29<sup>th</sup> was when we were doing prep for going out the next day. We didn't know exactly what our timeline was so we were just trying to get ready. We got the confirmation brief that evening and gave that to the Marines and did MACO drills. We had all our section leaders above go up top to get the confirmation briefs.

After the pre-ops were done on the 29<sup>th</sup>, we had the section leaders get with their respective infantry Platoon Sergeants and they did emergency exit drills. The section leaders were in charge of this training. I was only present for the beginning of the training as I had a meeting to attend. I don't recall what gear they had with them at the time, but I think they were probably slick for the training.

We did pre-ops that day around 1300. I saw the section leaders looking over the pre operational checklists, but I don't know if they retained them or not. We did the MACO drills that night and then passed the word that reveille would be at 0300. I got in bed at around 2300 that night.

The next morning, reveille was at 0300. The Marines made their way down to the vehicles at 0330, and at 0400 they were supposed to be conducting their pre-ops and checking out their vehicles. Combat Cargo was supposed to be there at 0400 to help us un-gripe the vehicles but they didn't show up on time so we un-gripped ourselves. Chow was supposed to start at 0400, and I believe there was a plan in

place to get Marines to chow. I know I saw some Marines go up to get chow, but I'm not sure that everyone got chow that morning.

At 0600 we did call-away procedures. It started out with the AAV Platoon first to make sure that everyone was present and then they went down to their vehicles and the crew chiefs stayed with me and the 1stSgt. We then did one Track at a time after that.

Prior to doing the call-away procedures, I did my pre-splash checks of the hull plugs before the vehicles started up with (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) Around that time I reminded the crew chiefs to do embark troop briefs before they loaded up. I can't confirm whether the section leaders collected their pre-ops checklists. I didn't collect any of the pre-ops. The section leaders have it and if they have any issues they come to me. I think I saw (b)(3), (b)(6), (b)(7)(c) with more than one so I assume he probably had his sections with him.

The splash team checks were conducted in the upper V where the vehicles were stowed. I didn't want to impede the timeline, so I started the running checks as soon as the vehicles were loaded up and all the hatches were shut. I started with Track 1 and worked my way all the way through. The only Track that didn't get a check was Track 9 because it wasn't going out.

At that point, about halfway through the splash team checks was when they started heading down towards the well deck. I finished all the way up to my vehicle and got on. There were about four to five vehicles still in the upper V at that point in time. So I got on comm and started seeing what the word was.

The original splash time was supposed to be 0700, but it was around 0740 by the time I got in my vehicle and I think the actual splash time was 0745 by the time we splashed.

I did go to the flight deck with (b)(3), (b)(6), (b)(7)(c) to get a sea state assessment prior to MACO. I think it was more than a sea state one, but it was also definitely less than a four. I think it was probably a sea state two. Once I actually got in the water I think it was actually more of a sea state three. It was nothing too crazy though.

There were no big issues coming in. Track 14 slowed down in the kelp bed but they made it out fine. It was about a 30 minute swim before we got on the beach, maybe a little more.

We paused a little bit on the beach to prepare for land operations. (b)(3), (b)(6), (b)(7)(c) were also trying to figure out what was going on with a van that was supposed to be escorting us through the training areas. We then went to the objective. Third section stayed back in the vicinity of the landing beach site to establish a blocking position along with C-section. The objective was about 8 or 9 kilometers away. During the actions on the objectives some of the



ADR guys showed up and told us that they needed a ride and to adjust the pick-point as it had changed from what was briefed.

Around that time I had my rear crewman check out the vehicle and that's when we discovered that the starboard number two road wheel hub had blown. We then started looking for parts. We tried to see if any of the other vehicles had spare parts but they didn't. At that point we started talking to the ship to see if we could locate and acquire the parts. Prior to that, when we were on the ship, we found out that the reason CLB wasn't getting back to us on the 9 Block was that it was almost nonexistent. We had been trying to work with her to get the DDM for the downed Track but her main answer was that she was there to support CLB and couldn't release those parts to us. She said that she had to wait until she got confirmation from her Lieutenant who was on the MKI.

We passed our requests up and it took several hours for us to get the answer that the parts weren't coming. We were initially told that there were some parts in an LCAC that were going to be dropped off. I think that around 1430 to 1500 was when we were told that our parts weren't coming and that we needed to splash that afternoon or we would have to wait until the next day. I made my way to the beach on Track 4.

Once we got to the beach we found out that there was no parts on the LCAC and that we would have to splash back that afternoon. I talked to (b)(3), (b)(6), (b)(7)(c) and asked if the vehicles were good and if they were ready to go and he said yes. At that point I was getting accountability of the Marines that were going to ship with (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c)

At that point we had already determined that we were going to keep four vehicles back. I recommended to the Lieutenant that at least Track 11 should stay since it didn't have any packs on it. It sounded like the main goal was to get as many packs back on the ship that evening as possible. I know that the Lieutenant likes to be the last one out of the field. I think the CO may have wanted him to stay out in the field too because if any of the Marines were in the field he wanted to be out there too.

I then went down to the beach where (b)(3), (b)(6), (b)(7)(c) was finishing his SUROB. I helped to make sure that it was being done right and assisted in the final calculations. We assessed the SUROB to be a 2.1 and the sea state was a one from.

After that (b)(3), (b)(6), (b)(7)(c) immediately started doing splash team checks on his vehicles. (b)(3), (b)(6), (b)(7)(c) vehicles were already parked and staged and he was already going through the sequence of splash team checks for his vehicles. (b)(3), (b)(6), (b)(7)(c) was pulling up behind him and was starting to do his as well. I asked (b)(3), (b)(6), (b)(7)(c) why he hadn't done

his splash team checks prior to doing the SUROB since that would have saved some time. He finished his splash check shortly after that.

After that I went vehicle by vehicle with (b)(3), (b)(6), (b)(7)(c) to verify the counts. During that time they were finishing their splash team checks by section and (b)(3), (b)(6), (b)(7)(c) was trying to get comms with the ship. When we first started calling, we couldn't see the ship yet. The ship wasn't responding for about 15 minutes or so. (b)(3), (b)(6), (b)(7)(c) finally got comms with them and I had him verify if they were ready for us to splash. He then gave me a thumbs up and said they were ready to splash. I was the one who actually guided the Tracks into the water.

Prior to splashing, I asked the section leaders if the splash checks were good. I saw (b)(3), (b)(6), (b)(7)(c) doing it, so I then checked with (b)(3), (b)(6), (b)(7)(c) who was sitting in his turret. I asked him if the splash team checks were good and he gave me a thumbs up. I think (b)(3), (b)(6), (b)(7)(c) collected the pre-ops checklist. (b)(3), (b)(6), (b)(7)(c) kept his. (b)(3), (b)(6), (b)(7)(c) had the rest of them. After the incident, (b)(3), (b)(6), (b)(7)(c) told me that he had collected them and that he had them in the vehicle, but he could not find them.

After we splashed the vehicles, I left Track 11 on the beach to act as a safety vehicle in case we needed to recover anyone close to shore. I monitored the comm on the movement of the tracks to the ship on track 11 from the TC hatch. (b)(3), (b)(6), (b)(7)(c) was on the comm in the turret of that vehicle. Everything seemed fine, the ship was coming towards us either shortly after they splashed or right after. I think that it got around 3 KM away from the beach before it went to its portside and started heading north. I was monitoring comms and could hear (b)(3), (b)(6), (b)(7)(c) briefing the Platoon that the ship was in flight quarters and could not recover AAVs.

The ship came back around towards the AAVS and did a J-turn, but it was moving pretty quick. I could hear (b)(3), (b)(6), (b)(7)(c) switch over basically carrying on a conversation making sure everyone in the Platoon was good. Then I could hear that he was off the net for a little while so I assume he was talking to the ship. After that he came back on the Platoon Tac, and that's when he said the ship was refueling aircraft and would not be able to recover AAVs during this time.

At that point they were far enough away that we could barely see them. That was when (b)(3), (b)(6), (b)(7)(c) said that he was going to have to tow track two. He said that they had lost comm because they were using the November flag. He said that their engine was not running and that they were going to hook for tow. I asked him where they were going to tow them to. I thought the nearest safe haven was going to be the ship, but (b)(3), (b)(6), (b)(7)(c) said something about not being able to get good comm with the ship and that they would head back to the beach.

It was about that time that we heard Track 5 call out saying that "I might have to do a troop to troop transfer." At that point I knew that comm was fading so we had to move to a better location. So I had (b)(3), (b)(6), (b)(7)(c) start the vehicle and we moved down the beach a little bit to a cliff area. We could see the ship, but had difficulty seeing the AAVs due to the distance. We were about halfway there when the Lieutenant relayed to me that track 5 had water at the deck plate level. He was going back and forth between the Platoon Tac and the ship, I was staying mainly maintaining comm on the Platoon Tac.

They were not responding on comm at that point. We could hear conversations between Track 14 and Track 1. By the time we got onto the cliff, I could see (b)(3), (b)(6), (b)(7)(c) coming back, but I couldn't see the rest of the Tracks heading out.

I remember that (b)(3), (b)(6), (b)(7)(c) was getting recovered basically right around the time that (b)(3), (b)(6), (b)(7)(c) said that he might need to do a troop to troop transfer. I think that (b)(3), (b)(6), (b)(7)(c) was recovered by the ship before (b)(3), (b)(6), (b)(7)(c) called out that he had water at the deck plate level, but I'm not sure.

From what I recall, we heard (b)(3), (b)(6), (b)(7)(c) say "I think I may need to do a troop to troop transfer" while we were still stationary on the beach. We then started moving and then while we were driving I heard that there was water at the deck plate.

At the cliff we were trying to get a visual of the AAVs, but we couldn't really see them and comm was intermittent. Track 5 called out once, I could tell it was (b)(3), (b)(6), (b)(7)(c) he said "Papa Sierra..." and then he cut out. Track 14 was the one we had the best comm with at that time and I was asking him where Track 5 was. I know that the last we heard, Track 5 might need a troop to troop transfer and might have rising water levels. Track 14 said that he couldn't see him, and that he was getting closer to the ship. I told him that he was the only one I had comm with and that he should go find Track 5. From the radio conversation I heard, it sounded like Track 14 then took the C7 with him and finally found Track 5.

At that point Track 14 called back and said they were about 35 meters from Track 5 and that they were going to do a troop to troop transfer. After that I didn't get comm with Track 14 again. About 10 to 15 minutes later we got comm with the C7 and they were already making their way back to the ship.

The Lieutenant was the one who heard through Boat Alpha that Track 5 had sank. I think that 10 to 15 minutes passed between when I heard (b)(3), (b)(6), (b)(7)(c) say that they might need to do a troop to troop transfer and when I heard from the Lieutenant that Track 5 had sank. I'm not sure exactly who told the Lieutenant that Track 5 had sank but I believe it was passed on the ship tac.

After that, once I got comm with the C7 I was trying to figure out if there was a complete troop to troop transfer. I could tell by the responses I was getting that the person I was talking to was pretty shook up. He said something like "conducted a troop to troop transfer." I asked what his position was and he said that he was right behind the ship. Right before they recovered I asked him where Track 14 was and he said that they were right behind them. (b)(3), (b)(6), (b)(7)(c) confirmed with the ship that Track 14 was recovered since I could not get the vehicle on platoon tac.

Tracks 1 and 2 had just made it back to the beach at that point and we were mainly trying to get accountability and trying to get comm with the ship. It was very difficult to get comm with the ship. We tried to use the LCAC, but even they were having a hard time. We ended up mainly relying on SATCOM. The big thing at that point was accountability. We made a byname roster of everyone who was on the island with us.

We were wearing SAPI plates that day. Front and back, no side SAPIs.

The command climate and communication between the AAV Platoon and Bravo Co was always very good. They did want to push the timeline that day, but we kept it as slow as we could to keep things safe. I don't feel like they ever pushed so hard that day that they were going to create an unsafe condition.

I think there may have been some friction on the officer side during the planning phase. From what I had heard the S-3A may have been pushing some things that didn't make sense.

The Lieutenant did bring up the night prior that there was no SUROB and that there was no plan for an accurate SUROB since ADR who was what we were planning on getting the SUROB would be dropped off at a different beach.

After the serial call-aways that morning on ship, I reminded the section leaders to do the embark troop briefs and I could visually see them doing it as 1stSgt and I were conducting the MACO gate. On the way back to ship I saw one vehicle finishing up and everyone getting back in their vehicles as I was pulling up to the beach area. By the time I got to the beach they had already had two to three hours so they were mostly finished by that time.

I wasn't there physically, but the briefs on the ship the night prior would have covered the proper use and wear of the life jackets. I wear the LPU41 on top of the flak.

The life jackets are designed to float you with all your gear, so if you have enough time you can ground your gear in the Track prior to getting out, but the life jacket is designed to float you with

everything so it doesn't make sense to me to slow down the process in  
in the vehicle to ground gear prior to getting out.

Signature

(b)(3), (b)(6), (b)(7)(c)

Date 2020/09/23

**ARTICLE 31 RIGHTS**

Name: (b)(3), (b)(6), (b)(7)(c)

Activity: \_\_\_\_\_ Unit: 1STLt MAEL, BCT 4th, B CO, AAV PCT

Telephone number (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_

I have been advised that I may be suspected of the offense(s) of: Dereliction of Duty, Negligen  
and that:

I have the right to remain silent.  
Any statements I do make may be used as evidence against me in trial by court-martial.  
I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.  
I have the right to have such retained civilian lawyer and/or appointed military lawyer present during this interview.  
I have the right to terminate this interview at any time.

(b)(3), (b)(6), (b)(7)(c)

**WAIVER OF RIGHTS**

I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:

I expressly desire to waive my right to remain silent.  
I expressly desire to make a statement.  
I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without cost to me prior to questioning.  
I expressly do not desire to have such a lawyer present with me during this interview.

(b)(3), (b)(6), (b)(7)(c)

This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

(b)(3), (b)(6), (b)(7)(c)

0817

ENCLOSURE (103

VOLUNTARY STATEMENT

I (b)(3), (b)(6), (b)(7)(c) make the following free and voluntary statement to (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_ whom I know to be a member of the command investigation team inquiring into the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. I make this statement of my own free will and without any threats or promises extended to me.

I have deployed on three MEUs before this as part of an AAV Platoon. I did not feel that my Platoon was ready to become part of the 15th MEU, at least not right off the bat in January. Things were kind of all jumbled up when we first stood up as a Platoon. I talked to a few people about different aspects of this to express my concerns. My first issue in mid-January was manpower. We were trying to go support NATIVE FURY and we were undermanned from the products that I had seen. We were supposed to have a full MEU Platoon with 53 Marines, but we were roughly around 38 or 39 Marines and about 8 or 9 of them were short time Marines that were on their way out. Some of them could support NATIVE FURY, but they couldn't support the MEU with the time they had left in the Marine Corps. For that I went to both (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) to look over our manpower. For the vehicles it was very strange how, initially we had vehicles but they were slated to get turned over to Alpha Co. and we were supposed to take over 11th MEU Platoon vehicles, however they were also getting extended from returning from their deployment. So (b)(3), (b)(6), (b)(7)(c) and got up with Battalion maintenance as well as the key leaders in different companies to see what the most feasible plan would be to get vehicles. We were trying to figure out how we could set the Platoon up for success.

I was aware from my prior experience that MCCRE's were supposed to be done before we CHOP'd to the BLT. Scheduling was what stopped us from completing this. The first priority when we first stood up the platoon in January of 2020 was NATIVE FURY in March, and the priority for NATIVE FURY for the short PTP was CMP shoots, all the annual training needed to be complete for that like gas chamber and several PTP classes and training. We basically went from somewhere in the mid-30's personnel wise to 53 for Native Fury. We got rid of a few that couldn't make the entire deployment. The workup for NATIVE FURY was mostly CMP and annual training, we did do an AAV gunnery portion in that, but by that point it was already mid-February and we were getting ready to go to UAE at that point. In order to conduct the AAV gunnery training we had to borrow vehicles from H&S Company. We had to spend 2 days fixing the vehicles as only 1 was operational for us to use in gunnery when we were assigned the vehicles we would take to the

range. I'm not sure why my Platoon was picked to go to UAE. As soon as I took over they just told me that was my next mission.

When we CHOP'd the MEU, the BLT training chief was aware of the shortfalls in training that we had. I talked to (b)(3), (b)(6), (b)(7)(c) over there and told him that we were trying to play catch up. They had some training events lined up that coincided with some of the events that we had, the main push was getting SVET qualified and things like that. There was a plan to fix the training issues as some of the training planned would help with AAV training. A vast majority of things planned at this point were changed by the time of execution.

I was aware that there were 12 of 14 vehicles dead lined when we CHOP'd to the MEU. The plan to fix that situation was that we had a week to turn that around before EOTG Raid. We were able to get them operational, at least to support the raid for land. It did strike me as strange that we were CHOP'ing to a MEU with 12 of 14 vehicles dead lined. Six of the vehicles had to be towed the day we received them. We brought that up with Battalion maintenance and what we were told was that we weren't supposed to get the vehicles with the new comm system because there wasn't enough support behind that to replace any parts that were broken. So that kind of narrowed it down. They were also looking at some of the mods that were coming up. We were basically kind of key holed by this are these were the vehicles that we could take at that time. We brought Battalion maintenance together with (b)(3), (b)(6), (b)(7)(c) I think the Lieutenant was still in ROM or in UAE when we had the initial conversation. (b)(3), (b)(6), (b)(7)(c) put together some paperwork to support our argument, but when we showed up to meet with all those gentlemen, they told us that these were the only vehicles available to support the MEU at that time.

(b)(3), (b)(6), (b)(7)(c) showed up to the Platoon in the beginning of January maybe a week or two before I did.

There was a collision between Track 5 and Track 4 during RUT. Basically the damage was that some of the armor pieces were scraped and broken. The gypsy rack was cracked and a portion of the bow plane where it hinges was cracked. The bow plane got welded, the gypsy rack got replaced, and I think one piece of armor got replaced. The nature of the collision was basically a miscommunication. It was determined that (b)(3), (b)(6), (b)(7)(c) was in the turret and he told his driver to turn left and he turned right instead,

The 27<sup>th</sup> of July was the day we swam to the USS Somerset. The show time for the platoon was 0700 and the splash time was 1200. I think the swim was an hour and a half to two hours. We did have a few maintenance issues. My vehicle, Track 12, had a drive shaft that broke so we had to go in water tracks the majority of the way to the ship. There were issues with two other vehicles as well. I believe it was Track 14 and Track 11, their buckets started malfunctioning so



they had to go in water tracks as well. We were able to get the replacement parts for those issues almost immediately out of the quadcon we had on ship.

Once we were on the ship we started doing pre-ops daily to make sure the vehicles were operational as well as daily PMCS sheets. That was how we determined the following day that vehicle 9 was dead lined because it wasn't able to read water temp. The pre-ops are collected by the section leaders and the PMCS sheets stay in the vehicle discrepancy folders.

We did the pre-ops that evening prior to the morning of the 30<sup>th</sup>. I verified by going up to each section leader and asking them if there are any issues with their vehicles. The morning of the exercise we double checked with the section leaders to make sure their pre-ops were good and if there were any issues with the vehicles. I conducted the splash team checks myself on all the vehicles prior to launching off the ship. My SOP for the splash checks is to check the bilge pumps, check the plenum indicators to make sure they are in a raised position and locked, I check the hatches, the bow planes if the space permits, I check the back hatch. Prior to starting the vehicles I check the hull plugs as well. There were no issues that we found.

I was part of the confirmation brief the night prior. I think it started at around 2100. We conducted egress training with the Bravo Co. Marines in the well deck of the ship the day prior to splashing off of the ship. I saw one platoon coming down as I was going up for a meeting. Later on the section leaders confirmed to me that they conducted this training. The embark troop briefs were conducted by the crew chiefs by vehicle while myself and (b)(3), (b)(6), (b)(7)(c) were doing the MACO drills and getting accountability. They conduct this by reading a list verbatim and then demonstrating how the life vest works and how to egress a vehicle. All the sections got that brief before splash. The night before we conducted call-away drills an hour after the confirmation brief.

That morning, at 0300 the AAV Marines were coming down to the vehicles. Serial Call-away drills started at 0600. The no-go criteria for the day was that sea state four is a no-go for splashing per the SOP. I think (b)(3), (b)(6), (b)(7)(c) went up to the LFOC and got a METOC report, which said that it was a sea state one. We went up to the flight deck and realized we were too high up, we ended up looking through one of the doors in the well-deck. I think it was a little bit more than a sea state one, maybe a two or a three. That is still within our capabilities though. My understanding is that the Lieutenant would make the call to splash because he is the senior AA commander.

During the confirmation brief, I don't recall if the USS SOM said they could support with a safety boat. I know they said it in the pre-sail

brief though. I did not hear anyone come down and tell the Lieutenant that the ship could no longer provide a safety boat because it was broken.

I think it was a sea state three the majority of the way in to the island. Track 14 had issues getting through the kelp bed, about 800 meters from the beach. We had to slow down a little bit for it, but there were no other issues on the way in.

Track 12 went down for a road wheel hub. We were down at the objective when we found that out. I wasn't aware of any other major discrepancies with the vehicles. During one of the interviews with the investigative team I was asked if I knew if Track 5 was out of transmission oil, I am not aware that Track 5 was out of transmission oil. I have not been told or had any indication that there was an issue with the transmission oil of track 5.

After the raid was complete we were trying to get parts for Track 12. At some point the ship said that they didn't have all the parts. At that point we knew that Track 12 was not going to be splashing that day. By the time I got to the beach the vehicles there were already preparing to splash. I went around with (b)(3), (b)(6), (b)(7)(c) and verified who was going where to get accountability. When I first got to the LZ I saw (b)(3), (b)(6), (b)(7)(c) and verified with him that his vehicles were ready to go. From what I saw I don't think that there was any confusion getting accountability, we were just verifying and making sure that we had as many personnel going to the ship as possible. It seemed like when we got there the main priority was to get ADR and the OpFor out of there since they had already been out there for a while. I can't say a specific person that was coming from, it was just kind of a general consensus.

We wanted to maintain a section's worth of vehicles on the island in case they had to splash back to the ship on their own that they could do so safely and mutually support each other. Initially it seemed like they wanted us to take every single vehicle back except for Track 12, but that's not how we operate. I think someone on the C7 was talking to the ship. We had comm with the ship through one of Bravo Co.'s data Marines while we were at the objective.

Typically I would be the one to remain behind since I am the Platoon Sergeant and it was my vehicle that went down. I know we picked Track 11 to stay back because it didn't have any passengers on it and we were trying to get more people back to the ship. Track 4 was selected by (b)(3), (b)(6), (b)(7)(c) and I didn't question it too much. Typically that's what the Lieutenant and the CO like to do. If there are Marines staying in the field they're going to stay with them.

The splash team leader was (b)(3), (b)(6), (b)(7)(c) He checked his vehicles and the section leaders check their own vehicles. (b)(3), (b)(6), (b)(7)(c) was

conducting a SUROB at the time and I assisted him in doing the math. He inspected his vehicle and I could see (b)(3), (b)(6), (b)(7)(c) doing his checks on top of his vehicle and I could see (b)(3), (b)(6), (b)(7)(c) doing the checks on the top of his vehicle.

Initially, when all the vehicles were staged and we had gotten accountability, I got with (b)(3), (b)(6), (b)(7)(c) to make sure he had comm with the ship. We had some trouble getting comm and I think it took 10-15 minutes for us to get solid comm. At that point (b)(3), (b)(6), (b)(7)(c) said the ship had said that we had thumbs up to splash and then he told that to the Lieutenant.

There were no command climate issues or communication issues between the AAV Platoon and Bravo Co.

I have been on three MEUs before this one. I was crew chief on the first and second ones, and then I was assistant section leader on the third. I have also deployed on AAVs for 3 UDPs. As a crew chief for my first UDP, then as a section leader for my second and a Platoon Sergeant for the last UDP in May of 2019. For this MEU I had a four month period to get the Platoon ready to CHOP. For the other MEUs I did we had at least 6 months to prepare prior to CHOP. We were definitely planning for a lot out of UAE to get some of the AAV training out of the way. That was the plan, to use NATIVE FURY to get some of the training in. But what ended up happening was that half of the Platoon went to UAE and half of the Platoon got stuck at March AFB and wasn't able to go due to COVID-19 restrictions. There was some discussion about being able to do amphibious training, but we weren't briefed very thoroughly on what we would be able to do. The feeling was mostly that we would get there and figure it out. That is what we got from higher at least.

Prior to NATIVE FURY I had talked to (b)(3), (b)(6), (b)(7)(c) about the lack of training. The plan was to use NATIVE FURY to get the training out of the way, but we didn't know what we could do at NATIVE FURY. We knew that gunnery was on the table since we were briefed on ranges and ammunition available. Prior to heading out we had a plan to get crew qualified. We got seven crews qualified. There was never a discussion about taking a master gunner with us so that we could get more crews qualified.

After the JLTI's revealed that 12 vehicles were dead lined, we had a meeting with the Battalion Maintenance Officer, myself and (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) the Battalion Maintenance Chief, (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) which we talked about the status of the vehicles and how we were going to get them back up. We were able to get them back up within a week for land operations but without any change in status for priority of parts. The authorization had come from the Battalion CO at the time.

We came up with a plan for how we would get the Platoon ready for CHOP. The priority in January was NATIVE FURY, but we were trying to look ahead as well. We were plan was to get a lot out of NATIVE FURY.

Monthly PMCS's within the Platoon were done by the crew chiefs. The section leaders then provided a check on that process. I went through a PMCS sheet with the section leaders at one point to show them what I expected.

We had an SOP for using chem lights on the hatch handles of the hatches.

On the day of the incident, the LCAC did not bring us any parts. The last transmission we got before we arrived at the beach stated that there would be parts on the LCAC, but once we got there we found out that it didn't have parts.

CLB had put together a class 9 block for the AAV Platoon but we found out that it was very deficient. We found that out when we had gotten on ship and were trying to get parts from them. We did not have an inventory of parts from CLB as to what was in the Class 9 Block and that was concerning to me. I was never given an opportunity to look through the whole Class 9 block. We had talked to the Sgt from CLB who ran the class 9 block, but she was told specifically that the parts she had on the ship was to support the CLB.

That afternoon, (b)(3), (b)(6), (b)(7)(c) was the last vehicle to splash. He was about 4 or 5 kilometers out when he decided to turn back with the other vehicle in tow and returned to the beach. I checked in with him on comm to see how the towing was going with the other vehicle. This was approximately the same time that Track 5 was starting to have issues. I was on comm trying to figure out what the status of the vehicles were. There was some confusion as far as which vehicle was which over the comm. Prior to moving to high ground to get better comm, that's when we heard that Track 5 might need to do a troop to troop transfer.

Sign:

(b)(3), (b)(6), (b)(7)(c)

Date 20200923

**ARTICLE 31 RIGHTS**

Name: (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_

Activity: \_\_\_\_\_ Unit: 15<sup>th</sup> MEU BLT 1/4 B Co AAV PLT

Telephone number: \_ (b)(3), (b)(6), (b)(7)(c)

I have been advised that I may be suspected of the offense(s) of: Dereliction of Duty/Negligence and that:

I have the right to remain silent.

Any statements I do make may be used as evidence against me in trial by court-martial.

I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.

I have the right to have such retained civilian lawyer and/or appointed (b)(3), (b)(6), (b)(7)(c) military lawyer present during this interview.

I have the right to terminate this interview at any time.

**WAIVER OF RIGHTS**

I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:

I expressly desire to waive my right to remain silent.

I expressly desire to make a statement.

I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without (b)(3), (b)(6), (b)(7)(c) cost to me prior to questioning.

I expressly do not desire to have such a lawyer present with me during this interview.

This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

(b)(3), (b)(6), (b)(7)(c)

0831

ENCLOSURE (10)5

# SWORN STATEMENT

For use of this form, see AR 190-45; the proponent of this form is ODCSOPS

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 Dated November 22, 1943 (SSN)  
**PRINCIPAL PURPOSE:** To provide commanders and law enforcement officials with means by which information may be accurately recorded.  
**ROUTINE USES:** Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.  
**DISCLOSURE:** Disclosure of your social security number is voluntary.

1. LOCATION 1ST RECON BN	2. DATE (YYYYMMDD) 20200823	3. TIME 1550 (LOCAL)	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6), (b)(7)(c)	6. SSN	7. GRADE/STATUS AVE	
6. ORGANIZATION OR ADDRESS 1ST RECON BN			

9. I (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

POST-MISSION FOR CONDUCT OF RECONNAISSANCE AND SURVEILLANCE IN SUPPORT OF 15TH MEU PMINT, AT OR ABOUT 0930U MADE PHYSICAL LINK-UP WITH AN AAU TO EXPLAIN LOCATION OF 9 MAN RECON TEAM AND DESCRIBE CONDITIONS FOR LINK UP WITH WHICHEVER TRACK WAS DESIGNATED AS THE EXTRACT PLATFORM FOR THE TEAM. WE HAD TRIED AND FAILED TO RAISE THE PLATFORM ON THE RADIO PRIOR TO LINK-UP.

POST-ASSAULT THE AAUS MOVED IVO ILS LS 572 466 AND THE TEAM CO-LOCATED ~~BY THE~~ FOR LINK-UP. A CREW MEMBER STOPPED US OUTSIDE THE TRACK AND ASKED US TO PASS HIM OUR RUCKS SO HE COULD STRAP THEM DOWN ON THE SIDES. THIS IS THE LAST TIME WE INDIVIDUALLY TOUCHED PERSONAL EQUIPMENT, ALL OF OUR SERIALIZED EQUIPMENT WAS LOADED INSIDE THE PASSENGER COMPARTMENT INSIDE WATER-PROOFING "BAYS". THE TOTAL PASSENGER COUNT WAS INITIALLY 21. AFTER SITTING INSIDE THE AAU FOR NO LESS THAN 35 MINUTES (NO LONGER THAN 45), WE WERE TOLD THAT "A TRACK BEHIND US IS DOWN FOR MAINTENANCE" BY THE CREW MEMBER MANNING THE BACK HATCH. MOST PASSENGERS DISMOUNTED THE VEHICLE AND STAYED CLOSE, BUT EXTERNAL ~~IN~~ THE PASSENGER COMPARTMENT. WE WAITED IN PLACE FOR APPROXIMATELY 2 HOURS BEFORE BEING TOLD TO LOAD BACK UP FOR MOVEMENT ~~TO~~ TO THE LAUNCH POINT. AT THAT TIME, THE TEAM SPLIT INTO TWO GROUPS. GROUP 1 (COMPOSED OF (b)(3), (b)(6), (b)(7)(c) AND I) REMAINED IN THE INITIAL

VEHICLE. Group 2 (b)(3), (b)(6), (b)(7)(c) FROM PRT) MOVED TO ANOTHER VEHICLE. GROUP 2 LEFT THEIR PERSONAL EQUIPMENT ON THE ROOF OF THE VEHICLE CONTAINING GROUP 1. IN THE PASSENGER COMPARTMENT FOR GROUP 1 NOW CONTAINED 16 PEOPLE, PASSENGERS WERE UNABLE TO SOURCE FLotation AND WERE SITTING ON EQUIPMENT AND IN THE ROW ON THE FUR CENTERLINE OF THE AAU.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6), (b)(7)(c)	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_."  
THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

ENCLOSURE (106)

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF (b)(3), (b)(6), (b)(7)(c) TAKEN AT 1ST RECON BN DATED 20200823

## 9. STATEMENT (Continued)

(b)(3), (b)(6), (b)(7)(c)  
~~ARRIVAL~~ IN THE EARLY AFTERNOON, ALL VEHICLES DEPARTED THE RAMP SITE AND MOVED TO THEIR LAUNCH POINT (VO 115 LS 510 543), MOVEMENT TOOK APPROXIMATELY 1 HR 30 MIN. ONCE THE VEHICLES WERE STAGED, BOTH GROUPS DISEMBARKED AND CO-LOCATED AND I WENT OVER TO A GROUP OF PEOPLE CONVERSING ABOUT THE DETAILS OF THE STAGING OF VEHICLES AND SPLASH ORDER TO TRY AND GET A TIMELINE. I WAS TOLD BY A USMC TO "GET YOUR GUYS BACK IN THEIR VEHICLES AND WE'LL GET YOUR GUYS OUT OF HERE". ALL OF GROUP 1/2 RELOADED THEIR VEHICLES. AFTER ABOUT 30 MINS, GROUP 1 VEHICLE STARTED MOVING TOWARDS THE BEACH. ONCE AT THE BEACH THE CREWMAN MANNING THE REAR HATCH OPENED THE DOOR TO DO "WATER CHECKS" AND STEPPED OUT OF THE VEHICLE. IMMEDIATELY, SOMEONE STARTED YELLING TO GET BACK IN THE VEHICLES (I DID NOT RECOGNIZE THE VOICE OR KNOW WHERE IT CAME FROM). AS THE CREW MAN STARTED TO GET BACK IN, 3 MARINES APPROACHED AND SAID THEY WERE "TOLD TO GET IN THIS VEHICLE". ALL 3 WERE EOD AND BROUGHT THE TOTAL PASSENGER COUNT TO 19. THE VEHICLE LOITERED FOR ANOTHER 5-7 MINUTES BEFORE ACCELERATING TOWARDS THE BEACH, PRESUMABLY TO SPLASH.

INITIAL CONTACT WITH THE WATER WAS RELATIVELY GENTLE AS WAS THE BEGINNING OF THE SURF TRANSIT, AFTER A FEW MINUTES, <sup>(b)(3), (b)(6), (b)(7)(c)</sup> HOWEVER, THE VEHICLE STARTED TO PITCH AND ROLL SIGNIFICANTLY ENOUGH TO DISPLACE EQUIPMENT AND PERSONNEL NOT BRACED OR TIED DOWN. THE SIGNIFICANT PITCHING AND ROLLING CONTINUED UNTIL IT BECAME <sup>(b)(3), (b)(6), (b)(7)(c)</sup> APPARENT FROM NOISE LEVEL THAT WE WERE TRAILING THE SHIP. ONCE THE AAU CONTAINING GROUP 1 WAS BACK ABOARD THE SOMMERSET AND BEING DIRECTED INTO THE STORAGE POSITION, <sup>(b)(3), (b)(6), (b)(7)(c)</sup> ASKED ABOUT OPENING THE TOP TO VENT THE SMELL OF DIESEL AND BODILY FLUIDS. THE CREW MEMBER MANNING THE REAR HATCH PROVIDED DIRECTION AND ATTEMPTED TO OPEN THE TOP HATCH BUT WAS UNABLE TO RAISE IT MORE THAN SIX INCHES BECAUSE THE EQUIPMENT LOADED ON TOP OF THE VEHICLE WAS HOLDING IT SHUT. SHORTLY THEREAFTER, THE VEHICLE WAS STAGED AND GOT ACCOUNTABILITY OF GROUP 1 AND 2 PERSONNEL AND EQUIPMENT BEFORE SEEING ANOTHER TEAM SCRAMBLING TO LAUNCH CRCS. THE EQUIPMENT WAS STAGED AND THE TEAM MOVED TO ASSIST.

NFE

(b)(3), (b)(6), (b)(7)(c)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6), (b)(7)(c)

PAGE 2 OF 3 PAGES

ENCLOSURE (106)

STATEMENT OF (b)(3), (b)(6), (b)(7)(c) TAKEN AT 1st Ocean Bldg DATED 20200823

9. STATEMENT (Continued)

NO FURTHER COMMENT.

AFFADAVIT

I, (b)(3), (b)(6), (b)(7)(c), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT

(b)(3), (b)(6), (b)(7)(c) e Statement)

Subscribed and sworn to before me, a person authorized by law to administer oaths, this \_\_\_ day of \_\_\_ at

WITNESSES:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
(Signature of Person Administering Oath)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6), (b)(7)(c)

PAGE 3 OF 3 PAGES

ENCLOSURE (106)



# SWORN STATEMENT

For use of this form, see AR 190-45; the proponent of this form is ODCSOPS

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 Dated November 22, 1943 (SSN)  
**PRINCIPAL PURPOSE:** To provide commanders and law enforcement officials with means by which information may be accurately recorded.  
**ROUTINE USES:** Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.  
**DISCLOSURE:** Disclosure of your social security number is voluntary.

1. LOCATION 1 <sup>st</sup> Recon BN	2. DATE (YYYYMMDD) 20200823	3. TIME 1539	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6), (b)(7)(c)	6. SSN	7. GRADE/STATUS (b)(3), (b)(6), (b)(7)(c)	
8. ORGANIZATION OR ADDRESS 1 <sup>st</sup> Recon BN			

9. (b)(3), (b)(6), (b)(7)(c) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

LATER IN THE MORNING OF 20200729 AT 11565 572466 THE TEAM LEANED UP FOR EXTRACT ON THE AAUs, WE WERE TOLD TO STRIP OUR ROCKS AND STRAP THEM ON TOP OF THE CREW HATCH, WHICH WOULD HAVE MADE IT IMPOSSIBLE TO ESCAPE UTILIZING THE HATCH. THE XO HAD TOLD US THAT WE'RE ALL RIDING IN THE ONE AAU WHICH BROUGHT US TO A TOTAL OF 21 MARINES IN THE BACK OF A SINGLE AAU. AFTER A PERIOD OF WAITING INSIDE WE WERE TOLD ONE OF THE AAUs WAS DOWN FOR MAINTENANCE. SO WE HAD ALL GOTTEN OUT TO WAIT AT WHICH POINT FOUR OF OUR TEAM (b)(3), (b)(6), (b)(7)(c) WENT TO ANOTHER AAU TO SPREAD THE PERSONEL LOAD. AT AROUND NOON WE ALL BOARDED BACK UP IN THE AAUs TO COLOCATE WITH THE OTHER AAUs AT THE BEACH IVO 11565 570503. ONCE WE GOT THERE WE HAD BRIEFLY UNLOADED AND RELOADED WHERE WE PICKED UP 3 FOOD TECHS. THE AAU CREWMAN DEPARTED TO DO HIS PREWATER CHECKS AT WHICH POINT HE WAS YELLED AT TO STOP AND GET BACK IN (HE DID NOT FINISH HIS CHECKS). I DID NOT SEE WHO TOLD HIM TO DO THAT. FROM THERE THE AAUs LAUNCHED AND GOT INTO THE WATER WHICH WAS ABOUT SEA STATE FOUR. NO POINT DURING ALL OF THIS DID I OR NO ONE FROM MY TEAM THAT I WITNESSED RECEIVE A SAFETY/PROCEDURE/ OR EMERGENCY BRIEF IN THE EVENT THAT SOMETHING SHOULD HAPPEN TO OUR AAU. THERE WERE OLD CRACKED CHEMFLIGHTS THAT WERE BARELY STILL LIT ON THE HATCH FOR THE CREW IN THE EVENT OF AN EMERGENCY. INSIDE I NOTICED THAT THERE WEREN'T ENOUGH LIFE JACKETS TO GO AROUND AND THE

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6), (b)(7)(c)	PAGE 1 OF 3 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_."  
THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

ENCLOSURE (67)

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF

(b)(3), (b)(6), (b)(7)(c)

1<sup>ST</sup> RECON BN

DATED 20200823

## 9. STATEMENT (Continued)

ONES WHO WERE WEARING THEM WEREN'T WEARING THEM CORRECTLY. THERE WASN'T ENOUGH SEATS FOR EVERYONE AND SOME RESORTED TO ~~GETTING~~ SITTING ON PACKS/A COOLER / AND EACH OTHER. OUR TRANSIT IN THE OCEAN WAS ALMOST 2 HOURS ABOUT AND WHEN WE REACHED THE SOMMERSET (AT AROUND MID EVENING). ONCE ABOARD THE SHIP EVERYONE IN OUR AAV WAS TOLD AND RESTRICTED FROM LEAVING IT UNTIL GIVEN THE INSTRUCTION, ONCE WE WERE ALLOWED TO LEAVE, ALL RECON WAS TOLD TO ASSIST WITH THE RETRIEVAL.

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6), (b)(7)(c)

PAGE 2 OF 3 PAGES

ENCLOSURE (107)

STATEMENT

(b)(3), (b)(6), (b)(7)(c)

1<sup>ST</sup> REVIEW

DATED 20200823

9. STATEMENT (Continued)

NO FURTHER COMMENT

AFFADAVIT

I, (b)(3), (b)(6), (b)(7)(c), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 3. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT

(b)(3), (b)(6), (b)(7)(c)

Subscribed and sworn to before me, a person authorized by law to administer oaths, this \_\_\_\_ day of \_\_\_\_\_ at \_\_\_\_\_

WITNESSES:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

(Signature of Person Administering Oath)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6), (b)(7)(c)

PAGE 3 OF 3 PAGES

ENCLOSURE (107)

# SWORN STATEMENT

For use of this form, see AR 190-45; the proponent of this form is ODCSOPS

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 Dated November 22, 1943 (SSN)  
**PRINCIPAL PURPOSE:** To provide commanders and law enforcement officials with means by which information may be accurately recorded.  
**ROUTINE USES:** Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.  
**DISCLOSURE:** Disclosure of your social security number is voluntary.

1. LOCATION 1st RECON BATTALION	2. DATE (YYYYMMDD) 29JUL2020	3. TIME 1530	4. FILE NUMBER
5. LAST NAME FIRST NAME MIDDLE NAME (b)(3), (b)(6), (b)(7)(c)	6. SSN (b)(3), (b)(6), (b)(7)(c)	7. GRADE/STATUS ACTIVE	
8. ORGANIZATION OR ADDRESS 1st RECON BATTALION			

9. I, (b)(3), (b)(6), (b)(7)(c), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

WE MET UP WITH THE TRACKS IN THE EARLY MORNING OF 29JUL2020 AT 11SL5572466. OUR TEAM OF 9 HANDED OUR RUCKS TO A CREW MEMBER ON TOP OF THE AAV AND THEN BOARDED THROUGH THE REAR HATCH. THERE WERE 21 INDIVIDUALS IN THE CREW COMPARTMENT, INCLUDING US. WE WERE TOLD ANOTHER AAV BROKE DOWN, SO WE EXITED OUR AAV AND CAME AROUND UNTIL THE EARLY AFTERNOON. (b)(3), (b)(6), (b)(7)(c) AND MYSELF MOVED TO ANOTHER AAV WHEN WE WERE TOLD TO RE-BOARD. THERE WERE 16 INDIVIDUALS ON BOARD. WE THEN MOVED TO ANOTHER STAGING AREA AT (b)(3), (b)(6), (b)(7)(c) 11SL5514543. WE SAT IN THE AAV FOR ABOUT AN HOUR BEFORE A CREW MEMBER TOLD US TO EXIT THE VEHICLE. THE CREW MEMBER TOLD US THEY WERE GOING TO CONDUCT "PRE-WATER CHECKS". WE WERE TOLD TO RE-BOARD ALMOST IMMEDIATELY. THE CREW MEMBER SHRUGGED HIS SHOULDERS WHEN I ASKED IF THEY WERE STILL PLANNING ON DOING THEIR "PRE-WATER CHECKS". WE SAT AROUND FOR A SHORT TIME, THEN MADE ABOUT AN HOUR AND 45 MIN TRANSIT TO THE SOMMERSET. WE ARRIVED AROUND 1630.

NONE OF MY TEAM WERE GIVEN FLotation DEVICES. WE WERE TOLD THERE WEREN'T ENOUGH. I COULD NOT SAY HOW MANY FLotation DEVICES IN TOTAL WERE HANDED OUT. I SAW SOME MARINES WEARING THEIR FLotation AROUND THEIR NECKS, BUT NEGLECTING TO SECURE THEM AROUND THEIR WAIST. WE WERE NOT GIVEN A SAFETY/EMERGENCY EXITS BRIEF. THE CREW MEMBER IN THE BACK WITH US SHOWED US HOW TO MANIPULATE THE EXIT DOORS <sup>COMND</sup>

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6), (b)(7)(c)	PAGE 1 OF 2 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_."  
THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

ENCLOSURE (108)

STATEMENT OF (b)(3), (b)(6), (b)(7)(c) TAKEN AT 1st Recon Bn DATED 20020823

9. STATEMENT (Continued)

ONLY AFTER WE PROMPTED HIM.. THE EXITS WERE MARKED WITH VERY DULL BLUE CHEMICALS. THERE WERE NOT ENOUGH SEATS FOR ALL THE PASSENGERS (b)(3), (b)(6), (b)(7)(c) WAS SITTING ON AN MRE BOX AND (b)(3), (b)(6), (b)(7)(c) WAS SITTING ON A WATER COOLER. THE SEA STATE MADE THE AAV CLIMB/PLUNGE AT NEAR 45° ANGLES. WITH FULL KIT AND SOME GEAR BAGS IT WAS VERY CRAMPED IN THE BACK. I WAS ALSO ON A COMBAT RUBBER RAIDING CRAFT DURING THE SEARCH AND RESCUE EFFORT. ALL WE RECOVERED WERE ROCKS, MRE BOXES, AND ONE INFLATED FLOTATION DEVICE. THE SEA STATE WAS AT ABOUT 4 OR 5. IT WAS TOO DANGEROUS FOR OUR SMALL RUBBER BOATS TO OPERATE IN THAT SEA STATE AT NIGHT SO WE RETURNED TO THE SUMMERSET AT SUNSET. THIS CONCLUDES MY STATEMENT (b)(3), (b)(6), (b)(7)(c) 20020823

1. no FURTHER COMMENTS 20020823

(b)(3), (b)(6), (b)(7)(c)

AFFADAVIT

I, (b)(3), (b)(6), (b)(7)(c), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 2. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6), (b)(7)(c) (Signature)

Subscribed and sworn to before me, a person authorized by law to administer oaths, this \_\_\_ day of \_\_\_ at \_\_\_

WITNESSES:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
(Signature of Person Administering Oath)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6), (b)(7)(c)

PAGE 2 OF 2 PAGES

ENCLOSURE (108)

# SWORN STATEMENT

For use of this form, see AR 190-45; the proponent of this form is ODCSOPS

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 Dated November 22, 1943 (SSN)  
**PRINCIPAL PURPOSE:** To provide commanders and law enforcement officials with means by which information may be accurately recorded.  
**ROUTINE USES:** Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.  
**DISCLOSURE:** Disclosure of your social security number is voluntary.

1. LOCATION 1 <sup>ST</sup> RECONNAISSANCE BN	2. DATE (YYYYMMDD) 20200823	3. TIME 15:40	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(3), (b)(6), (b)(7)(c)	6. SSN	7. GRADE/STATUS (b)(3), (b)(6), (b)(7)(c)	
8. ORGANIZATION OR ADDRESS 1 <sup>ST</sup> RECONNAISSANCE BN.			
9.			

I, (b)(3), (b)(6), (b)(7)(c) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

REVENGE 4 LINKED UP WITH THE AAV'S THE MORNING OF JULY 29<sup>TH</sup> 2020 IN VICINITY OF IIS LS 572 466 FOR EXTRACT FROM A RECONNAISSANCE MISSION. SHORTLY AFTER, WE WERE INSTRUCTED TO WAIT OUTSIDE THE VEHICLE AS ANOTHER AAV WAS DOWN AND WAITING FOR REPAIR. AFTER APPROXIMATELY 30-45 MIN, WE RE-LOADED THE VEHICLE AND BEGAN MOVEMENT TO THE AAV LAUNCH POINT IVO IIS LS 510 543. FROM THIS STAGING AREA WE ADDED 3 MORE MARINES FOR A TOTAL OF 01 PACKS. DURING THIS TIME, WE WERE TOLD TO STAY IN THE VEHICLE, AS WELL AS THE CREW WAS TOLD TO NOT GET OUT. AFTER AN UNDETERMINED AMOUNT OF TIME, OUR VEHICLE MADE MOVEMENT TO ENTER THE WATER AND LINK UP WITH THE U.S.S. SOMMERSET. AT NO POINT PRIOR TO OR DURING THE TRANSIT WAS A BRIEF GIVEN ON EGRESS FROM THE VEHICLE OR EMERGENCY PROCEDURES. THERE WAS ALSO NOT A CHECK FOR PROPER PROTECTIVE EQUIPMENT ON ANY OF THE INDIVIDUALS IN THE TROOP STORAGE COMPARTMENT. THROUGHOUT OUR TRANSIT IN THE WATER, THE SEASTATE WAS HIGH AS MULTIPLE SWELLS PUSHED WATER IN FROM ABOVE, IN THE VEHICLE OPERATOR AREA OF THE AAV. ONCE ABOARD THE U.S.S. SOMMERSET, WE WERE INSTRUCTED TO WAIT IN THE VEHICLE. WE ATTEMPTED TO OPEN THE TOP HATCHES FOR AIR, BUT THEY WERE RESTRICTED BY RUCKS FROM THE OUTSIDE. AFTER THE CREW REMOVED THEM, WE EXITED THE AAV AND BEGAN FURTHER TASKING.

20200823

Nothing For (b)(3), (b)(6), (b)(7)(c)

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6), (b)(7)(c)	PAGE 1 OF 2 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF (b)(3), (b)(6), (b)(7)(c) [NAME] AT [LOCATION] DATED [DATE]." *KEN AT P120000823*

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

ENCLOSURE (109)

STATEMENT OF (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_ TAKEN AT 1<sup>ST</sup> Recan Bn DATED 20200823

9. STATEMENT (Continued)

20200823

(b)(3), (b)(6), (b)(7)(c)

sum

**AFFADAVIT**

I, (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE \_\_\_\_\_. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF \_\_\_\_\_ REWARD, PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_

Subscribed and sworn to before me, a person authorized by law to administer oaths, this \_\_\_\_\_ day of \_\_\_\_\_ at \_\_\_\_\_

**WITNESSES:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(Signature of Person Administering Oath)

PERSON MAKING STATEMENT

PAGE 2 OF 2 PAGES

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (169)

# SWORN STATEMENT

For use of this form, see AR 190-45; the proponent of this form is ODCSOPS

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 Dated November 22, 1943 (SSN)  
**PRINCIPAL PURPOSE:** To provide commanders and law enforcement officials with means by which information may be accurately recorded.  
**ROUTINE USES:** Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.  
**DISCLOSURE:** Disclosure of your social security number is voluntary.

1. LOCATION 1st Recon BN.	2. DATE (YYYYMMDD) 20200823	3. TIME 1535	4. FILE NUMBER
5. LAST NAME FIRST NAME MIDDLE NAME (b)(3), (b)(6), (b)(7)(c)	6. SSN (b)(3), (b)(6), (b)(7)(c)	7. GRADE/STATUS Acting duty	
8. ORGANIZATION OR ADDRESS 1st Recon BN			

9. I, (b)(3), (b)(6), (b)(7)(c), WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

ON the 27th of July 2020 ADR team 4 was conducting reconnaissance for a mechanized raid on San Clemente Island. After the raid in the late morning we linked up a AAV for extract, upon linkup rucks were hastily stowed on the vehicle and we were loaded into the ~~vehicle~~ AAV vehicle. We sat inside for 45 minutes to a hour then unloaded due to another vehicle being broken down and repairs were being attempted. After some time we reloaded the AAV. Team 4 consisted of 9 pax, 4 of the team loaded into a second AAV to make more space due to the initial load consisting of a total of 21 pax inside the AAV, that were brought my AAV to 17 pax. We then moved to a staging area, unloaded got team accountability the promptly reloaded. The AAV then moved to the launch ramp and halted. The crew member exited to begin pre-water checks, 3 EOD were loaded in then I heard yelling and the crew member got inside without moving from directly behind the vehicle. At this time only 1 person was wearing flotation and we received no brief other than the placement of the roof hatch handles, the 1 flotation device I observed was improperly worn. We waited for a while then launched into the water to begin our transit which lasted for roughly 1 hour and 45 minutes in sea state that caused the AAV to climb waves at almost a

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6), (b)(7)(c)	PAGE 1 OF 2 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_."

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

ENCLOSURE (110)



STATEMENT C (b)(3), (b)(6), (b)(7)(c) TAKEN AT 4<sup>th</sup> Recon BN DATED 20200823

9. STATEMENT (Continued)

45 degree angle. If I had to estimate the sea state it would be sea state 4 to 5. After reaching the USS Somerset we attempted to open the roof hatch and could only open it approx. 6 inches due to the amount of gear haphazardly stowed on top. It took the crew member about 5 mins to clear the top so we could open it. At that time I observed ADR team 1 preparing to launch CRRCS for what we later learned was search and rescue operations. Team 4 immediately unloaded from our 2 ATVs and began to assist Team 1. Throughout this entire operation I nor any of my team received a safety of emergency procedure brief. The conditions inside the ATVs was so cramped that Marines were sitting on the floor, MRE boxes, lucks, and even a water cooler, legs were entwined and if asked to exit the vehicle expeditiously it would have been near impossible.

At this time this concludes my statement.

AFFADAVIT

I (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE \_\_\_\_\_ AND ENDS ON PAGE \_\_\_\_\_. I UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD. WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCE

(b)(3), (b)(6), (b)(7)(c)

nt)

Subscribed and sworn to before me, a person authorized by law to administer oaths, this \_\_\_\_\_ day of \_\_\_\_\_ at \_\_\_\_\_

WITNESSES:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(Signature of Person Administering Oath)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6), (b)(7)(c)

PAGE 2 OF 2 PAGES

ENCLOSURE (119)

# SWORN STATEMENT

For use of this form, see AR 190-45; the proponent of this form is ODCSOPS

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 Dated November 22, 1943 (SSN)  
**PRINCIPAL PURPOSE:** To provide commanders and law enforcement officials with means by which information may be accurately recorded.  
**ROUTINE USES:** Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.  
**DISCLOSURE:** Disclosure of your social security number is voluntary.

1. LOCATION <b>1st Recon BN</b>	2. DATE (YYYYMMDD) <b>20200823</b>	3. TIME <b>1550</b>	4. FILE NUMBER
5. LAST NAME FIRST NAME MIDDLE NAME  (b)(3), (b)(6), (b)(7)(c)	6. SSN	7. GRADE/STATUS  (b)(3), (b)(6), (b)(7)(c)	
8. ORGANIZATION OR ADDRESS <b>1st Recon BN</b>			

9. I, (b)(3), (b)(6), (b)(7)(c) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

AFTER CONDUCTING A RECONNAISSANCE PATROL ON SCI MY TEAM AND I MOVED TO LINK UP WITH THE AAV SECTION INO 11SL5 572 466 MID MORNING ON 20200729. AT THE TIME OF LINK UP MY ~~TEAM~~ TEAM WAS INSTRUCTED TO PASS ROCKS UP TO THE CREW MEN WHO ATTACHED THEM TO THE TOP OF THE AAV AFTER WE TOOK OUT ALL ESSENTIAL GEAR THE (9) OF US WERE DIRECTED BY THE XO TO OCCUPY THAT AAV WITH THE (12) OCCUPANTS WHO WERE ALREADY SEATED INSIDE THE VEHICLE. AFTER ABOUT 30 MINUTES WE WERE TOLD TO EXIT THE CRAFT BECAUSE ANOTHER AAV HAD BROKEN DOWN. (b)(3), (b)(6), (b)(7)(c) LITTLE MORE THAN AN HOUR LATER WE WERE INSTRUCTED TO LOAD BACK UP. AT THIS POINT I TOOK (3) MEMBERS OF MY TEAM WITH ME TO RIDE IN ANOTHER AAV THAT ONLY HAD (12) OCCUPANTS NEARBY. AT NO POINT IN EITHER VEHICLE WERE MYSELF OR ANY OF MY TEAM MEMBERS GIVEN LIFE VESTS OR INSTRUCTIONS FOR SAFETY OR EGRESS. ONCE WE WERE INSIDE THE VEHICLE WE IMPROVISED OUR OWN SEATS WITH MRE BOXES AND A WATER COOLER BECAUSE THERE WAS NOT ENOUGH ROOM. THE AAV'S THEN MADE MOVEMENT TO THE BEACH INO 11SL5 510 543.

UPON REACHING THE BEACH ALL OCCUPANTS WERE INSTRUCTED TO DISMOUNT WITH THE EXCEPTION OF THE CREW. A FEW MINUTES AFTER EXITING THE CRAFT (b)(3), (b)(6), (b)(7)(c) WERE DIRECTED TO GO (b)(3), (b)(6), (b)(7)(c) BACK INTO THE AAV'S IMMEDIATELY WHERE WE WAITED FOR ABOUT ANOTHER HOUR WITHOUT DIRECTION. WITHOUT INSPECTION OF THE AAV WE PUSHED INTO THE WATER TO THE (b)(3), (b)(6), (b)(7)(c) SUNKERSET. THE PITCH AND ROLL OF THE CRAFT AS WELL AS WHAT WAS OBSERVED FROM THE SHIP AFTER WE REACHED IT I WOULD ESTIMATE THE SEA STATE TO BE AT LEAST (4). AFTER ABOUT AN HOUR AND A HALF OUR AAV REACHED THE SHIP WHERE WE DISEMBARKED THE VEHICLE TOOK ACCOUNTABILITY AND ATTEMPTED TO AID IN THE RESCUE EFFORTS. WITH THE EXCEPTION OF ONE TEAM MEMBER MY TEAM REMAINED ON THE SHIP AND AWAITED INSTRUCTION FROM THE WELL DECK.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT  (b)(3), (b)(6), (b)(7)(c)	PAGE <u>1</u> OF <u>2</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADLINE STATEMENT \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_.

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

ENCLOSURE (11)

STATEMENT OF (b)(3), (b)(6), (b)(7)(c) TAKEN AT 1<sup>ST</sup> Recon Bd DATED 20 2008 23

9. STATEMENT (Continued)

NO FURTHER COMMENTS.

AFFADAVIT

I, (b)(3), (b)(6), (b)(7)(c), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE \_\_\_\_\_. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT

(b)(3), (b)(6), (b)(7)(c)

Subscribed and sworn to before me, a person authorized by law to administer oaths, this \_\_\_\_ day of \_\_\_\_\_ at \_\_\_\_\_

WITNESSES:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
(Signature of Person Administering Oath)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6), (b)(7)(c)

PAGE 2 OF 2 PAGES

ENCLOSURE (u)

# SWORN STATEMENT

For use of this form, see AR 190-45; the proponent of this form is ODCSOPS

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 Dated November 22, 1943 (SSN)  
**PRINCIPAL PURPOSE:** To provide commanders and law enforcement officials with means by which information may be accurately recorded.  
**ROUTINE USES:** Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.  
**DISCLOSURE:** Disclosure of your social security number is voluntary.

1. LOCATION 1 <sup>st</sup> Recon Bn	2. DATE (YYYYMMDD) 20200823	3. TIME 15:38	4. FILE NUMBER
7. GRADE/STATUS			

8. ORGANIZATION OR ADDRESS  
1<sup>st</sup> Recon Bn

9. (b)(3), (b)(6), (b)(7)(c)

TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

The morning of 20200729 my team linked up with AAV in vicinity of USCS 572 966. After waiting for approximately two hours we loaded into two AAVs to make movement to launch site. We had 16 individuals within the AAV I was riding in. I had to sit on an MRE box due to the lack of seats. Once at launch site we got out so the crew could do pre-water checks. However, once outside the AAV we were immediately told to get back in we were getting ready to splash. I asked the crewmen about the checks and in reply he gave me a shoulder shrug. We were never given an egress class or given any flotation devices. When I asked the crew member for flotation devices he said they only had <sup>one extra</sup> ~~one~~ for the whole vehicle. Everyone who was wearing flotation <sup>(b)(3), (b)(6), (b)(7)(c)</sup> was not wearing them properly. They only had them around their neck not stopped around their waist. Once in the water the sea state was clearly very bad. I personally do not know what the sea state was however I believe it was at least sea state 1. The ride back to ship took approximately an hour and a half. Once back in the ship that is when we realized an accident had happened and proceeded to help where we could.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6), (b)(7)(c)	PAGE 1 OF 2 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_."

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

ENCLOSURE (11)

STATEMENT OF (b)(3), (b)(6), (b)(7)(c) AT 1st Recon Bn DATED 20200823

9. STATEMENT (Continued)

*No further comment.*

**AFFADAVIT**

I, (b)(3), (b)(6), (b)(7)(c), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 4. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT

(b)(3), (b)(6), (b)(7)(c)

*(Signature of Person Making the Statement)*

Subscribed and sworn to before me, a person authorized by law to administer oaths, this \_\_\_\_\_ day of \_\_\_\_\_ at \_\_\_\_\_

**WITNESSES:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*(Signature of Person Administering Oath)*

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6), (b)(7)(c)

PAGE 2 OF 2 PAGES

**ENCLOSURE (12)**

Summary of Interview

On Aug 5, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

The morning on the incident started off when we came down to the vehicles and did our pre-ops again. At 0350 the MACO drill was done for the AMTRACKERS and then at 0400 the MACO drill was done for the grunts. After that, the Marines escorted their respective platoons and squads to their vehicles and that's when they conducted their embark troop briefs. For 1st Plt, which was my section, (b)(3), (b)(6), (b)(7)(c) gave the embark troop brief, which included a description of how to wear and use the life vest.

From there we got in our stations and got ready to splash. Eventually we did splash and I remember that the sea state was pretty rough, but we eventually made it to the beach. We were supposed to land in waves, but we ended up landing in a column.

After landing on the beach we proceeded to our respective positions for the raid. I was in a blocking position in Track 10. The C-7 and Pop remained in the gravel lot by the beach where they set up their Command and Control position. They executed the mission and as I understand it one of the vehicles on the objectives had some sort of mechanical problem which caused a lot of delay.

While we were waiting for the mechanical problem to get sorted out, three vehicles approached our position from the south heading back towards the beach. I wanted to establish better comm with the rest of the platoon, so I pushed south with a chaser to get a better signal. Once I got comm I heard that everyone was pushing back to the beach, so I turned around and went back to our blocking position, gathered everyone, and then we headed back to the gravel lot where the CoC was located.

Once we got to the CoC we conducted our post ops. Once that was done, I took Track 10 down towards the water where I did the surface observation. The MSR was a 2.1, and I relayed that information to the Platoon Sergeant.

From there I went back to my vehicle and conducted my splash checks and then got in my hatch and got ready to go. (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) conducted the pre-ops check. (b)(3), (b)(6), (b)(7)(c) got comm with the ship. I don't know what was said at that time though.

After that we got the go ahead to splash. As I recall, the order of march into the water was Tracks 10, 14, C-7, 7, 5, 3, 1, but I'm not positive that is accurate. We got out, passed the cove and as we were getting out into the open ocean the sea state seemed like it just kept getting worse. I kept telling the driver to aim for the bow, and we were just trying to catch up with the ship as best we could.

I remember that (b)(3), (b)(6), (b)(7)(c) had comm with the ship and that he asked them to execute a button hook, which they did eventually and that shortened the distance considerably. After that we were about 2 km away, but we were still chasing the ship. As we got closer to the Ship I could see that the stern gate was up so we just kept pushing.

Eventually we got about 100m behind the ship and the stern gate was still up. At this time, comm was very shaky. I heard that Tracks 1 and 3 had hooked up for tow and were headed back to the beach which was their nearest safe haven. I was still having trouble getting comm with everyone, I was trying to get a radio check, but I just kept getting a click sound. It looked like flight deck operations were happening at this time. I saw a helicopter touch down and then immediately take off. Originally, when we were transiting out from the beach, I remember that the Ship had said that they would be conducting flight ops.

The Ship finally dropped the stern gate and I told (b)(3), (b)(6), (b)(7)(c) my driver, "let's hit it, let's hit it, let's go." I wanted to get in as soon as possible. At first it looked like there was a large dispersion with the Tracks, but I couldn't see all the vehicles and the sea state made distances hard to judge. We got in and the Navy folks pushed us all the way up the well deck. As soon as I could, I got out of the vehicle and started talking to the Combat Cargo Officer (CCO) to tell her that we needed to get safety boats into the water because I had vehicles in distress. At this time, the only vehicles I was tracking as being in distress were Tracks 1 and 3 as they headed back to the beach, but I still thought that we should get safety boats into the water since the sea state was so rough.

The CCO told me to talk to the Tactical Action Officer (TAO), so I told him we had distressed AAVs in the water and that we needed to get safety boats out there. I then looked out the stern gate and could see (b)(3), (b)(6), (b)(7)(c) waving the November flag. At this point I started yelling to the CCO and the well deck personnel who was there saying "look, that AAV is in distress."

We then ran up to the LFOC and that's when actions started happening. The stern gate got raised, they got the boats launched. It felt like they took a long time to re-ballast down and get the safety boats launched but eventually they did. I later ran back down to the well deck around the time that the C-7 vehicle came in. Once the C-7 and Pop vehicle came in we immediately started getting accountability. I

don't know why safety boats were not in the water when we splashed back to the ship. (b)(3), (b)(6), (b)(7)(c) vehicle was the safety boat on the way back and then (b)(3), (b)(6), (b)(7)(c) vehicle became the safety boat when (b)(3), (b)(6), (b)(7)(c) turned back to the beach since he was the last in column at that point.

We had comm with (b)(3), (b)(6), (b)(7)(c) all the way up until when we reached the stern gate. I didn't hear him pass over comm that he was taking on water but I did hear him pass information about the distance from the beach and whether we should be conducting gator squares and so on.



## COMMON SOI FOR AA OPERATIONS

### Appendix I

#### MODIFIED SURF INDEX (MSI) INSTRUCTIONS

1. Modified Surf Index (MSI). The MSI is a single dimensionless number that provides a relative measure of the conditions likely to be encountered in the surf zone. It provides a guide for judging the feasibility of conducting landing operations for each type of landing craft. It is a guide, not definite go or no go criteria. When applied to a known or forecasted surf condition, the MSI calculation provides the commander with an objective method of arriving at a safe and reasonable decision with respect to committing landing craft and amphibious vehicles.

a. Line Alpha (Significant Breaker Height). Refers to Line A of the SUROB and determines the significant breaker height factor. This number is transferred directly over from the SUROB, and is not modified by any table. (A significant breaker height of 3.0 feet converts to a MSI factor of 3.0)

b. Line Charlie (Breaker Period). Refers to Line C of the SUROB. Determined by using the "Breaker Period Modification Table."

c. Line Delta (Breaker Types). Refers to Line D of the SUROB. Record the percentages of the types of breakers that occur rounded to the nearest tenth. There is no modification table for plunging breakers. Record the lower of the two numbers under the MSI factor column.

d. Line Echo (Breaker Angle). Refers to Line E of the SUROB, and determines the breaker angle or the angle of breaker makes with the shoreline. To calculate, transfer data from the SUROB, rounding to the nearest fifth, using the "Wave Angle Modification Table" to determine the MSI factor.

e. Line Foxtrot (Littoral Current). Refers to Line F of the SUROB. Littoral current is one of the most crucial factors in conducting the MSI, because it can severely elevate the overall MSI factor if inaccurate data is submitted. Determine MSI factor by converting data from "Littoral Current Modification Table."

f. Line Hotel (General Data). Refers to Line H of SUROB.

(1) Relative Wind. Transfer respective data from SUROB and use "Wind Modification Table" to determine MSI factor.

(2) Secondary Wave Height. If another series of breakers exists further out past the main series of breakers, then the maximum height for that system is recorded. The SUROB data is transferred directly to the MSI factor.

g. Total MSI. To get the total MSI factor add lines A through D, the highest of Line E or F, and Line H. The maximum safe MSI as per Reference G and M is 6.0.

2. Problems with MSI. Relatively minimal surf conditions can combine to make landing conditions unfeasible. It is important to remember that the MSI is a guide for judging the feasibility of landing operations. MSI tables often do not go high or low enough to calculate some wave conditions, additionally, tables were designed with conventional landing craft in mind. AAVs do not have the exact characteristics as conventional landing craft and often have traction well out in the surf zone. As such, AAVs are not as affected by littoral current and can often negotiate such conditions. Vehicle mechanical factors should be seriously considered, however, the final judgment should come from the AA Unit Commander with eyes on the actual surf conditions. In the absence of direct observation, all factors should be considered when planning a landing with a high MSI.

COMMON SOP FOR AA OPERATIONS

SEA STATE	CONDITIONS
1	WIND SPEEDS BETWEEN 5 TO 9 MILES PER HOUR (5 TO 10 KNOTS). WAVE HEIGHTS CONSIDERED SMALL WAVELETS BETWEEN 0.5 AND 1 FEET (0.603 TO 0.304 METERS). SMALL WAVELETS WITH GLASSY-APPEARING CRESTS AND NO BREAKING.
2	WIND SPEEDS BETWEEN 10 TO 11 MILES PER HOUR (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 AND 4 FEET (1.06 TO 1.21 METERS). SMALL WAVES BECOMING LONGER AND WHITECAPS ARE NUMEROUS.
4	WIND SPEEDS BETWEEN 19 TO 24 MILES PER HOUR (17 TO 21 KNOTS). WAVE HEIGHTS CONSIDERED MODERATE, BETWEEN 4 AND 7 FEET (2.4-2.5 METERS). MODERATE WAVES FORMING NUMEROUS WHITECAPS AND SOME SPRAY.
5	WIND SPEEDS BETWEEN 24 TO 28 MILES PER HOUR (21 TO 24 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.

ENCLOSURE (W)

# COMMON SOP FOR AA OPERATIONS

## Appendix H

### SURF OBSERVATION REPORT (SUROB) AND INSTRUCTIONS

1. Line Alpha. Line Alpha is the significant breaker height, or the average height of the highest one-third of all the waves observed during the report. Only the thirty-three (33) highest waves will be used to determine the significant breaker height. The significant wave height is recorded to the nearest one-half foot.
2. Line Bravo. The maximum breaker height, or highest recorded breaker, recorded to the nearest one-half foot.
3. Line Charlie. The breaker period, or average time interval in seconds between breakers observed in Line Alpha. Done by recording time began, to the last breaker counted, and dividing by one-hundred (100), or number of breakers recorded.
4. Line Delta. The percentage of various breaker types. Recorded using the worksheet circling "S" for spilling, "P" for plunging, or "X" for surging, the divided by one-hundred (100) to determine percentage for each.
  - a. Spilling Breakers. Characterized by the top portion of the breaker becoming unstable at various points and forming foam, which then spills and expands down the front of the breaker in a mild action.
  - b. Plunging Breakers. Characterized by the top portion of the breaker becoming unstable along the entire frontage very quickly, crashing over itself with a violent release of energy.
  - c. Surging Breakers. Characterized by appearing as a combination of spilling and plunging breakers. Initially the breaker takes on the characteristics of a plunging breaker, and suddenly changes to appear as a spilling breaker. These occur mostly in steep gradients.
5. Line Echo. The breaker angle or the orientation of the breaker frontage in relation to shore. Done by calculating the acute angle formed between the breaker lines and the shoreline, and expressed in five (5) degree increments towards either right (R) or left (L) flank as the observer faces towards land from the seaward.
6. Line Foxtrot. The littoral current, or speed in knots of the water flowing parallel to the shore just inside the main line of breakers. Calculated by throwing an object into the surf zone as far as possible and observing the distance (in feet) to which the object travels for one (1) minute. The number of feet travelled is then divided one-hundred (100) to determine speed in knots. Recorded to the nearest tenth of a knot and towards which flank (R or L) the object travelled.
7. Line Golf. Concerns two pieces of information; the Depth of the Surf Zone, and Lines of Breakers present therein. The lines of breakers are determined by counting the number of well-defined breaker lines. Depth (distance) is conducted by estimating the distance from the outermost breaker line to the furthest limit of the up-rush of water on shore.
8. Line Hotel. Covers several miscellaneous items of information, to be passed in plain text:

COMMON SOP FOR AA OPERATIONS

**SUROB OBSERVATION REPORT (SUROB) FORMAT**

NAME & RANK OF OBSERVER: (b)(3), (b)(6), (b)(7)(c) DATE: 200607 TIME: 1513 BEACH: VPS COR UNIT: \_\_\_\_\_

NOTE: BEFORE YOU START RECORDING WAVES YOU MUST REFER TO THE SUROB WORKSHEET PROVIDED. BEGIN BY STARTING YOUR STOPWATCH. WHILE OBSERVING EACH OF THE 100 WAVES, MAKE NOTE OF THE TYPE (P=PLUNGING, S=SPILLING OR X=SURGING) OF WAVES AND RECORD IT AS APPROPRIATE. ONCE THE 100<sup>TH</sup> WAVE IS OBSERVED, STOP THE STOPWATCH!

LINE	INFORMATION	SUROB DATA	MSI	NOTES:
A	SIGNIFICANT BREAKER HEIGHT IN FEET.	1 FEET=	1	OBSERVE 100 WAVES. ONLY THE HIGHEST 33 WAVES WILL BE ADDED TOGETHER AND THEN DIVIDED BY 33 FOR THE SIGNIFICANT BREAKER HEIGHT. THE MSI FACTOR WILL ALWAYS BE THE SAME AS THE BREAKER HEIGHT WITH A DECIMAL POINT ADDED. EXAMPLE: 3 FEET = 3.0 MSI
B	MAXIMUM BREAKER HEIGHT IN FEET.	FEET	N/A	THIS IS THE SINGLE HIGHEST WAVE OBSERVED DURING THE 100 WAVE COUNT. MSI IS NOT COMPUTED IN THIS LINE.
C	BREAKER PERIOD IN SECONDS.	21 SEC	0	THIS IS COMPUTED BY TAKING THE TOTAL TIME IN SECONDS THAT WAS RECORDED BY YOUR STOPWATCH AND DIVIDING IT BY 100 WAVES. EXAMPLE: 22 MIN = 1320 SECONDS AND 1320 SECONDS DIVIDED BY 100 WAVES = 13.2 SECONDS. USE THE CHART BELOW TO FIND THE MSI FACTOR.

BREAKER PERIOD IN SECONDS	17	16	15	14	13	12	11	10	9	8
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.1	-0.1	-0.1	-0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1
0.2	-0.1	-0.1	-0.1	0.0	0.1	0.2	0.2	0.2	0.2	0.2
0.3	-0.1	-0.1	-0.1	0.0	0.1	0.2	0.3	0.3	0.3	0.3
0.4	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.4	0.4	0.4
0.5	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.4	0.5	0.5
0.6	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6
0.8	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6
1.0	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6
1.1	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6
1.3	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6
1.7	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6
2.0	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6
2.5	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6
3.0	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6
4.0	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6
5.0	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6

D	BREAKER TYPES:	PLUNGING, SPILLING OR SURGING	AS EACH WAVE IS OBSERVED IT IS RECORDED ON THE SUROB WORKSHEET. P=PLUNGING S=SPILLING X=SURGING DIVIDE THE NUMBER OF EACH BREAKER TYPE BY 100. THIS WILL GIVE YOU PERCENTAGE OF EACH BREAKER TYPE. REFER TO THE CHART BELOW TO GET THE MSI VALUE. THERE IS NO MSI TABLE FOR PLUNGING WAVES. YOU WILL ONLY RECORD THE LOWEST MSI VALUE FROM EITHER SPILLING OR SURGING.
		99% PLUNGING 1% SPILLING 0% SURGING	1

PERCENT SPILLING BREAKERS	100	90	80	70	60	50	40	30	20	10	0
0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0		
1.0	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0	
1.5	0.0	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
2.0	0.0	0.0	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5
2.5	0.0	0.0	0.0	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0
3.0	0.0	0.0	0.0	0.0	0.5	1.0	1.5	2.0	2.5	3.0	3.5
3.5	0.0	0.0	0.0	0.0	0.0	0.5	1.0	1.5	2.0	2.5	3.0
4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.0	1.5	2.0	2.5
4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.0	1.5	2.0
5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.0	1.5

PERCENT SURGING BREAKERS	100	90	80	70	60	50	40	30	20	10	0
0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0		
1.0	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0	
1.5	0.0	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
2.0	0.0	0.0	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5
2.5	0.0	0.0	0.0	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0
3.0	0.0	0.0	0.0	0.0	0.5	1.0	1.5	2.0	2.5	3.0	3.5
3.5	0.0	0.0	0.0	0.0	0.0	0.5	1.0	1.5	2.0	2.5	3.0
4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.0	1.5	2.0	2.5
4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.0	1.5	2.0
5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.0	1.5

ENCLOSURE (04)

COMMON SOP FOR AA OPERATIONS

TIME BEGAN: MIN SEC. 15 15										
	1	2	3	4	5	6	7	8	9	10
1	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX
2	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX
3	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX
4	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX
5	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX
6	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX
7	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX
8	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX
9	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX
10	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX	PSX
TIME ENDED: 15 50 MIN 30 SEC										

TOTAL NUMBER OF PLUNGING =  $\frac{49}{100} \div 100 = \% 49$

TOTAL NUMBER OF SPILLING =  $\frac{51}{100} \div 100 = \% 51$

TOTAL NUMBER OF SURGING =  $\frac{100}{100} \div 100 = \% 100$

TOTAL TIME IN SECONDS TO OBSERVE 100 WAVES =  $\frac{100}{100} \div 100 = 100$  WAVES = BREAKER PERIOD

ENCLOSURE (14)

SIGNIFICANT BREAKER HEIGHT COMPUTATION (HIGHEST 33 WAVES OBSERVED)				SUROB LINE	MSI FACTOR	INSTRUCTIONS
WAVE HEIGHT	X	OCCURRENCE	=PRODUCT	A	1	
1	X	100	= 100	B	N/A	
	X			C	0	
	X			D	0	
	X			E	0	
	X			O	1.2	
	X			R	0	
	X			G	N/A	
	X			H	0	
<b>TOTAL PRODUCT</b> $\div 33 =$ SIGNIFICANT WAVE HEIGHT 3				TOTAL	2.1	

COMMON SOP FOR AA OPERATIONS

ENCLOSURE (A)

LINE	INFORMATION	SUROB DATA	MSI	NOTES:									
<b>E</b>	<b>BREAKER ANGLE:</b> IN DEGREES TOWARD THE RIGHT OR LEFT FLANK.	RIGHT/LEFT FLANK <u>RIGHT</u>	<u>1</u>	THIS IS THE ANGLE WAVES BREAK ON THE SHORE. AND IT IS MEASURED IN DEGREES. IN MOST CASES IT WILL NOT EXCEED 5 DEGREES. USE THE MODIFICATION TABLE BELOW FOR THE MSI FACTOR. RIGHT OF LEFT FLANK IS DETERMINED AS IF YOU WERE LANDING ON THE BEACH.									
<b>WAVE ANGLE MODIFICATION TABLE</b>													
<b>WAVE ANGLE IN DEGREES</b>	40	0.1	0.3	0.7	1.3	2.0	2.9	3.9	5.1	6.5	8.0		
	35	0.1	0.3	0.6	1.1	1.8	2.5	3.4	4.5	5.7	7.0		
	30	0.1	0.2	0.5	1.0	1.5	2.2	2.9	3.8	4.9	6.0		
	25	0.1	0.2	0.5	0.8	1.3	1.8	2.5	3.2	4.1	5.0		
	20	0.0	0.2	0.4	0.6	1.0	1.4	2.0	2.6	3.2	4.0		
	15	0.0	0.1	0.3	0.5	0.8	1.1	1.5	1.9	2.4	3.0		
	10	0.0	0.1	0.2	0.3	0.5	0.7	1.0	1.3	1.6	2.0		
	5	0.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.8	1.0		
	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
		0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0		
<b>SIGNIFICANT BREAKER HEIGHT IN FEET</b>													
		<b>LITTORAL CURRENT MODIFICATION TABLE</b>											
		<b>KNOTS</b>		<b>MSI MOD</b>		<b>KNOTS</b>		<b>MSI MOD</b>		<b>KNOTS</b>		<b>MSI MOD</b>	
		0.0=		0.0		1.0=		3.0		2.0=		6.0	
		0.1=		0.3		1.1=		3.3		2.1=		6.3	
		0.2=		0.6		1.2=		3.6		2.2=		6.6	
		0.3=		0.9		1.3=		3.9		2.3=		6.9	
		0.4=		1.2		1.4=		4.2		2.4=		7.2	
		0.5=		1.5		1.5=		4.5		2.5=		7.5	
		0.6=		1.8		1.6=		4.8		2.6=		7.8	
		0.7=		2.1		1.7=		5.1		2.7=		8.1	
		0.8=		2.4		1.8=		5.4		2.8=		8.4	
		0.9=		2.7		1.9=		5.7		2.9=		8.7	
<b>F</b>	<b>LITTORAL CURRENT:</b> IN KNOTS TOWARD THE RIGHT OR LEFT FLANK	4 KNOTS RIGHT/LEFT FLANK <u>RIGHT</u>	<u>1.2</u>	THROW A BUOYANT OBJECT INTO THE WATER AND BEGIN TIMING ONE MINUTE. PACE OFF THE DISTANCE THE OBJECT TRAVELED IN FEET OVER THE PERIOD OF ONE MINUTE. NOW DIVIDE THE DISTANCE THE OBJECT TRAVELED BY 100. EXAMPLE: 80 FEET TRAVELED = 0.8 KNOTS. USE TABLE ABOVE FOR MSI FACTOR.									
<b>G</b>	<b>SURF ZONE:</b> LINES OF BREAKERS & DEPTH OF SURF ZONE IN FEET	LINES FEET	N/A	COUNT THE NUMBER OF SWELLS & BREAKERS WITHIN YOUR SPLASH AREA, THIS IS THE NUMBER FOR "LINES OF BREAKERS". DEPTH IS MEASURED FROM THE CLOSEST BREAKING WAVE TO THE FURTHEST APPROACHING SWELL & IS DONE SO IN FEET. NO MSI FACTOR IS USED.									
<b>H</b>	<b>ADDITIONAL REMARKS:</b> WIND SPEED/DIRECTION: IN KNOTS/DEGREES TOWARDS THE RIGHT/LEFT FLANK WIND: <u>ONSHORE</u> OR OFFSHORE (CIRCLE ONE)	3 KNOTS RIGHT/LEFT FLANK <u>RIGHT</u>	<u>0</u>	WIND SPEED IS MEASURED IN KNOTS USING THE RANGE FLAG METHOD. WIND DIRECTION IS MEASURED IN DEGREES TOWARD THE RIGHT OR LEFT FLANK TO THE BEACH. IF THE WIND IS BLOWING ONTO THE BEACH IT IS "ONSHORE" WIND. IF THE WIND IS BLOWING ONTO THE OCEAN IT IS "OFFSHORE"									
		<b>WIND MODIFICATION TABLE</b>											
		<b>ONSHORE WIND</b>			<b>OFFSHORE WIND</b>								
		36-40	2.0	3.0	4.0	1.5	2.0	4.0					
		31-35	1.5	2.0	3.0	1.0	1.5	3.0					
		26-30	1.0	1.5	2.0	0.5	1.0	2.0					
		21-25	0.5	1.0	1.5	0.0	0.5	1.5					
		16-20	0.0	0.5	1.0	0.0	0.0	1.0					
		11-15	0.0	0.0	0.5	0.0	0.0	1.0					
		6-10	0.0	0.0	0.5	0.0	0.0	0.5					
		0-5	0.0	0.0	0.0	0.0	0.0	0.0					
		0-30	30-60	60-90	0-30	30-60	60-90						
		<b>WIND ANGLE RELATIVE TO THE BEACH</b>											
<b>H (CONT)</b>	<b>SECONDARY WAVE HEIGHT:</b> IN FEET	FEET	N/A	SECONDARY WAVE HEIGHT REFERS TO AN ADDITIONAL SURF ZONE BEYOND THE INITIAL SURF ZONE OR ONE APPROACHING A DIFFERENT ANGLE. THIS WILL USUALLY OCCUR ONLY ON BEACHES WITH A REEF EXTENDING BEYOND THE INITIAL SURF ZONE AND IS RARELY ENCOUNTERED. THE MSI IS CALCULATED THE SAME AS LINE "A".									
	<b>DEBRIS IN SURF ZONE:</b> GENERAL DESCRIPTION OF OBJECTS.		N/A	GENERAL DESCRIPTION OF ANY OBJECTS IN THE SURF ZONE. EXAMPLE: LOGS, FISHING NETS									
	<b>SEE STATE:</b> CALM / MODERATE / ROUGH (CIRCLE ONE)		N/A										

(b)(3), (b)(6), (b)(7)(c)

Summary of Interview

On Aug 20, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I am the Second Platoon Sergeant. On the day of the incident I was on board Camp Pendleton attending the Infantry Unit Leaders Course. I checked into 1/4 in February. I believe it was February 21<sup>st</sup> of this year. When I checked in everyone was away at ITX. When they got back from ITX I think it was May 10. I received the Platoon a day or two after that and then I was with the Platoon until May 18, when I checked into the course.

No one really talked about AAV training to me. We had done the Mech Raid course, and I explained to them what AAVs are like when they splash. However, that was a conversation with just one squad that was in the AAV I was in.

I graduated from the Unit Leaders Course on August 4. (b)(3), (b)(6), (b)(7)(c) held down the billet while I was gone. I think that (b)(3), (b)(6), (b)(7)(c) had been with a Track company before.

I didn't have any concerns that I could see during the limited time I had with the unit. The only thing I might have had an issue with was the underwater egress trainer that we did. The actual AAV dunker wasn't working at the time, so we did just the SWET chair. I remember expressing that that didn't really apply to a Track and that the training was kind of useless.

When I was with a Track unit before I did not get any training prior to working with the AAVs. The first time I got into a Track was when I splashed from the ship to SCI. I was last on Tracks from 2016 to 2018 when I was with 1/5 on the 15th MEU.

**ARTICLE 31 RIGHTS**

Name (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_

Activity:   N/A   Unit:   1/4 B Co  

Telephone number: (b)(3), (b)(6), (b)(7)(c)

I have been advised that I may be suspected of the offense(s) of:   Dereliction of Duty / Negligence    
and that:

I have the right to remain silent.

Any statements I do make may be used as evidence against me in trial by court-martial.

I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.

I have the right to have such retained civilian lawyer and/or appointed

(b)(3), (b)(6), (b)(7)(c) military lawyer present during this interview.

I have the right to terminate this interview at any time.

**WAIVER OF RIGHTS**

I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:

I expressly desire to waive my right to remain silent.

I expressly desire to make a statement.

I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without

(b)(3), (b)(6), (b)(7)(c) cost to me prior to questioning.

I expressly do not desire to have such a lawyer present with me during this interview.

This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used

(b)(3), (b)(6), (b)(7)(c)

  10820  

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Summary of Interview

On Aug 3, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

The day of the incident started off pretty good. We had reveille and we did our normal operating procedures and spot checks. I think we did a little extra, but you can never be too safe or do enough to get ready. We had Marines doing pre water operations checks ops and we were generally preparing to splash. I know that every vehicle in my section did their pre-water operations checklist before we splashed that morning. The splash team checks were done by myself and (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) I had two Corporals help me out with this as well. We did the checks for the whole platoon.

We prepared to splash and then we got our vehicles into the well deck. Again, at that point everything was normal. It took 30 minutes to get the stern gate down and they finally gave us a green well. From what I remember, the plan was to go feet wet at 0700 and then go feet dry on the island at 0723. We hit center beach and then went through our raid. There were no issues with that portion of the day's events.

We finished off the raid and then we started to retrograde. My vehicle had a bad clamp so we stopped briefly to fix that. We then went down to the assembly area, which was about 500 meters from center beach. We gathered at the assembly area and changed up a few things that led to me being the one that would take the Marines into the water. I was the acting Platoon Sergeant so I had to get accountability. I went through all the tracks with (b)(3), (b)(6), (b)(7)(c) and got a head count of everyone and ensured that everyone had what they needed.

(b)(3), (b)(6), (b)(7)(c) then came down with his Track, and along with (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) and the CO, we went through the numbers again to make sure we had accountability. Then we started to do our splash checks. We kind of did what we did before on the ship. (b)(3), (b)(6), (b)(7)(c) and I did the pre-splash check. He was on top checking bilge pumps and I was on bottom with (b)(3), (b)(6), (b)(7)(c) checking hatches, buckets, and bow planes. I remember at this time there was a Major who was reminding me that we had to go feet wet at a certain time, but I told him that I couldn't make that time but that I would do what I needed to. This was the Battalion Executive Officer who was on the C-7 vehicle.

After we finished our splash checks, the last thing I need to do is get Comm with the ship. I was on Boat Alpha's frequency. I couldn't get them on comm so I got with the Major because he had comm with the

ship. I told the Major that I just needed a linkup grid to get to the ship and to establish conditions to linkup with the ship. At that point I rolled over to Boat Bravo and was able to get good comm with them. As I was talking to the ship through Boat Bravo, the Major was trying to get a hold of me let me know something. I really didn't get what he was saying. I know the ship finally gave us the green light for permission to splash in the water.

In my opinion, condition set to get in the water means: the ship is tracking our movement. They acknowledge that we are going to be in the water. They never said to us that they would be conducting flight operations. They never gave us a sea state call either, but I don't know if that was asked for or not. I do remember that I had specifically sent (b)(3), (b)(6), (b)(7)(c) to do the surface observations. While we were in the assembly area, I told him to take your section to the beach and conduct a surface observation so we could get ahead of the game since I knew we had a four hour window before getting back into the water.

We finally got comm with the ship and we splashed. I remember the order of march being Track 9, the C-7, Pop, and then vehicles 8, 7, 6, 5, 3, and 1. I was the last one to splash. I had good comm with the ship at that point. I was asking them which way they were going to travel. From my perspective, it looked like they were heading north but they were going north east. I kept talking to my third section leader. I was asking him how far he was from the ship. I kept pulling out my kill switch and I see we are still in the boat lane. We got into our approach lane and I could see that the ship was getting further out. At that time I was the last vehicle, so I called in ship and asked them to execute a button hook so we could get closer. They did so, but they looked like they just pivoted on the spot. I kept asking my section leader how far he was from the ship. I think it was (b)(3), (b)(6), (b)(7)(c) I was talking to, he responded saying that he was about 2000 yards from the ship. I called the ship again and asked them to execute another button hook. At that point I was talking to a female voice who told me to stand by. I don't know who it was, but shortly after that a male voice came on who I think was the Ship's Captain saying that the ship could not go any slower because anything under 3 knots would be a problem. He said something else but he cut off. I do remember something about having a refuel helo inbound and he did say it will slow down for you guys to catch up.

As soon as he said that, I asked (b)(3), (b)(6), (b)(7)(c) how far he was from the ship. He said that he was making progress and that he was about 1500 yards away. When he said he was getting closer I told him I would do a gator square while the ship was refueling. At that point, someone started hot miking and comm became more difficult. I do remember hearing someone say "Oh Fuck" so I look to my right and I see track 3 was waving their November Flag.

At this point, I told my driver to head towards Track 3. At this point I think we were around 6000 yards from the beach. Waves were coming over the top of the vehicle at this point and we had all the hatches closed up.

We started the recovery process. It took us a good 7 turns to get the vehicle hooked up for tow because the waves were pushing us around so much. Once we finally got the vehicle hooked up for tow we started going back to beach. We determined that the beach was the nearest safe haven because at that point I couldn't see the boat and I couldn't see the rest of the tracks.

I lost comm with everybody at that point. I kept switching between the ship and the platoon tac. I know there was hot mic happening as well and that was making comm difficult. As I start getting closer to center beach that is when I started hearing the Lieutenant, Company GySgt and some transmission about LCAC's being underway so I shifted left about 50 meters. When I came in and had a tow rope snap.

We made it back to beach. My driver heard over the radio and said I think a vehicle had sunk. I asked how did you hear that? But at that point I was trying to get comm with the ship to see if I could hear anything. As we moved up the beach, I popped my hatch open and asked 1stSgt and someone else and asked if we could get verification about a track that went down.

That morning (b)(3), (b)(6), (b)(7)(c) gave the safety brief. (b)(3), (b)(6), (b)(7)(c) is the vehicle commander for Track 4 and he gave the brier to all the infantry Marines who came to my section. I know that I saw (b)(3), (b)(6), (b)(7)(c) bring in all of second section and do this for the Marines embarking on his vehicles as well. I know that (b)(3), (b)(6), (b)(7)(c) had the life preserver on and that (b)(3), (b)(6), (b)(7)(c) briefed it, but I don't remember much more than that. I don't know if the use of the life preserver was briefed to the Marines in 2nd Platoon.

I collected the water pre-ops on the beach before we left. I know that I collected them and put them behind my turret with my kill switch. However, I have been unable to locate them since that time.

The issue with vehicle three ended up being a torn generator belt.

Synopsis of Interview conducted on 3 August 2020 with (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c) USMC, Battalion Landing Team 1/4  
CAAT Platoon Sergeant.

The investigating officer began the investigation without reason to believe that gross negligence or a violation of the UCMJ had been the cause of the sinking. All initial statements were taken without article 31 rights advisements or waivers.

Upon arriving on USS SOMERSET, the investigating team set up Commander of Troops office.

(b)(3), (b)(6), (b)(7)(c) had been pre-positioned on San Clemente Island and was the aggressor force for the AAV raid. He stated the raid went well and then the end of exercise was called. He linked up with the Range Safety Officer and then had moved to the AAVs for transportation back to USS SOMERSET. He had 14 personnel from CAAT and 1 CHD Marine for a total of 15. They were spread loaded into different AAVs and then moved to a staging area. (b)(3), (b)(6), (b)(7)(c) estimates that between 1100 and 1200, he heard that one vehicle had broken down and noted there was a lot of confusion. He decided to teach his Marines some classes on the GPS and CASEVAC. Later, they moved to the West Cove beach. They waited for a LCAC to arrive with parts for the broke down AAV. After about 45 minutes of no sign of a LCAC he and the rest of the Marines loaded up and moved to the staging area for the AAVs. He was then told later that everyone was going to splash, (b)(3), (b)(6), (b)(7)(c) believed it was

(b)(3), (b)(6), (b)(7)(c) that told him, but he was not sure. But they wanted to get accountability so there was a lot of movement to ensure that they had 100% accountability. (b)(3), (b)(6), (b)(7)(c) splashed in the P7 with the NOTM. (b)(3), (b)(6), (b)(7)(c) stated that they were in the water for awhile, but he didn't know how long. (b)(3), (b)(6), (b)(7)(c) stated that he had served in a mech company before and had been in an AAV a lot. (b)(3), (b)(6), (b)(7)(c) stated that they were taking on waves but they didn't seem too big. At 1743 he was told they were approximately 30 minutes from ship, he then said the next 5 to 15 minutes the AAV Marine in the back moved to the front of the AAV very quickly. He asked one of the crewman; "What's going on?" The AAV crewman stated that an AAV was taking on water. A short time later, they opened the left troop hatch on his AAV. (b)(3), (b)(6), (b)(7)(c) looked out, he said that he saw (b)(3), (b)(6), (b)(7)(c) from AAVs on top of his AAV getting a pole with a hook on it. (b)(3), (b)(6), (b)(7)(c) stated that it looked like there was 4 to 6 guys on the back of track 5 in life preservers. He stated that vehicle 5 possibly had an open hatch and they were 10 to 20 feet away from it. They moved their AAV within 10 feet from AAV 5 and Marine swam from another vehicle; he was a white male and he had no vest. (b)(3), (b)(6), (b)(7)(c) stated that there were Marines in the water but he was not sure how many there were in the water. (b)(3), (b)(6), (b)(7)(c) pulled one Marine on board and then pulled in a second Marine, the second Marine was an (b)(3), (b)(6), (b)(7)(c) After helping the second Marine he lost sight of track 5. After assisting to pull the 2nd Marine from the

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water he did not see any one else in the water or the AAV. (b)(3), (b)(6), (b)(7)(c) was very complimentary of (b)(3), (b)(6), (b)(7)(c) performance throughout. They continue to survey the area. They did not see any survivors at that point and they were taking on too much water so they had to close the hatches. They tried to open and close the hatch six or seven times and they finally got it closed. (b)(3), (b)(6), (b)(7)(c) stated that (b)(3), (b)(6), (b)(7)(c) said the driver still in the track and they lost the driver. Then everyone was trying to get counts for accountability. His AAV was the last AAV recovered that day and when he got out of the AAV onto the ship they were three guys getting worked on. (b)(3), (b)(6), (b)(7)(c) offered great recommendations of things that his AAV platoon did in the past such as marking all AAVs with chem lights, running through safety drills, teaching everyone how to open all hatches on the AAV and more training at the UET and SVET trainers, training on the life preservers and the HAP bottles. (b)(3), (b)(6), (b)(7)(c) stated that at no point does he recall being given any type of safety brief by the AAV crews. He talked to the Marines in his AAVs about the chem lights on the handles and oxygen tanks attached to the vests they used to have with prior unit.

I, (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_, agree that this is a correct synopsis of the \_\_\_\_\_ statements I made to (b)(3), (b)(6), (b)(7)(c) whom I know to be a member of the command investigation team inquiring into the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on \_\_\_\_\_ July 2020.

Signature \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_ Date 20200911

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VOLUNTARY STATEMENT Aug 5, 2020

I (b)(3), (b)(6), (b)(7)(c) . make the following free and voluntary statement to (b)(3), (b)(6), (b)(7)(c) whom I know to be a member of the command investigation team inquiring into the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. I make this statement of my own free will and without any threats or promises extended to me.

On the morning of the incident reveille was at 0300 and by 0330 we were down at the Tracks. The night before we had the Platoon down on the vehicles doing pre-ops and water pre-ops so when we got down to the vehicles that morning we were doing final preparations, getting the vehicles ready and doing final pre-ops so that at 0350 they could do the manifest with Combat Cargo. After that was done we got ready for the MACO drills with (b)(3), (b)(6), (b)(7)(c) We then got everyone down and loaded one track at a time and the MACO went well. After the MACO was done we undogged whatever tracks that were left that needed to be undogged and then did final checks with the sections leaders. I was going through some refinements of the plan with (b)(3), (b)(6), (b)(7)(c) and the infantry platoon commander over what each section would be doing. I also briefed my A-Slash, (b)(3), (b)(6), (b)(7)(c) and my crew chief on the order that the vehicles would be coming off the ship.

Once we splashed, we noticed that the waves were a little bit rougher than what we had heard it might be. We had been told it would be a sea state one or a two, although I can't remember who told us that. We were supposed to hit the cove in three waves, but we didn't end up doing that because the cove was too small to fit everyone like that. Once we got on the beach we met the range safety officers who were in a van waiting for us. It was pretty much an administrative movement from there to get to the objective. The order of movement as we came up the beach was vehicles 1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 13 (C-7), 14 (NOTM), and 12. We then started moving towards the objective with 3rd Section, which included vehicles 10, 11, C-7, and the NOTM, being left in the vicinity of the beach.

We carried on with the operation and conducted actions on the objective. Everything was going good at that point. I checked with Tracks 6 and 7 to make sure they were good. They replied that they were. After we completed actions on the objective we heard over comm that Track 12 was down due to an issue with their hub. We loaded the infantry back on the vehicles at that time in preparation to retrograde. (b)(3), (b)(6), (b)(7)(c) then called over the radio asking everyone to look in the back of their tracks for hub assembly parts. That held us up for a while as we all stopped to look for the parts Track 12

needed. We kept spare parts boxes in certain vehicles throughout the sections and that's how we carry replacement parts. However, after we checked for the specific parts they needed we determined that none of the vehicles on the objective had the necessary parts, so we called back to the vehicles at the beach to see if they had it. We waited there for a while to see if we could get the replacement parts, but eventually we determined that we weren't going to get them in time.

Around this same time I received word that my section would pick up the ADR Marines, so I stayed with Track 12 and sent Tracks 6 and 7 along the flight line to go pick up ADR Marines who were sitting across the flight line in the brush. After that we ended up waiting a few hours before we went back towards the beach. The Tracks that went back to the beach were Tracks 1, 7, 6, and then I was in the rear in Track 5.

Once we got back we staged the Tracks in an area just above the beach where the C-7 and NOTM vehicles had staged. I let them know that we needed to conduct a surf observation. Around that time we were also doing water pre-ops, we popped plenums on Track 5 and made sure everything was tightened down. (b)(3), (b)(6), (b)(7)(c) went down to the beach with someone to conduct the surf observation, I don't remember who he was with though. After a while we got the vehicles staged in order and ready to splash we continued to do the pre-water ops checks. Then we were just sitting and waiting for the ship to give us the green light to splash. Comms were hard to establish at that point, we had a difficult time getting the Ship to give us the green light

Eventually, (b)(3), (b)(6), (b)(7)(c) said he got the green light from the ship to splash. The order we splashed in was Tracks 10, NOTM, C-7, 8, 7, 6, 5, 3, and 1. We splashed sometime between 1645 and 1650. Once we got out into the water a little ways I asked (b)(3), (b)(6), (b)(7)(c) if he saw safety boats and he said that he did not. At some point, I remember hearing that the NOTM vehicle had lost buckets, I asked them if they were alright and they replied that they were fine. I remember that the water was definitely rougher than it had been in the morning. (b)(3), (b)(6), (b)(7)(c) radioed in and asked us how we were doing and I told him that we were fighting the swells.

After we had been going for a while I remember that (b)(3), (b)(6), (b)(7)(c) kept asking (b)(3), (b)(6), (b)(7)(c) how far he was from the ship. (b)(3), (b)(6), (b)(7)(c) replied that he was probably 3000 meters the first time he was asked, then he said he was 1,500 meters, then the third time he said he was 2,000 meters. (b)(3), (b)(6), (b)(7)(c) asked if he should do gator squares when he got to the ship, I told him no because the sea state was bad and that he should just go straight for the ship and just tail it.

At that time Track 8 came over comm because the C-7 and NOTM were moving slower. They asked if they should slow down and do gator squares or just shoot past those two vehicles. Both myself and (b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c) told Track 8 that they should just shoot past the C-7 and NOTM vehicles. I remember that around this same time there was talk over comm with the ship about trying to get them to slow down and do a button hook, but they responded that they were doing refueling operations and they couldn't maneuver right then. Once I heard that I got on comm and told everyone that we needed to use this time to close dispersion with the ship while they were doing flight ops.

At this time I told everyone to button their hatches because we were eating waves at this point. I was sitting in the turret, (b)(3), (b)(6), (b)(7)(c) was in the Troop Commanders hatch, and (b)(3), (b)(6), (b)(7)(c) was the driver. I think I was about two and a half to three kilometers away from the ship when I gave the order to button up the hatches. I remember that around this time I asked (b)(3), (b)(6), (b)(7)(c) how he was doing and he said that everything was fine. I told him to keep an eye on the plenum indicators, and he said that the plenum indicators were up.

We were still moving toward the ship when (b)(3), (b)(6), (b)(7)(c) said that he couldn't see because of the swells. I popped my hatch so that I could direct him. The waves really smacking us at this point. I told (b)(3), (b)(6), (b)(7)(c) to stay calm and that I had him and would guide him into the ship. At this point (b)(3), (b)(6), (b)(7)(c) came over comm and said that he is going to hook up for tow. I looked back and asked who he was towing and where to. He responded that he was towing Track 3 and was headed back to land. At that time, (b)(3), (b)(6), (b)(7)(c) asked if we would be the safety vehicle for the two tracks headed back to the beach, but I said no because (b)(3), (b)(6), (b)(7)(c) had it under control. Once Tracks 1 and 3 headed back I became the last track in line so I became the safety vehicle

Around this time I radioed over to (b)(3), (b)(6), (b)(7)(c) to see if the stern gate was down and he said that it was. I also kept asking (b)(3), (b)(6), (b)(7)(c) if he was good, he said that he was but that he still needed help. I told him I got you.

At this point (b)(3), (b)(6), (b)(7)(c) came over, grabbed my leg, and told me that he could see water at the deck plates. I told him roger, I then got on the comm and tried to get in contact with anyone. I could hear myself keying out and talking, but no one was replying. I still think everything is ok at this point. I could see the water on the plenums and assumed that the water we did take on was from the swells and the hatches being open prior to having them shut. And that the water being seen over the deck plates was due to the motion of the track moving the water back and forth. I told (b)(3), (b)(6), (b)(7)(c) that we had to throw some of the water out of the plenums and get to the ship. (b)(3), (b)(6), (b)(7)(c) said that he still needed help so I stood on the ring in the turret trying to direct him to the ship while still trying to key out over comm. At this point only my hatch is open.



I tried to radio over to Track 1 to see if they were good. I could hear them say something about "watch that swell" which I think was them talking to Track 3 as they headed back to the beach so I assumed they were alright. At that time Tracks 10, 8, 7, and probably 6 had already gotten on the ship but we were still a ways out. I asked (b)(3), (b)(6), (b)(7)(c) if he wanted me to drive, but he said no and that he still had it but that if I wanted to drive that was ok with him. I thought he was still ok at that point, but I was getting ready to take over driving. At that point I got another pull on my leg from (b)(3), (b)(6), (b)(7)(c) telling me that the water was getting a little higher and was moving up the boot. I responded by saying alright, just stay calm, I see the ship we just have to get closer. I then told (b)(3), (b)(6), (b)(7)(c) that we had to get to the ship. I said there was some water in the back which I was sure was from all the waves that we ate. I just kept telling him to stay calm and that we had to get to the ship.

At that point I jumped out onto the top of the vehicle, grabbed the November Flag and started waving it. I was waving it probably 15-20 minutes trying to get someone to notice. I asked (b)(3), (b)(6), (b)(7)(c) to see if he could get comm with anyone else and around the same time I heard (b)(3), (b)(6), (b)(7)(c) asking what was going on. I then got on the radio and said "any track any track, this is Track 5, this is (b)(3), (b)(6), (b)(7)(c) I'm going to need a troop transfer now" After that transmission, I could hear myself click, but I couldn't hear myself get out over the net. I asked (b)(3), (b)(6), (b)(7)(c) if he could transmit he said no, so I told him to stay calm and that we just needed to get to the ship. I then started waving the flag again.

I think someone must have heard my last transmission because I saw the C-7 turn around. We were still moving in the water at this point. (b)(3), (b)(6), (b)(7)(c) asked me how much farther, I said not far, just stay calm, we are about 1500 to 2000 meters away at that time. I asked (b)(3), (b)(6), (b)(7)(c) if the bilge pumps were still on, he said that yes they were. I hopped up and looked at the front electric bilge pump and saw that it was still pumping out water.

Once the C-7 came up and I could see the driver I yelled "possible troop to troop transfer" and I told him to get behind me. I asked (b)(3), (b)(6), (b)(7)(c) if he was ok and he said he was fine, so I said ok, let's just get to the ship.

Around that time, (b)(3), (b)(6), (b)(7)(c) came up and said that the water level was boot top high. I got back up on top of the vehicle and started waving the November flag again and started trying to key out again saying I need to do a troop to troop transfer right now. I then told (b)(3), (b)(6), (b)(7)(c) to pop their hatches.

(b)(3), (b)(6), (b)(7)(c) then came back and said that the water was getting a little bit high now. I said ok, calm down, we're going to do an evac. He then popped the starboard side cargo hatch. They were having trouble

getting the hatch open, so I grabbed it and threw it open. I started telling the guys in the back let's go, we're going to evac. At this point the NOTM pulled up alongside and I told them that we were going to do a troop to troop transfer. I also told (b)(3), (b)(6), (b)(7)(c) that we were going to transfer to another vehicle. I then told everyone to drop all their stuff and pop their life jackets. I looked down and saw that the water was still below the bench seat. I told everyone to calm down and that it was going to be ok, just pop your life jacket and we're going to transfer, drop your stuff and get in the water.

At that point, I turned to (b)(3), (b)(6), (b)(7)(c) and asked if we were still good. He said yes, but that he thought we just lost power. The pitch of the engine had changed noticeably, so I asked him to put it in water tracks, which he did. One of the infantry Marines asked if they were supposed to drop everything, I said yes drop everything. Another one of the infantry Marines asked if he was supposed to drop his flak too, I said yes, drop everything.

At that time, a swell came over the vehicle. I remember saying "watch out" and that the Marine who was closest to the turret got pushed into the water. I said (b)(3), (b)(6), (b)(7)(c) "get out, get out, get out" and then everything starts to run together in my mind. I remember the Marines who are still in the back of the vehicle just looking at me. I remember that I got knocked off by a wave, and I remember swimming over to one of the other tracks which I think was Track 14. I helped one of the infantry Marines up onto that vehicle and then I climbed up and looked back and could not see any sign of Track 5. I think about 10-15 seconds had passed since I got knocked off the top of Track 5 and when I looked back from the top of Track 14.

The next thing I remember is looking at (b)(3), (b)(6), (b)(7)(c) and he gave me a hand gesture of asking where and I gave him a hand gesture back pointing like in a vicinity of. And then I told the Marines on the NOTM that we needed to look for survivors. We were getting a lot of water into the vehicle at that point because we had the cargo hatch open so I went to help close it. We had some difficulty getting the hatch closed, but eventually we were able to get it. We then started looking for survivors. We saw one life jacket come up but there was no one in it. I saw the C-7 vehicle moving towards two Marines who had come up. We then saw a life jacket and a Kevlar, so we moved in that direction and found out that it was (b)(3), (b)(6), (b)(7)(c) We managed to pull him out of the water, he still had his Kevlar and rifle with him at that point. We took that off and I started doing CPR on him. While I'm doing that, they keep looking for other Marines. Eventually, while I'm doing CPR on (b)(3), (b)(6), (b)(7)(c) I saw some water come out and then I saw some foam and blood come out. We felt a light pulse, so I kept doing CPR until I started puking at which point I told (b)(3), (b)(6), (b)(7)(c) to do CPR. We checked his pulse again and we couldn't feel anything.

We kept checking for other Marines but we didn't see anyone. The swells were getting bad at this point and almost knocked me and (b)(3), (b)(6), (b)(7)(c) off the ship, so I made the call to head back to the AAV. ~~ship~~ (b)(3), (b)(6), (b)(7)(c)

At no point during this incident did I see the ship stop. As soon as we got on the ship, we stopped and handed (b)(3), (b)(6), (b)(7)(c) down. I then went immediately to (b)(3), (b)(6), (b)(7)(c) and said that we needed to get accountability. I asked the C-7 how many did they take and they said two, I asked (b)(3), (b)(6), (b)(7)(c) how many they took and he said 6 including myself. Based on their answers I knew we were missing 8 individuals. I asked if they had brought (b)(3), (b)(6), (b)(7)(c) on and they told me that they hadn't seen him. After that I was mainly involved in getting all the Marines together and checking on the infantry Marines that I had on my track.

(b)(3), (b)(6), (b)(7)(c) and I did the pre-water ops checks prior to splashing back towards the ship. We did this where we had consolidated with the C-7 prior to moving down to the beach and splashing. It was (b)(3), (b)(6), (b)(7)(c) that did the surf observation. The splash team checks were done by (b)(3), (b)(6), (b)(7)(c) because he was the last one to splash. I did topside checks with (b)(3), (b)(6), (b)(7)(c) I checked the bilge pumps, hatches, and plenum indicators. I remember checking the bilge pumps because there was still fluid in the hull that got pushed out onto the ground when we checked.

Other tracks in the section have had issues before this, but Track 5 has always been a reliable vehicle. The only issue we have had with it is that we would often have to replace the fan belt, but we haven't had to replace it in a while. We usually have (b)(3), (b)(6), (b)(7)(c) ride with us instead of (b)(3), (b)(6), (b)(7)(c) but he remained back because of COVID. The engine stayed running the entire time during the incident. Even though I heard the engine pitch change, I never heard it stop entirely.

During the incident I remember that the NOTM vehicle's bow plane struck the front starboard side of our vehicle. When that happened, I was on top of the Track 5 with (b)(3), (b)(6), (b)(7)(c) There were probably four people total on top of the vehicle at that time, but I don't remember who the others were. I felt like I was in control, no one was panicking, the vehicle wasn't filling up with water in a rush or anything. I felt like I had complete control of everything. It was just that one swell that did it at the very end.

Signature

(b)(3), (b)(6), (b)(7)(c)

ate 20200925

(b)(3), (b)(6), (b)(7)(c) Second Statement

VOLUNTARY STATEMENT (2 Sep 2020)

I (b)(3), (b)(6), (b)(7)(c) , make the following free and voluntary statement to (b)(3), (b)(6), (b)(7)(c) whom I know to be a member of the command investigation team inquiring into the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. I make this statement of my own free will and without any threats or promises extended to me.

I did not have any experience with MEU's prior to being CHOP'd to the 15th MEU. I was in UAE when I first got the word that we were taking on a lot of bad vehicles. I went to UAE to conduct NATIVE FURY, but we weren't assigned any vehicles prior to going on NATIVE FURY. Once we got back we fell in on the bad vehicles. When we CHOP'd to the BLT I knew that we had some admin deadlines. I remember talking to (b)(3), (b)(6), (b)(7)(c) and saying that we needed to talk somebody because we can't accept these vehicles like this. With the MEU we are supposed to be ready to go and be up. He said that he would go talk to (b)(3), (b)(6), (b)(7)(c) who told him that he would have to fix them anyway. After that I just stepped back and did my job. I told the Marines that we had vehicles to fix and the plan was to just LTI all the vehicles, start fresh, and get everything done that needed to be done on the vehicles.

During RUT my vehicle, Track 5, collided with Track 4 while in the surf zone. The only thing we replaced was the gypsy rack on Track 5 and they did welding on the bow plane on Track 4. There was also some damage on the antennae mount for Track 5 and they had to replace that as well.

I'm pretty sure that the day we moved from Del Mar to the ship was a Monday. There were no issues with that movement. Everything went smooth.

Once we got on the ship we did regular PMCS, pre-ops, and water pre-ops. There is nothing major that I can remember with Track 5. With Track 6 I know we did work with the plenums and hydro. I also know that they were trying to trouble shoot Track 8's electric bilge pump. There was nothing major with my vehicle though.

The regular procedure for pre-ops and pre-water ops is that everybody does it. From the vehicle commander all the way down to the rear crewman. There is a pre-operations checklist that they have to follow. My biggest thing is that if it says something on the checklist like "check this front bolt" that you might as well check the whole assembly to make sure everything is good. We did that every day. The A-slashes then collect the checklist and then give them to the Section

Leaders. We then go through it to identify any discrepancies. I'm pretty sure my vehicle had contaminated road wheels and something was wrong with the plenum indicators on Track 6. We gave the checklists to the Maintenance Chief and he would brief Gunny on what we had. The night before we did pre-ops and then the morning of the operation we went back through and made sure nothing crazy had happened overnight.

We brought the Bravo Co. Marines onto the vehicles the night before. I had (b)(3), (b)(6), (b)(7)(c) give them the Vehicle Commanders brief, which covered the do's and don'ts and the egress and evac drills. They came on the vehicles and saw what they're allowed to touch, what they're able to do, what they can't do, what to pull what not to pull, and if we called this what they're supposed to do once they're on top of the vehicles and then trigger lines as far as water. The trigger lines are that if water gets to a certain point to notify the Vehicle Commander. I let (b)(3), (b)(6), (b)(7)(c) do the actual briefing, but I was standing beside them.

The morning of the incident, there were no issues heading to the Island. After actions on the objective and everything was done we had the time so we went through the vehicles and checked everything. Usually during any training, once you stop you take time to check to make sure everything is still good. And then before you splash, when you're in the staging area waiting, you do the pre-ops and the water pre-ops.

Once we got back to the beach (b)(3), (b)(6), (b)(7)(c) said that the transmission oil was low. We had the plenums up already so I had him and (b)(3), (b)(6), (b)(7)(c) work on it. They did not tell me how low it was. I can't remember how much, I'm pretty sure he said not that much, but I'm not sure. He did add oil, but I'm not sure how much. I know that he got some oil from the oil jugs that we carry on the Track, and I remember asking one of the other Tracks for oil once we got staged.

After that we were getting accountability with all the ADR Marines that we added.

Once we got into the water to head back to ship, I had asked (b)(3), (b)(6), (b)(7)(c) to keep an eye on the plenums to make sure they were good. He asked me what I said so I told him again and he looked over at the plenums and said they were up. After (b)(3), (b)(6), (b)(7)(c) closed his hatch, I was talking to him and asking him if he was good. He told me that he couldn't see anything, so I started to verbally direct him to the ship. During that time I had my hatch open in the turret and was standing up so that I could see better.

I'm not sure when (b)(3), (b)(6), (b)(7)(c) comm helmet stopped working, because I had been talking to him earlier and just asking if things were good back there and he would respond "looking good SSgt." I had worked with (b)(3), (b)(6), (b)(7)(c) before. He has been my Vehicle Driver since we got

back from UAE. When we had the NOTM vehicle beside us (b)(3), (b)(6), (b)(7)(c) thought we lost power. The Track went from idling high to idling low, which told me that water had hit the generators. This meant that the Track was running off the batteries. So I told (b)(3), (b)(6), (b)(7)(c) to throw it in second gear to see if the tracks would spin, which they did. This told me that we weren't completely dead in the water. I had (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) put it in neutral and try to ease it because trying to fight the swells with the Track beside us wouldn't have been good.

When (b)(3), (b)(6), (b)(7)(c) first told me there was water at the deck plate level we were still moving and, (b)(3), (b)(6), (b)(7)(c) was eating some waves and I told him something like "gee (b)(3), (b)(6), (b)(7)(c) you can't eat the sea like that" or "don't drown us." When (b)(3), (b)(6), (b)(7)(c) told me I thought, alright we're still moving the water is still pumping out. My thought was that the vehicle had water in it and that was because of the swells we were fighting and with the Track motion going with the swells, that the water was pushing back and forward. Even with that, I still called it over comm so that someone was still tracking. We still had power and we were still pushing, so we just kept going.

I'm not sure if (b)(3), (b)(6), (b)(7)(c) comm was still working at that point or not, I just know that he was coming over to me to tell me this. At this point there were no other problems or issues with the vehicle. At that point it was just me trying to reach out over comm. I could still hear everybody, and I could hear myself keying out. I said it and didn't think it was anything major at that point. I just said we had water inside the vehicle, and we kept driving.

When the water got up to the boot I was still trying to get comm. The comm wasn't working, I could still hear myself talking with (b)(3), (b)(6), (b)(7)(c) I told him to see if he could get out over comm. At that point I jumped out because no one could hear me. I was the last vehicle in the water. So I grabbed the November flag to see if I could get anyone's attention. I got back on comm while I was waving the flag and I could still hear everyone else talking. I could hear (b)(3), (b)(6), (b)(7)(c) asking what was going on out there. I just kept trying to talk to the other vehicles saying that we needed to do a troop transfer. I asked (b)(3), (b)(6), (b)(7)(c) how it was looking and told him to keep pushing because we still had power and the nearest safe haven was the ship. I was still waving the November flag. (b)(3), (b)(6), (b)(7)(c) was asking me the distance to the ship, which I relayed to him. I'm also still driving (b)(3), (b)(6), (b)(7)(c) and still trying to key out on comm.

I didn't have any communication with the embarked personnel, other than telling (b)(3), (b)(6), (b)(7)(c) to stay calm and keep everyone calm. I told him we were good and were going to keep pushing and that the bilge pumps were still on and we still had power and we were still moving. I remember telling (b)(3), (b)(6), (b)(7)(c) that we were getting closer and that it was just a little bit longer.

I got the attention of the NOTM vehicle once they alerted me that water was boot top high. The C7 was behind me at that point and the NOTM was near the ship when it turned around and came back to me. As soon as they got close I yelled over that I needed to do a troop to troop transfer right now. They drove around me. At some point either right before or right after that I told (b)(3), (b)(6), (b)(7)(c) and the Lieutenant to pop their hatches. I let (b)(3), (b)(6), (b)(7)(c) know we were about to do a troop transfer. I told (b)(3), (b)(6), (b)(7)(c) that we were about to do a troop transfer and to just pop one cargo hatch due to the sea state, but I told him to wait until the NOTM got around because I didn't want a wave to come over.

So the NOTM came over. They were in water tracks. We popped the cargo hatch and we got the Marines up top. When the NOTM came in (b)(3), (b)(6), (b)(7)(c) was driving and they hit our vehicle. When they hit I was sitting on top of the turret telling the embarked Marines to drop their stuff. When they hit I looked over and checked their bow plane to make sure it didn't snap. I then told (b)(3), (b)(6), (b)(7)(c) to calm down and then (b)(3), (b)(6), (b)(7)(c) took over. At that time, I'm pretty sure that's when the vehicle went from idling high to idling low. The NOTM backed up and you could see that (b)(3), (b)(6), (b)(7)(c) was stressing. I still had Marines up top. At this point I'm still sitting on the turret. Both hatches were popped at this point the turret and the t.c. hatch. I think (b)(3), (b)(6), (b)(7)(c) hatch was still closed. I know (b)(3), (b)(6), (b)(7)(c) hatch was popped because I remember him asking me if we were going to do it or not and I said yes, we are about to get your guys to another track.

The C7 was in the back at this point. At that time the Marines in the back were dropping their stuff, life jackets were inflated and they were just waiting to come up. I could see the Marines looking up and I was saying just stay calm, stay calm, we are going to get you guys to another track.

Before this, the Marines in the back had had some trouble getting the cargo hatch open because of the weight of the hatch and the movement of the vehicle. So that's when I grabbed the front of it and threw it open and then stepped on it to ensure it locked in place.

When Marines evac vehicles in this situation they are supposed to drop everything in the track and just leave it. They should then get in the water and pop their life vests.

(b)(3), (b)(6), (b)(7)(c) had looked at me and asked "are we doing it?" At that point he started coming out of his hatch and I put my attention back on the Marines coming out of the back of vehicle. That happened at the same time as the NOTM hit us and I was talking to the NOTM vehicle crew and telling them to calm down. There was four people up top, (b)(3), (b)(6), (b)(7)(c) the two LCpls, and (b)(3), (b)(6), (b)(7)(c) I think (b)(3), (b)(6), (b)(7)(c) was there too. (b)(3), (b)(6), (b)(7)(c) had come up as well and was on the starboard cargo hatch.

I was sitting on the turret trying to get the guys up top. As soon as (b)(3), (b)(6), (b)(7)(c) said, (b)(3), (b)(6), (b)(7)(c) you said my flak too?" I said yes and as soon as I said that a swell came over and it went in the vehicle and pushed it down and pushed the Marines on top off. I was on the turret and got pushed off. I grabbed one of the Marines up top that was sitting closest to the turret and pushed him into the water and was telling (b)(3), (b)(6), (b)(7)(c) "get out, get out, get out." I think (b)(3), (b)(6), (b)(7)(c) got knocked off as well at this time (b)(3), (b)(6), (b)(7)(c) didn't get out, he went down with the vehicle. (b)(3), (b)(6), (b)(7)(c) got knocked down by the wave as well. At this point there was maybe 10 to 15 meters of distance between us and the NOTM vehicle.

As soon as I got onto the NOTM, I started looking for other Marines thinking that since they had popped their life jackets they would come up soon. I think I was in the water for maybe 5 or 10 seconds before getting to the other vehicle. I think the waves were coming at different intervals. We would get swells doubled up, almost right behind one another, and then another swell would be 5 seconds apart.

Prior to this incident we had not done any amphibious training with Bravo Co. One of our normal crewman was also not available for the exercise. I don't remember telling (b)(3), (b)(6), (b)(7)(c) to do anything during the incident besides we were going to do a transfer. I just remember telling (b)(3), (b)(6), (b)(7)(c) to pop his hatch and telling (b)(3), (b)(6), (b)(7)(c) to pop his hatch. I'm pretty sure I told him to get up top and saying "let's go sir, I'm going to get you and your boys off. You and your boys are all going to do a troop transfer."

When the water got up to boot top high, (b)(3), (b)(6), (b)(7)(c) said it's climbing up towards the bench seat, that's when I knew that I needed to do a troop transfer. My plan was to have them jump off the vehicle into the water and be recovered by the other AAV.

The A-slash is my assistant section leader, which is (b)(3), (b)(6), (b)(7)(c)

I had never done a MEU prior to this. Prior to coming out here I was on recruiting duty for three years, and before that I was an 1833 in Hawaii.

Signature

(b)(3), (b)(6), (b)(7)(c)

Date

20200925



ARTICLE 31 RIGHTS WITH CLEANSING WARNING

Name: (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_ Rank/Rate (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_  
Activity: N/A Unit: \_\_\_\_\_  
Telephone number: (b)(3), (b)(6), (b)(7)(c)

I have been advised that I am suspected of violating the following Articles of the Uniform Code of Military Justice: Dereliction of Duty, Negligence, False official statement

I have been advised that:

[Initial]

I have the right to remain silent.

Any statements I do make may be used as evidence against me in trial by court-martial or other administrative or disciplinary proceeding.

I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.

(b)(3), (b)(6), (b)(7)(c) I have the right to have such retained civilian lawyer and/or appointed military lawyer present during this interview.

I have the right to terminate this interview at any time.

WAIVER OF RIGHTS

I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:

I expressly desire to waive my right to remain silent.

I expressly desire to make a statement.

(b)(3), (b)(6), (b)(7)(c) I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without cost to me prior to questioning.

I expressly do not desire to have such a lawyer present with me during this interview.

This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

(b)(3), (b)(6), (b)(7)(c) I understand that the statement I made previously (b)(3), (b)(6), (b)(7)(c) S  
not admissible at court martial and cannot be used against me, and that I can still  
speak if I want to.

200902

(b)(3), (b)(6), (b)(7)(c)

200902

Understanding my rights under U.C.M.J. Article 31, I wish to make the statement attached on the following pages.

ENCLOSURE (12)

(b)(3), (b)(6), (b)(7)(c)

Summary of Interview

On Aug 18, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I was the watch chief on duty the morning of the incident. I came on duty at 0800 that morning. My shift was 0800-1600, but I did stay on shift the entire time. I remember that there was a delay in them to getting to the island that morning. I believe that they did not meet certain objectives that they were supposed to. I think this was because there was something broken or something of that sort.

I wasn't on the radio during the day, but I was monitoring the chats. My understanding is that they were trying to source parts from the Ship to fix whatever downed vehicle they had. We were trying to confirm who had what parts in the quadcons to see if we could gather the parts together and send it to the AAV.

I don't remember any specific conversations about them asking permission to come back to the ship, but then I wasn't monitoring the radios where they would have made that call. I was mainly focused on how to find the replacement parts and figure out exactly how those parts would get to them.

I do not remember the conversations that took place about how the AAVs would come back. (b)(3), (b)(6), (b)(7)(c) was the watch officer who would have been handling that. I don't recall the exact time but there was talk of an AAV getting a lot of water. Maybe 15-20 minutes later, I got on the radio and heard the call that an AAV had gone down. I passed that message on SIPR and also told (b)(3), (b)(6), (b)(7)(c) that this is the radio message I got. I did not recognize the voice on the radio that said there was an AAV down.

As soon we got the call from the AAV, (b)(3), (b)(6), (b)(7)(c) immediately went to the COC and started coordinating how we were going to help the Marines out there.

Summary of First Interview

On Aug 5, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I am the Maintenance Chief for the AAV Platoon. Once we hit the beach that morning, we did a quick suspension check on the vehicle and everything checked out. We then went through and started completing the objectives for the raid. After that, we went to the LZ where the helicopter was. Since everyone was in position for the raid, (b)(3), (b)(6), (b)(7)(c) told (b)(3), (b)(6), (b)(7)(c) who was our rear crewman, to check the suspension around our entire track. That is when we noticed that the hub was blown out. Both the inner and outer bearings as well as the seal were gone.

Once (b)(3), (b)(6), (b)(7)(c) mentioned that, I got out of the track to assess the situation. I realized that I didn't have the replacement parts in the pelican case that I had in the Track with me. I then told (b)(3), (b)(6), (b)(7)(c) what parts I needed to repair the vehicle in order to get it down to the beach.

Once the raid was completed, (b)(3), (b)(6), (b)(7)(c) came over in his Track to assess the downed vehicle. He determined that it wasn't repairable without getting the replacement parts from the Ship. From there I got the NINs that were going to be required to repair the vehicle. At that time, (b)(3), (b)(6), (b)(7)(c) and (b)(3), (b)(6), (b)(7)(c) were going through different COAs as far as leaving me there on the island with the vehicle. It was decided that I would stay with the vehicle on the island. I did not get the parts until the next day.

While I was there, I didn't really have good communication with everyone on the beach. My understanding was that the rest of the Platoon would go back to the Ship and get the replacement parts that I needed.

That was the only maintenance issue that I was tracking the whole day. From the time we got into the water there was no other mechanical issue that I was aware of. Track 1 needed a clamp for their exhaust, but I had the replacement part in my pelican box so we were able to get that vehicle fixed and down to the beach with the rest of the vehicles. I know that Track 3 had issues on the swim back to the Ship. From what I understand they had an issue with their generator belt.

The only maintenance we had done on Track 5 was that we had replaced the PTO on it. This was done back at the ramp on Camp Pendleton.

Maintenance runs were conducted after that, and we had done at least two ship to shore movements, one when we got the Track onto the Ship and one when the Track had gone to San Clemente Island. From talking to (b)(3), (b)(6), (b)(7)(c) after the incident, I am not aware of anything mechanically that failed on Track 5 until they got too much water in the vehicle and the engine started to fail.

Summary of Second Interview

On September 2, 2020 the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection of the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I got to the Platoon on January 6, 2020. I did not go to NATIVE FURY because I was pending going to the resident career course, although I ended up going to the seminar. I started at the end of February and graduated on May 23. I was in the career course when they CHOP'd to the BLT. We did the MEU LTI's on April 20, which is when they were supposed to CHOP to the BLT and I was still in the career course at that time doing the seminar program once a week after hours.

When they did the LTI process I was not there. That is when 3rd AA Bn was doing the alpha team/bravo team switch-off due to COVID 19. The NATIVE FURY Marines had just gotten back off of ROM and I was put on the Bravo Team with (b)(3), (b)(6), (b)(7)(c) and that week during that process we were told to remain in our residence

I do know that 12 of 14 vehicles were deadlined on the CHOP date. When I first got to the Platoon we had our original gear set of 13 or 14 Tracks and those vehicles were getting CHOP'd over to Alpha Co. After that, we were told that we were supposed to be receiving the 11th MEU vehicles. My understanding was that those vehicles were operational since they had just sat for a few months while everyone was gone at NATIVE FURY. After talking to (b)(3), (b)(6), (b)(7)(c) I discovered that half of those vehicles were scheduled to go to RCCA, which is the Return to Condition Code Alpha. RCCA is the process of completely refurbishing the vehicle, stripping it down and replacing whatever needs to be replaced. This happened in March. At that time the rest of the Platoon was over at NATIVE FURY. I spoke to (b)(3), (b)(6), (b)(7)(c) and he instructed (b)(3), (b)(6), (b)(7)(c) to identify more vehicles to send over to the MEU that were not scheduled to go to the RCCA program.

After that, we received 7 vehicles and out of those 7 they had to tow 6 to me. After they had towed those vehicles to me, I went through and LTI'd those vehicles and told Battalion maintenance and (b)(3), (b)(6), (b)(7)(c) that the vehicles were deadlined and that we didn't have the personnel available to get those vehicles up. We didn't have the personnel available because we were supposed to CHOP to the BLT on April 20, and the Marines were supposed to be in ROM until April 20. I was told that they didn't have any other vehicles to give to us and those were the vehicles we were going to get no matter what.

I brought this up to (b)(3), (b)(6), (b)(7)(c) informing him that the vehicles were deadlined. We weren't able to LTI the 11th MEU vehicles until April 20. That is when we were able to identify that 12 of 13 were

deadlined. From that time we had a week and a half before we had to conduct the EOTG Mech Raid with BLT 1/4.

I was able to receive minimal support from Battalion maintenance to get those vehicles ready. They didn't have a lot of maintainers available due to ongoing operations with MCM, GS, and the ongoing Alpha Team/Bravo Team set up made things difficult as well. So we came up with our own plan for how we were going to get the vehicles ready for troop embarkation as well as being able to shoot gunnery. We were able to repair those vehicles for that operation. They were still deadlined for any water operations, but we knew that we were not going to be doing any waterborne operations during that time. After that it was pretty much back to back with the work ups we were doing and repairing the vehicles throughout that timeframe.

I was able to get a few mechanics and repair parts from the Battalion. If the DSI had parts they were willing to give it to us. Since the vehicles weren't CHOP'd to the BLT until they were off of deadline, the BLT wouldn't support us with money to fix the vehicles, but 3rd AA Bn was able to provide us the funds. As far as welding support, there was zero support from CLB-15. CLB 15 is supposed to be a third and fourth echelon support for us. I don't know why they didn't provide support. Requesting welding support was like pulling teeth and we went back and forth on it. (b)(3), (b)(6), (b)(7)(c) saw that we weren't getting support and he provided his engineer capabilities for us and we were able to get the welding done.

By the EOTG Raid Package, we had the vehicles repaired to the point where they could conduct land operations. I'm not sure when they were repaired to the point where they could do water operations. I know that we were continuously working on the vehicles.

The EDO transfer to get the vehicles over to the BLT took about a month due to the supply at 1/4 and 3<sup>rd</sup> Tracks. There was an error message that they were receiving in GCSS which did not allow 1/4 to receive that gear set. They didn't start funding our parts and repairs until about two weeks before we did PMINT. For the entire work up cycle we were receiving money from 3rd AA Bn. Our FAD code did not increase until the vehicles were accepted by 1/4 so we weren't getting any priority for parts or anything like that.

I definitely think that as far as how the vehicles were turned over to us, and the Marines being at NATIVE FURY, did not allow enough time to ensure that maintenance was done on those vehicles. We got our gear set and then a week and half later we were going out to the field. We came back, did maintenance, and then two weeks later we were going out to the field. That coupled with how much training we needed to do on top of the maintenance made things difficult.

By the time we did the exercise, the vehicles were cleared for water operations. When we swam to the USS SOM, we had been conducting maintenance the entire week before that event. When we came to the USS SOM we had one lateral drive that exploded in half, so that vehicle had to continue in water tracks. I had the parts to repair that vehicle on the USS SOM and I was able to get the vehicle operational within 30 minutes. Another vehicle had a broken actuating arm for the buckets, but those were the only issues we had on the swim to the USS SOM.

We did not have a 9 Block on the USS SOM. Back in March I had sent a list to (b)(3), (b)(6), (b)(7)(c) and he had sent the list to the supply officer for CLB 15. But when we got to the USS SOM there were no parts available whatsoever. The only parts I had were the ones I had brought in my field sustainment kit that I stocked with parts based on my experience with the vehicles. (b)(3), (b)(6), (b)(7)(c) was trying to figure out why we didn't have parts on the ship.

On the USS SOM there was a Track that needed a new Digital Display Module so we had to deadline that vehicle. We fixed the actuating arm on the Track that broke down on the way to the ship. We also had to repair a servo amp and the buckets on other Tracks.

On the swim to the island everything went well and no vehicles broke down. Once on the objective, the hub on Track 12 exploded. We had a lot of difficulties getting the parts to repair Track 12 because there was no 9 Block or SecRep list on ship. I knew I had the parts in my quadcon and that's why I wanted to send (b)(3), (b)(6), (b)(7)(c) back to get the parts.

I stayed on Track 12 after that, which was located about 30 minutes from the beach. There were no other Tracks nearby. The other Tracks consolidated by the beach. I don't have any direct knowledge of any maintenance issues that occurred on the beach that day since I wasn't there.

If the volts in Track 5 went from 27 to 19 you would experience a degraded electrical system and the electric bilge pumps aren't going to be able to bilge out the water as well. You would also experience a degraded power transmission for the radios. Basically the entire electrical system on the vehicle will be degraded.

It does not sound routine to me to put in 6 gallons of transmission oil. That would be a lot to put in the vehicle. There are a lot of different ways that you could lose 6 gallons of oil. The only maintenance that was done to Track 5 that could have affected the transmission oil is maybe the hoses going up to the PTO.

There were a few crews that were moved around. I know that (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) was still moving crews around as far as gunnery and what worked for the platoon. As far as my mechanics, I kept them on each section.

(b)(3), (b)(6), (b)(7)(c) was my go to maintenance Marine and I knew that I could trust him to trouble shoot any gear set.

I feed mechanism to let Bn know what our maintenance issues were

I know that 3rd AA Bn used a Materiel Readiness Brief to track maintenance issues within the units. However, because we did not own the vehicles yet, the issues were hard to track. The vehicles that would eventually belong to the 15th MEU AAV Platoon belonged to multiple difference companies at that point. The 11th MEU vehicles still belonged to the 11th MEU, and the vehicles that would come from GS and MCM Platoon from H&S Co. still belonged to H&S Co. Because of this you couldn't see all the maintenance issues that the 15th AAV Platoon was having unless someone specifically brought it up to the CO's attention.

If Track 5 was completely out of transmission fluid and you put 6 gallons in it would still run and the vehicle would still float.



Summary of Interview

On Aug 18, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I was in the Troop Commander (TC) hatch of the Network on the Move (NOTM) vehicle during the incident.

That day was my only experience on the AAV. I was the radio operator for Bravo command, which is the command team that battle tracks everything, which meant that I needed to ride in the comm vehicle. I was the only passenger in the vehicle on the way to the beach. The water was rough on the way there to the beach but it was my first time on an AAV so I didn't think anything of it. On the way back to the ship, when we were sitting on the beach, anyone who was on the beach and looking at that water would say I do not want to go in that water. That is just me being personal with my very limited experience. We sat on the beach for a while and I fell asleep in the hatch just waiting. After about an hour later we decided to start moving back to the Ship. I didn't have a comm helmet on because the helmets they had in the vehicle did not fit my head, so I did not have internal comm during the incident. However, I could tell from the faces of (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) was the crew chief and (b)(3), (b)(6), (b)(7)(c) was the driver) that something was going on.

We were going to ship and everything seemed normal, but I noticed that it seemed to take a long time to get to the ship. I thought it was kind of weird that the ship kept going further and further. Then I asked (b)(3), (b)(6), (b)(7)(c) if it was normal to take this long to get to the ship. After approximately 15-20 minutes. I started seeing (b)(3), (b)(6), (b)(7)(c) turning back to look behind us and I heard him say "Get over there right now." I looked back and saw that someone was on top of Track 5, and they were waving a flag around. (b)(3), (b)(6), (b)(7)(c) then turned our vehicle around and we headed back towards Track 5.

Once we got to Track 5, we accidentally bumped into their vehicle. The only person who was completely out of the vehicle was (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) I could see that the big hatch in the back on the right side of the vehicle was open. I could see inside the vehicle and I immediately knew that there was way too much water inside of it. At that time, some of the individuals jumped from Track 5 and made their way to our vehicle. I was on top of our vehicle at this point and was pulling people out of the water and helping them into our troop compartment. Once we got those individuals in, I turned around and that is when I saw Track 5 sinking. At the time I didn't realize how

many people were still in Track 5 because they were not trying to get out of the hatch. I assume that the people inside the vehicle were either already drowned or drowning because they were not trying to get out. The individuals who got into our AAV knew what they were doing because they got out of the vehicle as quickly as they could. There did not seem to be anyone scrambling to get out of the vehicle after the first group of individuals exited.

After I got back down into the cargo area of the vehicle there was a moment of shock as everyone started taking in what had just happened. I started telling people to keep their heads in it and just do their jobs when I heard someone screaming that the hatch wouldn't close. I started trying to help close the hatch, which we did eventually get closed. At that point I heard either (b)(3), (b)(6), (b)(7)(c) yell that there were life vests in the water. I think it was (b)(3), (b)(6), (b)(7)(c) and (b)(3), (b)(6), (b)(7)(c) that had come up. We pulled (b)(3), (b)(6), (b)(7)(c) onto our vehicle and saw that he was foaming at the mouth. (b)(3), (b)(6), (b)(7)(c) then started performing CPR on him.

Prior to this event, I had gone through the helo dunker, but I had never done any egress or evacuation training that was specific to the AAVs. The night before we went to San Clemente Island we had done some safety training on how to egress the vehicle and operate our life vests. However, I feel like things were easier for me since I was in a seat with a hatch so all I would have had to do was open the hatch to egress the vehicle. From what I heard talking to some of the Marines in Bravo Company, their understanding was that if water rose to knee level that is when they would know there was cause for concern.

During the incident, as soon as we got over to Track 5, (b)(3), (b)(6), (b)(7)(c) got over to our vehicle very quickly. He was probably one of the first ones on top of our vehicle since he was helping pull guys out of the water. I wasn't too focused on who was where, but I know he was definitely on our vehicle helping pull people out of the water because he was the only one wearing desert cammies. While (b)(3), (b)(6), (b)(7)(c) was on our vehicle pulling people out of the water, Track 5 was still on the surface. About three minutes passed between when we bumped into Track 5 until the time it sank. When we pulled up to Track 5 I could see down into the vehicle through the cargo hatch and noticed that the water had risen to mid-torso level of the Marines standing in the back.

When we first pulled up to Track 5, I remember that the TC hatch and the driver's hatch were open. I remember that there was no one in the TC hatch, but I am not sure about the driver. I specifically remembered that I pulled (b)(3), (b)(6), (b)(7)(c) out of the water and looked over and saw Track 5 still afloat. I remember that we had gotten everyone

who was in the water out and then into our vehicle before I turned back around and saw Track 5 going under.

Summary of First Interview

On Aug 5, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

On the morning of the incident, reveille was at 0300. We made our way down to the vehicles and got them ready. I think that the infantry came down at around 0500. We got our MACO drills down and then moved our vehicles down into the well deck at around 0745. We were supposed to splash at 0700 but there was a conflict with the Navy so we didn't splash until around 0800.

I think that four vehicles had splashed off the ship before they started ground guiding us into the well deck where we splashed. We made our way to San Clemente Island. We noticed that it was a bit rough. There was some gear that got detached from the vehicle in front of us that we tried to recover but couldn't. When we were about 800-1000 meters away from the beach my vehicle started having trouble with the buckets, so I passed that to the Pop vehicle over comm and then we proceeded in water tracks.

First section had already made it to the beach and were de-conflicting some issues with range control. We then had to wait for all the vehicles to get on the beach and then we proceeded to our positions. We were doing battle tracking while the raid continued. At some point we got word that there was a mechanical issue with Track 12's hub so we were helping to coordinate to see if we could get replacement parts from within the Platoon or if we needed to get them from the ship.

Later on, the rest of the Platoon came back to where the CoC was staged at and we were getting ready to splash back to the ship. They were doing splash team checks and getting ready to head back. Eventually we splashed back into the water, at first everything seemed good, but the farther we went the worse the sea state got.

During the movement we got word that Track 3 was having issues, so they had to hook up for tow with Track 1. Their safest haven was the beach so they had to turn back. I was sitting in the turret at this point and could see that the water was going over the plenum. I was talking to my driver about what to do if the vehicle died because of the sea state. I told him to be prepared but to stay calm and restart the vehicle. At this point my driver's hatch and the troop commander's hatch were still open. Shortly after this I had my driver shut his hatch but we left the troop commander's hatch open. I think that the waves were coming from west to east at this point.

From there we started having issues with the buckets again. I can't remember which one it was, but I think that the starboard side bucket kept closing. I had the rear crewman working on it, and he could get it working again, but it would only last about 30 seconds before it started malfunctioning again. After a few tries I made the decision to continue in water tracks.

At this time we were about 500 yards from the ship. I kept hearing Track 5 trying to key out over the radio. It sounded like they were trying to key out. I got comm with the C-7 and they said they were going to help the Track with the November Flag up. That was the first I was aware that someone was waving the November Flag so I started looking around. As soon as I spotted the flag, I told my driver (b)(3), (b)(6), (b)(7)(c) to turn around. When we got close enough I lifted my comm helmet to hear what (b)(3), (b)(6), (b)(7)(c) was saying and he said "we need to do a troop transfer." I started telling my crew to get ready to do the troop transfer.

When I got to the side of Track 5, the cargo hatch was up. I could see the grunts and (b)(3), (b)(6), (b)(7)(c) in the back. I could see the water almost to the bottom of the fuel cell. We got so close that we hit Track 5. We were trying to get close enough to do the troop transfer that the waves pushed us together. The Marines in the back of Track 5 were in about waist deep water.

At this point, I was on the top of my vehicle with my starboard side cargo hatch popped. The guys were already in the water at that point. I remember that (b)(3), (b)(6), (b)(7)(c) was already behind me, and I was reaching to pull an infantryman up. I then looked up and saw the nose of the vehicle pointing at the sky and it was sinking. I remember that (b)(3), (b)(6), (b)(7)(c) was still in the vicinity of the turret and he finally got off. I remember that (b)(3), (b)(6), (b)(7)(c) was yelling (b)(3), (b)(6), (b)(7)(c) name and was very upset.

I stayed kneeling where I was for about 10-20 seconds stunned by what had just happened and waiting to see if anyone would come up from underwater. I think we got two gators and maybe four to five infantrymen into our vehicle. No one was able to jump to our vehicle from Track 5, they all had to swim over.

After that, we tried closing our hatch and there was something stopping it from closing. We were worried about this since we were starting to take on water, but (b)(3), (b)(6), (b)(7)(c) was able to find an eyelet that had gotten stuck near the hinge and was preventing it from closing. Once we removed the eyelet we were able to get the hatch closed. From there we started looking for survivors.

We finally did see a survivor. We made our way over and got him onto our track onto the plenums over by the driver's station. (b)(3), (b)(6), (b)(7)(c) started doing CPR on him until eventually he stopped and I took over.

We kept looking for bodies in the water. The safety boat was in the water at that point and had gone to the C-7 and were heading back to the ship. We tried to signal them, but for some reason they didn't stop. We made the decision to head back to the ship, so we headed that way. At this time we had the Marine that we pulled out of the water still on top of our vehicle.

We finally got back on the ship and gave the injured Marine to the Navy personnel who then started working on him. From there we worked on getting accountability.

I don't know why we chose to do a rough sea transfer by getting so close to the vehicle. When I pulled up next to Track 5 my main concern was just getting everyone out as quick as possible.

For chow in the morning, we had established that we would send crewman to the chow hall first and then the crew chiefs afterwards. The chow hall was open early that day to accommodate everyone.

(b)(3), (b)(6), (b)(7)(c) conducted the pre-ops check that day. They would have turned their checklists in to (b)(3), (b)(6), (b)(7)(c) Splash team checks were done by (b)(3), (b)(6), (b)(7)(c) I normally do them before the SNCO's go through just to make sure that everything was good so they don't have to redo it. I did the splash team checks on the C-7 and Pop that day with (b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

### Summary of Second Interview

On Aug 19, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I turned my vehicle around to help Track 5 because I could hear them trying to get over the net, but I couldn't actually visualize them due to the dispersion of the vehicle. Finally, at about 100 to 150 yards from the stern gate I saw what appeared to be Track 5's November flag up. That's when I immediately told (b)(3), (b)(6), (b)(7)(c) my driver to turn around. I couldn't tell if he was waving it vigorously or if it was just the wind. I could see a Marine standing on top of Track 5 with the November Flag. Once we got closer, I knew it was (b)(3), (b)(6), (b)(7)(c) waving the flag. At that point in time, the vehicles in front of me were already in the stern gate. At this time, the C-7 was to the rear of Track 5

Vehicles 10, 8, 7, and 6 bypassed my vehicle and recovered first because we had to go into water tracks during the movement from the shore to the ship. I can't remember who I told this information to, I either told it to Papa Sierra (AAV Platoon Sergeant) or I just pushed it over the net generally.

Before I saw the November Flag, I didn't know that there was any vehicle in distress. All I heard was Track 5 repeatedly trying to key out. I just kept hearing "This is Track 5..." and then I wouldn't hear anything else. Then I remember hearing Papa Sierra trying to ask questions to paint his awareness of what was going on. At this point I couldn't see where Track 5 was at so I radioed over to the C-7 to see how they were doing and that is when they told me that they were assessing the vehicle with the November Flag up. It was (b)(3), (b)(6), (b)(7)(c) that told me this. At that point, I started looking around to see if I could spot the November flag, but I still thought there was no way and that (b)(3), (b)(6), (b)(7)(c) would have told me a long time ago if there was a vehicle with a November flag up.

At this time I kept scanning while I had my driver continue pushing towards the ship. When I finally saw it and told my driver to turn around I think we were 100 to 150 yards away from the ship. When I saw the November flag, that's when I finally realized that something serious was going on. I immediately rogered up to Papa Sierra (b)(3), (b)(6), (b)(7)(c) what was going on and that I was going back to help. (b)(3), (b)(6), (b)(7)(c) acknowledged and asked if it was Track 5. I told him that I couldn't tell at that time. He then asked how far I was from the ship and from the track. I told him that I was a lot closer to the

distressed vehicle so I was going to go over there instead of going to the ship. I think that when I turned around I was 50 to 75 yards away from Track 5.

At this point in time, when I was talking to (b)(3), (b)(6), (b)(7)(c) I knew that it was (b)(3), (b)(6), (b)(7)(c) on the top of Track 5. I think I was about 30 yards away when I knew it was (b)(3), (b)(6), (b)(7)(c) on top of Track 5. He was standing in the turret with the flag. I'm guessing that he must have gotten the flag and then gotten back in the turret.

As we approached the vehicle there was no one on top of the vehicle. The driver's station was closed, I think the Troop Commander's hatch was closed as well, but I'm not sure. At the same time, (b)(3), (b)(6), (b)(7)(c) was asking me for more information, but I'm not sure what he was saying because at that time I had one earmuff up as I was trying to listen to what (b)(3), (b)(6), (b)(7)(c) was saying. As soon as I got close enough he was yelling "troop transfer, troop transfer." I think I was closer than 30 yards when (b)(3), (b)(6), (b)(7)(c) was yelling this. We were port to port as this was going on maybe 10 meters apart.

I then told (b)(3), (b)(6), (b)(7)(c) to get on the other side of Track 5 because the water was pushing us together. This was also when I could see their starboard side cargo hatch open when I came around. I think that (b)(3), (b)(6), (b)(7)(c) was preparing them to get out at this point, but I'm not sure. No one was in the water at this time. We then tried to turn because the swell started to push us, and this is when our bow plane hit Track 5.

After that the swells pushed us farther. The Pop was able to turn back towards the ship. I told my driver to put it in neutral and lock it. We had popped our hatch and the guys started swimming toward us. From there, I was up top with (b)(3), (b)(6), (b)(7)(c) and he was assisting me with the guys coming over from Track 5. I also had (b)(3), (b)(6), (b)(7)(c) who had come out of the Troop Commander's hatch to help on top of the vehicle as well. We were pulling personnel out of the water on the port side aft, helping Marines up by the gypsy rack. I don't remember who we pulled out of the water. I remember that (b)(3), (b)(6), (b)(7)(c) was the first gator to get on the Pop.

From there I remember helping someone else out when I heard this gargling sound. I helped the guy out of the water and then I looked up and saw Track 5 sinking. I think that three or four individuals in addition to (b)(3), (b)(6), (b)(7)(c) had made it to our vehicle before I saw Track 5 sinking. I remember that (b)(3), (b)(6), (b)(7)(c) was the last one I helped up. He was the last one to jump off the turret.

After we got (b)(3), (b)(6), (b)(7)(c) that is when we were having trouble closing our cargo hatch. (b)(3), (b)(6), (b)(7)(c) was the one that helped us get the hatch close when he noticed that something was blocking it. After we got the hatch closed we stayed around to look for survivors.



We saw one person come up, so we went over and got that individual out of the water. (b)(3), (b)(6), (b)(7)(c) helped me get the body out. That individual ended up being (b)(3), (b)(6), (b)(7)(c) The Marines I assisted aboard my vehicle were wearing just lifejackets, no flaks or kevlars, and the lifejackets were inflated.

When I got my vehicle close to Track 5, right around the time we got close enough to bump into Track 5, I was able to look down into the vehicle through the open cargo hatch. I saw the Marines in the back of the vehicle and the water was to the bottom of the fuel cell. At no point in time did anyone jump from the back of Track 5 to the back of my vehicle. Once we were parallel they started jumping into the water to get to my vehicle.

I remember that all the infantrymen were wearing green cammies, the gators were wearing woodland FROGS, and the ADR Marines were wearing desert FROGS. Once I saw Track 5 sinking, that is when I saw (b)(3), (b)(6), (b)(7)(c) jump off the turret and swim over to my vehicle. I actually helped him out of the water and onto my vehicle. Between the time that (b)(3), (b)(6), (b)(7)(c) got onto my vehicle and the time that Track 5 sank I think that 2 to 3 minutes may have passed. I don't specifically remember seeing (b)(3), (b)(6), (b)(7)(c) getting onto my vehicle. I can't really remember his face though.

Before Track 5 went down, I don't remember if anyone was directing the individuals in the back to get out of the back of the vehicle. I can't recall if anyone was giving the command to get out (b)(3), (b)(6), (b)(7)(c) later told me that he had told them to get all of their stuff off and leave their life jacket on, but I don't know when that would have happened.

When the vehicle sank, I saw (b)(3), (b)(6), (b)(7)(c) jump off the turret. He was standing on top of the turret and then jumped off.

The night before the exercise I know that (b)(3), (b)(6), (b)(7)(c) gave (b)(3), (b)(6), (b)(7)(c) an embark troop brief. I asked him about it that evening and he told me that he did.

Summary of First Interview

On Aug 5, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

On the morning of the incident, reveille was about 0300. We changed over and got down to our tracks and made sure everything was good to go. We checked comm and got the gear stationed and stood by until it was time to pick up the sticks that were going onto our Tracks. I think we hit the rack the night before around 2200 to 2300. We were practicing onload drills until fairly late in the evening. We also got the briefs on what we would be doing the night before.

We started picking up our guys and it was chaotic. The timelines seemed to keep changing on us and we didn't know when we would be pushing out. We finally pushed out of the back of the ship and it seemed pretty calm. We had very little issues on the way to the beach. One of the vehicles had to switch to water tracks, but we were able to get to the beach. We set up the CoC and the other tracks headed towards the objective

We had some issues getting comm with the other vehicles during the exercise. We heard that Track 12 had some sort of problem with their hub. They were trying to do a quick fix and get the Track back to the beach. It took them a while to figure out what was going on with that Track.

Eventually everyone came back to the beach. I switched out drivers so that (b)(3), (b)(6), (b)(7)(c) could drive onto a ship for the first time. The sea state looked calm to me from where we were. I could see white caps in the distance though. I think that it was around 1300-1400 when I was looking at the sea state.

After they got comm with the Ship, they decided to push out to the Ship with what we had. We lined up on the beach one at a time to splash towards the Ship. (b)(3), (b)(6), (b)(7)(c) had comm with the ship and was asking for the go ahead to splash.

Eventually we did splash and everything was calm. We got out past the kelp bed and after that some of the Tracks started to struggle to stay in line. We all got a bit scattered and the sea state changed. The waves started getting a lot bigger and a lot choppier. I noticed that it got worse the closer we got to the ship. I noticed that the Pop was struggling. We were the third vehicle in line at that point.

I remember that we were around 4,000 yards away from the beach when I heard that that Tracks 1 and 3 were headed back to the beach. We kept moving, I could hear (b)(3), (b)(6), (b)(7)(c) over comm saying that he was taking on water, although it sounded garbled. At that time, my impression was that he was just noting that it was happening just everyone would be advised as to what was going on.

We kept going and at some point I looked back and saw (b)(3), (b)(6), (b)(7)(c) waving the November Flag. I got on comm and let everyone know what was going on. Track 5 was the last in line at this point. I said over comm that we were going to go set up for a troop transfer with (b)(3), (b)(6), (b)(7)(c) vehicle.

We started heading over that way and got about 50 meters away. At about that time Track 5 started gunning their engine, which I think was them attempting to engage their hydro bilge pumps to get the water out of there. Track 5 did not look that low in the water at that point. I could see that the driver's hatch and the Troop Commander's hatch were both closed. I could also see that the Track's jets were still engaged, and there were rooster tails coming out of the back of the vehicle, which indicated that they were still under full propulsion. From what I remember, we approached bow to port, with my vehicle off of his eleven o'clock.

We got off to his portside, about at his seven o'clock and were following at a distance of about 50-100 meters. (b)(3), (b)(6), (b)(7)(c) was still on top of his vehicle trying to keep his track going. I think we were following like this for a few minutes. The vehicle seemed to be moving pretty fast at this point.

We kept pushing and eventually we ran into the Pop, we could see that the Pop was trying to get closer to Track 5. We slowed down and were trying to see if we could support them too. We saw two individuals get in the water. I think they were trying to get people out of Track 5, which had stopped at this point. We got on the port side of the Pop and had lost sight of Track 5. I saw two people in life vests come up on top of the Pop.

After Track 5 went down we saw debris start to come up. We saw things like main packs and life vests. Eventually we saw a person come up, so we went over to help. The Major and (b)(3), (b)(6), (b)(7)(c) started deblousing and dropping their gear. I grabbed the boat hook and got ready to help. We got up on the bow plane and pulled (b)(3), (b)(6), (b)(7)(c) out of the water. All he had on was his Kevlar and his WEC. After we got him on board we started looking for more individuals to pull out of the water. We then saw one body come up without a WEC on, but you could see air coming out of him. I think this would have been about two minutes after the Track went down. We got the boat hook and were maneuvering to get him onto the Track when the Major jumped into the water and started to pull him towards us. We were able to pull him up

on top of our Track. He seemed to be breathing alright. I don't know who he was since he didn't have name tapes on.

The rescue boat eventually came up right on top of our bow planes. It actually landed on top of our track and hit (b)(3), (b)(6), (b)(7)(c) his ankle hard enough to make him start screaming. I grabbed the boat's rope and started pulling it to get the boat over to us. It took them a while to get into a position where we could do the transfer. We helped move (b)(3), (b)(6), (b)(7)(c) over and then the other Marine as well. At some point after the boat came over I had (b)(3), (b)(6), (b)(7)(c) take over as the driver and had (b)(3), (b)(6), (b)(7)(c) stand by at the cupula to see if he could help in anyway.

After we got the two survivors into the boat, I took over as the driver. I stood by the Pop vehicle just to monitor them and make sure they were ok. Eventually, we moved back to the ship. Once we got back on board the ship, everyone got out and we were standing by to see if we could help in any way.

Summary of Second Interview

On Aug 19, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I was the C-7 vehicle commander during the incident. I knew that Track 5 was in distress when I heard (b)(3), (b)(6), (b)(7)(c) say over comm that he was taking on water. This was after Track 1 had gone back to the beach. At this point the Pop Vehicle was in front of me. When I heard (b)(3), (b)(6), (b)(7)(c) say that he was in distress I think I was about 400 meters away from Track 5. They were behind us to my right at that time. The Pop vehicle was closer to us than we were to Track 5 at that point.

Once I heard that Track 5 was taking on water, I looked back and saw the November Flag waving. I then had my driver turn our vehicle to starboard and started heading back to Track 5. At this point I could see (b)(3), (b)(6), (b)(7)(c) on top of Track 5, on the exhaust plenums, vigorously waving the November Flag. I couldn't tell if any of the other hatches were open on the vehicle at this point.

I don't know exactly where the Pop vehicle was at this time. I know they were in front of me when I turned towards Track 5. I was closing with Track 5 with my port side to their port side, I didn't get close enough to do anything. I remember when I got close they started gunning it. I think that I got about 100 meters away. Once I got that close, (b)(3), (b)(6), (b)(7)(c) started pointing forward towards the ship, and motioning me to get behind him. My impression at this time was that he was trying to engage the bilge pumps to save the Track as best he can. (b)(3), (b)(6), (b)(7)(c) was holding onto the turret at this point.

They started moving, so we got behind them. At some point they met up with the Pop Vehicle. We tried to move up slowly because they had started the transfer at this point. The Pop had tried to get close enough to them so that they could transfer the troops by having Marines jump from one vehicle to the next. I'm not sure if anyone transferred at this point. I remember seeing life vests popped, I think they were trying to jump but the water condition made it difficult.

I remember seeing three individuals on top of Track 5. I remember that the port side cargo hatch was open on Track 5. I also remember seeing (b)(3), (b)(6), (b)(7)(c) and two others on top of the Pop trying to grab boat hooks to move the vehicles closer. I lost sight of them for a minute due to the waves and the fact that the Pop vehicle was blocking our view.

Although the Pop vehicle was obstructing my view, I could still see part of Track 5 as it went down. We then started to look for survivors. (b)(3), (b)(6), (b)(7)(c) was the first one that we picked up. (b)(3), (b)(6), (b)(7)(c) used the boat hook to get him close to the bow plane, and then we lifted him onto our track. (b)(3), (b)(6), (b)(7)(c) was doing CPR and we kept looking for other survivors. Sometime later we saw another individual come up without a WEC or any PPE on. From what I could see it looked like air was coming out, like he was still breathing. As soon as we got close enough, (b)(3), (b)(6), (b)(7)(c) jumped in and moved him closer so that we could get him onto the track quicker.

As Track 5 went down, I couldn't get a really good angle to see who was standing where. I could see that (b)(3), (b)(6), (b)(7)(c) was standing on top of the Pop. I think that (b)(3), (b)(6), (b)(7)(c) and one other individual were in the water trying to get on the Pop at this time. Track 5 had not sunk at this point, but it was in the process of sinking. The Pop and Track 5 were about 15-25 meters apart at this time.

I think that about 5 minutes passed between the time that (b)(3), (b)(6), (b)(7)(c) indicated that I should get behind him and when it sank. During the five minutes we were behind them, I think they were trying to close the gap with the Pop so that they could do a troop transfer. (b)(3), (b)(6), (b)(7)(c) seemed like he was trying to coordinate with (b)(3), (b)(6), (b)(7)(c) to get the vehicles close together. I believe there were also two individuals sticking their heads out of the cargo hatch getting ready to move. I think they must have been standing on the benches. At this time I could see that the Drivers hatch and TC hatch were closed but that the turret was open. The two Marines sticking their heads out of the cargo hatch had kevlar on.

I did not see anyone else in the water as Track 5 was going down. I did not see a wave knocking anyone off of Track 5 or anything like that.

VOLUNTARY STATEMENT

I, (b)(3), (b)(6), (b)(7)(c), make the following free and voluntary statement to (b)(3), (b)(6), (b)(7)(c) whom I know to be a member of the command investigation team inquiring into the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. I make this statement of my own free will and without any threats or promises extended to me.

I have been in the fleet about 2.5 years, this is my first deployment. On the day of the incident we woke up around 0300 and started getting ready. I was assisting the maintenance chief, going vehicle to vehicle seeing if anything would come up but nothing did. We eventually got into our vehicles and then the grunts loaded up. I don't remember getting briefed on the scheme of maneuver for the day or anything like that. I do remember the Lieutenant came to our rooms the night before and gave us the rundown on what was going to happen that day, but I don't specifically remember the scheme of maneuver being briefed.

We then got the vehicles staged on the well deck and got ready to splash. I remember the sea state being rough when we went in the water, but it was nothing too crazy and the vehicle was pretty dry. We had a few drips coming in, but nothing terrible. I was in the rear crewman's position at this point.

Eventually, we got to shore and then pushed to the objective. Sometime after we got there, I remember that Track 12 went down, so I got out of Track 5 to work on it. I think that the bearings had seized up, which caused the hub to heat up. When I looked at it, the hub was gone and the bearings were gone and it was just the support arm studs left. I was working on Track 12 for about two hours, mostly we were waiting for the replacement parts

At some point (b)(3), (b)(6), (b)(7)(c) told me to get in the back of Track 5 so I did and we pushed back to the beach. Once we got there we were doing checks of the vehicle. At some point (b)(3), (b)(6), (b)(7)(c) let me know that the oil pressure was reading a little bit low, so we opened up the plenums and I climbed in to see if I could figure out what was causing it. When I got in there, I could see a lot of dirty grease and oil but I couldn't tell where it was coming from, so I asked (b)(3), (b)(6), (b)(7)(c) to turn the engine on so I could see if oil was squirting out anywhere. As soon as he did I noticed a PTO leak coming from the mounting bolts. I tightened the bolts down and that got the leak down to a very slight drip. We then put more oil into the transmission and checked the oil pressure level and determined that it was good to push since the pressure wasn't dropping low. I was there working on this the whole

time, but  
help out.

(b)(3), (b)(6), (b)(7)(c)

came in at different points to

While this was going on I did not help out with the rest of the pre-water ops checks for the vehicle. After they were done, I got back into the vehicle and we waited for a while. Eventually we splashed into the water again to head back to the ship. I felt that the sea state was worse than it had been in the morning. After a while I heard some splashing around so I looked down and saw water at the deck plates. At this point I didn't think too much of it since water at the deck plates is something that Trackers are used to. However, I did want to let (b)(3), (b)(6), (b)(7)(c) know what was happening. I was wearing a CVC helmet but the internal comm wasn't working so I took the CVC helmet off, climbed over the infantrymen and went to tell (b)(3), (b)(6), (b)(7)(c) what was happening. We had the back of the AAV configured with the rear center bench seat in place, but the front center bench seat was not. Some of the packs were at the back and were strapped down.

Once I got up to (b)(3), (b)(6), (b)(7)(c) I tapped him on the boot to get his attention, and told him that we had water at the deck plate. He said good to go, thanks for letting me know. I don't think that he thought too much of it since water at the deck plates is something Trackers have seen before.

After I told (b)(3), (b)(6), (b)(7)(c) about the water coming in the vehicle, I made the decision to sit down in the A-gunner's position so I could keep talking to the SSgt if I needed to. I borrowed a cell phone from one of the infantrymen so I could use the flashlight to monitor the water level. I noticed that the water moved from deck plate level to ankle level pretty quickly. However, I feel like it stayed at ankle level for a while without getting any higher. I let (b)(3), (b)(6), (b)(7)(c) know that it was at ankle level and he said ok, thanks for keeping me updated. I kept seeing (b)(3), (b)(6), (b)(7)(c) feet get out of the turret, I don't know what he was doing, but he may have been up top waving the November Flag

Eventually the water rose to boot top level and I let (b)(3), (b)(6), (b)(7)(c) know again. I asked one of the grunts to feel one of the bilge pump tubes to see if he could still feel it vibrating and he said he could. This would have been the port side aft bilge pump tube which is one of the electrical bilge pumps. The Marine I asked to feel the tube is not a tracker though, so I'm not sure if it was really running or if he was just feeling vibrations from the engine. I asked him to check the electrical bilge pump because I could hear a squealing coming from the engine, which I thought could affect the electrical pumps. I think the electrical system was still working at this point but I don't think the generator was charging anything, because I checked the voltage regulator and it was red. I remember that the rear dome light



was still on at this point, which is why I think the electrical system was still working.

The water then raised to boot top level. I think that between boot top and calf level (b)(3), (b)(6), (b)(7)(c) was on top waving the November Flag. I had gone to let him know the status of the water level again, but he wasn't in the vehicle commander's hatch. I then went over to (b)(3), (b)(6), (b)(7)(c) in the Troop Commander's hatch and asked him where the (b)(3), (b)(6), (b)(7)(c) was and he told me that he was on top of the vehicle waving the flag.

Once the water got to calf level (b)(3), (b)(6), (b)(7)(c) was back in the turret again and I let him know that we had to get the troops out of here. He said he was tracking. I remember that the engines sounded rough at this time, although it felt like we still had water propulsion. I know that the vehicle was put in water tracks around this same time because I could hear it. I think that may have been a last ditch effort to get the Track to the ship.

At this point, (b)(3), (b)(6), (b)(7)(c) yells down at me that we have to pop the hatch. The infantrymen had not gone through the egress training, they had only gone through the SWET trainer. I know this because I had been talking to them in the vehicle prior to everything happening. A couple of them were standing up at this point, so I told everyone to sit down. They were all kind of freaking out at this point. I told them all to tighten up the waist bands on the life preservers. At this time everyone is still wearing flaks and kevlar. I then directed a Marine to go over to the hatch handle and told him to be ready to turn it when I told him to. I then waited for the go ahead from the SSgt to open the hatch, but when I looked he wasn't there. I didn't want to make the final decision to pop the hatch because I know that puts the track in a very vulnerable position.

I then ran over to (b)(3), (b)(6), (b)(7)(c) again and asked him where (b)(3), (b)(6), (b)(7)(c) was and he told me that he was on top of the vehicle waving the flag. I said ok and ran over to the turret and yelled up to him asking whether we should pop the hatch. He told me to go ahead and pop the hatch. I went back down and got my forward hatch handle open but the grunts were having trouble opening their rear handle. There were six of them struggling to open it, I was yelling over at them trying to direct them how to open it. I could see that the problem was that they didn't have the latch handle turned over all the way. Once I was able to tell them how to do it they were able to get it open. From what I remember the hatch locked once it was open. I saw my SSgt up there. I lifted myself up and had my feet dangling down into the troop compartment. I pulled (b)(3), (b)(6), (b)(7)(c) up by his flak. I don't know what SSgt was doing at this point. I think I saw (b)(3), (b)(6), (b)(7)(c) get out of the track as well. Everyone was freaking out at this point. I heard (b)(3), (b)(6), (b)(7)(c) saying don't worry about your rifle don't worry

about your pack because all the Marines were trying to grab their stuff.

At that point a wave came and crashed in. Prior to this happening, I think the water was at bench level. When the wave crashed over the vehicle started to pitch backwards into the water, rear-end down. I stood up and ran over to the driver's hatch. I'm not entirely sure what happened next, but I remember grabbing onto the hatch handle trying to get it open. I think I got dragged down a few feet under water before I finally let go. I'm not sure if I managed to open the hatch or not, but I swam back to the surface and over to Track 14. By the time I made it over to the other Track 14 I couldn't see Track 5 anymore.

We then climbed onto Track 14. I remember that I got onto Track 14 last. We went into the troop compartment of the vehicle and I remember that the cargo hatch wouldn't close, so I had to help them close it. There was an eyelet that had gotten stuck in the hatch and was preventing the hatch from closing. Once I got the hatch closed we grabbed someone out of the water and started doing chest compressions on him. I grabbed the Marines flak, but it was (b)(3), (b)(6), (b)(7)(c) who actually pulled him up onto the track. Eventually I got back into the vehicle and was talking to a Sergeant who was telling me to keep my head in it.

We tried to yell to the safety boat as it passed by us to get it to stop and take off the injured Marine we had pulled out of the water, but they passed up by. So we proceeded back to the ship in water tracks. It seemed to take forever to get there, but eventually we did manage to get back on the ship. At that time I was on top of the vehicle helping to hand the injured Marine down off the top of the vehicle. There was a lot of confusion about what was happening.

At some point during the incident, around when the water was mid-calf level, I looked over at the engine panel and there was water spraying out from behind it. It was really hot water and it was continuously spraying out. I think this indicates that the exhaust plenum must have collapsed and allowed water to fill up the engine compartment. I don't know if the intake plenums collapsed or not. This was after the SSgt had checked the plenum indicators and said that they were up.

During the incident, I was the only 2141/1833 in the back of the vehicle. The troops being embarked on the vehicle never received an embark troop brief at any point that day that I know of. They were also not briefed on how to use the life preserver that day, although I think they would have received that training during the training leading up to the event. No one gave them a formal brief on how to operate the hatch handles or exit the vehicle or anything like that. However, I made it a point to talk to the infantry Marines as we were

moving around that day and I spoke to them about what the different handles were for and what they did.

Signature

(b)(3), (b)(6), (b)(7)(c)

Date 2020 09 23

VOLUNTARY STATEMENT

I, \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c), make the following free and voluntary statement to \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c) whom I know to be a member of the command investigation team inquiring into the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. I make this statement of my own free will and without any threats or promises extended to me.

I don't specifically remember the date that we showed up at the Del Mar Boat Basin to splash out to the ship for the first time. I know that we showed up late in the morning, around 0800 or 0900, and that we splashed approximately at noon. I was on Track 5 at that time and B Co. was not with us during that movement. There were no issues during that movement that I'm aware of.

This was my first MEU deployment. Before attaching to the MEU, I had gone to EXERCISE NATIVE FURY 2020. I was originally an assistant maintenance chief, so for all of the other field operations we had I was on Track 12 with my maintenance chief. However, the second section mechanic had tested positive for COVID so I had to fill in his spot and ended up on Track 5.

We had a number of vehicles deadlined when we went to the MEU. I think we had 13 of 14 vehicles deadlined at one point. The plan to fix it was to just grind it out and fix it as quick as we can while still doing things the proper way. The way I felt about this was that our Platoon had always kind of gotten fucked over. We had some pretty bad vehicles before we got the vehicles from the previous MEU. We ended up getting rid of those and giving them to Alpha Co. We were going to have all of the 11th MEU's vehicles, but the Oceanic Task Force that just pushed out ended up taking a bunch of vehicles from us. I feel like 3rd Tracks just said "fuck you, here's a bunch of really horrible tracks and old vehicles." We ended up doing LTI's on those and they ended up being some of the worst tracks that we had seen, but we got dealt the cards we got dealt so we worked on the Tracks we were given.

Although I am usually the assistant maintenance chief, I have experience working in the back of an AAV and have done so many times. There were no issues on Track 5 when we went to the ship from the Del Mar Boat Basin, I think there were a few vehicles that lost water steering but we fixed it on ship. Usually, once we get vehicles staged whether it's a land movement or a water movement, each mechanic will check in with their section and address any question or concern no matter how big or small. For the most part though once we got onto the ship there were no major concerns. We took a quadcon to the ship

that had spare parts in it. The issues that we did have were that Track 9 stopped reading water temp so we ended up leaving that Track on the ship for the exercise. We never even had to turn a wrench on Track 5. Track 5 has always been our power Track, it was a pretty strong Track.

Pre-ops are mostly done by the operators, but I usually just wander around during the pre-ops to make myself available in case any of them have any questions

The night before the exercise the Bravo Co. Marines all came down to the Tracks. I was off to the side along the bulkhead of the well deck just watching what was happening. From what I saw they gave embark troop briefs to the majority, not just one Track at a time. After that they were showing them around the Tracks although I couldn't say what they did specifically. I think they may have shown them around the inside, showing them the hatches and everything. I know these guys didn't do the egress training so maybe our guys were showing them that.

The morning of the exercise we got on the vehicles early. I don't remember if they did a pre-op that morning or not. I don't really remember that morning very well. I remember that there were no issues moving from the ship to the shore. During the time we were on the island I remember that (b)(3), (b)(6), (b)(7)(c) the driver, had mentioned that his transmission oil was running low. I remember thinking that we had time so we popped the plenums, I went inside and looked over at the PTO and there was a slight oil leak coming off of what looked like the PTO meets the torque converter. The PTO is the Power Take Off, it controls the hydraulic pump, the cooling fan, the left and right lateral which propels the water propulsion system. The PTO sits right on top of the transmission and there's a gasket in between it and there are studs that go through the transmission to the PTO and you tighten down the nuts on the studs. When I went down there I saw some wetness, I know that Tracks leak a little bit, it's a giant diesel engine so it will get oily, but there was a little bit more in there than should be accepted. So I checked the mounting bolts and they were a little bit loose, like they had backed off a little bit. So I grabbed my 9/16 wrench and torqued them all down. I double nutted one that I saw had backed off a little more than the rest. After that (b)(3), (b)(6), (b)(7)(c) filled it back up with oil and after that I didn't hear anything else about it. I don't remember how low the levels were when I filled it up and I don't remember how much we filled it up with once I fixed it.

I know that we checked this when we did the pre-ops on ship we would have checked the transmission oil. Somewhere in between there we must have lost the fluid. (b)(3), (b)(6), (b)(7)(c) said that his transmission oil pressure was reading a little bit low, but nothing too crazy. After

tightening the nuts, I went and sat back down in the back of the Track and nothing else significant happened before we splashed.

Before all that happened I had been involved in helping Track 12. I helped them clean up as much as they could. Basically the bearing hub had welded itself to the support arm so I had to reshape it for the new set of bearings that we would have to put on that Track. We had seen that before on that Track so it wasn't anything crazy.

When I was in the back of the Track as we pushed towards the ship, I lost comm pretty quickly so I couldn't hear what they were saying on the Tracks internal comm. I was mainly communicating via voice. The only thing out of the ordinary at that time was that we were rocking back and forth a lot.

I know that at some point we might have ended up loosing electrical power. Once you take on water and it gets anywhere near the generator you'll hear a lot of squealing from the belt that indicates you have water at the generator. Once I heard that I checked the voltage regulator and it was red, which indicates that the Track isn't charging. I know that the marine clutch solenoid runs off electrical, and that runs the water propulsion drive. The Driver's Display Module runs off electrical and that tells you all the volts and everything. The water propulsion switch is electrical. Comm is electrical. The parker valves, going back to the hydraulic, or the buckets, for water steering runs off the electrical system. So there's a lot of stuff in the vehicle runs off the electrical system. However, a lot of those systems will still run at 19 volts. Just because the Track's generator stops charging the four batteries can still be used.

I first noticed the water getting into the vehicle once it was at deck plate level. Once I saw that I dropped my comm helmet and climbed over all the grunts to get to the A-Gunner's seat. I had the grunts pull out their cell phones and they were using them to create light. Once I got up to (b)(3), (b)(6), (b)(7)(c) I tapped him on the boot and let him know that there was water at the deck plate and he said "thank you, I'm tracking." I then stayed in the A-Gunner's spot because I didn't want to be climbing back and forth so I stayed there and continued to monitor the water.

I don't remember the exact time, but I think the water rose from the deck plate to the ankle level pretty quickly. It was hard to see exactly how high the water was because it was super oily and you couldn't see through it. So I grabbed one of the grunt's rifles and stuck it down into the water to see how high the water rose on the butt stock.

Once the water rose to ankle level I decided to let the (b)(6), (b)(7)(c) know again. I told him that the water was at the ankle and he sort of just acknowledged again. He was still in his hatch at that point. I

believe that (b)(3), (b)(6), (b)(7)(c) were still in their hatches too.

The next time I spoke to (b)(3), (b)(6), (b)(7)(c) was when the water was at the boot top level. At that point I remember screaming up to (b)(3), (b)(6), (b)(7)(c) "Hey, (b)(6), (b)(7)(c) water is at boot top, we need to start thinking about getting these guys out of here." I know that boot top level is when you do a troop transfer and get the embarked personnel out of the vehicle. I remember him saying that he was tracking.

I don't remember exactly when it was done, but I know that at some point he got out of his turret and started waving the November flag on top of the vehicle. I know this because I went over to where (b)(3), (b)(6), (b)(7)(c) was sitting in the troop commander's seat and he looked out the sight glasses and though it was blurry (b)(3), (b)(6), (b)(7)(c) said he was up there.

I know at some point I heard the generator squealing. I also know I heard water tracks kick on, but I don't know if he did that because he lost water steering or if he had just put it on to help him. Other than that I'm not aware of any mechanical problems.

At that point we had water at the boot top level. I got back into the back of the Track and started talking to the grunts. I told them all to look at me and told them "These are the cargo hatches. These are the handles that will open in case we do end up opening them. We're not going to open them yet." I took the one with the lock on it since none of them had done the egress training and I thought this would mitigate any confusion. I then told them "I need one of you guys to grab onto that handle and practice turning it and opening it." So one of the grunts grabbed onto the handle, gave it a turn, and then locked it back up. I then told them all to look at me and told them to grab onto their WEC's and tighten their belts. I also had them look for the patch that should be on the outside.

After that I stood by and kept monitoring the water. I think that (b)(3), (b)(6), (b)(7)(c) got back into the turret at some point. The water started raising even higher and it got to within a few inches of the bench seat level. When I had told (b)(3), (b)(6), (b)(7)(c) that the water was boot top high there was no instruction given to open the hatch. Also, I knew that the grunts had not done the egress training because that is what they had told me. We had been talking all day and that was just one of the things they mentioned.

I was about to make the decision on my own to open the hatch but I was nervous to open it on my own because if I do so and something happens then that's 100% on me. So I yelled up to (b)(3), (b)(6), (b)(7)(c) through the turret and said (b)(3), (b)(6), (b)(7)(c) "the water is getting really close to the bench seat" and he told me to pop the hatch. So I went back to the grunts and said "Okay, we're going to open the hatch." I opened my handle

all the way and the grunt opened his handle, but failed to open it all the way. He got to within two inches to where it would have opened and then they all started freaking out and pushing on the hatch trying to force it open. I screamed at them and told them to sit the fuck down. I then told one person to turn the handle an inch more, and they did so and it flew open and locked in the open position.

I then got out through the hatch and sat down on the edge with my feet hanging inside the Track. I then grabbed (b)(3), (b)(6), (b)(7)(c) and pulled him up. At this point (b)(3), (b)(6), (b)(7)(c) was standing on the cargo hatch. I pulled (b)(3), (b)(6), (b)(7)(c) and he was sitting on the other cargo hatch as it was closed, and (b)(3), (b)(6), (b)(7)(c) was also sitting on top of the vehicle. I don't know if they still had their gear on. I know some people were trying to drop their gear and some people were able to do so successfully and some people didn't. I screamed at them to stop dropping their gear because a WEC can float a fully combat loaded Marine.

Within 50 seconds of us opening that cargo hatch a giant swell came in and flew right over the cargo hatch and into the back of the hatch. All those Marines back there were standing on either the center bench seat or the starboard bench seat and the water splashed in there and took out their feet. I looked down and saw all of them laying on the deck plate just looking up at me.

The back filled up and the Track started to go down in the back. I then stood up and ran to the front of the Track and grabbed onto the driver's hatch handle. I knew that my driver was still giving the vehicle R's because the Track was still running. I tried to open the handle and I could feel him trying to open it on the other end, but I couldn't get it open. The next thing I remember, I swam over to Track 14.

When Track 5 started to sink I think that (b)(3), (b)(6), (b)(7)(c) was floating just off to the side. I have no idea how (b)(3), (b)(6), (b)(7)(c) got off the vehicle. When I was on top of Track 5, I think that Track 14 was 25 to 30 meters away from us so I didn't really notice them or even worry about them. I wasn't even looking over there. Once the Track went down though, I think I swam maybe 15 feet to get onto Track 14. When I got onto that Track, I think that (b)(3), (b)(6), (b)(7)(c) was still in the turret.

I have been in the Marine Corps for almost three years now and I have been in the water multiple times in an AAV before. I don't remember putting any chemlights on any of the hatches. We may have had them and I just didn't notice them because those chemlights are not that bright. I have seen the AAV Common SOP before, but I don't think that I could quote from it.

(b)(3), (b)(6), (b)(7)(c) was the normal second section mechanic, but I had to fill in for him since he was out due to COVID.



I know that the cargo hatches were leaking on the way back to the ship, but it was nothing outside the norm. I do know that when I was sitting over near the turret I saw water spraying out from behind the engine panel. It wasn't just leaking, it was a full pressurized spray all the way up to within a few inches from the top of the panel. At this time the water level was probably near boot top high.

During the incident I had green frog cammies on. I also had flak and Kevlar on. I know I dropped my Kevlar in the Track, but I don't know if I dropped mv flak inside Track 5 or Track 14. I don't remember when (b)(3), (b)(6), (b)(7)(c) got off the vehicle, but I think that the vehicle just sank beneath him and he floated up. When I got over to Track 14, (b)(3), (b)(6), (b)(7)(c) was in the back with one of the comm/data guys, (b)(3), (b)(6), (b)(7)(c) was driving, (b)(3), (b)(6), (b)(7)(c) was in the turret, and I think (b)(3), (b)(6), (b)(7)(c) was in the TC. We ended up pulling (b)(3), (b)(6), (b)(7)(c) out of the water. We had a problem closing the cargo hatch, so I had to remove an eyelet in order to get the hatch closed.

Signature

(b)(3), (b)(6), (b)(7)(c)

Date 20200923

ARTICLE 31 RIGHTS WITH CLEANSING WARNING

Name

(b)(3), (b)(6), (b)(7)(c)

Activity: \_\_\_\_\_

Unit: 3RD TRACKS

Telephone number

(b)(3), (b)(6), (b)(7)(c)

I have been advised that I am suspected of violating the following Articles of the Uniform Code of Military Justice: Dereliction of Duty, Negligence, False Official Statement

I have been advised that:

[Initial]

I have the right to remain silent.

Any statements I do make may be used as evidence against me in trial by court-martial or other administrative or disciplinary proceeding.

I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.

(b)(3), (b)(6), (b)(7)(c) I have the right to have such retained civilian lawyer and/or appointed military lawyer present during this interview.

I have the right to terminate this interview at any time.

WAIVER OF RIGHTS

I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:

I expressly desire to waive my right to remain silent.

I expressly desire to make a statement.

(b)(3), (b)(6), (b)(7)(c) I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without cost to me prior to questioning.

I expressly do not desire to have such a lawyer present with me during this interview.

This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

(b)(3), (b)(6), (b)(7)(c) I understand that the statement I made previously to (b)(3), (b)(6), (b)(7)(c) is not admissible at court martial and cannot be used against me, and that I can still remain silent now if I want to.

20200962

(b)(3), (b)(6), (b)(7)(c)

2200902

Understanding my rights under U.C.M.J. Article 31, I wish to make the statement attached on the following pages.

ENCLOSURE (132)

(b)(3), (b)(6), (b)(7)(c)

Summary of Interview

On Aug 5, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I was riding in the back of the C-7 Vehicle during the incident. I have been through the UET trainer, and the last time I have done a swim qualification was two years ago. There were only three working comm helmets in the vehicle and all of them were given to people that needed them. Three helmets worked fully, and one helmet could only receive. I was seated in station four in the C-7 vehicle, at that time our driver was (b)(3), (b)(6), (b)(7)(c) was in the cupula.

(b)(3), (b)(6), (b)(7)(c) was in the Troop Commander's hatch, I remember seeing (b)(3), (b)(6), (b)(7)(c) rushing up to (b)(3), (b)(6), (b)(7)(c) had been sitting in Seat Three. I saw him come back, and then (b)(3), (b)(6), (b)(7)(c) went up to talk to (b)(3), (b)(6), (b)(7)(c) At that time we were told to make sure that all our equipment was on and secured properly. From that point it felt like a lot of time passed while we were trying to get ahold of Iron City (call sign for USS SOM). At that time, the majority of people went up top to help get people in the vehicle. (b)(3), (b)(6), (b)(7)(c) was on comm calling for life boats.

At some point, I went up top to see if (b)(3), (b)(6), (b)(7)(c) had any word to pass or if they needed any help up top. On top of the vehicle at that time were (b)(3), (b)(6), (b)(7)(c) and I think three other people. I could see that we had taken one individual out of the water, and there was another Marine still in the water. We were trying to give direction to the driver to get the vehicle over to the Marine still in the water.

I remember that the life boats came over and we were trying to transfer the two Marines we pulled out of the water. I was going back and forth trying to pass word to the people who were on the comm. We were relaying information to Iron City and to (b)(3), (b)(6), (b)(7)(c) I remember that comm with (b)(3), (b)(6), (b)(7)(c) was fairly spotty and I had to ask him to repeat his last a few times. The life boat that came up to us was a small black boat. We stayed out for a while trying to look for other survivors, but we didn't see anyone.

ENCLOSURE (133)

Summary of First Interview

On Aug 5, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

On the morning of the incident, reveille was at around 0300. We woke up, got dressed and went down to the ramp. We went over our pre-ops to make sure everything was good to go. We went through our MACO drills, we had staged all the gear the night before so we were mainly just getting the guys onto the right track. We had one person on our track, he wasn't a grunt, I think he was a comm guy, (b)(3), (b)(6), (b)(7)(c) I gave him a brief on how to inflate his life jacket and so on. I told him everything you would need to know in order to get into the water.

Eventually we splashed. The water was fairly rough but I wasn't too worried about it. We got to within 300 meters of the beach when our starboard bucket went out. We had the mechanic in the back trouble shooting it, but I just went into water tracks. We got onto the beach shortly after that and everyone went to their own positions. We set up the CoC near the beach and that's pretty much all we did during the exercise was just monitoring comm. It took about an hour to an hour and a half for them to complete the raid. I know that Track 12 blew a hub and I heard them trying to coordinate getting the repair parts.

I'm not sure if they did get the parts, I wasn't really tracking that part. Eventually we pushed back down to the beach later that day and conducted all our pre-ops and splash checks. When we determined everything was good to go we splashed. We were the second vehicle into the water.

We made it a decent ways out before our buckets went out again. While we had been in the CoC I had had my mechanic working on it. We thought we had it ready, but about halfway to the ship it went out again. We tried to fix it again, but it kept going out so I just decided to push in water tracks. We weren't that far off, but the swells were pretty big at that point. It felt like we were in a roller coaster, you could be at the bottom of a swell and the top of the next one would cover the ship so you couldn't see it. At one point we smacked down into a wave hard enough to kill the engine.

We were probably 200-300 meters from the ship when I heard something about there being a track that was sinking. We already knew that Track 1 had been towed back by Track 3, so we were confused about which Track was in trouble. We started looking around. We had our hatches closed when (b)(3), (b)(6), (b)(7)(c) finally spotted Track 5 and said to pop hatches and that we had to go back an help them.

By the time we got there, they already had the cargo hatch popped and were trying to get people out. (b)(3), (b)(6), (b)(7)(c) was on top of the vehicle, but I don't remember who else, if anyone, was on top of the vehicle at that point. I could see that some of the guys in the back had their life vests popped and were trying to get out. I think that the Track was sitting very low at this point, maybe about six inches of water.

We couldn't get right next to them because the swells were so bad so we went down current of them and people started going off the side and swimming over to us. Then it just turned all of a sudden and went down. Prior to it going down I don't remember seeing Marines getting out. However, as it was going down I remember seeing (b)(3), (b)(6), (b)(7)(c) and maybe a few other Marines getting off. I remember that (b)(3), (b)(6), (b)(7)(c) didn't get off and we were looking for him and it was long enough that we feared for the worst. We saw a few bodies come up with their life preservers so we went to pull them out of the water. I remember (b)(3), (b)(6), (b)(7)(c) giving chest compressions to one of the Marines we pulled out of the water. I remember the safety boat come out of the ship and going to the other Track and then back to the ship.

After the safety boat went back to the ship, we decided to push back to the ship ourselves. As soon as we could we passed the injured Marine down to the Navy personnel in the well deck. I didn't have a whole lot of maneuverability when I got so close to Track 5, I was mainly just trying to get the transfer done quickly. I think it was probably a wave that hit Track 5 at the last moment that caused it to go down. It took maybe two to three seconds for it to go down.

I did the pre water op check on my vehicle at the beach with my crew chief. I turned the completed sheet in to (b)(3), (b)(6), (b)(7)(c) For the splash team checks, (b)(3), (b)(6), (b)(7)(c) checked a few things and (b)(3), (b)(6), (b)(7)(c) did the rest of it.

(b)(3), (b)(6), (b)(7)(c)

Summary of Second Interview

On Aug 19, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

From the time we left the beach until our buckets went out I think that maybe 20 to 25 minutes passed. I tried to fix it, and at first the fix worked, but the buckets kept going out. They went out three of four times before we decided to switch to water tracks the rest of the way. I think that 40 to 45 minutes passed between when we left the beach and when we switched to water tracks the last time.

In the splash out to the ship from the rain room on Camp Pendleton we had issues with the vehicle as well. It was still the same problem though, the buckets kept going out. It took longer before we lost the buckets that time. Once we got on ship we replaced the servo amp on the starboard side I think. I can't remember if it was port or starboard, but I know we replaced the servo amp. After we replaced it we checked it a few times and every time we checked it was good.

I think that when (b)(3), (b)(6), (b)(7)(c) told me to turn our track around and go back to help Track 5, our distance from the ship at that time was about the same distance as from the front of the Amphibious Vehicle Test Branch Building aboard Camp Pendleton to the stop sign where you turn left to go to the Rain Room. At that point (b)(3), (b)(6), (b)(7)(c) told me to pop my hatch because we had a Track that was sinking. I think we turned to port to go help them.

I hadn't heard anything over comm at this point. I had heard that Track 5 was taking on water, but I think that their comm was starting to go down by the time they decided to do a troop transfer. Their comm was cutting in and out at that point. As soon as I turned around I saw Track 5 and could see (b)(3), (b)(6), (b)(7)(c) on top of the vehicle with the November Flag. I think that it took me a few minutes to get over to Track 5. I could tell that it was (b)(3), (b)(6), (b)(7)(c) and I could see him standing on top of the vehicle right next to the turret in front of the cargo hatches.

As I continued to approach, (b)(3), (b)(6), (b)(7)(c) eventually stopped waving the flag and I think he was yelling down to (b)(3), (b)(6), (b)(7)(c) to make sure that everyone was getting out. I am not sure, because I couldn't hear what was going on. The port side cargo hatch was open. The driver's hatch was closed. I don't remember if the troop commander's hatch was closed.

We passed Track 5 port to port and then came around them. When we passed port to port we were maybe 5 to 7 meters away from Track 5. When we came up, I don't remember too much detail, I was mainly listening to (b)(3), (b)(6), (b)(7)(c) as he directed me around Track 5. I remember going around Track 5 and taking it wide so I didn't hit them. The swells kept pushing me so that I couldn't turn. I was getting a little close when I put it in reverse. A swell pushed me and I tapped Track 5 with my bow plane. No more than 5 minutes later Track 5 went nose up and went down.

I don't really remember how people got off the vehicle. I remember seeing (b)(3), (b)(6), (b)(7)(c) jump off the vehicle. I saw (b)(3), (b)(6), (b)(7)(c) actually jump off the vehicle. (b)(3), (b)(6), (b)(7)(c) tried to jump off but he went down a little bit with the vehicle. I'm not positive that it was (b)(3), (b)(6), (b)(7)(c) but I'm pretty sure it was. I also saw some of the infantry guys get off with (b)(3), (b)(6), (b)(7)(c)

When the vehicle sank we were probably about 10 meters away. Track 5 was probably about parallel to my vehicle at about my 10 o'clock. After it sank I remember seeing some guys come up, and I knew that wasn't everybody so I kept looking for more guys. I know that (b)(3), (b)(6), (b)(7)(c) swam over to my vehicle, but I don't know how they got on. I was asking who we were missing and they told me that we were missing (b)(3), (b)(6), (b)(7)(c) so I started looking around to see if I could find him.

I don't really remember where the C-7 vehicle was when Track 5 went down. At no point in time during this incident did anyone jump from Track 5 onto my vehicle. I don't think that anyone got off before Track 5 went nose up, but I'm not positive. There may have been a couple of grunts in the water, but I'm not sure.

The water level was above the bench seats right before the vehicle went down. I remember hearing (b)(3), (b)(6), (b)(7)(c) saying "troop transfer, troop transfer" when we got close enough. I didn't hear (b)(3), (b)(6), (b)(7)(c) saying anything else.

Summary of Interview

On August 5, 2020 the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection of the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I was the driver on the C7 vehicle on the day of the incident. The crew consisted of (b)(3), (b)(6), (b)(7)(c) as the rear crewman, (b)(3), (b)(6), (b)(7)(c) as the Vehicle Commander, and (b)(3), (b)(6), (b)(7)(c) as the communications expert. I conducted the water pre-ops checks with (b)(3), (b)(6), (b)(7)(c) when we were on the beach waiting to go back to the ship. We used the appendix out of the manual to do the checks. I don't remember who came to do the checks though. Before we splashed into the ocean, (b)(3), (b)(6), (b)(7)(c) told us to close our hatches. I don't remember who waved us to go into the ocean, and I don't remember if that person had flags or not.

Once we got out into the ocean, we were driving for awhile. All the comm was up. I think maybe half an hour had passed when the waves started picking up. After maybe 30-45 minutes, the first major thing I remember happening is that a large wave came through the driver's hatch and wiped out our communications. For the majority of the time after that I was looking back to my Vehicle Commander, (b)(3), (b)(6), (b)(7)(c) for direction. He was giving me hand and arm signals because this was the first time I had ever splashed on ship. The waves started picking up even more and we were taking on a little bit more than the normal amount of water, but nothing crazy.

I then remember looking at Track 5 with (b)(3), (b)(6), (b)(7)(c) about halfway up the hatch. I remember seeing black smoke rolling and then I saw (b)(3), (b)(6), (b)(7)(c) giving me the hand and arm signal for troop transfer. We started taking on a lot of waves so we closed the hatches for a second so I could get to Track 5 faster. I don't know if (b)(3), (b)(6), (b)(7)(c) hatch or the troop commander's hatches were closed. I know that mine was closed though and it was hard for me to see.

Maybe 20 minutes after that I lifted up my hatch because someone told me to open it. I don't know who it was that told me to open it, but it was whoever was in the troop commander's hatch. I had turned and looked at Track 5 and we were about 150 meters away I noticed that it was riding lower than normal. I could hear yelling from the Track, but I couldn't hear what they were saying. I think that he was yelling at either the driver or whoever was in the Troop Commander's hatch. We didn't have comm with them at that point. (b)(3), (b)(6), (b)(7)(c) said "I guess they're going to push it to the ship."

After that we transitioned back into the normal formation and dispersion that we have to go on ship. I didn't notice that anything crazy was happening other than that Track 5 was riding a bit lower



than normal. I was still getting hand and arm signals from (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) I remember that I was looking back at him for about 5 minutes straight while Track 5 was in front of us. I remember seeing a little bit of fear in (b)(3), (b)(6), (b)(7)(c) face, so I looked to where Track 5 was and I didn't see it. I saw WECs in the water. There was one Marine floating in the water with his WEC and his Kevlar on (b)(3), (b)(6), (b)(7)(c) had gotten up and was working to pull that individual in. There were a few people on top of my Track at that point working to get people in while I was still driving. I was trying to make little adjustments so I didn't hit any of the individuals in the water. I think (b)(3), (b)(6), (b)(7)(c) was giving CPR to one of the Marines on top of the plenums. While that was happening we saw another Marine floating about 15 meters to the port side of the Track and everyone started yelling at me to get over there.

Once I got closer to that Marine I could see that he was floating on his back but he didn't have a WEC, Kevlar, or flak. At that point, (b)(3), (b)(6), (b)(7)(c) jumped into the water and got the individual out of the water. At that point I switched out with (b)(3), (b)(6), (b)(7)(c) and he started driving the vehicle. I took off my flak so that I could have more mobility to help out on top of the track.

The next major thing I remember happening was that we were waiting for the safety boat. (b)(3), (b)(6), (b)(7)(c) was driving towards the ship to try to get back onboard. We were slowly driving towards the ship when we saw the safety boat coming our direction so we stopped. The safety boat got to us pretty quickly and we got them close enough to where we could hold on to the rope that's on the side of it and pull it towards us. The first Marine that we got onto the safety boat was the one that we had on the plenums. The boat was parallel to our Track at this point.

After we got both individuals into the safety boat, the safety boat took off. (b)(3), (b)(6), (b)(7)(c) then took over as the driver because he wanted to get back onto the ship as quickly as possible. I think (b)(3), (b)(6), (b)(7)(c) got into the cupola at that point and I got in the back of the vehicle. I was passing information between (b)(3), (b)(6), (b)(7)(c) who was on comm, and to the sir in the front of the vehicle.

I think that everyone was very collected and methodical in their reactions during this incident.

I don't know if the embarked personnel got an embark troop brief before they got on the vehicle that morning. I don't remember a lot from that morning though. I don't remember what we did for chow that morning. I do remember that we didn't eat MREs. I don't remember anyone giving an embark troop brief on the beach prior to heading back to the ship either.

Summary of Second Interview

On Aug 19, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I was the driver for the C-7 vehicle during the incident. When (b)(3), (b)(6), (b)(7)(c) told me to turn the vehicle around we were probably 800 to 1000 meters away from the ship. I had never been in the ocean like that before and had never seen the ship from that perspective before. I couldn't see details on the ship, I could make out the ship though.

When I turned my vehicle around I was mostly following the hand signals of my crew chief, (b)(3), (b)(6), (b)(7)(c) Most of the time I was looking back at him and he was guiding me. The first time I could see Track 5 I am not sure how close we were. I did not see anyone on top of the vehicle. I think it was too far for me to see. The few times that I looked I don't remember seeing anyone on the Track.

The only time I remember getting a good look at what was going on was when it had already sank. Most of the time I was looking at my crew chief to give me hand signals because I had never been in the water before, this was my first time splashing. When the waves started getting really big I needed more guidance so most of the time I was looking back for hand signals. I never saw Track 5 while this was going on. I never saw anyone waving a November flag.

When I turned around to go help Track 5, I was looking at my crew chief and he was guiding me. I started looking at the water and I saw life vests in the water that were inflated.

I don't have any memories of what was going on immediately before Track 5 sank. After (b)(3), (b)(6), (b)(7)(c) told me to head back to help Track 5 the next thing I remember was seeing life vests in the water. I didn't even really know what something was going wrong until I saw the life vests. I remember that before the comm went out hearing (b)(3), (b)(6), (b)(7)(c) saying that we needed to close with Track 5, but I'm not sure. At no point when (b)(3), (b)(6), (b)(7)(c) was directing me do I remember seeing Track 5. I had my hatch open at this point.

We pulled two Marines onto our vehicle, one was named (b)(3), (b)(6), (b)(7)(c) The second one I'm not sure what his name was. At some point while we were getting Marines out of the water, I switched places with (b)(3), (b)(6), (b)(7)(c) since he was a more experienced driver. After that I got up and started helping to secure the individuals that we had pulled out of the water.

Summary of First Interview

On Aug 11, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

Reveille was at 0400, we had staged packs on the AAV's the previous night. Once we pushed out to splash from the ship it was around 0600. Everything seemed pretty smooth to me, the waves were pretty heavy, but I thought that was normal. We showed up on the shore, did the raid, and started heading back. When we were heading back to the beach, one of the Tracks broke down so we hung out with them for a bit. We did some classes while we waited then we got back into our Track and pushed out close to the shoreline. We moved nearer to the shoreline where all the other tracks were at as well as some of the higher ups. We hung out there a few minutes and were then told that we were going to push out towards the ship again.

On the way out towards the ship, I got really seasick so I just put my head down and tried to go to sleep. I finally noticed that we had been out there quite a while. We started seeing water seep into the track. It started out as a tiny puddle, but once it hit boot level we told the mechanic that it was rising pretty quick. He jumped up and told the vehicle commander. After that he said that we should be fine and that we should be able to make it because we were close to the ship. Before we knew it, the water was at lower-calf level. We told (b)(3), (b)(6), (b)(7)(c) again and he relayed it to the vehicle commander and his thought was that we were close enough to the ship and we should be able to make it. Once we told (b)(3), (b)(6), (b)(7)(c) that it was at mid-calf level that was when he got really concerned. He relayed the information to the vehicle commander and then told us to be ready in case we had to get out. He had us double check our floatation device and gave us a quick run-down of what we would have to do if we would have to evacuate.

During the time he gave us the run-down the water level rose even higher and that is when we started the process for evacuating. (b)(3), (b)(6), (b)(7)(c) waved the flag and told us that another track was coming. Some of the guys in the back had gone code black by that point. (b)(3), (b)(6), (b)(7)(c) told us to unlock the hatches. It was (b)(3), (b)(6), (b)(7)(c) and myself pushing up on the hatch. We would get it pushed open a little bit but the waves would push it back down again. We struggled with it for a while until one time when (b)(3), (b)(6), (b)(7)(c) was able to wedge something under it, then we counted three and all pushed at once.

At that time I heard a voice saying "drop everything." Once I heard that I just got rid of all my gear. I got up on top of the vehicle and pulled the beads on my floatation device. Pretty soon after getting on top of the vehicle I was swept away by a wave. I had my flak and Kevlar on once I got on top of the vehicle but got rid of my Kevlar pretty quick. I remember getting swept away by a wave and then getting pulled into the other Track by someone.

That day I was wearing my SAPI plates in my flak jacket. I had my life jacket on top of the flak. We had done the egress trainer on base, or at least we had done the short version where you get in the chair. The AAV crew checked our life jackets in the morning on the ship before we got into the AAV just to make sure we were wearing them properly. I am tracking that the rest of the platoon got some training on the AAV's the night before the incident, but I was on Ship's tax at that time so I didn't get the training. I was told to waterproof my pack, so everything in my pack was waterproofed. All the packs were stacked up inside the vehicle in packs of threes behind where the vehicle commander sits, and behind where the driver sits. I can't recall if our packs were strapped down or not, but I don't think they were.

From the time I saw that there was water in the vehicle to when we got swept off the vehicle I think that maybe 15 to 20 minutes passed. I remember that the engine was running the whole time throughout the incident, and I didn't notice any weird noises. I remember that (b)(3), (b)(6), (b)(7)(c) was talking to us about some of the handles and things inside the vehicle in the morning on the way to the beach. (b)(3), (b)(6), (b)(7)(c) was claustrophobic and was asking non-stop questions and (b)(3), (b)(6), (b)(7)(c) was answering him. No one formally brought us to the back of the vehicle and gave us a run-down of everything on the vehicles.

Before this incident, I had never been in an AAV in the water. I had been in an AAV twice on land before.

Summary of Second Interview

On Aug 20, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

The night prior to the incident I was on ship's tax and did not get any safety briefs before getting in the AAV. I had full confidence getting in the vehicle that day even though this was my first time splashing in the AAV in the water.

On the ride into SCI from the ship that morning I did not notice anything concerning. Everything seemed good to me. From what I recall, the only mechanical issue that day was on another Track where a wheel broke down. I get seasick pretty easily, even on land, so I kept mostly to myself that day since I was trying not to get sick.

On the way to the island, we had a guy that was really claustrophobic, this was (b)(3), (b)(6), (b)(7)(c) and he kept asking questions about what everything did. So we got a rundown on what everything did based off of his questions. There was no official brief though. There may have been a really quick discussion just before we got in by the guy in the back. He said basically don't touch this latch, because that's the latch that unlocks that back emergency hatch, and if anything goes wrong we'll let you know.

I was confident I knew how to handle the life vest. I remember it from the previous training we did where they told us to pull the beads in case of emergency and then as we got on the tracks that morning they checked us to make sure we were wearing them the right way. They didn't check us when we left to go back to the ship that afternoon, we just put them on and just said out loud "remember that the big side goes outward."

I don't know where the water was coming from when the AAV started to take on water. I know that we were getting some drips coming into the AAV from the top of the vehicle, but nothing that seemed abnormal. I think I first realized there was water coming into the AAV it was around ankle level. That is when we let (b)(3), (b)(6), (b)(7)(c) know. He then relayed the information to the Vehicle Commander, but he didn't seem too concerned about it at the time. He said he had seen AAVs before with water up to the boot high and they were fine. When the water got to mid to high calf level they made the decision to start opening the cargo hatch.

The cargo hatch was hard to open. (b)(3), (b)(6), (b)(7)(c) controlled the latch right behind the Vehicle Commander's hatch. It was (b)(3), (b)(6), (b)(7)(c) and

myself towards the end trying to push up on the other end of the hatch. I think that with the waves coming over the water was pushing the hatch back down. By the time we got the hatch open I think the water level was past our knees. Every time we tried to prop the hatch open water would start seeping in, almost like a waterfall. This let a lot of water get into the vehicle.

(b)(3), (b)(6), (b)(7)(c) was the one who told us we would be getting out. He told us this before we got the hatch open. (b)(3), (b)(6), (b)(7)(c) was the one who helped us open the hatch from the outside. He used the November flag as a pry bar to help us get the hatch open. I remember that (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) was the one who told me to pull the beads on my life vest. Almost simultaneously as I did this a wave came and washed us away. I remember (b)(3), (b)(6), (b)(7)(c) on top of the vehicle before I got swept off.

After that I remember my head wasn't submerged but I had to wipe the water out of my eyes. Once I got my eyes opened again I realized that I couldn't see Track 5 anymore and that's when I realized it was gone. I could see the other Track, I don't even remember what direction it was, and someone pulled my collar and pulled me up onto the other Track.

I think the wave that knocked me off of Track 5 was the one that sank it. When I got on top of the Track 5, I remember that (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) were there. I think (b)(3), (b)(6), (b)(7)(c) was there somewhere, but I'm not sure.

When I got pulled onto the other AAV I'm not sure who actually pulled me out of the water. When I first heard the command to drop gear I was halfway out of the vehicle. I don't know who said it, but that is when (b)(3), (b)(6), (b)(7)(c) asked me if someone had said to drop kit, and I told him that yeah we were supposed to drop our kit. That's literally the last thing I said to him.

I remember that while we were headed back to the ship the driver wasn't too happy because he couldn't see. I remember that the Lieutenant had to guide him to the ship because the driver couldn't see where he was going.

Summary of Interview

On Sept 8, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

1. What AAV related training did you receive prior to the accident?

The only AAV related training that I received before the accident was the SWET as part of UET training. I did not do the SVET or MAET.

2. How did you get out of the vehicle?

The seas were rougher on the way back than on the way to the beach. The AAV started taking on water roughly 10-15 minutes into transit. The Rear Crewman was notifying the Vehicle Commander as the water rose. When the water was ankle high, we were told not to worry, that it was normal. The water continued to rise to seat level. My impression at this point is that the Vehicle Commander is still trying to get the AAV back to the ship. When the water rose to knee level, the decision to open the hatch was made. (b)(3), (b)(6), (b)(7)(c)

and I assisted the Rear Crewman in opening the hatch. We could not open the hatch until we were assisted from the top of the vehicle by the Vehicle Commander.

Once the hatch was open, (b)(3), (b)(6), (b)(7)(c) and I climbed out of the vehicle. Someone told us to drop gear but I'm not sure who. Because my life jacket was on top of my flak, I started to take off my life jacket. Before that, I was able to get my sides off but I couldn't get the whole flak off. Before I could get my life jacket off, a wave washed me off the vehicle. I started sinking. I was able to get the rest of my flak off under water. I pulled the beads on my life jacket and started rising to the top and then I blacked out.

Summary of First Interview

On Aug 5, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

On the morning of the incident, reveille was at 0300. We went to the well deck and started our morning routine, including vehicle pre-ops and squaring away all the gear. From there we rolled into last minute briefs, section leaders were talking to the crew chiefs who were talking to the rear crewman. After that we splashed from the Ship to San Clemente Island.

On the island we set up in the CoC. At some point, we heard that the other vehicles were coming back, so we double checked our vehicles because we knew we were getting back into the water. Once the platoon got back, I got back into the vehicle and got ready to splash. I had my comm helmet on, but for the most part from the rear crewman's seat you can only hear the vehicle commander and the driver. However, I could hear a lot of radio chatter coming through.

We finally splashed back into the water. From what I could tell the water was rougher than what I had seen before. We started having some issues with the buckets on our vehicle, so I was getting up a lot and talking to the rear crewman about what was going on. I know that (b)(3), (b)(6), (b)(7)(c) switched it into water tracks at some point. I could hear (b)(3), (b)(6), (b)(7)(c) saying that the water was pretty rough.

I don't remember how long we were in the water at that point. It may have been an hour or an hour and a half, maybe longer. But around that point I know that (b)(3), (b)(6), (b)(7)(c) heard over comm that Track 5 was starting to take on water. I could only hear the updates that (b)(3), (b)(6), (b)(7)(c) was giving (b)(3), (b)(6), (b)(7)(c) and I. At some point, (b)(3), (b)(6), (b)(7)(c) told me to get ready because we were going to hook up for tow. Sometime later, I heard (b)(3), (b)(6), (b)(7)(c) tell me to get on top so I got on top of the vehicle through the turret.

I was up topside of our vehicle with (b)(3), (b)(6), (b)(7)(c) I could see (b)(3), (b)(6), (b)(7)(c) on the top of his vehicle and he was saying "troop transfer, troop transfer." I don't remember if there were other people on top of Track 5 at this point. I know that the driver's hatch and the troop commander's hatch were both closed at this point.

Once I heard "troop transfer" I got back down inside our vehicle and worked with (b)(3), (b)(6), (b)(7)(c) to get our cargo hatch open. We popped the cargo hatch, and I got back topside with (b)(3), (b)(6), (b)(7)(c) and we started



grabbing the boat hooks to get ready for the transfer. We had our port side cargo hatch open.

We tried to get close to Track 5, but the sea state was working against us. It kept pushing us apart. At some point, they opened the cargo hatch on Track 5. I don't remember when exactly they did this, but I remember (b)(3), (b)(6), (b)(7)(c) were on top and a wave came in and started filling up the back of the Track. The water was past the rear mooring cleats when this happened. I remember there was a lot of water going into the back of the vehicle. As soon as they opened the cargo hatch I saw people start coming out.

I remember specifically two waves that were very big hitting the vehicle. The first one went into the cargo hatch and knocked people back into the vehicle. The second wave that hit immediately filled the vehicle and it sank. The time between the waves seemed to be a couple of seconds.

When the vehicle went down, the Marines that were topside jumped into the water. We started grabbing people out of the water and I made sure that everyone was down inside our vehicle. When I didn't see any more people I went down through our cargo hatch. That was when I noticed that we couldn't get our cargo hatch closed. We were eating a lot of water through the cargo hatch every time a wave hit. Finally (b)(3), (b)(6), (b)(7)(c) was able to get the cargo hatch closed.

After that we started heading back towards the ship and I started getting a head count. Everyone was in the back freaking out. At some point as we were heading back someone called for the boat hook, so we passed it up from the back of the vehicle. I assume this was when they found the Marine who had floated to the service. After that I was mainly focused on make sure everyone was good in the back.

Once we got back on the ship we immediately got out and got accountability to find out who was missing.

Summary of Second Interview

On Aug 19, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I was told to come topside of my vehicle by (b)(3), (b)(6), (b)(7)(c) when he identified that Track 5 needed help. We had eyes on the vehicle and he said (b)(3), (b)(6), (b)(7)(c) get up here." I went up through the turret. I had been sitting in the port side rear crewman's seat before this. I had my comm helmet on, but I was on intercom so I could only hear the crew on my vehicle.

Once I got on top of the vehicle, I scanned and saw Track 5, which was to our starboard and kind of aft of us. I grabbed onto (b)(3), (b)(6), (b)(7)(c) we were next to the turret, but I don't remember exactly where we were on top of the vehicle. As soon as I came up I heard (b)(3), (b)(6), (b)(7)(c) yell, "troop transfer, troop transfer." (b)(3), (b)(6), (b)(7)(c) was near the turret on his vehicle when I heard this. As soon as I heard that I got back down into my vehicle and opened up the port side cargo hatch. I got (b)(3), (b)(6), (b)(7)(c) and one of the CAAT guys to help me throw it open.

After that, I went back up through the cargo hatch to the top of the vehicle. From there, we proceeded with the troop transfer. Track 5 was squatting very low, but it was still in the water. There were no Marines in the water at this point. (b)(3), (b)(6), (b)(7)(c) and I think (b)(3), (b)(6), (b)(7)(c) were on top of Track 5. I don't remember if the cargo hatch on Track 5 was open yet or not.

As soon as I came up through the cargo hatch, I looked over at Track 5 and then turned back to grab the boat hook. When I turned back around I saw a couple of Marines come up and then that's when a wave came over the vehicle and that's when the vehicle went down. I don't remember which cargo hatch they opened. I think it was the starboard side, but I'm not 100% certain. The Marines that had already come topside were still on top when the wave came, but then the vehicle sank from underneath them. I think maybe one or two may have jumped. There was maybe two seconds between when the wave came over the vehicle and when the vehicle went down. I had eyes on the vehicle the whole time this happened.

After that I remember that we were pulling people out of the water. We were grabbing people out of the water after Track 5 went down. Track 5 had already gone down before we pulled anyone out of the water. I think the first person we pulled out was one of the infantry guys, but I'm not sure. I don't know the names of anyone we pulled on, but I remember their faces.

I don't remember how far away we were from Track 5 when (b)(3), (b)(6), (b)(7)(c) was yelling "Troop Transfer." The waves and the sea state made it very hard to judge distance. I think that maybe a minute passed between when I heard that and when I got back on top of the vehicle after opening the cargo hatch. I'm not exactly sure, but I know it wasn't very long. Track 5 was facing away from us at that point and we were trying to come up close enough to get the guys. I distinctly remember that Track 5 was facing away from us and that I looking at the back of the vehicle when the nose went up. When it went nose up, I could see the top of the vehicle. The Troop Commander's hatch and driver's hatch were closed. The cargo hatch and turret hatches were open. I remember seeing a Lieutenant in the back of our vehicle, so I know he was able to get out, but I don't know how he got out of the vehicle.

We were not able to get anyone onto our vehicle before Track 5 went down.

Summary of Interview

On Aug 5, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

On the morning of the incident, reveille was at 0300. I went to bed around 2200 the night before. For breakfast that morning I had a granola bar and a bag of chips. Prior to getting on the vehicles that morning we did a safety brief. (b)(3), (b)(6), (b)(7)(c) gave a brief to everyone riding in the troop compartment. Additionally I gave a quick brief to (b)(3), (b)(6), (b)(7)(c) on how to open the hatch for the seat he was in. I do not remember if anyone explained the functionality of the life jacket.

After we completed the raid on the island, I switched with (b)(3), (b)(6), (b)(7)(c) who became the driver and I became the third crewman. We did this before we splashed back to the ship. Before we splashed back to the ship I did the pre-water operations checklist with (b)(3), (b)(6), (b)(7)(c) but I did not write anything down or fill out a checklist. I remember that I checked the bolt plugs and contact plugs. I know that (b)(3), (b)(6), (b)(7)(c) checked the POLs and the driver's station, but what he checked after that I'm not sure. After that I got accountability of everyone in our vehicle. At that time we had four AAV personnel and six infantrymen in our vehicle. The night prior I had written down the first and last name of everyone who would be riding in our vehicle as well as their EDIPI and blood type. The morning of the incident I verified everyone's EDIPI prior to departing the Ship. On the way back I got accountability by checking everyone's name.

On the way back to the ship I was positioned as the vehicle's third crewman. Right after we splashed back towards the ship I noticed that the sea state was not too bad at first, but I felt like it got much worse all of a sudden. We had been experiencing a slight up and down motion and then that changed to a much bigger up and down motion. At that time I remember that (b)(3), (b)(6), (b)(7)(c) was guiding (b)(3), (b)(6), (b)(7)(c) on how to get through the water while I was in the back checking seals and performing other systems checks.

At some point I remember hearing (b)(3), (b)(6), (b)(7)(c) say that he saw Track 5 waving a November Flag. We then turned around and went to help and I told (b)(3), (b)(6), (b)(7)(c) so that he could get in touch with Iron City. As we were approaching, (b)(3), (b)(6), (b)(7)(c) came over the intercom and said that Track 5 had gone down and that he only saw four life preservers. (b)(3), (b)(6), (b)(7)(c) had popped open his hatch, so I moved up and popped open the hatch as well. When I looked I saw that Track 5 was gone. I then took off my flak so that I only had my life preserver on and prepared to pull people out of the water.

By the time we had pulled two people out the safety boat came over and pulled up next to us. When the safety boat arrived I switched out with (b)(3), (b)(6), (b)(7)(c) to become the driver. The safety boat pulled up so close that it actually landed on top of the ankle of one of the Marines we had pulled out of the water. The Marine hadn't been very reactive before that point, but he became very reactive once that happened which I thought was a good sign. (b)(3), (b)(6), (b)(7)(c) and (b)(3), (b)(6), (b)(7)(c) helped get the two Marines into the safety boat.

After that happened we saw the stern gate going down and we made the call to move back to the Ship. (b)(3), (b)(6), (b)(7)(c) switched with me to be the driver and I moved into the Troop Commander's position. I think that (b)(3), (b)(6), (b)(7)(c) was in the cupola at this time.

When we saw debris come up from Track 5, I remember seeing POL bottles, empty MRE boxes, and inflated life jackets. I remember that (b)(3), (b)(6), (b)(7)(c) had a life preserver on when he came to the surface but that the second Marine did not have one. The second Marine was not responsive when we pulled him out. Either (b)(3), (b)(6), (b)(7)(c) began to do CPR on this second Marine.

Summary of Initial Interview

On Aug 5, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

They did pre-ops and pre-water night before, which he claimed was good for 24hrs. Nothing significant found.

No issues with movement to beach. They did the raid and prepared to return to ship.

9 vehicles returned. 4 stayed on beach

All required safety briefs were done on beach prior to leaving shore. Marines knew to drop kit when conducting troop transfer.

Return splash started good. After they got past the shore surf, he thought to himself that they shouldn't be out there because of the sea state. The swells were ten to fifteen foot swells. (b)(3), (b)(6), (b)(7)(c) was taking lots of waves in the face.

They had been out for an about an hour. (b)(3), (b)(6), (b)(7)(c) is the mechanic and was serving as the rear crewman. He was in the back of track (b)(3), (b)(6), (b)(7)(c) signaled to (b)(3), (b)(6), (b)(7)(c) that water was up to the deck plates and they needed to prepare for troop transfer.

(b)(3), (b)(6), (b)(7)(c) stated the following:

Deck plate level - prepare for troop transfer

Ankle level - conduct troop transfer

Bench seat level - crew gets out

At this point they realized that they had no comms. (b)(3), (b)(6), (b)(7)(c) tried to radio for help. (b)(3), (b)(6), (b)(7)(c) noticed the volts dropped from 27 to 19. He lost electrical power which means electric bilge pumps no longer worked. He states that water rose to ankle level and then (b)(3), (b)(6), (b)(7)(c) started waving the November flag.

He estimates the ship was 500-800 meters away. They believe they can push on to the ship if they can get the troops out of the back.

Vehicle 14 responds to November flag. Vehicle 14 comes near to begin troop transfer and then (b)(3), (b)(6), (b)(7)(c) hears a loud bang. He assumed the loud bang was the plenums failing. Plenums keep water from coming in through the exhaust when the vehicle is in water mode. They are

hydraulically controlled. He said the plenums failure allowed a lot of water to enter front of the vehicle.

(b)(3), (b)(6), (b)(7)(c) claimed vehicle 14 was not right next to his vehicle but close. They did not get too close because of rough seas. He did not feel vehicles bump or touch.

At this point, he believes that they were conducting troop transfer. The starboard hatch was open. They opened that hatch so Marines could use radio cage to climb out of vehicle. Some Marines were climbing out but (b)(3), (b)(6), (b)(7)(c) does not know how many. (b)(3), (b)(6), (b)(7)(c) is on top of track assisting with troop transfer. (b)(3), (b)(6), (b)(7)(c) informed him that plenums have failed.

At this point, vehicle experiences complete power failure, and has no propulsion. They decide that they will have to get towed to ship. (b)(3), (b)(6), (b)(7)(c) looks back to inform (b)(3), (b)(6), (b)(7)(c) that they have no power. He then sees a huge wave come over the back of the vehicle in through the open troop hatch. The vehicle tilts vertically by the stern and starts to sink.

(b)(3), (b)(6), (b)(7)(c) is still in driver's seat with his hatch closed. He had already taken off his flak off. The vehicle is fully submerged at this point. He felt bodies as he was climbing out. He pulled one Marine out of vehicle and inflated his life vest. He claims he felt him float. He felt someone else behind him suctioned to the top. He tried to release him and pulled his life vest. He exited the vehicle, pulled his life vest and started swimming towards the surface. He could see the vehicle that had come to assist (vehicle 14) with troop transfer and several bodies floating. He blacked out as he swam to the surface and woke up on well deck of Somerset.

VOLUNTARY STATEMENT (Sept 2, 2020)

I (b)(3), (b)(6), (b)(7)(c), make the following free and voluntary statement to (b)(3), (b)(6), (b)(7)(c) whom I know to be a member of the command investigation team inquiring into the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. I make this statement of my own free will and without any threats or promises extended to me.

I have been an AAV driver for about 2 years. I have had a lot of experience driving in the water since my first two field ops were ship ops. I was also part of the group that went to UAE for NATIVE FURY. When I came back from there, we were assigned the vehicles that we would take with us to the 15th MEU. Most of the vehicles were deadlined in every category. We literally spent two to three weeks going to work at 0500 and getting off at midnight every single day working on those vehicles. I think that some of the Battalion maintenance guys were coming in some days to help out, but I'm not sure.

My vehicle, which was Track 5, was one of the vehicles that came off the 11th MEU deployment and it only had 12-13 discrepancies. None of them were major concerns except for maybe the hydro leak I had. It was a soft line going from the hydro pump into the hydro manifold. The line was frayed, so all we had to do was replace the hydro line and it worked great. There were no other big concerns with Track 5 outside of that one.

We were able to fix every single vehicle so that they were able to make it to ship from the Del Mar Boat Basin.

I am aware that Track 5 collided with another vehicle during a training evolution during RUT. It was around 2330 and we had been running the vehicles all day and everything was going well. We then decided to do a Platoon splash and everyone got out into the ocean and did a couple of gator squares. We may have been about 500 to 1000 meters out. After that we all got online and started coming back when we pushed to battle speed. Maybe about three minutes into battle speed I just remember feeling something bump me. Initially I thought that maybe my tracks had hit the ground when I heard (b)(3), (b)(6), (b)(7)(c) over the intercom saying that Track 4 had just hit us. After we drove onto the beach we stopped and checked the vehicle. All we could see was beauty damage at that point, it was all non-essential items that were affected. It was just the gypsy rack and the antennae that needed to be replaced. (b)(3), (b)(6), (b)(7)(c) were the crewman in the back at that time. (b)(3), (b)(6), (b)(7)(c) was not in our track for that.



I think we splashed from the Del Mar Boat Basin to the USS SOM on a Sunday. There were no mechanical issues from Track 5 on the way to the ship. Once on ship I didn't do any maintenance other than to do the PMCS, and oiling some of the moving parts inside the vehicle and making sure I had the proper amount of fluids in the engine and transmission. Earlier that week the PTO had gone out. We could drive and everything, but we couldn't raise our ramp or use anything with hydro. So we spent three days that week thinking it was a hydro pump, which we replaced but it still wasn't working. So we had to put in a whole new PTO the next day. After that we took the vehicle out and everything was working ok and everything was reading fine. After that I checked the transmission oil pressure and it was at 220. Usually Track 5 sits at 230 or higher, which is high but she always sat that high and she ran perfectly so I just thought it would be ok. I didn't really do any maintenance on the ship other than normal maintenance.

We did briefs with the grunts about three times including how to climb out of the vehicle, how to properly use their WECS, how to use it, and how to inflate it. I was doing all the pre-ops and pre-water ops checks. I checked the suspension, tightened down all the bolts, and I made sure nothing was contaminated. Once I completed that I turned in my sheets to (b)(3), (b)(6), (b)(7)(c)

There were no issues with the vehicle on the way to the beach that morning. Once we had completed the actions on the objectives and were heading back to the beach I noticed that my transmission pressure was at 190. That would be completely fine for a normal track. The normal range is between 170-220. But for my vehicle to be at 190 was really low, but that was still in normal range so I kept driving. However, once I got to the assembly point, stopped, and then (b)(3), (b)(6), (b)(7)(c) started trying to ground guide me and I realized that I couldn't even turn. I looked down and realized that the oil pressure had dropped to 170.

At that point I told (b)(3), (b)(6), (b)(7)(c) that I couldn't steer so we lifted up the plenums and were in there looking. He couldn't see where it was leaking from so I turned on the vehicle and then he could immediately see that it was leaking from the PTO bolts. He asked me if I had tightened those bolts down, but I told him that (b)(3), (b)(6), (b)(7)(c) had tightened them. He talked to (b)(3), (b)(6), (b)(7)(c) for awhile and then determined that all we had to do was tighten the bolts down and then fill the vehicle back up. We did that and once we turned the vehicle back on it was running at 230 again. We used about 6 to 7 gallons of transmission oil to fill it back up. We got the transmission oil from Track 6, 7, and 11. There were no other issues with the vehicle that I'm aware of.

I think the splash team leader was (b)(3), (b)(6), (b)(7)(c) because usually the last Track that splashes has the splash team. I'm not entirely sure though.

After we splashed we had to button up the hatches and then (b)(3), (b)(6), (b)(7)(c) was helping me to drive because I couldn't see that well. Sometime after that (b)(3), (b)(6), (b)(7)(c) noticed that he couldn't talk out over comm, I then noticed that I couldn't talk out either and that our volts had dropped down to 19 as well.

At some point I think that (b)(3), (b)(6), (b)(7)(c) tapped (b)(3), (b)(6), (b)(7)(c) on the leg to talk to him about the water level, but I was almost completely focused on driving so I'm not sure. The first thing I remember is hearing (b)(3), (b)(6), (b)(7)(c) saying that he was going to wave the November flag. I also remember hearing (b)(3), (b)(6), (b)(7)(c) telling me to tell (b)(3), (b)(6), (b)(7)(c) to pop his hatch and get ready to get out of the vehicle. I am not sure how much water was in the vehicle at that point.

At some point I think that the plenums failed because I heard a loud bang and I looked to my right and didn't see the plenum indicators up. Later on they told me that Track 14 had hit us, so that may have been the noise that I heard. I never actually saw Track 14, I had a very limited view from where I was in the driver's position with the hatch down. I remember asking (b)(3), (b)(6), (b)(7)(c) if he was going to get the guys out of the back and him saying that he was working on it. A short time after that I remember seeing the cargo hatch open and thinking that we were getting the guys out. I don't remember when (b)(3), (b)(6), (b)(7)(c) got out. I never saw him get out.

I was driving and saw the cargo hatch open up. At that point I had lost power to the propellers so I put the vehicle in water tracks. I could hear the tracks engage and could feel it hitting the water so I at least knew the track wasn't going backwards. I floored it and then turned around to see what was going on and how far into the troop transfer we were. At that point I saw a giant wave come in and felt the vehicle start to pitch backwards. I immediately tried to open my hatch, but for some reason it wouldn't open. I knew (b)(3), (b)(6), (b)(7)(c) was on top at that point, and I'm pretty sure (b)(3), (b)(6), (b)(7)(c) was there as well.

I had a small bubble of air, so I took one breath and then climbed out of the back of the vehicle. I put my hand out and felt cloth at one point. I pulled that individual over to the cargo hatch and pulled his beads. After I did that I felt his feet hit me so I knew that he had floated up. After that I got ready to pull my own beads when I felt someone else. So I pulled that individual over and pulled his beads as well. At that point about 45 seconds had gone by so I was out of air, and I pulled my own beads. I got to within 20 feet of the top and I felt that I wouldn't make it, and then I blacked out. The next thing I remember when I woke up on the ship.

I do not remember putting chemlights up on the vehicle the night prior to the exercise or on the day of the exercise.

When I looked back at the last moment and saw the wave filling up the vehicle I did not see (b)(3), (b)(6), (b)(7)(c) in the Troop Commander's hatch.

When I tried to pull the handle on my hatch it wouldn't even turn. I have turned that handle many times before so I don't know why it wouldn't turn that time. When the vehicle sank it went stern down into the water.

When I was on the beach we did a pre-op check on the vehicle. We had done at halt checks where I had checked the suspension and then I had also checked the oils and the lines. The last time we had done a deliberate pre-op check in accordance with the technical manuals was on the ship. We got the vehicle the Emergency Egress Lighting System working, but at some point it stopped working so I assumed the batteries must have died. I had talked to my section mechanic about it and they were tracking on it. I think the plan was to replace the batteries on all of the vehicles at once after that field op.

Before I told (b)(3), (b)(6), (b)(7)(c) that we needed to get out of the vehicle he was mainly just sitting in his seats. The only other interaction I had with him was to tell him when to close his hatch. He was not wearing a CVC helmet because we only had three working comm helmets. One worked, but you couldn't talk out of it, so he just used his own helmet so that he could talk over the company tac. We actually had five working CVC helmets, but only three on which the microphones worked.

When I assumed the plenum had failed I couldn't see the plenum indicators so I assumed they were down, but there was a lot of water so I'm not sure they were down. I don't remember (b)(3), (b)(6), (b)(7)(c) asking me if the plenum indicators were up. I do remember telling (b)(3), (b)(6), (b)(7)(c) that I wasn't comfortable driving and that I could barely see where I was going. I was relying on him to guide me through the water. I had never been in conditions like that before. Before leaving the beach, the sea state did not seem that bad, but once we got past a certain point the sea state just seemed crazy to me.

When we started doing the troop transfer I started taking my flak off and dumped it in the seat beside me. When the wave came into the back of the vehicle I couldn't actually see (b)(3), (b)(6), (b)(7)(c) on top of the vehicle, so I'm not positive he was there.

During the egress training, I wasn't the one who was actually giving the training. Usually the brief covers who is going to be in the vehicle, how to listen to the rear crewman, demonstration of who will sit where, where the cargo latches are and how to pop the cargo hatch. After that they showed them how to climb out using the radio cage and then how to egress the vehicle and get in the water. They actually

had the grunts open the latches at that point. They also briefed what to do if the water gets to deck plate level, ankle level, boot top level, and bench seat level. At ankle top they pop the hatch and get the guys out of the back. At bench seat is when the crew gets out. I know the guys in my vehicle got this information because you give them embark troop briefs every time you get in the water. I gave this brief at around 0430 when we got in the well deck that morning. I made sure everyone was wearing their WECs correctly as well. I gave the same brief on the way back to the ship as well.

When I put the oil in the vehicle on the beach that day both (b)(3), (b)(6), (b)(7)(c) were aware that I had done so.

Signature

(b)(3), (b)(6), (b)(7)(c)

Date 20200925

ARTICLE 31 RIGHTS WITH CLEANSING WARNING

Name

(b)(3), (b)(6), (b)(7)(c)

Activity: \_\_\_\_\_

Unit: 3<sup>RD</sup> AABN H&S

Telephone number (b)(3), (b)(6), (b)(7)(c)

I have been advised that I am suspected of violating the following Articles of the Uniform Code of Military Justice: Dereliction of Duty, Negligence

I have been advised that:

[Initial]

I have the right to remain silent.

Any statements I do make may be used as evidence against me in trial by court-martial or other administrative or disciplinary proceeding.

I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.

(b)(3), (b)(6), (b)(7)(c) I have the right to have such retained civilian lawyer and/or appointed military lawyer present during this interview.

I have the right to terminate this interview at any time.

WAIVER OF RIGHTS

I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:

I expressly desire to waive my right to remain silent.

I expressly desire to make a statement.

(b)(3), (b)(6), (b)(7)(c) I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without cost to me prior to questioning.

I expressly do not desire to have such a lawyer present with me during this interview.

This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

(b)(3), (b)(6), (b)(7)(c) I understand that the statement I made previously to (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_ is not admissible at court martial and cannot be used against me, and that I can still remain silent now if I want to.

(b)(3), (b)(6), (b)(7)(c) )  
70200902  
\_\_\_\_\_  
70200902  
( )

Understanding my rights under U.C.M.J. Article 31, I wish to make the statement attached on the following pages.

ENCLOSURE (14b)

Summary of First Interview

On Aug 11, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

We woke up at around 0400, got all our stuff ready and got accountability. After that we made our way down to the Tracks and loaded up. After that we sat there and waited for a few hours before splashing. That was my first time ever splashing so I guess it went according to plan. From what I recall I don't think we took on any water on the way to the island. Someone had said it would take around two to three hours to get to the island, which I wasn't looking forward to because I tend to get seasick, however I know that it only took 28 minutes because I was timing it on my watch.

We got to the island and stayed in the tracks for another hour or so before we went to do the actual attack. After the attack we drove back and I remember that one of the Tracks had broken down. We waited a few hours for them to get the replacement parts, but they never did so we ended up heading back to the beach and meeting up with everyone. We went over the Track to make sure everything was good and then splashed again.

As soon as we splashed again you knew almost immediately that the sea state was worse. We were rocking back and forth really hard. I was sitting right behind the Vehicle Commander's hatch. We were getting so much water through the hatches on top that I thought it was raining. I knew that was nothing unusual for a Track to take in some water. I remember that we were taking on water and (b)(3), (b)(6), (b)(7)(c) was communicating the water level to (b)(3), (b)(6), (b)(7)(c)

The water just kept getting higher and higher. It was about to calf level when (b)(3), (b)(6), (b)(7)(c) said something to (b)(3), (b)(6), (b)(7)(c) which I couldn't hear due to the noise level, and then he looked at us and told us to make sure our life vests were tight. We all tightened our life vests as much as we could and then he said that we were going to switch tracks. Just before he told us we were going to get out, he unlocked his hatch and then crawled over to help the other Marines open their hatch in the back.

We were having trouble opening the hatch. (b)(3), (b)(6), (b)(7)(c) had unlocked the hatch and was pushing on it to open it up, but it wouldn't open. I think this was because the waves kept pushing the hatch closed every time we would get it open a little bit. I got up and tried to help, and then (b)(3), (b)(6), (b)(7)(c) started trying to help as well and we couldn't get it open. I think (b)(3), (b)(6), (b)(7)(c) was trying to help as well. I got a

little bit of tunnel vision at this point so I'm not sure. Eventually, I had to get everyone to push all at once and it finally opened. From what I remember, (b)(3), (b)(6), (b)(7)(c) helped by pulling it open from the top and it was his help that finally got it open.

Right after that I started trying to get out. I think that (b)(3), (b)(6), (b)(7)(c) (b)(3), (b)(6), (b)(7)(c) and I were the first ones to get out. (b)(3), (b)(6), (b)(7)(c) stayed down below and was pushing people out. I had my flak on when I started getting out. When I was about halfway up I popped my vest and then went back and grabbed my rifle. I don't know who it was, but someone shouted "Leave your shit" so I went up on top and took all my kit off. (b)(3), (b)(6), (b)(7)(c) was up there as well, but I can't remember what he was doing. I think that (b)(3), (b)(6), (b)(7)(c) helped (b)(3), (b)(6), (b)(7)(c) out as well. I don't remember where (b)(3), (b)(6), (b)(7)(c) was at this time.

At this point I was trying to help (b)(3), (b)(6), (b)(7)(c) out. I remember that he was freaking out and kept saying that he couldn't swim. I was trying to help him get his gear off, but I couldn't get one of the buckles to work. I turned to say something to (b)(3), (b)(6), (b)(7)(c) and started to say "sir, what's going on?" but I couldn't even finish that statement before a wave came up and blindsided us. (b)(3), (b)(6), (b)(7)(c) was standing up in the Troop Commander's hatch when that happened.

The wave knocked me off the vehicle. I went underwater and when I came back up I was right against the other Track. All I saw was Track 5 going up and sinking. One of the guys on the other track grabbed me and got me on top, and then pretty quickly pushed me through the cargo hatch. When I got in there all I could hear was (b)(3), (b)(6), (b)(7)(c) "no" which I think must have been (b)(3), (b)(6), (b)(7)(c) I think (b)(3), (b)(6), (b)(7)(c) was next to me as well as (b)(3), (b)(6), (b)(7)(c) I think (b)(3), (b)(6), (b)(7)(c) was in there too, but I'm not sure. I remember that (b)(3), (b)(6), (b)(7)(c) helped them close the cargo hatch on the second track as well.

I'm not sure when we first started taking on water. I kept moving my feet around to see if I could feel the splash but I couldn't. I didn't realize we were taking on water until (b)(3), (b)(6), (b)(7)(c) said he couldn't find his glasses and I reached down to see if I could feel them and my whole hand went underwater. I honestly don't know how much time passed between when we started taking on water to when the vehicle finally sank. I think the water was coming in pretty quick though.

Someone told me to dump all my gear, but when they told us that I was halfway out of the cargo hatch so I kept moving out to keep the hatch clear. I got my gear off when I was on top of the vehicle. I had both my front and rear SAPI plates in my flak jacket.

I had been in an AAV two or three times before on land, but this was my first time in an AAV in the water. From what I remember the engine sounded the same the whole way through up to the point it sank. We

all took our main packs and all of our packs were in the back of the vehicle stacked towards the front. They were all strapped down.

The night before the incident, we all practiced egress drills on the ship. They got us all into the track and sat where we would be sitting and they shouted "egress. egress" and then we practiced getting out of the vehicle. (b)(3), (b)(6), (b)(7)(c) had trouble getting his flak off because he had wired his quick release differently. I'm not sure if we were told to wear the life vests on top of the flak jacket or if we all just wore them that way. That morning we didn't get an embark troop brief from (b)(3), (b)(6), (b)(7)(c) We got one the night before though when we did the egress drill.

When we got the cargo hatch open the water level in the vehicle was under my knee, close to bench seat level. The top of the vehicle was sitting almost flush with the water line. The egress training the night before consisted of sitting in a vehicle with our life vests on, we popped the hatch, then we practiced getting on top of the vehicle. They had one of the AAV crewman opening the hatch, but they showed us how to unlock it and open it. They also walked us through what to do if water got to the deck plate level, or what to do if it got to boot top level and so on.



Summary of Second Interview

On Aug 20, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I always been afraid of water so I was nervous going out on this training event because I am afraid of water. But I didn't think anything was going to happen either so I didn't feel like I had any particular reason to be nervous or to doubt the training that we had received up to that point.

The day prior to this event, they ran through what we had to do in order to get out of a vehicle so I was fairly confident in what I had to do if I needed to get out of the vehicle. I was told that if the water level reached boot top level that is when you should get out. The water was about below the knee, to the mid-calf level when I got on top of the vehicle.

When we finally got the cargo hatch open, I was the first one to get out, then (b)(3), (b)(6), (b)(7)(c) got out and then (b)(3), (b)(6), (b)(7)(c) hopped out. I got out and shifted to the other side to clear the way (b)(3), (b)(6), (b)(7)(c) couldn't get his flak off so I tried to help him but I couldn't get the buckle undone. At that point I turned around to see what was going on with (b)(3), (b)(6), (b)(7)(c) and I heard everybody yell and that is when the wave came.

When I got on top of the vehicle, (b)(3), (b)(6), (b)(7)(c) was in his turret, standing on his seat. I don't remember any of the other tracks getting that close to us they were all a good distance away when I saw them. I also don't remember anyone telling us to get off the track and get onto the other track. I don't specifically remember seeing (b)(3), (b)(6), (b)(7)(c) at that time, however, I know that he helped us to open the cargo hatch by prying it open from the top as we pushed it from underneath.

When the wave hit, it swept me, (b)(3), (b)(6), (b)(7)(c) off the vehicle. I think that it must have swept (b)(3), (b)(6), (b)(7)(c) off as well. I remember that (b)(3), (b)(6), (b)(7)(c) had been in the back of the vehicle, but that he came up and sat by me once he knew that water was entering the vehicle because he was trying to communicate with (b)(3), (b)(6), (b)(7)(c)

I don't remember how much time passed between when I started seeing water at the deck plates and when I started getting out of the vehicle. I am not sure where the water was coming from, I don't remember seeing any water enter the vehicle when we rode to the island that morning.

Summary of Interview

On Aug 24, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

The planning for the Mechanized Raid on SCI was attended primarily by our Plans and Tactics Officer, (b)(3), (b)(6), (b)(7)(c) He, the XO, and I, as well as some others that I can't recall, attended the confirmation brief. We discussed using the ships safety boats for the movement in to SCI, but at some point on the morning of the raid it was discovered that the safety boat was inoperable and couldn't move. I remember that the AAV Platoon Commander passed word that there were two AAVs that were empty and could be used as safety boats. I was observing the ships safety boat as it was being lowered into the water. They generally start the boat before they lower it completely into the water to make sure that it works, but the boat wouldn't start. They trouble shot it quickly and then relayed the word down to the AAVs that we couldn't get the safety boat in the water and how long it would take us to get the boat back into place and get the safety boat into the water. The word then came back up that the AAVs had two that they could use and they were willing to accept using them.

I gave the order to re-stow the safety boat and trouble shoot it. I also ordered them to take the knuckle boom crane, which is in boat valley, and stage it on the 11 meter RHIB. I assumed that was a known, good boat, but you don't know until it gets in the water and starts up. I didn't know what the status of the 7 meter would be, I wanted to get the 11 meter staged because it can take a little while to get the crane in position so we had it staged and ready to go in case we needed it. At no point was there a call from the beach or from the Marines in the LFOC to get a safety boat placed in the water.

I knew that the AAVs had splashed back towards the ship when I got a notification from the TAO, (b)(3), (b)(6), (b)(7)(c) that the AAVs were splashing. This was at the end of a series of delays for maintenance during the day. The Marines never let me know that they wanted to splash the AAVs at a certain time.

I specifically don't recall the last time before PMINT that the USS SOM had done AAV recovery ops. I know that we have done it since I have been in command. I took command in November and we got underway in December and did some work. I can't remember when we did AAV operations versus when we did ACV operations since we did testing operations with both.

During the search and rescue operations the safety boat we had tried to use that morning was still not operable so we put in the staged 11 meter RHIB and we put in one of the MRF boats as well. We didn't put the third one in because I made the conscious decision that if we needed to swap out a boat or a crew we would have one ready to go.

ARTICLE 31 RIGHTS

Name: (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_

Activity: \_\_\_\_\_ Unit: USS SOMERSET

Telephone number: (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_

I have been advised that I may be suspected of the offense(s) of: Negligence / Dereliction of Duty and that:

I have the right to remain silent.

Any statements I do make may be used as evidence against me in trial by court-martial.

I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.

I have the right to have such retained civilian lawyer and/or appointed military lawyer present during this interview.

(b)(3), (b)(6), (b)(7)(c) I have the right to terminate this interview at any time.

WAIVER OF RIGHTS

I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:

I expressly desire to waive my right to remain silent.

I expressly desire to make a statement.

I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without cost to me prior to questioning.

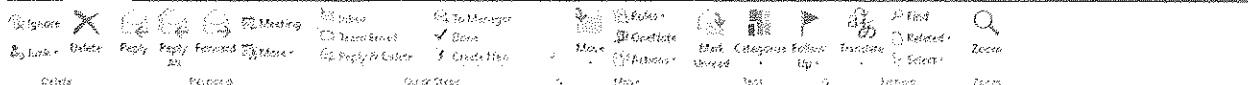
(b)(3), (b)(6), (b)(7)(c) I expressly do not desire to have such a lawyer present with me during this interview.

This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

(b)(3), (b)(6), (b)(7)(c)

July 2020

ENCLOSURE (1570)



(b)(3), (b)(6), (b)(7)(c)  
I am showing 0700, 27 Jul.  
v/r  
(b)(3), (b)(6), (b)(7)(c)

-----Original Message-----  
From: (b)(3), (b)(6), (b)(7)(c)  
Sent: Wednesday, September 09, 2020 2:46 PM  
To: (b)(3), (b)(6), (b)(7)(c)  
Subject: RE: Interviewing with PHIBRON USS SOMERSET personnel

(b)(3), (b)(6), (b)(7)(c)  
Hopefully last question.  
What time/date did you all pull out for PMINT?  
v/r

Summary of Interview

On Aug 24, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

In the confirmation brief for the exercise, the ships representative was predominately (b)(3), (b)(6), (b)(7)(c) as the ship's Plans and Tactics Officer. I know that Ops was involved as well, but he was kind of in and out with watch. During the confirmation brief it was mentioned that the ship would provide a safety boat for the initial off load, but it was also mentioned that the AAV's could provide two as well. It seemed a little strange, but I know that the wet well manual had changed. In retrospect I guess I should have asked that question.

On the day of the incident, I don't specifically remember what time it was discovered that the ship's safety boat would not be able to launch. I remember that once it was discovered that word was passed down to the AAV Platoon Commander. I also remember that once the AAV Platoon Commander was informed that the ship couldn't provide a safety boat, he said he had two empty vehicles that could serve as safety boats.

Once the AAVs got on shore there were constant delays, but that was to be expected since part of PMINT was the process of learning to work together. I do think that the communications between the Marines who were on the shore and the ship was garbage. I think this was also part of the PMINT process, but I don't think we had very good comms and the interaction between the CoC and LFOC were not the best either.

When I was called into Combat during the incident the Ship's Captain was already there. I didn't even look at the LFOC since the Captain was already there running the show. So at that point I just went to the bridge.

I don't know how anyone heard that the AAVs had left the beach.

I don't recall when we knew that the ship's RHIB was repaired that day. My focus when I became aware of the situation was just to get a boat in the water as quickly as possible. I was not on board the SOM when it was certified for AAV ops. I know that it was a while ago so I would be surprised if anyone was still on board from that time period.

The only other thing that sticks out in my head about this incident was that comm were not there. I think that comms should have been better. The night before we had done CRRCs at night over the horizon,

and comms were a problem there too. We didn't have a good recovery plan, and then we went straight into AAV ops the next day. There was a lot of churn leading up to the AAV ops. When the AAVs started having issues when they hit the beach I wasn't too surprised since they always seem to have some issue. When things started going bad it seemed like it would just be a command call as to whether we would just tow the AAV back to the beach or to the ship. I think this caused a delay in us realizing how serious it was. It wasn't until we started maneuvering to launch the boat and got people up on the big eyes and everyone was trying to figure out what was going on that we realized this was a much more serious issue than just an AAV that was stopped and needed a tow.

When I walked into the LFOC during the incident it seemed like there was a lot of churn for even simple functions like getting an Alpha roster for who was on the AAVs.

Starting with the confirmation of the planning, I do remember the planning representative was our Plans and Tactics Officer and Ops was involve. Ops was kind of in and out. The PTO was the point man and CCO was involve here and there.

During the confirmation brief, safety boats were mentioned and also was mention that the vehicles can rig and tow themselves. Once again, I know thing have change and I know the wet well manual have change. In theory, I should ask that question.

I do not remember the time of the safety boats was not going to get launched that morning.

I did hear delays. The delays were constant. That was kind of expected. Delays were constant during the CRRCs insert the night before.

The communications going back from the ships were garbage. The night before we had comms with the CRRCs. It wasn't clear with the comms. I did not feel like we did not have good comms with the AAVs. I don't feel like it was great interactions with the LFOC.

I walked into combat and the Captain had beat me there. At that point I did not look at the LFOC because the Captain was there running the show. I would be better watch for the bridge.

I did not hear anything how the AAVs left the beach

I remember that we needed to get one of the boats in the water.

I was not on board when SOM was certified to do AAVs ops. That was a significant time ago. We were significant longer cycle than the other ships.

The state of the LFOC was not organized. It was a lot of churn and simple things like trying to get an Alpha Roster of the Marines was difficult.



**ARTICLE 31 RIGHTS**

Name: \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c)

Activity: \_\_\_\_\_ Unit: USS SOMERSA T

Telephone number: \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c)

I have been advised that I may be suspected of the offense(s) of: Negligence / Dereliction of Duty and that:

I have the right to remain silent.  
Any statements I do make may be used as evidence against me in trial by court-martial.  
I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.  
I have the right to have such retained civilian lawyer and/or appointed military lawyer present during this interview.  
I have the right to terminate this interview at any time.

(b)(3), (b)(6), (b)(7)(c)

**WAIVER OF RIGHTS**

I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:

I expressly desire to waive my right to remain silent.  
I expressly desire to make a statement.  
I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without cost to me prior to questioning.  
I expressly do not desire to have such a lawyer present with me during this interview.

(b)(3), (b)(6), (b)(7)(c)

This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

(b)(3), (b)(6), (b)(7)(c)

Aug 2020  
te)

ENCLOSURE (153)

Summary of Interview

On Aug 13, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I am the Plans and Tactics Officer aboard the ship, so I did a lot of the planning with the Marines. I would be in the Combat Information Center (Combat) a lot to make sure that things were being done correctly as far as controlling everything and so on. When I went into Combat the day of the incident the AAV's had already splashed back into the water headed back to the ship. I think that I got into Combat at around 1745, I know that when I got in we were about ready to recover the first AAV. I walked over to the chart table, which is where Boat Alpha was on the PIC Phone. (b)(3), (b)(6), (b)(7)(c) was on the PIC phone at that point, monitoring Boat Alpha. There actually wasn't much chatter going on Boat Alpha at that point. The fact that it was hard to hear on Boat Alpha got my attention. I noticed that it was hard for us to hear them making reports. Then, another voice came on over Boat Alpha, it was garbled and then I hear "... Taking on water." I don't remember the exact time, but I think we had recovered between two and three AAVs by that point.

We finally told them to repeat their last transmission, and I put the phone to my ear at that point and I could tell that it was the C-7 Vehicle. They said we have an AAV taking on water, boot top high, get boats in the water immediately. I now know that the person I was talking to at this time was (b)(3), (b)(6), (b)(7)(c) We didn't know which vehicle was taking on water, so there was an exchange that went back and forth as we tried to determine which vehicle it was. I asked the C-7 how far they were from the ship and what their bearing was. When (b)(3), (b)(6), (b)(7)(c) responded that he was in the back of an AAV and couldn't see anything it finally clicked in my mind as to which vehicle I was talking to.

At that point, we called "man the boat deck." I then left Combat to go up to the Bridge so that I could look and see where the distressed vehicle was. I went up to Port side bridge way, aft, and looked out using the Big Eyes there. At that point it was broad side to the waves with the front side of the vehicle facing towards us. When I looked through the big eyes I could see one of the AAV crewman waving the November Flag.

After that, the Ship started maneuvering. At some point I lost sight of the AAV as the Bridge covered my view. Once the Bridge was no

longer in my way I looked and saw that the AAV was gone. I don't remember when the CRRC's got into the water.

Summary of First Interview

On, Aug 13, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I was on watch when the incident happened. I had the 1500 to 1800 watch. When I started, we were doing flight ops and AAV ops simultaneously. I think the helo was a Navy 60. At about the same time we were maneuvering to do flight ops, I was getting calls from debark control asking when the AAVs were going feet wet. I didn't have the answer at the time but there was a Marine officer in the LFOC, I believe his name was (b)(3), (b)(6), (b)(7)(c) he was my point man for getting comm with the AAV. He said there was some delay with the AAVs and they were having some issues, so I told him we were maneuvering to support the aircraft recovery.

Sometime after we had that conversation, at around 1715-1730, I got the report that they were going feet wet. I received the report from (b)(3), (b)(6), (b)(7)(c) I received a report from (b)(3), (b)(6), (b)(7)(c) that the AAVs were starting to fight the seas and that it was getting rough out there. I let him know that we were still maneuvering to recover the helo. Right before the helo got off deck there was a report from the AAV that they were starting to take on water. (b)(3), (b)(6), (b)(7)(c) was telling me that they were getting water up to somewhere between the ankles and the knees. He told me that once the water level gets to chest level, that's when they have to egress the AAV.

When I got the report that the AAV was taking on water, I relayed that information to the Officer of the Deck. With passing up that information, I automatically assumed that the CO would get notified and we would immediately start recovery ops.

After that everything happened very quickly. My relief, (b)(3), (b)(6), (b)(7)(c) came on at that point. I wasn't really concerned with changing over since I was dealing with the situation as it unfolded. He asked if the CAPT knew about this and I told him that I had relayed the information to the OOD. We then made the decision to call the CAPT to Combat and to call "Man the Boat Deck." This would have been around 1745.

After that we manned the boat deck and the CAPT came up to Combat and we started actions to recover the Marines. We had the boat deck manned, and we had some water in the well deck. We also decided to launch the CRRCs to aid in the recovery of the Marines. Simultaneously, I was making reports via SIPR chat to other units in the area and up to PHIBRON. We had a MKI/ARG chat room that I was

making reports in. The other units started asking if we required assistance and I responded that they should send anything they had to our area right now.

We had some initial issues establishing comms with the AAVs on the beach. I believe they were using a POTS line from the LFOC.

Summary of Second Interview

On Aug 24, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

For the evolutions that were going on during PMINT there were a lot of confirmation briefs, so it is difficult for me to recall specifically what happened during the confirmation brief for this specific operation. I can't recall whether the safety boats the ship was supposed to provide in the morning were supposed to be authorized all the way through the operation.

I was not aware that the safety boat was discovered inoperable in the morning and that a message went down to the AAV Platoon Commander that the ship would not be able to provide a safety boat.

When I was on watch that afternoon, the Tracks had not left the beach when I came on. One of the questions I got from one of the controlling stations at debark was that they wanted to know when the Tracks would launch from the beach. At that time I said that I didn't know, but that I would speak to the Marines in the LFOC to see if I could get that information. I asked the Marines in the LFOC and they said that they didn't know. They said they were working through either some comm issues or some issues with the mobility of the Tracks. Shortly after that they gave me an estimated time after which the Tracks would go feet wet. I can't recall what the specific amount time was. Shortly after that I got a report from the LFOC that the Tracks were feet wet en route back to the ship. They never requested permission from the ship to go feet wet.

The comms with the AAVs were being worked as a joint effort between the Marines in the LFOC and one of my watch standers in the CoC. I don't remember the frequency we had comms with them on. The word from the LFOC was that they had comms with them, but again I'm not sure what frequency they were using.

When the Tracks were headed back to the ship, we didn't have a specific location at which we were going to recover the AAVs, we had a general location within which we were going to recover the AAVs. We were conducting flight ops with the helicopters at the time and we were balancing the efforts between dealing with the flight ops and recovering the AAVs. Generally when we recover the AAVs we like to do what's called a J Hook. This gets the stern facing the beach and then the craft can come into the well deck.

I was aware that the AAVs got out of their boat lane as they came back to the ship.

Before the Marines on shore splashed back to the ship they did not at any time request a safety boat from the ship. I know that an AAV can be used as a safety boat. I don't recall being told that the safety boat had been fixed that day.

I remember that I was not personally on board the USS SOM when it was qualified for AAV operations.

I realized that the AAVs were moving towards the ship sometime between the 1615 to 1645 timeframe. I remember the Marine watch officer coming in and discussing water levels in the AAV. The initial report that I got from him, that the AAV was taking on water, was that the water was somewhere between the ankle and the knee. Shortly after that he told me that once the water gets up to the chest level that that's going to be the bailout threshold. That was (b)(3), (b)(6), (b)(7)(c) that told me that.

**ARTICLE 31 RIGHTS**

Name: (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_

Activity: \_\_\_\_\_ Unit: USS SOMERSET LPD-25

Telephone number: (b)(3), (b)(6), (b)(7)(c)

I have been advised that I may be suspected of the offense(s) of: Negligence / Dereliction of Duty and that:

I have the right to remain silent.  
Any statements I do make may be used as evidence against me in trial by court-martial.  
I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.  
I have the right to have such retained civilian lawyer and/or appointed military lawyer present during this interview.

(b)(3), (b)(6), (b)(7)(c) I have the right to terminate this interview at any time.

**WAIVER OF RIGHTS**

I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:

I expressly desire to waive my right to remain silent.  
I expressly desire to make a statement.  
I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without cost to me prior to questioning.  
I expressly do not desire to have such a lawyer present with me during this interview.

(b)(3), (b)(6), (b)(7)(c)

This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

(b)(3), (b)(6), (b)(7)(c)

4 Aug 2020  
e/(date)

ENCLOSURE (157)



Summary of Interview

On Aug 13, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I was in debark control when the incident occurred, which is starboard side aft below the flight deck. I was helping to coordinate the flight ops and the amphibious ops. My original understanding was that the AAVs were supposed to return before noon that day. At the time the AAVs decided to go feet wet, we were doing flight ops and were a little bit farther away than we wanted to be. We had to turn around and I remember the AAVs were head on and the ship made a maneuver right as the first AAV was ready to come in the well deck.

At that point, I was aware there was an AAV getting towed and heading back to the beach. At some point around this time I heard "Man the Boat Deck." As soon as I heard that I left debark control and went up to the bridge. I remember hearing the OOD saying that there was an AAV sinking. I then went and got eyes on the AAVs and saw three AAVs around 300 yds away. Not even two minutes later I looked back and saw only two AAVs and a bunch of life preservers in the water. From the time I heard "man the boat deck" to the time I got on the bridge was less than a minute. I would say about 5 minutes passed between when I heard the call to man the boat deck and when I was able to get on the big eyes and saw three AAVs.

I remember that after the AAV broke down on the island it wasn't really clear what the way forward was to get parts to the island. We sent the LCACs back out on a crew day waiver, which is a big deal. My understanding was that we were just going to deliver parts and maybe transport the AAV back to on the LCAC. I'm not sure who made the decision for the AAVs to splash, but it was a matter of minutes between when the LCACs landed on the beach and when the AAVs splashed back to the ship. It just wasn't very clear on what the plan was going forward for sending the LCAC back and recovering the AAVs.

For the safety boats, we agreed in the confirmation brief that we would provide one safety boat and the AAVs would provide a second safety boat. However, that morning our safety boat was down and wasn't working. So we talked to the AAV Platoon Commander and he was aware that we couldn't put the safety boat in in the morning and we weren't going to delay the launch any longer. I didn't pass this information to the AAV Platoon Commander personally though so I don't know what his reaction was.



Summary of Interview

On Aug 13, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I am the force Surface Warfare Information Officer (SWIC). My role is to defend the surface picture for the ARG. So my watch is 0400 to 0800 and then 1600 to 2000, so I was on watch when we launched the AAVs and in the evening during the incident.

In the morning, normally when we do AAV operations we want to have our RHIBs as safety boats. However, there were some complications with our RHIBs so we couldn't get them in the water so we had to empty out two AAVs so they could act as safety boats.

Later on, I came back on watch at around 1600. I was there when the AAVs went feet wet to go back to the ship, but I don't remember exactly what time that was. The first time I really realized what time it was happened around 1745 when (b)(3), (b)(6), (b)(7)(c) came up for turnover.

When the AAVs reported in as feet wet, (b)(3), (b)(6), (b)(7)(c) was on Boat Alpha communicating with one of the AAVs. We found out later that she was communicating with a different AAV than the one that went down as they originally thought. She was actually communicating with the AAV that was towing one of the other AAVs back to the island. This meant that there viewpoint was a little skewed when trying to get details on everything that was going on. They were trying to get details from afar and from within, so there was difficulty in that communication line to say the least.

As they were going in, normally we like to know how many personnel are on board, so I asked (b)(3), (b)(6), (b)(7)(c) to get that information and she relayed that request out and the person she was speaking to responded that they didn't know. So at that point we didn't know how many people were in the AAVs.

They all launched, as we were tracking the first one broke down and we heard over Boat Alpha that one would rig for tow and head back. The remaining AAVs proceeded to the ship. When we first started the goal was to pick them up at the 4000 yard mark. However, in the midst of all of this we found out that we needed to either recover or launch a helo. So we went back on a course to make wind for flight operations. Once we did that, we started to pull away from the AAVs.

I remember that I was working with Ops and the TAO to do the math on where we were going to recover the AAVs. By the time we finished with flight operations we were probably at about 5000 yards out. We eventually started recovering at about 5700 yards. By the time we got the last one in we were around 5800 yards out.

As we were getting the reports in and communicating with the AAVs, the Marine Captain kept coming over to us and trying to get updates from us as well as giving updates to us. (b)(3), (b)(6), (b)(7)(C) was getting information that the AAVs were taking some pretty good waves. Around this time is when everything gets a little foggy because, although the reports were going to TAO as they should, I also remember the Marine Captain coming in and saying that although they were taking on water, the amount of water was normal.

At that point in time, I remember the EMO was right behind the TAO and they said that we needed to tell the CAPTAIN, which we did. At that time we got the order out to get the RHIB in the water. At this time we were mainly focused on getting as much information out as possible.

When the RHIB got in the water, I remember we got the report that there were three AAVs. Shortly after that, however, we got the report that there were only two AAVs. That is when I first realized that the AAV had completely sunk. After that we worked on getting the number of personnel recovered. I remember hearing first that there were four people recovered, but then we heard that there were only three people recovered. I think this may have been due to some double reporting.

As we were in communication with the RHIB we were getting more information on how many people they could recover. At this time I was trying to report information and coordinating with Bravo to get the SAN DIEGO and the JOHN FINN. We were just trying to get everyone available to help out. The MKI sent their helo over. We were mainly in search and rescue mode at that point and I was relaying information to Bravo.

During the beginning of the incident, I was mainly passing information by voice. However, I quickly realized that I needed to be passing some of the information by chat. For that reason, I may have been a little bit late when I was passing some of the information on chat.

(b)(3), (b)(6), (b)(7)(c)

Summary of Interview

On Aug 13, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I was in debark control during the incident. I initially got word that a vehicle was disabled and had water coming in. I was standing in the background sometime later when I heard "man the boat deck." Automatically I went down to the boat deck and got that manned up. That's when we launched the 11 meter RHIB. I was on the boat deck the whole time after we heard the call to man the boat deck.

Around 10 to 12 minutes passed between the time when we got the 11 meter RHIB in and the MRF RHIB went in. (b)(3), (b)(6), (b)(7)(c) got the CRRCs in the water. He was in well deck control at the time.

At the time we heard that water was getting into the disabled vehicle it didn't sound like the situation was that bad. However, by the time we heard the call to man the boat deck I knew that it had gotten a lot worse. I think that it was a short amount of time that passed before we heard the call to man the boat deck. As soon as we launched the two 11 meters I ran down to the well deck. At that time I saw the AAVs come in with the one Marine that passed away. We also opened up the side ports so we could pass some comm equipment to the 11 meters and be on standby in case we needed to bring on Marines through the side port.

Summary of Interview

On Aug 13, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding her recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, she related the following information to me.

I was the Bridge Officer of the Day (OOD) when the incident happened. When I was turning over to take the watch, we weren't sure if the any AAVs were going to be staying on land or if they were coming back via LCAC. We had heard that there was an AAV broken down on the island, but we weren't sure what would happen. When I first took the watch it was understood that an LCAC would bring them back as the last load. That did change later and they would stay on the island with the other AAVs, but that came up later during my watch. I know that Combat was working on how to get repair parts to them.

When I took the watch we were heading north because we were doing flight ops and amphib ops at the same time. It was later discovered that we didn't actually have permission for water space and airspace. We had only gotten permission for water space, so we didn't have permission to land one of the helos that we had already out. One of the helos needed to land because it was only 45 minutes from splash, so they were almost out of fuel.

We were heading to windward one when I first got on watch. We got out of the area and landed the helo and then floated back around as soon as we were able to and went to red deck. We made our way back down to windward one because I knew that the AAVs needed to go feet wet, but I didn't know when they needed to go feet wet. When we went further north to refuel the aircraft, these were not the same aircraft that were on deck when the AAVs were later trying to recover onto the Ship.

We then turned back around and were heading back in when I was told that there was another aircraft that needed to land. I told the tower that we didn't have permission for airspace but then Combat told me that we had airspace permissions.

At this time I was working with Combat to figure out when the AAVs would go feet wet. Combat was trying to coordinate a time with them but before that coordination happened I visibly saw the AAV's go feet wet. I saw this happen through the big eyes. I don't know if Combat just didn't know they had gone wet. I know this happened before 1700 but I'm not sure specifically what time it was.

At 1705 I got a call from the Tower saying that, even though they hadn't mentioned it to me before, they had a helo that needed to land at 1715. This definitely wasn't in the air plan. At this point all 9

AAVs had gone feet wet, and I noticed that they had gone out of the boat lane. So what I did was I drove past the AAVs so that when I turned around I would be pretty close to the AAVs so I could pick them up faster.

I then turned around. We had set up for both green deck and green well, we were going into the seas and into the wind. We were going about five knots, we landed the helo but we were outpacing the AAVs. So as soon as we got red deck we went all stop so that the AAVs could catch up faster.

At around 1715 I received word that one of the AAV's was getting rigged for tow. I got passed this word from Combat. First it was being rigged for tow and would recover on the ship. Later, at around 1740 I was told that another AAV was being rigged for tow and that one would be towed back to the ship and another would be towed back to shore. However, I didn't have specific guidance on which was coming back to ship and which was going back to shore.

We went all stop around 1720-1730. If I remember right, the helicopters landed and they needed gas, so the helos were on deck when we had the red deck. I then got notification that we needed to go green deck so they could take off. At that point, because we were all stop, I didn't have steerage way because I didn't have any wash going over the rudder. Because of this we couldn't maintain our course. So I kept increasing the thrust control to the starboard side because we were drifting in that direction. I first did 2 knots to the starboard side and it wasn't catching. I then increased to 4 knots to the starboard side and it still wasn't catching. I then did all engines ahead 1/3 for three knots and it still didn't catch so we went to 5 knots to catch the steerage way so we could get the helo off.

After the helo took off we slowed back down to 3 knots so the AAVs could get in. At that point it was discussed between Combat and the bridge about whether we should flip the ship around to get closer to the AAVs. But at that point the AAVs were close enough that if I had flipped the ship around it would have taken longer for the AAVs to get in. So we maintained our course and speed.

At around 1745, the oncoming OOD showed up to relieve me. While he was up on the Bridge we were discussing the AAV's and the third AAV had gone feet dry. I left the bridge at around 1803. While I was walking down to get in the mess line I heard "Captain to Combat" and "Man the Boat Deck." I heard this call at around 1805. Per the watch bill, the OOD for the 1500-1800 also is the boat officer for 1800-2100. So when I heard the call to Man the Boat Deck, I went straight down to the boat deck. I got geared up to man the 11m boat. I went back up to the bridge and grabbed a radio. I tried to ask the bridge what specifically was going on. I understood that there may have been an AAV that went down.

I then went back down to boat valley, loaded up on the 11m boat, and got the bearing and range that we needed to go over to the AAV. We got over to the AAV and saw 12-16 people on top of the AAV, two people were lying down. I only saw one AAV there, but I didn't know if that was the AAV that was having issues. I didn't recognize any of the people on top of the AAV

We went alongside the AAV, but were having issues staying alongside. We were able to keep steady enough that we could get the two unconscious people over into the boat. We then started doing medical assessments on them because we had two SAR swimmers with us we were able to do the assessments. We wrapped up the first individual, the one with the broken ankle, because he looked like he was in a worse condition. He was also bleeding from the ears. The other guy was unconscious, but was mumbling something and wasn't bleeding.

As we went back to the ship we were directed to the starboard side port door. When we got there, there was no one there to meet us. I called up to the bridge and got people down there to help us. We then passed the injured personnel up to the ship. We then went back out to see if we could find more survivors. I think we stayed out there past midnight looking for people.



Summary of Interview

On Aug 13, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

At the time of the incident, I was the Junior Officer Of the Deck. I remember that we were coordinating air ops and AAV ops at the same time, so that made things a little bit more complicated. At one point I remember hearing that there were two AAVs going back to San Clemente Island. I think that this was around 1730. We have done flight ops and AAV ops at the same time before, so it's not completely abnormal. I think we were a little bit further than we would have liked to be, but we were not outside of the range of an AAV. I don't think that anything was outside of the normal range of operations at that point though.

I think the sea state at the time of the incident was about a two at that point, which is within the normal operating range of an AAV. Comms with Combat leading up to the incident were decent, although things got a little scrambled once the incident occurred.

I remember hearing that there was ankle deep water at around 1730. I don't remember the exact times though. It wasn't abnormal for us to hear that an AAV was having mechanical difficulties, but when we realized there were two AAVs that were struggling it was a bit more concerning for us from a logistical standpoint trying to figure out how we would help both. I think we took the first AAV in at around 1740. At around 1800 we had the OOD turnover. At that time, I was mostly monitoring the AAV's as we recovered them.

At some point I heard the call "man the boat deck." At that point I don't think we had good comm with boat deck. I remember that (b)(3), (b)(6), (b)(7)(c) got on comm and started talking to the TAO and the OOD and was asking them what was going on.

I never actually saw Track 5. When I got out to look on the Big Eyes, I could see two tracks next to each other and there was debris in the water. I could see a Marine on top of one of the AAVs waving a November Flag, but I don't think it was his AAV he was waving it for. I think the AAV had already gone down at that point. At that time I became focused on feeding information to the bridge and coordinating the small boats.

(b)(3), (b)(6), (b)(7)(c)

Summary of Interview

On Aug 13, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I was the oncoming TAO when the incident was occurring. I walked onto the Bridge at around 1730. I talked to (b)(3), (b)(6), (b)(7)(c) There was a helo on deck that she had just recovered. She had the ship dead in the water. I walked out onto the starboard bridge wing and looked and the AAVs were probably about 1000 to 1500 yard out to our starboard quarter. We were dead in the water to let them get closer to us.

I got a quick view of what was going on from up top and then I walked down into Combat at around 1743. I started looking around to see what was going on in Combat and (b)(3), (b)(6), (b)(7)(c) the off going TAO, was busy deconflicting an issue with some more helos that were wanting to come in.

Sometime later we received word that one of the AAVs had water coming into the vehicle. I don't think that this word came from the vehicle that sank, I think this must have come from one of the other AAVs. A little bit later, right around the top of the hour, we got word that it had gone dead in the water. I don't know if we received that word when it went dead in the water, or if we were only just receiving that information. We then got the word that it was flooding and that they were seeing life vests in the water. That is when Ops called the CO to the CIC and called "Man the Boat Deck." We then started preparations to get us back over to the AAVs. We still had AAVs that were coming on board, so we recovered those four AAVs and then turned to go back.

This all happened in the space of 10 to 15 minutes. Once we got turned around we got the boat in the water. We launched two CRRCs. I mainly stayed in the COC and provided back up to the CO and Ops as they needed it.

Summary of Interview

On Aug 13, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding her recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, she related the following information to me.

Initially during the incident I was in the well deck. I went down there right after chow, but I don't remember exactly what time it was. I remember a couple of AAVs coming in and everything was fine, but then there was a lapse of time during which no AAVs were recovering on the ship and I wasn't sure why that was. So I went up to debark control to figure out what was going on. That's when I looked out and I could see two Tracks coming up beside a third. I don't know the exact distance, but it was far enough where it was hard to make out individual people. I think maybe it was 500 yds. I don't think it took me more than a few minutes to get up to debark control and when I got up there is when I saw the three Tracks.

I remember at one point I lost sight of them because the ship was turning. When I looked back I could only see two. So at that point I ran back down to the well deck. The RHIBs were being sent at that point. I'm not sure at what point the RHIBs were called for, but the first two casualties were being brought to the side port. My Marines assisted with getting the casualties on board and getting everything moved out of the way so that the medical personnel could provide care.

After we got that set up my sense of time was completely off. At some point we had one Track come in and we didn't bother with the usual administrative process to get them in, we just brought them straight on. After that a second Track came in and they had a body on top. We quickly got the injured person off the trap and that is when the Marines and Sailors started providing compressions.

The only other thing I can think of that is important is the safety boat situation. I know that in one of the tracks there was only crew, so it counted as a safety boat, but the secondary was already inside the well. Everything went fine leaving, it was just that the ship's safety boat wasn't working. I don't know which Track was rogered up to be a safety boat though.

In the morning, the ship's CAPTAIN radioed me directly asking if I could find out if the AAVs could provide a second safety boat because the ship's safety boat didn't work. So I ran to the AAV Platoon Commander to ask him that question. He couldn't hear me so I tried writing on my hand. I was yelling at him and I think he heard me say "safety boat" and he said "I already rogered up. We're good on Boat Alpha."

Summary of Interview

On Aug 13, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I was the well deck control officer during the incident. I remember hearing about an AAV that was having issues as it was coming back. We recovered a few vehicles and were then waiting because I think we were doing flight operations or something along those lines. While we were waiting I heard that one of the AAVs was taking on water. As soon as I received that information I reported it to debark control. When they reported they were taking on water, it sounded like there was an alarm going on in the background, but it didn't sound too frantic. It just sounded like they were trying to report that they were taking on water and needed assistance.

As soon as I heard that I reported to debark control that I was hearing over Boat Alpha, which should have been (b)(3), (b)(6), (b)(7)(c) that there was an AAV taking on water. I think we had taken four AAVs on board the ship at this point. There was a delay between when we took on the first initial four and when we recovered the last two. I don't know when, but somewhere in that delay was when I heard that there was an AAV taking on water and when I reported that to debark control.

After that I didn't play much of a role. I was mainly trying to figure out where they were and what was going on and also trying to figure out when we would recover the last AAVs. At around that time is when everything went south quick. Everything got blurry after that and I don't remember much from that time period.

When the tracks loaded onto the ship for the first time, there was a call that was made on Boat Alpha that some of the tracks were having issues. I don't know which one or even what the issues were though. I asked at that time if they were ok because normally if an AAV is having a problem we would prefer to leave them on shore instead of taking them on an exercise, but they said they were fine.

Summary of Interview

On Aug 13, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding her recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, she related the following information to me.

I was in the CIC and listening to Boat Alpha during the incident. I stood two watches that day, so I was actually on duty that morning when the AAVs launched as well. I stayed past my first watch just I could do the launch because it was my first time doing it. I came back on watch at 1545 and stayed until 1945. After the two AAVs went back to the island I remember that the AAVs asked us to slow down because they were fighting against the waves. I told this to the TAO, and he said that we couldn't because we had to land the aircraft. About 20 minutes later, the AAVs asked if we could turn around, but again the TAO said no because we were refueling the helo at that time so we couldn't do anything without securing the helo down. However, we did slow down at that point and I passed that information to the AAVs.

About 15 minutes after that I got the first word that Track 5 was having the malfunction. I actually didn't know that it was Track 5 at this point, I only knew that one of the AAVs was having a malfunction. I feel like no one in Combat responded to me telling them that the AAV was having a problem. (b)(3), (b)(6), (b)(7)(c) was there and I told him that maybe he could tell them what was going on because they weren't listening to me. He then went over to the TAO and they had a conversation about what was going on. Shortly after that we got another call that they were taking on water.

After we heard they were taking on water everything started happening quickly. It seemed like they went from taking on water to being underwater very fast. We received another message that they were going under and that they needed a boat to get in the water. About 20 minutes later we had a boat in the water.

There was not a lot of talking going on over Boat Alpha and comms were pretty clear from what I remember. After we got the boat in the water I was talking with the AAVs on the island to get accountability.

Summary of Interview

On Aug 13, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

Between 1700 and 1730 I was on boat deck doing some trouble shooting on one of our standby RHIBs. Shortly after I finished that I heard the call over the LMC saying "Man the boat deck." I'm a boat engineer so I made the decision to stay up there to see if I could help. I didn't know what was going on at that point so I asked one of the Boatswain Mates, but they didn't know. After that I asked (b)(3), (b)(6), (b)(7)(c) and she said that one of the AAVs was taking on water.

We launched in the RHIB, and then we went out to where the AAVs where. At that time, there were two AAVs in the water that we could see. We pulled up and were notified that there were two casualties. We got both of those casualties off safely. We then delivered them back to the boat, and then went right back out to see if there was anyone else in the water. We looked for survivors but couldn't find any. We stayed out there until about midnight before we got called back to the ship. It wasn't until two days later that we found out there was an AAV that sank completely. When we got out there we only saw two AAVs so we didn't even know that there was one that sank.

I did not recognize any of the Marines that were on top of the AAV we took the two injured Marines off of. I think the sea state at the time we went out in the RHIB was about a 3 or 4. I think the Coxswain mentioned that we were doing possibly 10 foot swells that day, which is pretty high. I think that when we got alongside the AAV, we could still see the drivers hatch pretty clearly.

When we approached the AAV we pulled up on the starboard side. We took between 10 and 20 minutes to get there. We got the more seriously injured Marine on board ship first and then we had to ask for another litter to transfer the second Marine since we only had one on the RHIB. After that, we immediately turned around and got back out there to look for more survivors.

(b)(3), (b)(6), (b)(7)(c)

### Summary of Interview

On August 24, 2020 the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection of the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

On the day of the incident, I had just gotten relieved from watch and I was in the office when I heard them say over the LMC that the Commanding Officer presence was requested in the Combat Information Center. After that, I heard them say to man the boat. Once I heard that I ran up to boat valley. I was trying to relieve the current Boatswains Mate on watch. Then I took over the watch.

I got relieved around from watch at around 1730 and then went down to eat. Once I heard the call to man the boat deck I immediately went down there. I relieved the person who had just relieved me on watch so that he could operate the crane. I had no idea what was going on so I asked the lookouts and they told me that one of the AAVs had gone down. (b)(3), (b)(6), (b)(7)(c) were on watch at that time.

As Boatswains Mate of the watch I was making the calls. The OOD was giving me direction as to where to position the medical personnel. I don't remember that any of the lookouts saw personnel in the water. After that I got the three boats into the water, our 11 meter and the two Marine boats. After that you could see two AAVs on the port bow. We then maneuvered the ship so that they would be on our starboard side.

They brought the personnel via small boats to the starboard side of the ship and brought them on through the side port. After that we brought the AAVs back on the ship through the well deck.

I remember hearing some chatter on the bridge and seeing one of the people on top of the AAVs performing CPR on someone.

Summary of Interview

On Aug 13, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding her recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, she related the following information to me.

I was a watch officer under instruction in the Combat Information Center (Combat) at the time the incident occurred. At the time the incident occurred, (b)(3), (b)(6), (b)(7)(c) was on the headset talking to the AAVs, but she had the headset on speaker so I could hear what they were saying. At around 1730 she received a call that one of the AAV's was taking on water. I think they had broken down a little bit before that, but it was around 1730 that we heard they were taking on water. One of the Marines in the LFOC came over and asked what was going on with the AAV. (b)(3), (b)(6), (b)(7)(c) then said that one of the AAVs broke down, and asked him what his impression of the scenario was. He said that if they were taking on water that wouldn't be a good thing.

After that, we continued to monitor the radios and we kept hearing reports that they were still taking on water. (b)(3), (b)(6), (b)(7)(c) continued to let people in Combat know what was going on, but I feel like no one was talking to us or replying to (b)(3), (b)(6), (b)(7)(c) for about 30 minutes (b)(3), (b)(6), (b)(7)(c) told the Tactical Action Officer (TAO) that something was wrong and then the TAO finally paid attention and told the Bridge to contact the Commanding Officer (CO) and then the CO came into Combat and that is when everything started rolling and people started to react much faster.

After that, we remained on watch and continued to monitor the situation. Sometime later we worked on establishing what the last known position of the ship would have been around the time the incident occurred so that we could backtrack the location of the AAV around the time it sank.

The next day after the incident, the Watch Chief came in and asked us to shred some documents because he was trying to clean out Combat. We felt this was weird because we thought that everything in Combat should be kept exactly as it was after such a big incident. Because of this we did not shred the documents and we left them in the shred bin in Combat. There was also some confusion over some of the manual plots we had used to track the last known location of the AAV.





(b)(3), (b)(6), (b)(7)(c)

Summary of Interview

On Aug 24, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I was on the 6 to 9 watch. I went into duty around 1730. I had already eaten by the time I went on watch. When I went first got on watch, I started out as the messenger on the bridge level. Normally, we rotate every hour, so after I was on messenger, I was going to go to the port look out position. It was right around the beginning of my watch though that things started to happen. I noticed that a lot of people started to show up and it was mainly the XO there running the show.

I remember a lot of people started to come up and then I heard Ops say "man the boat deck" which I thought it was kind of weird because it's usually the Boatswain's Mates of the Watch who says that. Then I jumped on the comms and I heard reporting back and forth.

We didn't rotate. No one was going to rotate during that time. I heard someone request permission to put down the boat. Then 3 hours passed before I knew it and I was still on the port look out and I still hadn't gotten relieved. After that everyone was on the port side looking. There were no extra binoculars to use since everyone was using them. I don't remember hearing anyone describing anything, everyone looked kind of calm.

Summary of Interview

On Aug 24, 2020, the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

I was on the port lookout on the USS SOM when the accident happened. I was watching the AAVs as they came back to the ship. I noticed that they had kind of gone off course. It looked like the course they were going on would have them end up side by side with the ship. They were all together at one point, but then one of the AAVs started floating away and I was told that was the one I needed to keep an eye on. I saw debris floating in the water, but I couldn't really make out what it was. They told us to pay attention to make sure there were no bodies in the water.

At first, I really didn't know what was going on. I knew we had flight operations and well deck operations. I was eager to know what was going on, but the next thing I knew there were boats being dropped into the water and it was a real life situation.

The AAVs were still a good distance away from the ship when I first started paying attention to them. I think the ship was about 4000 meters from shore when we started to do flight operations. I showed up for my watch at around 1730. I think that the incident happened somewhere around an hour or two after that. I remember there being three AAVs when I started watching them. I never saw any AAVs head back to SCI.

The three AAVs that I saw were maybe a couple thousand yards away from the ship when I first saw them. They were kind of circling. They weren't directly aft of the ship, they were more to the port side aft of the ship. They were all moving in unison at first, but then the broken AAV started to drift to the port side, and then the other AAVs started circling.

Around this time is when everything started to heat up. I noticed that the AAV went from a horizontal orientation to a vertical one. I actually observed the AAV as it sank. I remember that there were two individuals on top of the AAV. Both the individuals were in green colored cammies. I saw a wave sweep over the vehicle and knock these two individuals off the vehicle. I think that the two Marines on top of the vehicle were looking down into the cargo hatch talking to people at the last moment before they were swept off.

The only other thing I remember from this time period is that there seemed to be an issue with the speed of the ship. I think they were

trying to get the ship to an appropriate speed, but at the time I don't think we were going faster than 3 knots. When the CO made his appearance at the port bridge everything started to happen in the right place.

I didn't see anyone on top of any of the AAV's waving a flag at any point. I didn't observe anyone in the water before the AAV sank. I don't remember seeing any wearing a desert uniform or any uniform other than the green cammies. The two Marines that I saw on top of the AAV before it sank had their helmets and their gear on when I saw them.

(b)(3), (b)(6), (b)(7)(c)

Summary of Interview

On August 24, 2020 the investigative team spoke with (b)(3), (b)(6), (b)(7)(c) regarding his recollection of the facts and circumstances surrounding the Amphibious Assault Vehicle Mishap that occurred on 30 July 2020. During that interview, he related the following information to me.

On the day of the incident I was the aft lookout. We were doing flight ops earlier so I was in the pilot house. I think I went to use the head at around 1800 to 1830. When I came back I saw that everyone was panicking and moving around. Then when I looked outside I saw stuff floating in the water maybe 200 to 300 yards away on the portside. I looked out the big eyes and saw people floating in the water and standing on top of the AAVs. I only saw two AAVs at that time. I didn't recognize any of the people on top of the AAVs although I could tell the drivers were still inside. There was one person on top of one of the AAVs that looked unresponsive.

The sea state that day looked pretty bad, but it wasn't knocking people off of the vehicle.

**I Marine Expeditionary Force**  
**Communication Strategy and Operations**  
PO Box 555321  
Camp Pendleton, CA 92055-5025



**PRESS RELEASE**

**July 31, 2020**

[imefcommstrat@usmc.mil](mailto:imefcommstrat@usmc.mil)

Media office: (760) 763-7047

**1 Marine dead, 8 missing after AAV mishap off California coast**

MARINE CORPS BASE CAMP PENDLETON, Calif. (July 31, 2020) -- One Marine with 15th Marine Expeditionary Unit (MEU), I Marine Expeditionary Force, was pronounced dead at Scripps Memorial Hospital La Jolla following an amphibious assault vehicle (AAV) mishap off the coast of Southern California on July 30, 2020.

Two Marines were transported to local hospitals where one was listed in critical condition and the other in stable condition.

Fifteen Marines and one Sailor were inside the AAV at the time of the incident, eight of whom have been recovered.

The name of the deceased Marine will be withheld until 24 hours after next of kin have been notified.

"We are deeply saddened by this tragic incident. I ask that you keep our Marines, Sailors, and their families in your prayers as we continue our search," said Col. Christopher Bronzi, 15th MEU Commanding Officer.

Search and rescue efforts are ongoing to recover the remaining eight service members. Assisting in the search efforts are the USS John Finn, three U.S. Navy MH-60 helicopters and multiple small boats from the USS Makin Island, USS Somerset, and USS San Diego, as well as the U.S. Coast Guard Cutter Forrest Rednour and a Coast Guard MH-60 Jayhawk helicopter from Coast Guard Sector San Diego. At approximately 5:45 p.m. PST, Marines in the AAV reported taking on water.

The incident occurred during a 15th MEU and Makin Island Amphibious Ready Group routine training exercise in the vicinity of San Clemente Island.

The incident is under investigation.

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Instagram: @i\_mef\_marines Facebook: @1stMEF Twitter: @1stMEF

**Media queries can be directed via e-mail to [imefcommstrat@usmc.mil](mailto:imefcommstrat@usmc.mil).**

ENCLOSURE (173)

**I Marine Expeditionary Force**  
**Communication Strategy and Operations**  
PO Box 555321  
Camp Pendleton, CA 92055-5025

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**Press Release**  
**August 1, 2020**  
[imefcommstrat@usmc.mil](mailto:imefcommstrat@usmc.mil)  
(760) 763-7047

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## **Search and Rescue for missing Marines, Sailor concludes**

**MARINE CORPS BASE CAMP PENDLETON, Calif.** – After an extensive 40-hour search, the 15th Marine Expeditionary Unit (MEU), I Marine Expeditionary Force (MEF), and the Makin Island Amphibious Ready Group (ARG) concluded their search and rescue operation for seven missing Marines and one Sailor, today.

All eight service members are presumed deceased. The 15th MEU and the ARG leadership determined that there was little probability of a successful rescue given the circumstances of the incident.

On July 30, 15 Marines and one Sailor were participating in a routine training exercise off the coast of San Clemente Island, California, when the amphibious assault vehicle (AAV) they were riding in began to take on water and sank. Of the 16 service members, eight Marines were rescued, one died, and two others are in critical condition at a local hospital.

“It is with a heavy heart, that I decided to conclude the search and rescue effort,” said Col. Christopher Bronzi, 15th MEU Commanding Officer. “The steadfast dedication of the Marines, Sailors, and Coast Guardsmen to the persistent rescue effort was tremendous.”

Over the course of the at-sea search, Marine Corps, Navy, and Coast Guard helicopters, ships, and watercraft searched more than 1,000 square nautical miles.

Assisting in the search efforts were the USS John Finn, the USS Makin Island, the USS Somerset, and the USS San Diego. Eleven U.S. Navy SH-60 helicopters and multiple Navy and Marine Corps small boats were also involved. The U.S. Coast Guard Cutter Forrest Rednour and a Coast Guard MH-60 Jayhawk helicopter from Coast Guard Sector San Diego assisted as well.

“Our thoughts and prayers have been, and will continue to be with our Marines’ and Sailor’s families during this difficult time,” said Bronzi. “As we turn to recovery operations we will continue our exhaustive search for our missing Marines and Sailor.”

Efforts will now turn to finding and recovering the Marines and Sailor still missing. Assisting in the recovery efforts is the offshore supply vessel HOS Dominator, as well as Undersea Rescue Command, utilizing their Remotely Operated Vehicle (ROV) to survey the sea floor.

The circumstances surrounding the incident are being investigated. The names of the Marines and Sailor will be released 24-hours after next of kin notification.



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ENCLOSURE (173)

**I Marine Expeditionary Force**  
**Communication Strategy and Operations**  
PO Box 555321  
Camp Pendleton, CA 92055-5025



**Press Release**  
**August 2, 2020**  
[imefcommstrat@usmc.mil](mailto:imefcommstrat@usmc.mil)  
(760) 763-7047

### **15th MEU identifies personnel killed in AAV mishap**

**MARINE CORPS BASE CAMP PENDLETON, Calif.** – Officials with the 15th Marine Expeditionary Unit (MEU), I Marine Expeditionary Force (MEF), identified on Aug. 2 the one Marine who was killed and seven Marines and one Sailor who are presumed dead after an amphibious assault vehicle (AAV) mishap July 30.

Lance Cpl. Guillermo S. Perez, 20, of New Braunfels, Texas, was pronounced dead at the scene before being transported by helicopter to Scripps Memorial Hospital in San Diego. He was a rifleman with Bravo Company, Battalion Landing Team (BLT) 1/4, 15th MEU.

Presumed dead are:

Pfc. Bryan J. Baltierra, 19, of Corona, California, a rifleman with Bravo Company, BLT 1/4, 15th MEU.

Lance Cpl. Marco A. Barranco, 21, of Montebello, California, a rifleman with Bravo Company, BLT 1/4, 15th MEU.

Pfc. Evan A. Bath, 19, of Oak Creek, Wisconsin, a rifleman with Bravo Company, BLT 1/4, 15th MEU.

U.S. Navy Hospitalman Christopher Gnem, 22, of Stockton, California, a hospital corpsman with Bravo Company, BLT 1/4, 15th MEU.

Pfc. Jack Ryan Ostrovsky, 21, of Bend, Oregon, a rifleman with Bravo Company, BLT 1/4, 15th MEU.

Cpl. Wesley A. Rodd, 23, of Harris, Texas, a rifleman with Bravo Company, BLT 1/4, 15th MEU.

Lance Cpl. Chase D. Sweetwood, 19, of Portland, Oregon, a rifleman with Bravo Company, BLT 1/4, 15th MEU.

Cpl. Cesar A. Villanueva, 21, of Riverside, California, a rifleman with Bravo Company, BLT 1/4, 15th MEU.

Injured were:

A Marine rifleman with Bravo Company, BLT 1/4, 15th MEU. The Marine was transported from the scene to Scripps Memorial Hospital by helicopter and was in critical condition.

ENCLOSURE (17)



**Press Release: 15th MEU identifies personnel killed in AAV mishap**

A Marine assault amphibious vehicle crewmember with Mechanized Company, BLT 1/4, 15th MEU. The Marine was transported from the scene to Scripps Memorial Hospital by helicopter and was in critical condition. He has since been upgraded to stable condition per a competent medical authority.

In total, 16 personnel were aboard the AAV when on July 30 around 5:45 p.m. they reported taking on water while conducting shore-to-ship waterborne operations training in the vicinity of San Clemente Island off the coast of Southern California. Five Marines were rescued and brought aboard USS Somerset.

The incident is under investigation.

Photos of the deceased are not immediately available.

Imagery of the search and rescue efforts, as well as the current recovery efforts, are available at <https://www.dvidshub.net/feature/15thmeurecovery>.

For more information, email all media inquiries to [imefcommstrat@usmc.mil](mailto:imefcommstrat@usmc.mil).

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**I Marine Expeditionary Force**  
**Communication Strategy and Operations**  
PO Box 555321  
Camp Pendleton, CA 92055-5025

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**Press Release**  
**August 4, 2020**  
[imefcommstrat@usmc.mil](mailto:imefcommstrat@usmc.mil)  
(760) 763-7047

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## **Location of sunken AAV, remains found off San Clemente Island**

**MARINE CORPS BASE CAMP PENDLETON, Calif.** – Officials with the 15th Marine Expeditionary Unit (MEU), I Marine Expeditionary Force (MEF), and the Makin Island Amphibious Ready Group (ARG) positively identified on Aug. 3 the location of the amphibious assault vehicle (AAV) that sunk off the coast of San Clemente Island on July 30.

The U.S. Navy's Undersea Rescue Command confirmed that human remains have also been identified using their underwater remotely-operated video systems from the merchant vessel HOS Dominator, a ship specializing in undersea search and rescue.

The Navy has expedited the movement of assets to recover the remains of the Marines and Sailor, as well as raise the AAV. The equipment to properly and safely perform the recovery from the sea floor will be in place at the end of this week, and a dignified transfer of our Marines and Sailor will occur as soon as possible after the conclusion of recovery operations.

The AAV sunk to a depth of approximately 385 feet after it began taking on water during a shore-to-ship maneuver approximately 1,500 meters off the coast of San Clemente Island. One Marine was pronounced dead at the scene, and seven missing Marines and one Sailor were subsequently presumed dead Aug. 2 as search and rescue efforts ceased.

A previous press release had estimated the depth as 600 feet.

The cause of the July 30 incident is under investigation.

We will continue to communicate to the public and media as more information is available.

Imagery of the search and rescue efforts, as well as the current recovery efforts and the HOS Dominator, are available at <https://www.dvidshub.net/feature/15thmeurecovery>.

Underwater video imagery from the ROV is not available.

For more information, email media inquiries to [imefcommstrat@usmc.mil](mailto:imefcommstrat@usmc.mil).

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ENCLOSURE (17)

**I Marine Expeditionary Force**  
**Communication Strategy and Operations**  
PO Box 555321  
Camp Pendleton, CA 92055-5025

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**Press Release**

**August 7, 2020**

[imefcommstrat@usmc.mil](mailto:imefcommstrat@usmc.mil)

(760) 763-7047

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**Remains of missing Marines, Sailor successfully recovered**

**MARINE CORPS BASE CAMP PENDLETON, Calif.** – The remains of seven Marines and a Sailor were successfully recovered Aug. 7, 2020, after underwater salvage operations following the July 30 mishap involving an amphibious assault vehicle off the coast of San Clemente Island.

The recovered Marines and Sailor will soon be transferred to Dover Air Force Base, Delaware, for preparation by mortuary affairs teams for burial. Marine and Navy pallbearers will place the remains aboard an aircraft bound for Dover AFB in a solemn transfer. From Dover AFB, their remains will then be released to their families in accordance with their wishes.

The transfer of remains will not be open to the public, and we ask that the privacy of the families be respected as they make final arrangements for their loved ones.

“Our hearts and thoughts of the 15th Marine Expeditionary Unit are with the families of our recovered Marines and Sailor,” said Col. Christopher Bronzi, commanding officer of the 15th Marine Expeditionary Unit. “We hope the successful recovery of our fallen warriors brings some measure of comfort.”

The U.S. Navy has led the underwater search and salvage efforts. Specialized equipment on a diving and salvage ship to recover the remains and AAV arrived Aug. 6 to relieve the crew of HOS Dominator, who stayed in position after locating the site.

Lance Cpl. Guillermo S. Perez, 19, of New Braunfels, Texas, also died in the AAV mishap and was pronounced dead at the scene July 30. His remains were transferred Aug. 5 to Dover AFB.

The sunken AAV has been successfully recovered. The cause of the July 30 incident is under investigation.

Imagery of the recovery efforts are available at  
<https://www.dvidshub.net/feature/15thmeurecovery>.

For more information, email media inquiries to [imefcommstrat@usmc.mil](mailto:imefcommstrat@usmc.mil).

-30-



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ENCLOSURE (173)

**15th Marine Expeditionary Unit**  
**Communication Strategy and Operations**  
PO Box 555365  
Camp Pendleton, CA 92055-5362



**August 12, 2020**  
[kassie.mcdole@usmc.mil](mailto:kassie.mcdole@usmc.mil)  
(760) 763-4505

### **Remains of Marines, Sailor from 15th MEU transferred to Dover AFB**

**MARINE CORPS BASE CAMP PENDLETON, Calif.** – The remains of seven Marines and a Sailor recovered Aug. 7 off the coast of San Clemente Island following a July 30 assault amphibious vehicle mishap were transferred Aug. 12 to Dover Air Force Base, Delaware, from Marine Corps Air Station Miramar, California.

Six pallbearers of Marines and Sailors escorted each casket aboard a U.S. Air Force C-17 Globemaster III bound for Dover AFB for final preparation for burial before being released to their families for final arrangements.

Transferred were:

Pfc. Bryan J. Baltierra, 18, of Corona, California

Lance Cpl. Marco A. Barranco, 21, of Montebello, California

Pfc. Evan A. Bath, 19, of Oak Creek, Wisconsin

Navy Hospital Corpsman 3rd Class (Fleet Marine Force) Christopher Gnem, 22, of Stockton, California

Pfc. Jack-Ryan Ostrovsky, 20, of Bend, Oregon

Cpl. Wesley A. Rodd, 22, of Harris, Texas

Lance Cpl. Chase D. Sweetwood, 18, of Portland, Oregon

Cpl. Cesar A. Villanueva, 21, of Riverside, California

The remains of Lance Cpl. Guillermo S. Perez, 19, of New Braunfels, Texas, who also died in the AAV mishap July 30, were transferred to Dover AFB on Aug. 5 from MCAS Miramar.

The ages of the deceased have been updated, as a previous press release listed them incorrectly.

Gnem was posthumously advanced to the rank of petty officer third class and

ENCLOSURE (173)

**PRESS RELEASE: Remains of Marines, Sailor from 15th MEU transferred to Dover AFB**

posthumously awarded his enlisted Fleet Marine Force Warfare Specialist qualification, having met the criteria set by the Navy for both before his death.

We ask that the privacy of the families be respected as they make final arrangements for their loved ones.

The cause of the July 30 incident is under investigation.

Imagery of the recovery efforts and transfer of remains will be available at <https://www.dvidshub.net/feature/15thmeurecovery>.

Media should direct all queries to the 15th Marine Expeditionary Unit Communication Strategy and Operations Office at [kassie.mcdole@usmc.mil](mailto:kassie.mcdole@usmc.mil).



**Facebook:** 15thMarineExpeditionaryUnit

**Twitter:** 15thmeuofficial

**Instagram:** 15thmeu

**15th Marine Expeditionary Unit**  
**Communication Strategy and Operations**  
PO Box 555365  
Camp Pendleton, CA 92055-5362



**MEDIA ADVISORY**  
**August 20, 2020**  
[stephanie.leguizamon@usmc.mil](mailto:stephanie.leguizamon@usmc.mil)  
(760) 763-3505

**15th MEU to hold memorial service honoring fallen Marines, Sailor**

**MARINE CORPS BASE CAMP PENDLETON, Calif.** – The 15th Marine Expeditionary Unit is scheduled to hold a memorial service on Aug. 21 at Marine Corps Base Camp Pendleton, California, to honor the eight Marines and a Sailor of Company B, Battalion Landing Team 1/4, who died July 30th off the coast of Southern California.

The memorial service is closed to the public and media.

Imagery of the memorial service will be available as early as Aug. 22 at <https://www.dvidshub.net/feature/15thmeurecovery>.

Media should direct all queries to the 15th Marine Expeditionary Unit Communication Strategy and Operations Office at [stephanie.leguizamon@usmc.mil](mailto:stephanie.leguizamon@usmc.mil).

-30-



Facebook: 15thMarineExpeditionaryUnit

Twitter: 15thmeuofficial

Instagram: 15thmeu

ENCLOSURE (173)

(b)(3), (b)(6), (b)(7)(c)

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**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Thursday, September 17, 2020 5:56 PM  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** FW: Medical Officer

---

**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Monday, August 31, 2020 7:45 AM  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Cc:**  
**Subject:** RE: Medical Officer

Good morning Sir,

(b)(3), (b)(6), (b)(7)(c)

Please let me know if there are any further questions.

Very respectfully,

(b)(3), (b)(6), (b)(7)(c)

---

**From** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Sunday, August 30, 2020 6:23 PM  
**To**  
**Cc** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** FW: Medical Officer

(b)(3), (b)(6), (b)(7)(c)

Good evening. Please see request below from (b)(3), (b)(6), (b)(7)(c) the investigating officer for the AAV incident.

(b)(3), (b)(6), (b)(7)(c)

Let's talk talk more about it in the morning.

Thanks.

CO

Sent with BlackBerry Work  
([www.blackberry.com](http://www.blackberry.com))

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**From** (b)(3), (b)(6), (b)(7)(c)  
**Date:** Saturday, Aug 29, 2020, 1:45 PM  
**To**  
**Cc** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** Medical Officer



(b)(3), (b)(6), (b)(7)(c)

# SWORN STATEMENT

For use of this form, see AR 190-45; the proponent of this form is ODCSOPS

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 Dated November 22, 1943 (SSN)  
**PRINCIPAL PURPOSE:** To provide commanders and law enforcement officials with means by which information may be accurately recorded.  
**ROUTINE USES:** Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.  
**DISCLOSURE:** Disclosure of your social security number is voluntary.

1. LOCATION CPCA, BLDG 210567	2. DATE (YYYYMMDD) 2020-09-15	3. TIME 1630	4. FILE NUMBER N/A
5. LAST NAME FIRST NAME MIDDLE NAME (b)(3), (b)(6), (b)(7)(c)	6. SSN	7. GRADE/STATUS (b)(3), (b)(6), (b)(7)(c)	
8. ORGANIZATION OR ADDRESS 3D ASSAULT AMPHIBIAN BATTALION, 1ST MARINE DIVISION			

9.

(b)(3), (b)(6), (b)(7)(c) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

What if anything would happen if you were driving an AAV in the water and your volts suddenly went from 27 to 19? What would happen with all of you electrical systems? Would your radios, bilge pumps etc. be affected?

The TM states: 330 ampere, 24 Vdc, negative ground, air-cooled generator

The output voltage is controlled by a remote mounted, solid-state, transistor-type voltage regulator. Generator current output is self-regulating to meet vehicle current demands.

Output voltage while engine is running at 1800 RPM should be 27.3 to 28.1 Vdc.

Under maximum electrical load, generator should produce 26.9 VDC. Output current should hold steady at no less than 310 amperes in 1/2 hour.

In my opinion: As for the "volts suddenly went from 27 to 19", only those low-amp circuits would remain operational (i.e. dome lights, dash panel lights, etc.). The radios and bilge pumps demand a significant amount of amperage, and in my limited time in this community, do not believe that those systems would remain fully operational under those conditions.

10. EXHIBIT	11. INITIALS (b)(3), (b)(6), (b)(7)(c)	MAKING STATEMENT	PAGE <u>1</u> OF <u>2</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_."

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

ENCLOSURE 175

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_

9. STATEMENT (Continued)

INITIALS OF PERSON MAKING STATEMENT

PAGE \_\_\_\_ OF \_\_\_\_ PAGES

9. STATEMENT (Continued)

**AFFADAVIT**

(b)(3), (b)(6), (b)(7)(C) HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 1. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6), (b)(7)(c)

\_\_\_\_\_  
*Making the Statement)*

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 17 day of Sept 2020 at Bldg 210567

WITNESSES:

\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

(b)(3), (b)(6), (b)(7)(c)

\_\_\_\_\_  
*th)*

\_\_\_\_\_  
*ath)*

\_\_\_\_\_  
*(Authority to Administer Oath)*

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6), (b)(7)(c)

PAGE 2 OF 2 PAGES

ENCLOSURE (175

# SWORN STATEMENT

For use of this form, see AR 190-45; the proponent of this form is ODCSOPS

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 Dated November 22, 1943 (SSN)  
**PRINCIPAL PURPOSE:** To provide commanders and law enforcement officials with means by which information may be accurately recorded.  
**ROUTINE USES:** Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.  
**DISCLOSURE:** Disclosure of your social security number is voluntary.

1. LOCATION CPCA, BLDG 210567	2. DATE (YYYYMMDD) 2020-09-14	3. TIME 1630	4. FILE NUMBER N/A
5. LAST NAME FIRST NAME MIDDLE NAME (b)(3), (b)(6), (b)(7)(c)	6. SSN		7. GRADE/STATUS (b)(3), (b)(6), (b)(7)(c)
8. ORGANIZATION OR ADDRESS 3D ASSAULT AMPHIBIAN BATTALION, 1ST MARINE DIVISION			

9.

I, (b)(3), (b)(6), (b)(7)(c) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) Pre-Operation Checklist is a 11 page checklist that takes how long to complete?  
The APPROX "K" PRE operation check List takes Approximately 2 Hours 30 minutes to complete. (AVERAGE)

ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) Pre-Water Operation Checklist is a 6 page checklist that takes how long to complete?  
The APPENDIX "L" PRE water operation check List takes Approximately 1 Hour 18 minutes to complete (without EMBARK troops), 1 Hour 58 min to complete (with the EMBARKED TROOPS), 40 MINUTES Built in For Troop commander BRIEF, MANIFEST, EVACUATION DRILLS, EMBARK TROOP BRIEF.

ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) During Water Operation Checklist is a 2 page checklist that takes how long to complete?  
The APPENDIX "N" DURING WATER operation check list takes Approximately 8 minutes total per OBSERVATION. (2 minutes per AREA TO OBSERVE). OBSERVATION FREQUENCY SHOULD BE FOR THE ENTIRE DURATION WHILE CONDUCTING WATER OPERATIONS.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(3), (b)(6), (b)(7)(c)	PAGE <u>1</u> OF <u>2</u> PAGES
-------------	--	---------------------------------

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_."  
THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

ENCLOSURE (176)

9. STATEMENT (Continued)

AFFADAVIT

I, (b)(3), (b)(6), (b)(7)(c) HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 1. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6), (b)(7)(c)

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 14 day of September 2020. at Camp Pendleton, Bldg 210567

WITNESSES:

\_\_\_\_\_  
\_\_\_\_\_

(b)(3), (b)(6), (b)(7)(c)

ORGANIZATION OR ADDRESS

3d AAB, Lt Mar Div  
\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

(Authority to Administer Oath)

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6), (b)(7)(c)

PAGE 2 OF 2 PAGES

## APPENDIX K PRE-OPERATION CHECKLIST

**K-1. SCOPE.** This appendix shows the Pre-Operation checklist for the AAV.

**Table K-1. Pre-Operation Checklist.**

ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) Pre-Operation Checklist	
MODEL (CIRCLE ONE)	REFERENCES
AAVP7A1 RAM/RS AAVC7A1 RAM/RS (Also perform tasks listed in TM 07268C-10/1) AAVR7A1 RAM/RS (Also perform tasks listed in TM 07267C-10/1)	
UNIT:	MILES: (SPEEDOMETER) (LOGBOOK)
CREW CHIEF (PRINT: RANK, NAME)	
DRIVER (PRINT: RANK, NAME)	CREWMAN (PRINT: RANK, NAME)
OTHERS (PRINT: RANK, NAME, BILLET)	OTHERS (PRINT: RANK, NAME, BILLET)
OTHERS (PRINT: RANK, NAME, BILLET)	OTHERS (PRINT: RANK, NAME, BILLET)
<b>NOTE</b>	
The following inspection sheet is divided into ten columns. The inspector will place a check in the column which best describes the condition of the item inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the Remarks column.	

2,5 hours

Table K-1. Pre-Operation Checklist. — Continued

Pre-Operation Checklist									
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use
<b>1 GENERAL NOTES.</b>									
	2-4a	(a) As you check each area, check for fuel, oil, hydraulic and coolant leaks.						Any fuel or coolant leak at all. Any Class III hydraulic or oil leak (resulting in a drop that falls).	None <i>5 min</i>
		(b) Properly stow all loose equipment.							<i>5 min</i>
<b>2 Exterior Checks: Bow.</b>									
	2-4b	(a) Check bow portion of hull for damage.						Any damage that exceeds the criteria in para. 2-4.	None <i>2 min</i>
	2-4a	(b) Check that the forward hull plugs are installed and that there is no evidence of leakage.						Hull plugs cannot be installed or evidence of leakage past installed hull plugs.	None <i>2 min</i>
	2-4c	(c) If installed, check that headlights are securely mounted.							<i>2 min</i>
<b>3 Starboard Side.</b>									
	2-4g	(a) Check for loose bolts on the sprockets, universals, etc.						Any hardware that cannot be tightened (e.g. stripped) or any damage that exceeds the criteria in para. 2-4.	None <i>5 min</i>
	2-4f	(b) Check final drive for oil leaks and loose fasteners.						Any Class III leak.	None <i>2 min</i>

*> 10 min*

*> 6 min*

*> 7 min*



Table K-1. Pre-Operation Checklist. — Continued

Pre-Operation Checklist									
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use
	2-4a	(c) Check for hull, suspension, shocks and final drive damage.						Any damage that exceeds the criteria in para. 2-4.	None <i>10 min</i>
	2-4m(1)	(d) Visually inspect the road arms for leaking/protruding seals or road arms out of alignment relative to the hull and with other road arms. Look for failed or failing bearing indicators, which can be identified by canted road arms.						Any damage that exceeds the criteria in para. 2-4.	None <i>5 min</i>
	2-4h	(e) Check the oil level and condition in the road wheels, idler wheels and the support rollers.						Any Class III oil leak.	None <i>2 min</i>
	3-7d	(f) Check for proper track tension 1/4 in. to 1/2 in. above rear support roller.						Proper track tension cannot be achieved or maintained.	None <i>1 min</i>
<b>4</b>	<b>Aft.</b>								
	2-4z	(a) Check that the aft hull plugs are installed and that there is no evidence of leakage.						Hull plugs cannot be installed or evidence of leakage past installed hull plugs.	None <i>2 min</i>
	2-4s	(b) If tow cable is installed on ramp, check condition and check that clevis pins are secure.							<i>2 min</i>
	2-4t	(c) Grease tow pintle and check for proper operation.						Any loose hardware or inoperative tow pintle.	None <i>5 min</i>

*18 min.*

*9 min*

Table K-1. Pre-Operation Checklist. — Continued

Pre-Operation Checklist									
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use
	2-4w	(d) Grease ramp hinges before operation.						Any missing mounting hardware.	None 5 min
<b>5 Port Side.</b>									
	3-7d	(a) Check for proper track tension 1/4 in. to 1/2 in. above rear support roller.						Proper track tension cannot be achieved or maintained.	None 1 min.
	2-4h	(b) Check the oil level and condition in the road wheels, idler wheels and the support rollers.						Any Class III oil leak.	None 2 min
	2-4m(1)	(d) Visually inspect the road arms for leaking/protruding seals or road arms out of alignment relative to the hull and with other road arms. Look for failed or failing bearing indicators, which can be identified by canted road arms.						Any damage that exceeds the criteria in para. 2-4.	None 5 min
	2-4	(c) Check for hull, suspension, shocks and final drive damage.						Any damage that exceeds the criteria in para. 2-4.	None 10 min
	2-4f	(d) Check final drive for oil leaks and loose fasteners.						Any Class III leak.	None 2 min
	2-4g	(e) Check for loose bolts on the sprockets, universals, etc.						Any hardware that cannot be tightened (e.g. stripped) or any damage that exceeds the criteria in para. 2-4.	None 5 min

5 min

25 min

Table K-1. Pre-Operation Checklist. — Continued

Pre-Operation Checklist									
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use
	2-20b	(f) Check the external fire extinguisher manual pull handle wire seals.						Fire extinguisher wire seal missing or unserviceable.	None 1 min
<b>6 Topside Checks.</b>									
	2-4ai	(a) Check coolant level and condition.						Contaminated coolant.	None 1 min
	2-11a(13)	(b) Check fuel level.						If locking device is missing or will not secure.	None 1 min
	2-5k	(c) Check that front plenum seal is serviceable.						Plenum seal missing, torn, cracked, or broken. Seal not seating correctly.	Land/Gunnery Only 2 min
	2-5f	(d) Check oil level and condition of starboard right angle drive. Check for serviceability, visible damage, lock wire.						Contaminated oil. Missing hardware. Broken or missing lock wire.	Land/Gunnery Only 2 min
		(e) Check lateral and longitudinal drive shaft U-joints for visible signs of cracks, damage, lock wire.						U-joint caps/flange cracked or broken. Broken or missing lock wire.	Land/Gunnery Only 2 min
	2-5a	(f) Check oil level and condition of starboard final drive. Check for serviceability, visible damage, lock wire.						Contaminated oil. Missing hardware. Broken or missing lock wire.	None 2 min
	2-5c	(g) Check the coolant fan belt for condition and proper tension.						Belt is broken or clearly worn. Proper tension cannot be maintained.	None 1 min
	2-5g	(h) Drain fuel water separator.							2 min

1 min

13 min

Table K-1. Pre-Operation Checklist. — Continued

Pre-Operation Checklist									
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use
	2-4aa 2-4ab	(i) Check that exhaust grill cover is secured and that the front grill cover can be secured in the closed position.						Either grill cover cannot be secured in the closed position.	None 2 min
	2-27a	(j) Ensure cargo hatch(s) lock in the open position.							2 min
<b>7</b>	<b>Interior Checks.</b>								
	2-7b	(a) Turn on the manual fuel shutoff valve at the driver's station.						Valve frozen in the closed position. Any evidence of fuel leaks.	None 1 min
		(b) Turn on the manual fuel shutoff valve at the fuel cell.						Valve frozen in the closed position. Any evidence of fuel leaks.	None 1 min
	3-9a	(c) Drain fuel tank sediment.							5 min
	2-6g	(d) Check hydraulic reservoir fluid level and ensure that the hydraulic filter lock wire is in place.						Contaminated fluid. Broken or missing lock wire.	None 2 min
	2-11a(10)	(e) Check the lamp/test warning cancel switch, turn it to LAMP TEST first. All lights should flash. Next, turn it to CANCEL and all lights should stop flashing.							1 min
	2-5f	(f) Check oil level and condition of port right angle drive. Check for serviceability, visible damage, lock wire.						Contaminated oil. Missing hardware. Broken or missing lock wire.	Land/Gunnery Only 2 min

74 min.

12 min

Table K-1. — Pre-Operation Checklist. — Continued

Pre-Operation Checklist									
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use
	3-1	(g) Check lateral and longitudinal drive shaft U-joints for visible signs of cracks, damage, lock wire.						U-joint caps/flange cracked or broken. Broken or missing lock wire.	Land/Gunnery Only <i>2 min</i>
	2-5a	(h) Check oil level and condition of port final drive. Check for serviceability, visible damage, lock wire.						Contaminated oil. Missing hardware. Broken or missing lock wire.	None <i>2 min</i>
	2-6k	(i) Check level and conditions of engine oil.						Contaminated oil.	None <i>1 min</i>
	2-6i	(j) Check level and condition of transmission oil.						Contaminated oil.	None <i>1 min</i>
	2-4ai 2-4aj(5)	(k) Check the M27E periscope and vision block for signs of damage.						More than 50% loss of visibility through the M-27 periscope. More than 50% loss of visibility through vision blocks, which inhibits safe operation of the vehicle.	None <i>1 min</i>
	2-7e 2-7f 2-7g 2-7i	(l) Check all six of the fixed fire extinguishers. Compare ambient temperature to temperature/ pressure scale on bottle. Check pressure gauge for correct reading. Check that all wire seals are intact.						Any one gauge has incorrect reading. Any one wire seal not intact or missing.	None <i>5 min</i>

*12 min*

Table K-1: Pre-Operation Checklist. — Continued

Pre-Operation Checklist									
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use
	2-20	(m) Check AFSSS fire extinguishers and sensors. Ensure all electrical cables are connected to the bottle valves, CEP and the nozzles and shipping caps have been removed or installed as required for an operational system.						Electrical harnesses not able to connect to the sensor or fire extinguisher valve.	None 5 min
	2-20a	(n) Check MFSS fire extinguisher. Ensure manual discharge components are intact and hooked up.						Any one MFSS fire extinguishers incapable of being manually discharged.	None 2 min
	2-7d	(o) Check the portable fire extinguisher.							1 min
	2-7t 2-7u	(p) Check the generator and coolant pump drive belts for condition and proper tension.						Any belt is broken or clearly worn. Proper tension cannot be maintained.	None 2 min
	2-7w	(q) Check battery terminal for tightness and corrosion.							2 min
	2-6 2-7x	(r) Check all seats for proper operation.						Driver's seat will lock into desired position.	None 2 min
	2-6b	(s) Ensure parking brake is set as follows:							None 1 min
		(1) Press hard on brake pedal.							
		(2) Pull handle aft and turn to the left until it locks into place.							
		(3) Release handle and let up on brake pedal.							

15 min

Table K-1. Pre-Operation Checklist. — Continued

Pre-Operation Checklist										
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use	
		(4) Tap the brake pedal. The handle should not move when brakes are fully locked.						Parking brake does not remain engaged.	None 	
		(t) Start the engine using normal procedures. Allow it to warm up at least three minutes at 1000 to 1200 RPM.						Fails to maintain proper idle.	None 3 min	
	2-4u 2-4c	(u) Check operation of taillights and headlights (if installed).							2 min	
<b>8</b>			<b>Emergency Egress Lighting System (EELS).</b>							
	3-22a	(a) Conduct a visual inspection of the lights, wires and sensors ensuring all parts are properly secured and free of damage and debris.							2 min	
	3-21a	(b) At the Control Panel, gently pull on the ENABLE/DISABLE Switch, and move it up to the ENABLE position.								

} 5 min

} 2 min

Table K-1. Pre-Operation Checklist. — Continued

Pre-Operation Checklist									
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use
	3-22c	(c) From Forward Controller, actuate and hold switch to TEST/RESET position to initiate system self-test. After approximately 5-10 seconds, verify lights illuminate. (NOTE: lights may not all illuminate at the same time. If all lights illuminate, system passes self-test. If lights do not illuminate or lights flash three times, indicating low battery charge, report to Maintenance.) Release switch. Verify all lights extinguish. Report to Maintenance.							2 min
	3-22d	(d) From Forward Controller, toggle the switch to the ON position. Verify all lights illuminate. (NOTE: If lights do not illuminate or lights flash three times, indicating low battery charge, report to Maintenance.) Report to Maintenance.							1 min
	3-22e	(e) From Forward Controller, toggle switch to TEST/RESET position. Verify all lights extinguish.							1 min

4 min



Table K-1. Pre-Operation Checklist. — Continued

Pre-Operation Checklist									
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use
	2-1b 2-1c	(1) Transmission oil pressure 170 to 230 PSIG.						Fails to maintain a min of 150 PSIG at an idle.	None 15 sec.
	2-1b 2-1c	(2) Engine oil pressure at 2800 RPM 55 to 75 PSIG.						Fails to maintain at least 10 PSIG at an idle.	None 15 sec.
	2-1b 2-1c	(3) Air restriction indicator 0 to 25 in. of Hg.						Air restriction exceeds 25 in. hg.	None 15 sec.
	2-1c	(4) Battery volts indicator 25 to 29 VDC.						Less than 18 or more than 31 VDC indicated on gauge.	None 15 sec.
		(c) Check the transmission oil level with the engine idling and the gear selector in Neutral. Oil should be on the FULL mark.						Fails to maintain proper oil level.	None 1 min.
		(d) Perform intercom check between driver and vehicle commander.						No intercom between the driver and vehicle commander.	None 30 sec.
		(e) Perform intercom check between driver, vehicle commander and rear crewman.						No intercom between the driver, vehicle commander and rear crewman.	Land/Gunnery Only 30 sec.
		(f) Perform radio check between vehicles.						Less than two radios fully operational.	None 30 sec.
	2-30a (3), (4)	(g) Inability to raise and lower the ramp under vehicle power.						Unable to raise and lower the ramp under vehicle power.	None 2 min.
	2-30a	(h) Check that ramp is properly secured.						Ramp locking hooks (dogs) will not engage.	None 1 min.

5 min.  
30 sec.

Table K-1. Pre-Operation Checklist. — Continued

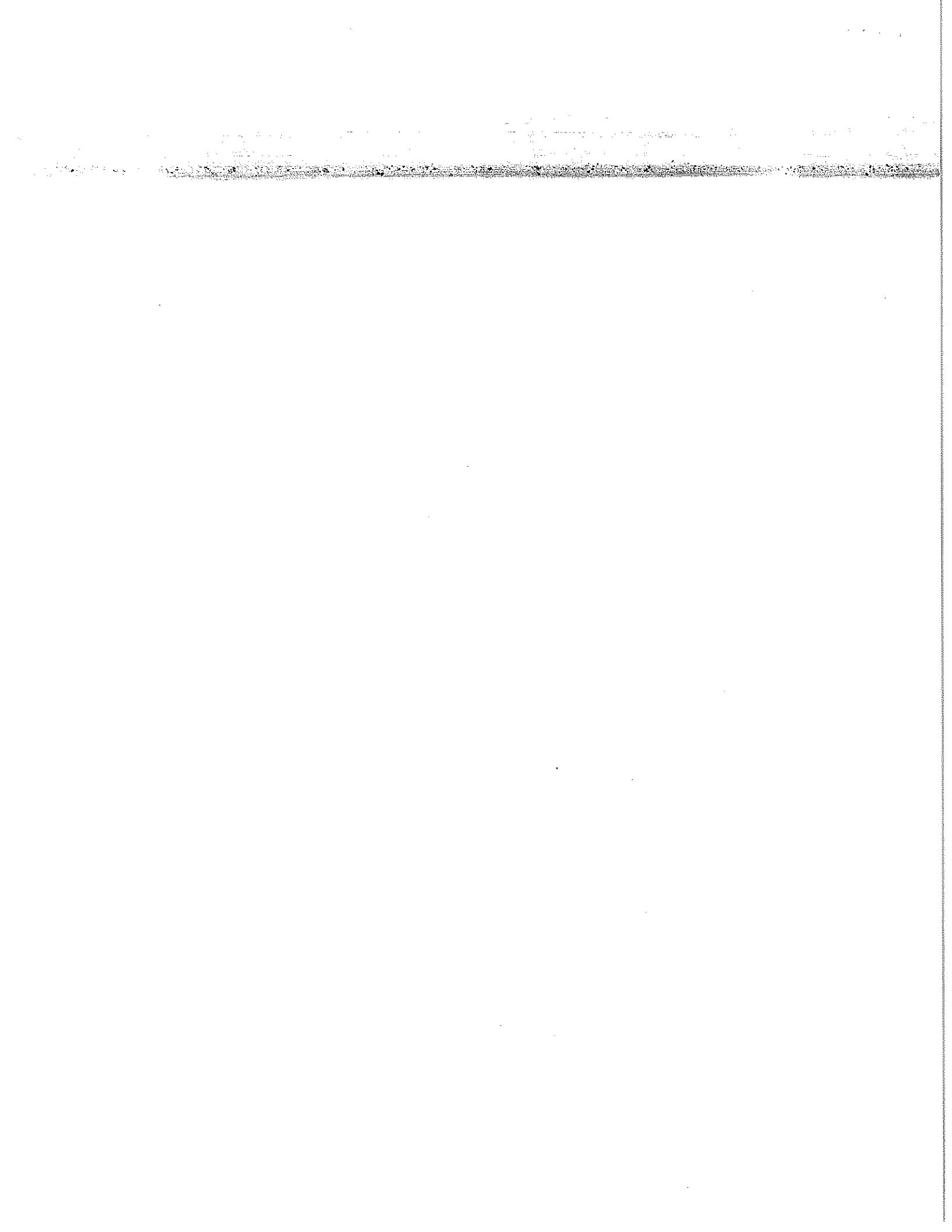
Pre-Operation Checklist									
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use
	3-22f	(f) From Aft Controller, actuate and hold switch to TEST/RESET position to initiate system self-test. After approximately 5-10 seconds, verify lights illuminate. (NOTE: lights may not all illuminate at the same time. If all lights illuminate, system passes the self-test.) Release switch. Verify all lights extinguish.							1 min
	3-22g	(g) From the Aft Controller, toggle the switch to the ON position. Verify all lights illuminate.							1 min
	3-22h	(h) From the Aft Controller, toggle the switch to the TEST/RESET position. Verify all lights extinguish.							1 min
<b>9 After Starting Engine.</b>									
	2-1b 2-1c	(a) Check the oil pressure. If there is no oil pressure after 15 seconds, stop the engine immediately.						Fails to maintain engine oil pressure: 625-675 RPM: 10 PSI 2800 RPM: 55-75 PSI	None 15 sec.
	2-1b 2-1c	(b) Check the driver's display module and auxiliary pressure gauges for correct readings:						Any one or more indicators on the DDM or auxiliary pressure gauges are inoperative.	None 1 min

3 min

1 min  
15 sec.

Table K-1. Pre-Operation Checklist. — Continued

Pre-Operation Checklist									
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use
Supervised by:		(Rank, Last, First, MI)						Date Verified:	
Print:									
Signature:									



## APPENDIX L PRE-WATER OPERATION CHECKLIST

L-1. SCOPE. This appendix shows the Pre-Water Operation checklist for the AAV.

Table L-1. Pre-Water Operation Checklist.

ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) Pre-Water Operation Checklist	
MODEL (CIRCLE ONE)	REFERENCES
AAVP7A1 RAM/RS AAVC7A1 RAM/RS (Also perform tasks listed in TM 07268C-10/1) AAVR7A1 RAM/RS (Also perform tasks listed in TM 07267C-10/1)	
UNIT:	MILES: (SPEEDOMETER) (LOGBOOK)
TAC NO. USMC NO.	HOURS: (TACHOMETER)
CREW CHIEF (PRINT: RANK, NAME)	DATE:
DRIVER (PRINT: RANK, NAME)	CREWMAN (PRINT: RANK, NAME)
OTHERS (PRINT: RANK, NAME, BILLET)	OTHERS (PRINT: RANK, NAME, BILLET)
OTHERS (PRINT: RANK, NAME, BILLET)	OTHERS (PRINT: RANK, NAME, BILLET)
<p><b>NOTE</b></p> <p>The following inspection sheet is divided into ten columns. The inspector will place a check in the column which best describes the condition of the item inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the Remarks column.</p>	

1 hour 18 min - Without EMBARK TROOPS

1 hour 58 min - WITH EMBARKED TROOPS  
(40 min Built in for Troop commander BRIEF  
EMBARK TROOP BRIEF, MANIFEST, EVAC DRILLS)

Table L-1. Pre-Water Operation Checklist. — Continued

Pre-Water Operation Checklist									
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use
1	Appx K	Perform general Pre-operational Checks.						Any missing or loose hardware, or visual damage identified during the pre-op that will impact water-tight integrity.	Land / Gunnery Only <i>2.5 Hours For PRE OPERATIONAL CHECK.</i>
2	2-4a 2-4z	Check that the forward and aft hull plugs are installed and that there is no evidence of leakage.						Hull plugs cannot be installed, or evidence of leakage past installed hull plugs.	None <i>4 min</i>
3	Appx K	Check that contact cooler plugs are installed and that there is no evidence of leakage.						Contact cooler plugs not installed or leaking.	Land / Gunnery Only <i>4 min</i> if the contact cooler bypass is connected.
4	Appx K	Check ramp plugs and pontoon lugs to ensure they are tightly installed, and that there is no visible signs of damage to the pontoon.						Any missing or loose hardware, or visual damage that will impact water-tight integrity.	Land / Gunnery Only <i>5 min</i>
5	2-4r(1)	Check that track channel, propulsion unit and deflectors are free of debris, and have no visible signs of damage.						Reverse flow duct missing. Any visible damage that will affect water operations.	Land / Gunnery Only <i>5 min</i>
6	2-4aa	Ensure intake grille handles and exhaust grille lugs are in place and secure.						Any grill that cannot be secured in the closed position.	None <i>2 min</i>

*20 min*

Table L-1. Pre-Water Operation Checklist. — Continued

Pre-Water Operation Checklist									
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use
7	2-4aj 2-4am	Check that all topside hatch seals are serviceable and that each hatch can be secured in the closed position.						Any topside hatch that cannot be secured in the closed position.	Land / Gunnery Only 5 min
8	2-8e	Check that ramp and personnel hatch seals are serviceable.						Seal missing or any visual defect that may result in a water leak.	Land / Gunnery Only 2 min
9	2-4ak 2-4al	Check that the driver's vision adapter plug and the M27 periscope is serviceable and properly installed.						Driver vision adapter plug and/or M27 periscope missing.	Land / Gunnery Only 1 min
10	2-6f	Check ventilator aspirator valve for proper operation.						Ventilator aspirator seized, or sticky operation.	Land / Gunnery Only 1 min
11	Appx K	Close heater exhaust outlet(s).						Heater exhaust cannot be fully closed.	Land / Gunnery Only 1 min
12	2-8d	Ensure ventilation outlet valve control is OPEN and works freely and close vent air bypass door. Ensure ventilation fan switch is on LOW.						Outlet valve cannot be opened and/or vent fan is inoperative.	No Embarked Troops 1 min
13		Check ventilation fan for proper operation.						Ventilation fails to operate in either HI or LOW positions.	No Embarked Troops 30 sec
14	2-7q	Ensure cooling system is connected to contact cooler.						Contact cooler not connected.	Land / Gunnery Only 1 min
15	Appx K	Check hydraulic bilge pumps for the following:						More than one of four bilge pumps inoperative.	Land / Gunnery Only 10 min

12 min  
30 sec  
10 min

Table L-1. Pre-Water Operation Checklist. — Continued

Pre-Water Operation Checklist									
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use
		(a) Fluid leaks.						Any hydraulic fluid dripping to the hull.	None
		(b) Tightness of mounting screws.							
		(c) Tightness of hose clamps.							
		(d) Bilge pump screens are free of debris.							
	2-8c	(e) (Start Engine) Place mode selector switch in WATER/TRACKS. Increase engine RPM to 2000 RPM to ensure hydraulic bilge pump indicator lights are ON.						Fails to indicate operation of electric bilge pumps.	Land / Gunnery Only
	2-8c	(f) Lift outlet covers on hydraulic bilge pump outlet ports and check for airflow.						More than one of four bilge pumps inoperative.	Land / Gunnery Only
16	2-8c	Check electric bilge pumps for the following:						More than one of four bilge pumps inoperative.	Land / Gunnery Only 10 min
		(a) Tightness of mounting.							
		(b) Tightness of hose clamps.							
		(c) Bilge pump screens free of debris.							
		(d) Tightness and/or corrosion on electrical connections.							
	2-8c	(e) Place bilge pump switches to ON and ensure indicator lights are ON.						Fails to indicate operation of electric bilge pumps.	Land / Gunnery Only

10 min



Table L-1. Pre-Water Operation Checklist. — Continued

Pre-Water Operation Checklist									
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use
	2-8c	(f) Lift outlet covers on electric bilge pump outlet ports and check for airflow.						More than one of four bilge pumps inoperative.	Land / Gunnery Only
17	2-8b	Place mode selector switch to WATER/JETS and check operation of water/jet deflectors (buckets). Accelerate to between 800 rpm and 1000 rpm; water jets should not turn. Accelerate to over 1000 rpm; water jets should turn. Steer left and right to ensure full range of steering operation opening/closing, then check reverse steer of 5/8" to 3/4" of movement.						Water jet inoperative. Bucket inoperative. Reverse steer inoperative. Water jets do not stop below 1000 RPM.	Land / Gunnery Only  5 min
18	2-8g	Check bow plane operation and ensure that there are no visible hydraulic leaks.						Bow plane leaking. Bow plane inoperative.	Land / Gunnery Only 2 min
19	2-8b	Check to see that plenum doors are closed and locked, and that indicators (mushrooms) are in the UP position.						Either plenum door not closed and locked.	Land / Gunnery Only 2 min
20	2-15e	Stop engine.							30 sec.
21	Appx K	Ensure ramp and personnel hatch are closed and locked.							1 min.
22	2-7ab	Check ramp vision block. Ensure it is clean and allows a clear view to the outside.						The view through the vision block is not clear.	Land / Gunnery Only 30 sec.
23	Appx K	Ensure cargo hatches are closed.							1 min.

12 min.

Table L-1. Pre-Water Operation Checklist. — Continued

Pre-Water Operation Checklist									
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use
24	Appx K	Inventory and position the following safety equipment:							10 min
		(a) Tow ropes							
		(b) Boat hooks							
		(c) November flag							
		(d) Pyrotechnics							
		(e) Axe							
		(f) Searchlight (Check operation at both driver station and turret.)							
25	2-4ap	When tow ropes are positioned, check sea tow quick-release for proper operation.						Sea tow quick-release fails to operate properly.	Land / Gunnery Only 1 min.
26	Appx K	Ensure all crew members and embarked personnel are issued serviceable life preservers.							5 min.
27	Appx K	Give pre-water operations safety brief (para. 4-13).							10 min.
28	Appx K	Brief the Troop Commander of hatch operations, and of duties for opening and securing of troop commander's and driver's hatch.							5 min
29	Appx M	Complete and submit personnel manifest.							5 min
30	4-14	Time permitting, practice vehicle waterborne evacuation.							30 min.

1 hr.  
6 min.

Table L-1. Pre-Water Operation Checklist. — Continued

Pre-Water Operation Checklist									
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use
Print:									
Signature:									



## APPENDIX N DURING WATER OPERATION CHECKLIST

N-1. SCOPE. This appendix shows the During Water Operation checklist for the AAV.

Table N-1. During Water Operation Checklist.

ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) During Water Operation Checklist	
MODEL (CIRCLE ONE)	REFERENCES
AAVP7A1 RAM/RS AAVC7A1 RAM/RS (Also perform tasks listed in TM 07268C-10/1) AAVR7A1 RAM/RS (Also perform tasks listed in TM 07267C-10/1)	
UNIT:	MILES: (SPEEDOMETER) (LOGBOOK)
TAC NO.                      USMC NO.	HOURS: (TACHOMETER)
CREW CHIEF (PRINT: RANK, NAME)	DATE:
DRIVER (PRINT: RANK, NAME)	CREWMAN (PRINT: RANK, NAME)
OTHERS (PRINT: RANK, NAME, BILLET)	OTHERS (PRINT: RANK, NAME, BILLET)
OTHERS (PRINT: RANK, NAME, BILLET)	OTHERS (PRINT: RANK, NAME, BILLET)
<b>NOTE</b>  The following inspection sheet is divided into ten columns. The inspector will place a check in the column which best describes the condition of the item inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the Remarks column.	

- 8 min total PER OBSERVATION  
(2 min OBSERVATION per AREA)

Table N-1. During Water Operation Checklist. — Continued

During Water Operation Checklist									
Item	Reference Paragraph	Task	Serviceable	Unserviceable	Missing	On Service Request	Remarks	Not Mission Capable if:	Exception to Non-Use
1		During water operations, check the following area for water ingress:							
		(a) Ramp Seal						Any water leak below the waterline.	Land / Gunnery Only 2 min
		(b) Ramp Personnel Hatch Seal						Any water leak below the waterline.	Land / Gunnery Only 2 min
		(c) Midship Bearing Seals (check for excessive water on sponson below midship bearing seal locations.)						Any water leak below the waterline.	Land / Gunnery Only 2 min PER SIDE
Supervised by:			(Rank, Last, First, MI)					Date Verified:	
Print:									
Signature:									

8 min PER CHECK

Table 1-1. Technical Data – FOVs — Continued

Displacement: .....	903 Cubic Inches
Compression Ratio: .....	15.5:1
Fuel: .....	Multifuel
Rated Horsepower: .....	525 ± 5% at 2800 rpm with F24
Rated Torque: .....	1127 ft-lbs ± 5% at 2200 rpm with F24
Oil Capacity (Dry): .....	10 Gallons
Oil Capacity (Wet): .....	8 Gallons
Coolant System Capacity: .....	30 Gallons

**4. 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 Assy.	

**5. RUNNING GEAR**

Type: .....	Torsion Bar, Front Sprocket, Raised Rear Idler
Number of Wheels: .....	24 per Vehicle, 12 per Side, 6 Rubber Tired, Dual per Side, 24 Inch Diameter
Number of Return Idlers: .....	1 per Side, 20 Inch Diameter Wheels
Support Rollers: .....	2 Single and 1 Double per Side
Sprocket:	
Number of Teeth: .....	11
Feet per Revolution: .....	5.5
Number of Shock Absorbers: .....	4 per Side
Track: .....	Steel, Single Pin, Rubber Bushed, with Replaceable Pads
Number of Blocks: .....	85 Maximum per Side
Pitch: .....	6 inches
Weight per Block: .....	35.1 Pounds Maximum
Weight per Side: .....	2983.5 Pounds Maximum

1-8. TRANSMISSION. (Cont.)

Table 1-2. Technical Data – Transmission

Manufacturer .....	Twin Disc, Inc./A. Bee Corp./Ronal
Model .....	HS 525
Type .....	Power shift hydraulic control
Rating:	
Maximum input torque .....	1127 ft-lb at 2200 rpm
Maximum input speed .....	2800 rpm
Maximum input horsepower:	
Land (with fan disengaged) .....	600 hp
Water (full engine power through power takeoff) .....	600 hp
Weight (dry, without power takeoff) .....	2036 lb
Length, front to rear .....	45 1/8 in
Height, top to bottom .....	44 1/2 in
Width, left to right (overdrive measured) .....	47 in
Mounting .....	3 points (attached to engine and 2 mounting pads)
Drive ranges .....	4 speeds forward and 2 speeds reverse
Gear ratios, forward:	
First speed .....	8.27:1
Second speed .....	4.63:1
Third speed .....	2.25:1
Fourth speed .....	1.27:1
Gear ratios, reverse:	
First speed .....	8.27:1
Second speed .....	4.63:1
Steer ratios:	
Neutral .....	pivot
First speed .....	2.20:1
Second speed .....	1.50:1
Third speed .....	1.22:1
Fourth speed .....	1.12:1
Hydraulic torque converter .....	single-stage multiple phase with lockup clutch
Maximum converter torque multiplication at stall .....	2.83:1
Clutches engagement .....	fluid pressure
Clutches disengagement .....	spring pressure
Brakes (combination service and parking):	
Number .....	2
Type .....	multiple disk, wet
Applied .....	manual pressure
Release .....	spring pressure
Cooling .....	oil
Power takeoff .....	input driven
Fluid pumps:	
Number .....	4
Type .....	positive displacement
Drive .....	3 input driven, 1 output driven
Oil filter type .....	replaceable element
Transmission oil:	
Oil specification (normal or cold weather) .....	MIL-L-2104, 15W-40, or MIL-L-21260, grade optional
Oil change schedule .....	See TI-4731-14/1B for oil analysis interval
Capacity .....	23 gal
Cooled by .....	external heat exchanger



(b)(3), (b)(6), (b)(7)(c)

---

**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Friday, September 18, 2020 9:11 AM  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** FW: Investigation  
**Attachments:** Article 31 Rights Form for IOs.doc; DA-Form-2823 with questions.doc

**From** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Friday, August 28, 2020 10:42 AM

(b)(3), (b)(6), (b)(7)(c)

**Subject:** Investigation

(b)(3), (b)(6), (b)(7)(c)

My name is (b)(3), (b)(6), (b)(7)(c) and I am the Investigating Officer for the 15<sup>th</sup> MEU AAV accident that occurred on 30 July 2020.

I have been informed that you were the Commanding Officer for 3<sup>rd</sup> AA Bn when the AAV Platoon was preparing and training to chop to the 15<sup>th</sup> MEU.

Attached is an Article 31(b) Right Form and a DA Form 2823.

Please fill out and sign the Article 31(b) Rights Advisement form prior to making any statement. (b)(3), (b)(6), (b)(7)(c) the MCU SJA can assist you if you have any questions about your rights.

On the DA Form there are 7 questions, if you chose to make a statement then answer the questions as part of your official sworn statement.

S/F

(b)(3), (b)(6), (b)(7)(c)

# SWORN STATEMENT

For use of this form, see AR 190-45; the proponent of this form is ODCSOPS

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 Dated November 22, 1943 (SSN)  
**PRINCIPAL PURPOSE:** To provide commanders and law enforcement officials with means by which information may be accurately recorded.  
**ROUTINE USES:** Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.  
**DISCLOSURE:** Disclosure of your social security number is voluntary.

1. LOCATION	2. DATE (YYYYMMDD)	3. TIME	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN	7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS			

9.

I, \_\_\_\_\_, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

PLEASE ANSWER THE FOLLOWING QUESTIONS IN YOUR STATEMENT:

1. DID YOU KNOW THAT 12 OF 14 AAVS WERE DEADLINED WHEN THE 15TH MEU AAV PLATOON JOINED THE 15TH MEU?  
A. IF YOU KNEW THAT, WHAT STEPS DID YOU TAKE TO CORRECT THIS?  
B. IF YOU DID NOT KNOW, PLEASE STATE WHY THIS INFORMATION DID NOT GET TO YOUR ATTENTION.
2. WHAT TYPE OF TRAINING DID THE 15TH MEU AAV PLATOONS RECEIVE PRIOR TO JOINING THE 15TH MEU?
3. WERE THE 15TH MEU AAV PLATOON'S TRAINING REQUIREMENTS CODIFIED IN A 3RD AA BATTALION TRAINING EXERCISE AND EMPLOYMENT PLAN (TEEP)?
4. WHY WASN'T THE 15TH MEU AAV PLATOON GIVEN A MCCRE PRIOR TO CHOPPING TO 15TH MEU?
5. WHY WAS THE 15TH MEU AAV PLATOON ASSIGNED TO EXERCISE NATIVE FURY?
6. WERE ALL OF THE 15TH MEU AAV PLATOON SECTION LEADERS QUALIFIED VIA THE FORMAL ASSAULT AMPHIBIAN UNIT LEADERS COURSE?
7. WERE ALL OF THE 15TH MEU AAV PLATOON VEHICLE COMMANDERS QUALIFIED VIA THE FORMAL ASSAULT AMPHIBIAN VEHICLE COMMANDERS COURSE?

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT	PAGE ____ OF ____ PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_."

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_

9. STATEMENT (Continued)

INITIALS OF PERSON MAKING STATEMENT

PAGE \_\_\_\_ OF \_\_\_\_ PAGES

STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_

9. STATEMENT (Continued)

**AFFADAVIT**

I, \_\_\_\_\_, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE \_\_\_\_\_. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

\_\_\_\_\_  
*(Signature of Person Making the Statement)*

Subscribed and sworn to before me, a person authorized by law to administer oaths, this \_\_\_\_\_ day of \_\_\_\_\_ at \_\_\_\_\_

WITNESSES:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
*(Signature of Person Administering Oath)*

\_\_\_\_\_  
*(Typed Name of Person Administering Oath)*

\_\_\_\_\_  
*(Authority to Administer Oath)*

INITIALS OF PERSON MAKING STATEMENT

PAGE \_\_\_\_\_ OF \_\_\_\_\_ PAGES

ENCLOSURE (179)

(b)(3), (b)(6), (b)(7)(c)

---

**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Thursday, September 3, 2020 11:02 AM  
**To:**  
**Cc:** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** Investigation  
**Attachments:** DA-Form-2823\_Ops.doc; Article 31 Rights Form for IOs.doc

(b)(3), (b)(6), (b)(7)(c)

My name is (b)(3), (b)(6), (b)(7)(c) and I am the Assistant Investigating Officer for the 15<sup>th</sup> MEU AAV accident that occurred on 30 July 2020.

I have been informed that you were the Operations Officer for 3<sup>rd</sup> AA Bn when the AAV Platoon was preparing and training to chop to the 15<sup>th</sup> MEU.

Attached is an Article 31(b) Rights Form and a DA Form 2823.

Please fill out and sign the Article 31(b) Rights Advisement form prior to making any statement. The Defense Services Organization at the 22 Area can assist you if you have any questions about your rights.

On the DA Form there are 7 questions. If you chose to make a statement then answer the questions as part of your official sworn statement.

R/S

(b)(3), (b)(6), (b)(7)(c)

# SWORN STATEMENT

For use of this form, see AR 190-45; the proponent of this form is ODCSOPS

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 Dated November 22, 1943 (SSN)  
**PRINCIPAL PURPOSE:** To provide commanders and law enforcement officials with means by which information may be accurately recorded.  
**ROUTINE USES:** Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.  
**DISCLOSURE:** Disclosure of your social security number is voluntary.

1. LOCATION	2. DATE (YYYYMMDD)	3. TIME	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN	7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS			

9.

I, \_\_\_\_\_, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

PLEASE ANSWER THE FOLLOWING QUESTIONS IN YOUR STATEMENT:

1. DID YOU KNOW THAT 12 OF 14 AAVS WERE DEADLINED WHEN THE 15TH MEU AAV PLATOON JOINED THE 15TH MEU?  
A. IF YOU KNEW THAT, WHAT STEPS DID YOU TAKE TO CORRECT THIS?  
B. IF YOU DID NOT KNOW, PLEASE STATE WHY THIS INFORMATION DID NOT GET TO YOUR ATTENTION.
2. WHAT TYPE OF TRAINING DID THE 15TH MEU AAV PLATOONS RECEIVE PRIOR TO JOINING THE 15TH MEU?
3. WERE THE 15TH MEU AAV PLATOON'S TRAINING REQUIREMENTS CODIFIED IN A 3RD AA BATTALION TRAINING EXERCISE AND EMPLOYMENT PLAN (TEEP)?
4. WHY WASN'T THE 15TH MEU AAV PLATOON GIVEN A MCCRE PRIOR TO CHOPPING TO 15TH MEU?
5. WHY WAS THE 15TH MEU AAV PLATOON ASSIGNED TO EXERCISE NATIVE FURY?
6. WERE ALL OF THE 15TH MEU AAV PLATOON SECTION LEADERS QUALIFIED VIA THE FORMAL ASSAULT AMPHIBIAN UNIT LEADERS COURSE?
7. WERE ALL OF THE 15TH MEU AAV PLATOON VEHICLE COMMANDERS QUALIFIED VIA THE FORMAL ASSAULT AMPHIBIAN VEHICLE COMMANDERS COURSE?

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT	PAGE ____ OF ____ PAGES
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ENCLOSURE (1A)

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STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_

9. STATEMENT (Continued)

INITIALS OF PERSON MAKING STATEMENT

PAGE \_\_\_\_ OF \_\_\_\_ PAGES

STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_

9. STATEMENT (Continued)

**AFFADAVIT**

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\_\_\_\_\_  
*(Signature of Person Making the Statement)*

Subscribed and sworn to before me, a person authorized by law to administer oaths, this \_\_\_\_ day of \_\_\_\_\_ at \_\_\_\_\_

WITNESSES:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
*(Signature of Person Administering Oath)*

\_\_\_\_\_  
*(Typed Name of Person Administering Oath)*

\_\_\_\_\_  
*(Authority to Administer Oath)*

INITIALS OF PERSON MAKING STATEMENT

PAGE \_\_\_\_ OF \_\_\_\_ PAGES

ENCLOSURE (179)



(b)(3), (b)(6), (b)(7)(c)

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**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Thursday, September 3, 2020 10:50 AM  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Cc:**  
**Subject:** Investigation  
**Attachments:** Article 31 Rights Form for IOs.doc; DA-Form-2823\_Ops.doc

(b)(3), (b)(6), (b)(7)(c)

My name is (b)(3), (b)(6), (b)(7)(c) and I am the Assistant Investigating Officer for the 15<sup>th</sup> MEU AAV accident that occurred on 30 July 2020.

I have been informed that you were the Company Commander with 3<sup>rd</sup> AA Bn when the AAV Platoon was preparing and training to chop to the 15<sup>th</sup> MEU.

Attached is an Article 31(b) Rights Form and a DA Form 2823.

Please fill out and sign the Article 31(b) Rights Advisement form prior to making any statement. The Defense Services Organization at the 22 Area can assist you if you have any questions about your rights.

On the DA Form there are 7 questions. If you chose to make a statement then answer the questions as part of your official sworn statement.

R/S

(b)(3), (b)(6), (b)(7)(c)

# SWORN STATEMENT

For use of this form, see AR 190-45; the proponent of this form is ODCSOPS

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 Dated November 22, 1943 (SSN)  
**PRINCIPAL PURPOSE:** To provide commanders and law enforcement officials with means by which information may be accurately recorded.  
**ROUTINE USES:** Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.  
**DISCLOSURE:** Disclosure of your social security number is voluntary.

1. LOCATION	2. DATE (YYYYMMDD)	3. TIME	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME	6. SSN	7. GRADE/STATUS	
8. ORGANIZATION OR ADDRESS			

9.

I, \_\_\_\_\_, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

PLEASE ANSWER THE FOLLOWING QUESTIONS IN YOUR STATEMENT:

1. DID YOU KNOW THAT 12 OF 14 AAVS WERE DEADLINED WHEN THE 15TH MEU AAV PLATOON JOINED THE 15TH MEU?  
A. IF YOU KNEW THAT, WHAT STEPS DID YOU TAKE TO CORRECT THIS?  
B. IF YOU DID NOT KNOW, PLEASE STATE WHY THIS INFORMATION DID NOT GET TO YOUR ATTENTION.
2. WHAT TYPE OF TRAINING DID THE 15TH MEU AAV PLATOONS RECEIVE PRIOR TO JOINING THE 15TH MEU?
3. WERE THE 15TH MEU AAV PLATOON'S TRAINING REQUIREMENTS CODIFIED IN A 3RD AA BATTALION TRAINING EXERCISE AND EMPLOYMENT PLAN (TEEP)?
4. WHY WASN'T THE 15TH MEU AAV PLATOON GIVEN A MCCRE PRIOR TO CHOPPING TO 15TH MEU?
5. WHY WAS THE 15TH MEU AAV PLATOON ASSIGNED TO EXERCISE NATIVE FURY?
6. WERE ALL OF THE 15TH MEU AAV PLATOON SECTION LEADERS QUALIFIED VIA THE FORMAL ASSAULT AMPHIBIAN UNIT LEADERS COURSE?
7. WERE ALL OF THE 15TH MEU AAV PLATOON VEHICLE COMMANDERS QUALIFIED VIA THE FORMAL ASSAULT AMPHIBIAN VEHICLE COMMANDERS COURSE?

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT	PAGE ____ OF ____ PAGES
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ENCLOSURE (17)

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_

9. STATEMENT (Continued)

INITIALS OF PERSON MAKING STATEMENT

PAGE \_\_\_\_ OF \_\_\_\_ PAGES

STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_

9. STATEMENT (Continued)

**AFFADAVIT**

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\_\_\_\_\_  
*(Signature of Person Making the Statement)*

Subscribed and sworn to before me, a person authorized by law to administer oaths, this \_\_\_\_\_ day of \_\_\_\_\_ at \_\_\_\_\_

WITNESSES:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
*(Signature of Person Administering Oath)*

\_\_\_\_\_  
*(Typed Name of Person Administering Oath)*

\_\_\_\_\_  
*(Authority to Administer Oath)*

INITIALS OF PERSON MAKING STATEMENT

PAGE \_\_\_\_ OF \_\_\_\_ PAGES

(b)(3), (b)(6), (b)(7)(c)

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**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Thursday, September 3, 2020 10:38 AM  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Cc:**  
**Subject:** investigation  
**Attachments:** DA-Form-2823\_Maint.doc; Article 31 Rights Form for IOs.doc

(b)(3), (b)(6), (b)(7)(c)

My name is (b)(3), (b)(6), (b)(7)(c) and I am the Assistant Investigating Officer for the 15<sup>th</sup> MEU AAV accident that occurred on 30 July 2020.

I have been informed that you were the Battalion Maintenance Officer for 3<sup>rd</sup> AA Bn when the AAV Platoon was preparing and training to chop to the 15<sup>th</sup> MEU.

Attached is an Article 31(b) Right Form and a DA Form 2823.

Please fill out and sign the Article 31(b) Rights Advisement form prior to making any statement. The Defense Services Organization at the 22 Area can assist you if you have any questions about your rights.

On the DA Form there is 1 question. If you chose to make a statement then answer the questions as part of your official sworn statement.

R/S

(b)(3), (b)(6), (b)(7)(c)

# SWORN STATEMENT

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## PRIVACY ACT STATEMENT

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1. LOCATION	2. DATE (YYYYMMDD)	3. TIME	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME		6. SSN	7. GRADE/STATUS
8. ORGANIZATION OR ADDRESS			

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ENCLOSURE (179)

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STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_

9. STATEMENT (Continued)

INITIALS OF PERSON MAKING STATEMENT

PAGE \_\_\_\_ OF \_\_\_\_ PAGES

STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_

9. STATEMENT (Continued)

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\_\_\_\_\_  
*(Signature of Person Making the Statement)*

Subscribed and sworn to before me, a person authorized by law to administer oaths, this \_\_\_\_ day of \_\_\_\_\_ at \_\_\_\_\_

WITNESSES:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
*(Signature of Person Administering Oath)*

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*(Typed Name of Person Administering Oath)*

\_\_\_\_\_  
*(Authority to Administer Oath)*

INITIALS OF PERSON MAKING STATEMENT

PAGE \_\_\_\_ OF \_\_\_\_ PAGES



(b)(3), (b)(6), (b)(7)(c)

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**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Thursday, September 3, 2020 10:41 AM  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Cc:**  
**Subject:** Investigation  
**Attachments:** Article 31 Rights Form for IOs.doc; DA-Form-2823\_Maint.doc

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My name is (b)(3), (b)(6), (b)(7)(c) and I am the Assistant Investigating Officer for the 15<sup>th</sup> MEU AAV accident that occurred on 30 July 2020.

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9. STATEMENT (Continued)

INITIALS OF PERSON MAKING STATEMENT

PAGE \_\_\_\_ OF \_\_\_\_ PAGES

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\_\_\_\_\_  
*(Signature of Person Making the Statement)*

Subscribed and sworn to before me, a person authorized by law to administer oaths, this \_\_\_\_ day of \_\_\_\_\_ at \_\_\_\_\_

WITNESSES:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
*(Signature of Person Administering Oath)*

\_\_\_\_\_  
*(Typed Name of Person Administering Oath)*

\_\_\_\_\_  
*(Authority to Administer Oath)*

INITIALS OF PERSON MAKING STATEMENT

PAGE \_\_\_\_ OF \_\_\_\_ PAGES

RECOMMENDED BRIEF FOR AAVS EMBARKING ON US NAVY AMPHIBIOUS SHIPS

Line 1: Positive communications established and frequencies: \_\_\_\_\_

Line 2: Recovery location: \_\_\_\_\_

Line 3: Sea State at recovery location: \_\_\_\_\_

Line 4: Weather/current direction at recovery location: \_\_\_\_\_

Line 5: Ship heading during recovery: \_\_\_\_\_

Line 6: Ship recovery maneuver for recovery; button hook; parallel or other: \_\_\_\_\_

Line 7: Estimated time of splash and recovery: \_\_\_\_\_

Line 8: Numbers of AAVs and total number of personnel to be recovered: \_\_\_\_\_

Line 9: All Safeties in place? Safety boats from ship? Which AAVs are safety boats? \_\_\_\_\_

Line 10: Concerns: other ships in area, commercial vessels in area, incoming weather, water hazards, etc. \_\_\_\_\_

\*\*Prior to splash, senior AAV leader must have positive confirmation from Ship and they confirm that AAVs are splashing and Ship is prepared to receive them.\*\*

Produced by Investigating Officer and

(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

### SWORN STATEMENT

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1. LOCATION <b>CAMP PENDLETON, CA</b>	2. DATE (YYYYMMDD) <b>2020-09-22</b>	3. TIME <b>1500</b>	4. FILE NUMBER <b>01</b>
5. LAST NAME FIRST NAME MIDDLE NAME	6. SSN (b)(3), (b)(6), (b)(7)(c)	7. GRADE/STATUS )	
8. ORGANIZATION OR ADDRESS <b>15TH MARINE EXPEDITIONARY UNIT</b>			

ENCLOSURE (181)

I, (b)(3), (b)(6), (b)(7)(c) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

1. What was your understanding of the training proficiency of the AAV platoon that was assigned to BLT 1/4, 15th MEU?

My understanding of our AAV Platoon's proficiency was based upon the E-211 and E-270 Briefs provided to I MEF, my observation of them during the EOTG Mechanized Raid Course, the Performance Evaluation Checklist (PECL) distributed by EOTG following the Mechanized Raid Course, and my observation of their performance during the final Scenario Based Training Exercise (STX) of Realistic Urban Training (RUT) Exercise.

At the E-211 and E-270 Briefs, the AAV Platoon was assessed as trained but not evaluated in their Core Mission Essential Tasks (METs). Their Supply and Readiness Ratings in DRRS were briefed as S1 and R2 respectively. 1st Marine Division acknowledged a potential extended timeline to complete Joint Limited Technical Inspections (JLTIs) due to much of the AAV Platoon's manpower recently returning from I MEF's participation in Exercise NATIVE FURY 20.

I visited Bravo Company during the final STX of their EOTG Mechanized Raid Course in early May. EOTG assessed their performance as above average overall and the best full mission profile raid (within the BLT) to that point in the Pre-deployment Training Program (PTP). Their preparation for combat was also noteworthy in the EOTG evaluation and it was noted the Company was more than ready to execute follow-on exercises.

During the final STX of RUT, Bravo Company served as a Supporting Element to the Main Effort (All Domain Reconnaissance Detachment) and completed the mission without incident. The MEU's Rehearsal of Concept (ROC) Drill conducted prior to the final STX was noted by EOTG to have been very effective. Bravo Company played a large part in that ROC. My overall impression of their ability to plan, brief and execute was favorable.

2. What was your understanding of the maintenance condition of the AAVs that were assigned to BLT 1/4, 15th MEU?

As mentioned earlier, the Supply and Readiness Ratings (DRRS) were S1 and R2 as of the E-211 Brief. I was also made aware of additional time required to complete the JLTIs upon composite due to the condition of the AAVs and elements of the Platoon recently returning from Exercise NATIVE FURY 20. My S-4 Officer kept me apprised throughout the JLTI process on the progress of those inspections. I remember he noted on at least two occasions (I believe during our routine Command & Staff Meetings) that he was working closely with Division and MEF and did not need my assistance or intervention. We were able to complete the JLTIs prior to the first major integrated training exercise for Bravo Company, which was their EOTG Raid Course in early May.

3. What was your understanding of the swim qualifications of Bravo Company, BLT 1/4, 15th MEU?

I understood Bravo Company to have conducted their annual training requirements similar to the other elements of the BLT - to include swim qualification.

4. What was your understanding of the Under Water Egress (UET) training for Bravo Company, BLT 1/4, 15th MEU?

I understood that Bravo Company had conducted Underwater Egress Training for their Marines and Sailors. I was told by BLT leadership that Bravo Company was 100% qualified on Underwater Egress Training.

5. During the confirmation brief for the mechanized raid on San Clemente Island on 30 July 2020, what safety measures were discussed for AAVs travelling to and from San Clemente Island?

PHIBRON-MEU Integration (PMINT) was designed by 15th MEU planners with input from our Amphibious Squadron (PHIBRON) Three counterparts. We intentionally scheduled a Mechanized Raid on San Clemente Island during the day (30 July 2020) as we knew it would be Bravo Company's first mechanized raid conducted from the USS Somerset. The safety measures discussed during the confirmation brief for this raid included the following:

1. Rehearsals & Pre-Combat Checks (PCCs) / Pre-Combat Inspections (PCIs) - This is an enduring theme in our confirmation briefs for all of the Major Subordinate Elements (MSEs). This was scheduled to take place during Phase I (Shaping).
2. Safety Boats - During Phase II and Phase IV (Ship to Shore Movement & Shore to Ship Movement), the timeline briefed indicated two separate time windows when safety boats (Rigid Inflatable Boats or RIBs) would be in the water. These time windows were scheduled to cover the launch and recovery of the AAVs.
3. No-go Criteria - Throughout the Confirmation Brief, the no-go criteria for launch and recovery was briefed as a sea state of 4.
4. CASEVAC - ARG / MEU Surface Connectors were briefed as a surface CASEVAC platform.
5. Redundant Communication - Multiple communication nets were briefed in case of contingencies.
6. Operational Risk Management (ORM) - An ORM matrix was developed and briefed for the risk to mission and the risk to force. In the risk to mission ORM matrix, the assessment was moderate to low based on our ability to cancel the mission if weather conditions did not permit the launch or recovery of AAVs. In the risk to force ORM matrix, the assessment was moderate due to briefed mitigation measures that included AAV crew training / man overboard rehearsals, swim proficiency, and the wearing of life jackets by all Marines and Sailors.
7. Commander's Comments - In the confirmation briefs, I routinely emphasize the requirement to safely get to the objective in order to seize the objective. I also emphasize not rushing to failure, but being deliberate, precise, and disciplined in our approach to training and execution of any mission.

6. On 30 July 2020, were you aware that the mechanized raid force was almost 5 hours behind schedule?

The Raid Force launched later than scheduled from USS Somerset on the morning of 30 July 2020. I remember it was on or about 0751 when the Execution Checklist indicated "feet wet" or launch from the Primary Control Ship (Somerset). The original scheduled time of launch was 0700. As the day progressed, I was aware Bravo Company was behind schedule. I was briefed by my S-3 that the AAV Platoon was experiencing some mechanical issues. I made it clear I was not in a rush to get the company back on the USS Somerset. If Bravo Company needed to remain on San Clemente Island overnight, I commented it would be a good opportunity for the Bravo Company Commander to conduct training ashore and make good use of the time. I have been stranded on San Clemente Island more than once - and understood we might have to look for an alternate time window to recover Bravo Company. To the best of my memory (b)(3), (b)(6), (b)(7)(c) MEU Executive Officer) and (b)(3), (b)(6), (b)(7)(c) MEU S-3) were present when I made that statement.

The loss of our 8 Marines and 1 Sailor is tragic and as the Commanding Officer, my heart aches over this incident. I sincerely feel that our training progression attempted to enable the success of this unit. I do not feel that we as a Command Element or me as the Commanding Officer exerted any undue pressure to get the Marines back on ship or force them into an uncomfortable situation. Our Commodore purposely cancelled an underway replenishment for the USS Somerset on 30 July to allow them whatever time was needed to launch and recover the AAVs.

10. EXHIBIT	11. INITIALS (b)(3), (b)(6), (b)(7)(c)	MAKING STATEMENT	PAGE ____ OF ____ PAGES
ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____."			
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DA FORM 2823, DEC 1998

DA FORM 2823, JUL 72 IS OBSOLETE

USAPA V1.00

<b>USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.</b>
STATEMENT OF _____ TAKEN AT _____ DATED _____

ENCLOSURE (181)



9. STATEMENT (Continued)

INVESTIGATOR PERSON MAKING STATEMENT

(b)(3), (b)(6), (b)(7)(c)

PAGE \_\_\_\_ OF \_\_\_\_ PAGES

F

VI 2823, DEC 1998

USAPA V1.00

STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_

9. STATEMENT (Continued)

**AFFADAVIT**

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\_\_\_\_\_  
(b)(3), (b)(6), (b)(7)(c)

\_\_\_\_\_  
*(Signature)*

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 22 day of September 2020, at Camp Pendleton, CA

**WITNESSES:**

\_\_\_\_\_  
(b)(3), (b)(6), (b)(7)(c)

\_\_\_\_\_  
*(Signature of Person Administering Oath)*

**ORGANIZATION OR ADDRESS**

\_\_\_\_\_  
BOX 55031 Camp Pendleton, California 92055

\_\_\_\_\_  
*(Typed Name of Person Administering Oath)*

**ORGANIZATION OR ADDRESS**

\_\_\_\_\_  
*(Authority to Administer Oath)*

INITIALS OF PERSON MAKING STATEMENT

\_\_\_\_\_  
(b)(3), (b)(6), (b)(7)(c)

PAGE \_\_\_\_ OF \_\_\_\_ PAGES

**ARTICLE 31 RIGHTS**

Name: (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_

Activity: \_\_\_\_\_ (b)(3), (b)(6), (b)(7)(c) Unit: 15th MEU

Telephone number: (b)(3), (b)(6), (b)(7)(c) \_\_\_\_\_

I have been advised that I may be suspected of the offense of: Article (92) of the UCMJ (Failure to obey order or regulation) and that:

- [ X ] I have the right to remain silent.
- [ X ] Any statements I do make may be used as evidence against me in trial by court-martial.
- [ X ] I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.
- [ X ] I have the right to have such retained civilian lawyer and/or appointed military lawyer present during this interview.
- [ X ] I have the right to terminate this interview at any time.

**WAIVER OF RIGHTS**

- [ X ] I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:
  - [ X ] I expressly desire to waive my right to remain silent.
  - [ X ] I expressly desire to make a statement.
  - [ ] I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without cost to me prior to questioning.
  - [ X ] I expressly do not desire to have such a lawyer present with me during this interview.
  - [ X ] This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

Understanding my rights under Article 31, UCMJ, I wish to make the following statement on the DA Form 2823.

(b)(3), (b)(6), (b)(7)(c)

22 Sept 2020  
/date)

# SWORN STATEMENT

For use of this form, see AR 190-45; the proponent of this form is ODCSOPS

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 Dated November 22, 1943 (SSN)  
**PRINCIPAL PURPOSE:** To provide commanders and law enforcement officials with means by which information may be accurately recorded.  
**ROUTINE USES:** Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.  
**DISCLOSURE:** Disclosure of your social security number is voluntary.

1. LOCATION <b>CAMP HORNO, CAMP PENDLETON, CA</b>	2. DATE (YYYYMMDD) <b>2020-09-23</b>	3. TIME <b>1800</b>	4. FILE NUMBER
5. LAST NAME FIRST NAME MIDDLE NAME  (b)(3), (b)(6), (b)(7)(c)	6. SSN	7. GRADE/STATUS <b>ACTIVE</b> (b)(3), (b)(6), (b)(7)(c)	
8. ORGANIZATION OR ADDRESS <b>BATTALION LANDING TEAM 1/4, 15TH MARINE EXPEDITIONARY UNIT</b>			

9. I (b)(3), (b)(6), (b)(7)(c) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

PLEASE ANSWER THE FOLLOWING QUESTIONS IN YOUR STATEMENT:

1. What was your understanding of the training proficiency of the AAV platoon that was assigned to BLT 1/4, 15th MEU? To my knowledge all subordinate elements, to include the AAV platoon, completed their directed pre-composite training. On 8 May, at the conclusion of the Mech Raid Course, the I MEF EOTG instructors / evaluators indicated the company performed much better than the average company in the MEF and that it was ready to go on deployment.
2. What was your understanding of the maintenance condition of the AAVs that were assigned to BLT 1/4, 15th MEU? On the morning we composited (Mon 20 Apr), I had an in-call with the AAV platoon commander and he told me 12 of 13 AAVs were down for maintenance. He also indicated he would have them repaired by the following week. As a result of the conversation with the Plt Commander, I decided to go talk with the AAV Bn Cmdr. In that meeting I asked the AAV Bn Cmdr to help fix the platoon's AAVs prior to the upcoming EOTG Mech Raid Course. He showed me the latest maintenance status and confirmed the AAVs would all be ready before the Mech Raid Course starting Monday 4 May. At my Battalion Command and Staff Meeting on Fri 24 Apr AAV maintenance readiness was reported as: 7 full mission capable, 1 partially mission capable, and 5 deadlined. The following Friday before the Mech Raid course there were 12 Full Mission Capable and 1 deadlined: this one deadlined vehicle was reported to have no impact on the Mech Raid course training. The one remaining deadlined vehicle was repaired during the week of the Mech Raid Course.
3. What was your understanding of the swim qualifications of Bravo Company, BLT 1/4, 15th MEU? To my knowledge, and as reported by the Bravo company commander on May 1st, all the Marines had completed swim qualification training.
4. What was your understanding of the Under Water Egress (UET) training for Bravo Company, BLT 1/4, 15th MEU? Due to COVID-19 restrictions, we were limited with what we can do: the contractor could not provide the normal amount of training capacity. Also, the helo dunker training tank (Camp Horno Pool) was down for unscheduled repair during our scheduled training time. Per the I MEF policy concerning underwater egress training requirements (Policy 1-20), units are instructed to substitute SWET for MAET when the MAET is down for unscheduled maintenance.
5. During the confirmation brief for the mechanized raid on San Clemente Island on 30 July 2020, what safety measures were discussed for AAVs travelling to and from San Clemente Island? During the confirmation brief it was discussed that there would be a safety brief in the well deck for all hands. Additionally, all personnel (crew and passengers) would wear their Life Preserver Unit while in the AAVs. Also, it was briefed that there would be safety boats from the USS Somerset in the water to support all AAV well deck operations. Finally, during the brief, AAVs were instructed to monitor the "Boat Net" which is the ship's safety boat radio net.
6. On 30 July 2020, were you aware that the mechanized raid force was almost 5 hours behind schedule? We were closely tracking that the mechanized raid force was 5 hours behind schedule. A single AAV was broken at the raid objective on San Clemente Island and we wanted to repair it so we could recover the entire raid force back aboard the USS Somerset. Due to the timeline for how long the USS Somerset welldeck would be open, a time limit for repair and recovery was imposed. The hour of the decision point was reached. The broken AAV was directed to wait on the island overnight until the next day when the repairs could be safely performed and the USS Somerset welldeck would again be open.

10. EXHIBIT	11. INITI	SWORN STATEMENT	PAGE 1 OF 2 PAGES
ADDITIONAL PAGES MUST CONTAIN THE HEADING (b)(3), (b)(6), (b)(7)(c)		TAKEN AT _____ DATED _____"	
THE BOTTOM OF EACH ADDITIONAL PAGE MUST BE INDICATED.		THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER	

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF \_\_\_\_\_ TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_

9. STATEMENT (Continued)

(b)(3), (b)(6), (b)(7)(c)

INITIALS OF PERSON MAKING STATEMENT

PAGE \_\_\_\_ OF \_\_\_\_ PAGES

ENCLOSURE (123)

9. STATEMENT (Continued)

(b)(3), (b)(6), (b)(7)(c)

**AFFIDAVIT**

I, (b)(3), (b)(6), (b)(7)(c) HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 1. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

\_\_\_\_\_  
(b)(3), (b)(6), (b)(7)(c)

Su \_\_\_\_\_ y law to  
administer oaths, this \_\_\_\_ day of \_\_\_\_\_  
at \_\_\_\_\_

WITNESSES:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
*(Signature of Person Administering Oath)*

\_\_\_\_\_  
*(Typed Name of Person Administering Oath)*

\_\_\_\_\_  
*(Authority to Administer Oath)*

INITIALS

EMENT

PAGE 2 OF 2 PAGES

PAGE 2  
2

(b)(3), (b)(6), (b)(7)(c)

USAPA V1.00

ENCLOSURE (113)

**ARTICLE 31 RIGHTS**

Name (b)(3), (b)(6), (b)(7)(c)

Rank/Rate: (b)(3), (b)(6), (b)(7)(c)

Activity: \_\_\_\_\_

Unit: BLT 1/4, 15th MEU

Telephone numt (b)(3), (b)(6), (b)(7)(c)

I have been advised that I may be suspected of the offense of: Article (92) of the UCMJ (Failure to obey order or regulation) and that:

I have the right to remain silent.

Any statements I do make may be used as evidence against me in trial by court-martial.

I have the right to consult with lawyer counsel prior to any questioning. This lawyer counsel may be a civilian lawyer retained by me at my own expense, a military lawyer appointed to act as my counsel without cost to me, or both.

I have the right to have such retained civilian lawyer and/or appointed

(b)(3), (b)(6), (b)(7) military lawyer present during this interview.

I have the right to terminate this interview at any time.

**WAIVER OF RIGHTS**

I further certify and acknowledge that I have read the above statement of my rights and fully understand them, and that:

I expressly desire to waive my right to remain silent.

I expressly desire to make a statement.

I expressly do not desire to consult with either a civilian lawyer retained by me or a military lawyer appointed as my counsel without

(b)(3), (b)(6), (b)(7) cost to me prior to questioning.

I expressly do not desire to have such a lawyer present with me during this interview.

This acknowledgment and waiver of rights is made freely and voluntarily by me, and without any promises or threats having been made to me or pressure or coercion of any kind having been used against me.

Understanding my rights under Article 31, UCMJ, I wish to make the following statement on the DA Form 2922

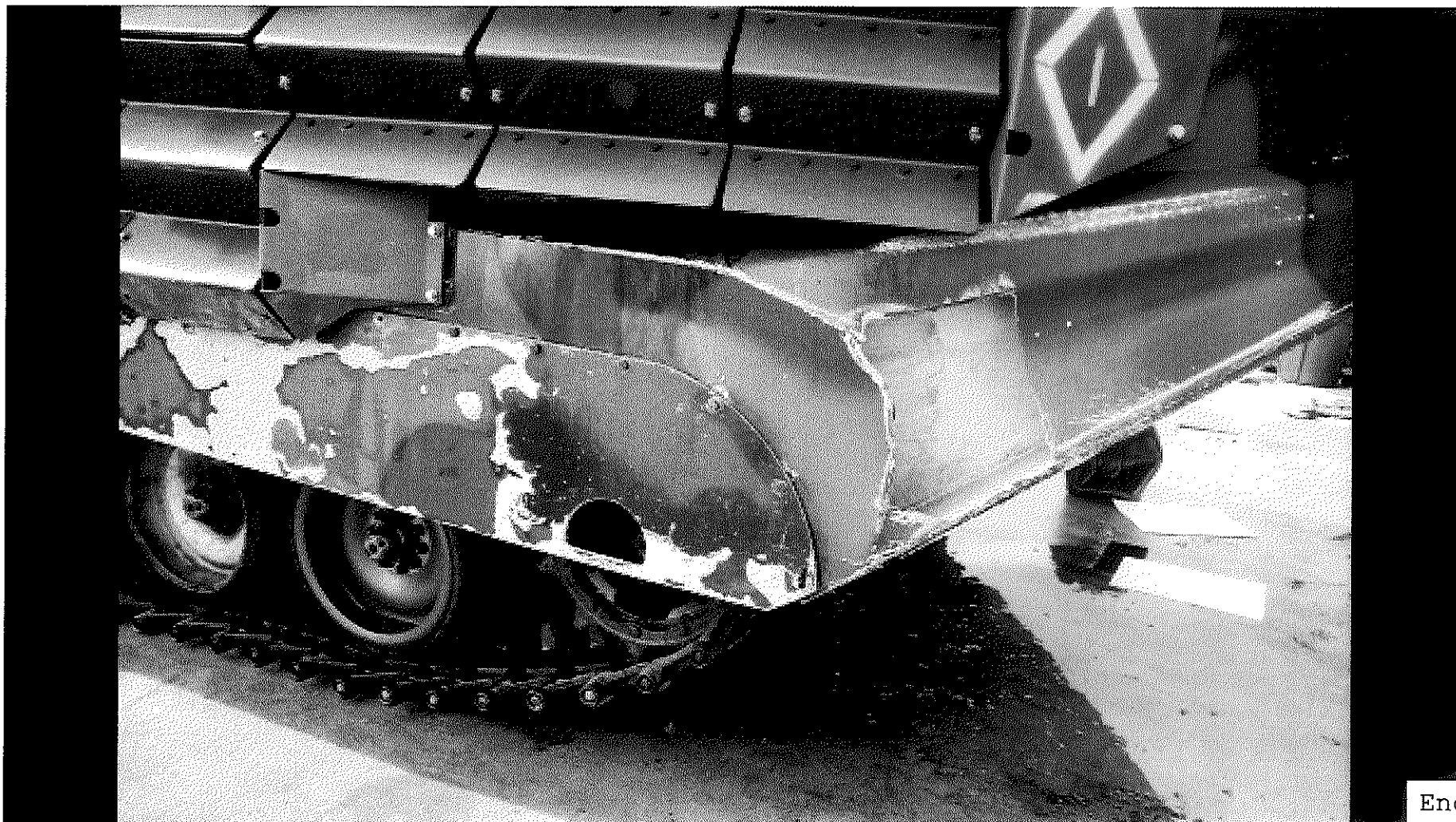
(b)(3), (b)(6), (b)(7)(c)

\_\_\_\_\_  
(Witness signature/date)

Photo taken by

(b)(3), (b)(6), (b)(7)(c)

of AAV 523519 starboard forward pontoon.



Encl 185



# SWORN STATEMENT

For use of this form, see AR 190-45; the proponent of this form is ODCSOPS

## PRIVACY ACT STATEMENT

**AUTHORITY:** Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 Dated November 22, 1943 (SSN)  
**PRINCIPAL PURPOSE:** To provide commanders and law enforcement officials with means by which information may be accurately recorded.  
**ROUTINE USES:** Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.  
**DISCLOSURE:** Disclosure of your social security number is voluntary.

1. LOCATION 105 TECHNOLOGY PARKWAY, STAFFORD, VA	2. DATE (YYYYMMDD) 2020-09-24	3. TIME 1630	4. FILE NUMBER N/A
5. LAST NAME FIRST NAME MIDDLE NAME (b)(3), (b)(6), (b)(7)(c)	6. SSN	7. GRADE/STATUS (b)(3), (b)(6), (b)(7)(c)	
8. ORGANIZATION OR ADDRESS PROGRAM MANAGER - ADVANCED AMPHIBIOUS ASSAULT, PROGRAM EXECUTIVE OFFICE - LAND SYSTEMS			

9.

(b)(3), (b)(6), (b)(7)(c) WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

Where were the red and white star cluster pyrotechnics located when you assumed control of AAV 523519

The pyrotechnics were located in the drivers compartment of the vehicle, in the bottom of the hull area. They were not able to be located initially at the pier due to the amount of gear and debris in that area of the vehicle. The ammo can was located lying in the debris with the lid open. Once we got the vehicle back to Camp Pendleton and started removing things is when the pyro was located. At this point we contacted base EOD to come and remove them from the vehicle for disposal.

10. EXHIBIT	11. STATEMENT (b)(3), (b)(6), (b)(7)(c)	PAGE <u>1</u> OF <u>2</u> PAGES
-------------	--	---------------------------------

ADDITIONAL PAGES MUST CONTAIN THE HEADLINE TAKEN AT \_\_\_\_\_ DATED \_\_\_\_\_.

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

ENCLOSURE (187)

9. STATEMENT (Continued)

**AFFADAVIT**

(b)(3), (b)(6), (b)(7)(c) HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 1. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(3), (b)(6), (b)(7)(c)

\_\_\_\_\_ I have read and understand the contents of the statement administered by me to  
administer oaths, this \_\_\_\_\_ day of \_\_\_\_\_,  
at \_\_\_\_\_

WITNESSES:

\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
*(Signature of Person Administering Oath)*

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
*(Typed Name of Person Administering Oath)*

\_\_\_\_\_  
\_\_\_\_\_

ORGANIZATION OR ADDRESS

\_\_\_\_\_  
*(Authority to Administer Oath)*

INITIALS OF PERSON MAKING STATEMENT

(b)(3), (b)(6), (b)(7)(c)

PAGE 2 OF 2 PAGES

The Release Authority for Enclosures 188 - 196 is the  
Armed Forces Medical Examiner

Office of the Armed Forces Medical Examiner  
Attn: Autopsy Examination Report Request  
115 Purple Heart Drive  
Dover Air Force Base, DE 19902

Email: [usarmy.dover.medcom-afmes.mbx.opertions@mail.mil](mailto:usarmy.dover.medcom-afmes.mbx.opertions@mail.mil)

(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (198)

(b)(3), (b)(6), (b)(7)(c)

“FIRST AND FINEST”

ENCLOSURE (198)

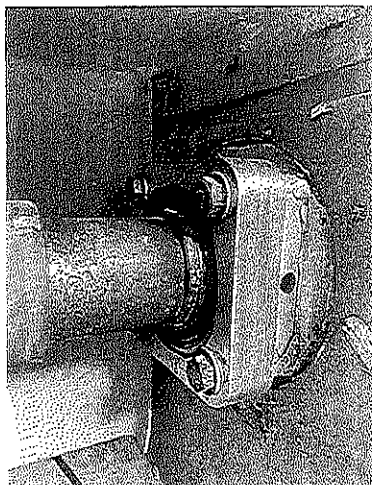
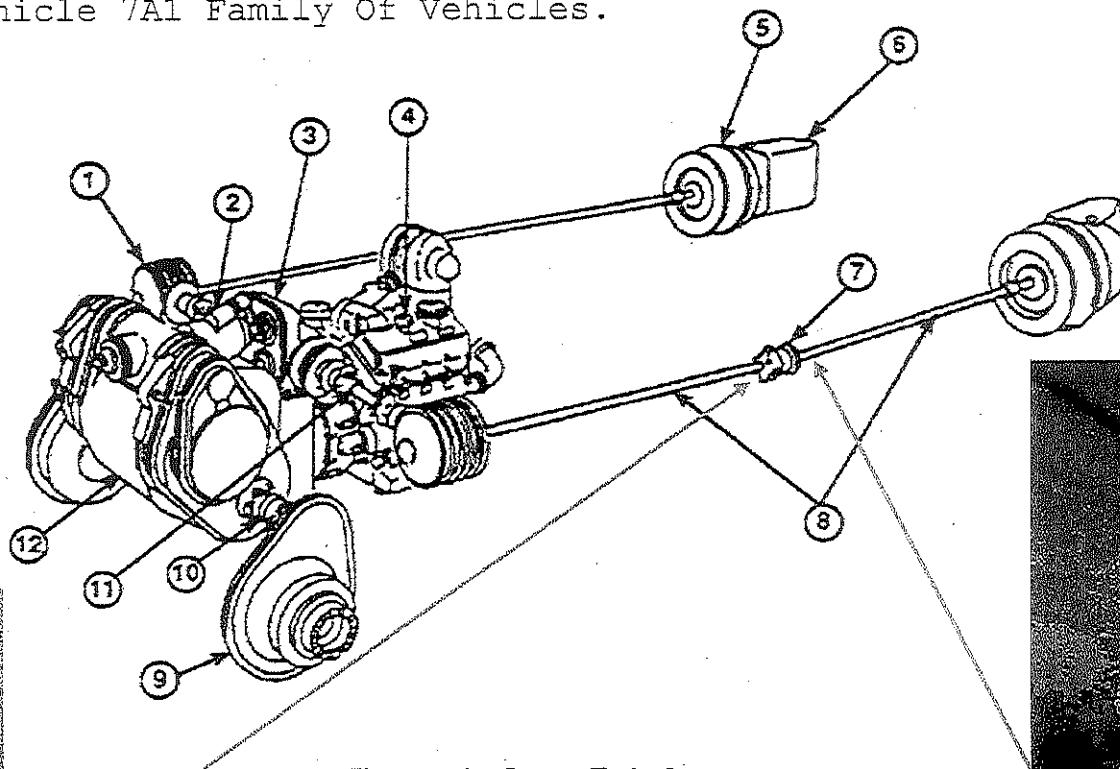
(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)



(b)(3), (b)(6), (b)(7)(c)

Power train system for an AAV taken from Technical Manual (TM) 07007/07267/07268-10/1: Volume 1 of 2 and 2 of 2, Operator Manual For Assault Amphibious Vehicle 7A1 Family Of Vehicles.



Internal view of midship bearing and seal.



External view of longitudinal driveshaft exiting the hull.

Figure 1-6. Power Train System.

LEGEND

- |                              |                                 |
|------------------------------|---------------------------------|
| 1. Right Angle Drive (2)     | 7. Midship Bearing and Seal (2) |
| 2. Hydrostatic Steer Unit    | 8. Longitudinal Drive Shaft (4) |
| 3. Power Takeoff             | 9. Final Drive (2)              |
| 4. Engine                    | 10. Universal Joint (2)         |
| 5. Water Propulsion Unit (2) | 11. Lateral Drive Shaft (2)     |
| 6. Water Jet Deflector (2)   | 12. Transmission                |

(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)



Customized corporate branding image for Oracle

Installed Base



Logged In As KE

Counters

[Item Instances](#) | [Systems](#) | [Transactions](#) | [Transaction Interface](#)

[Item Instances](#) > [View : Item Instance : 54407944](#) > [History : Item Instance : 54407944](#) > [Transaction History: Item Instance : 54407944](#) >

**View Details : Transaction : 688102251**

Item Instance 54407944  
 Item 014587410  
 Item Description ASSAULT VEHICLE,FUL

**Item Instance**

Action	Attribute	Old Value	New Value
Updated	Shipped To Postal Code	92055-5453	
Updated	Shipped To Country	US	
Updated	Shipped To State	CA	
Updated	Shipped To City	CAMP PENDLETON	
Updated	Shipped To Address Line 4	CAMP PENDLETON CA 92055-5453	
Updated	Shipped To Address Line 3	BOX 555432	
Updated	Shipped To Address Line 2	1ST BN 4TH MAR 1ST MARDIV	
Updated	Shipped To Address Line 1	COMMANDING OFFICER	
Updated	Billed To Postal Code	92055-5453	
Updated	Billed To Country	US	
Updated	Billed To State	CA	
Updated	Billed To City	CAMP PENDLETON	
Updated	Billed To Address Line 4	CAMP PENDLETON CA 92055-5453	
Updated	Billed To Address Line 3	BOX 555432	
Updated	Billed To Address Line 2	1ST BN 4TH MAR 1ST MARDIV	
Updated	Billed To Address Line 1	COMMANDING OFFICER	
Updated	Sub-Inventory Name	01A	
Updated	Inventory Organization	M11230	
Updated	Usage	In Inventory	Out of the Enterprise
Added	Installed At Postal Code		92055-5453
Added	Installed At Country		US
Added	Installed At State		CA
Added	Installed At City		CAMP PENDLETON
Added	Installed At Address Line 4		CAMP PENDLETON CA 92055-5453
Added	Installed At Address Line 3		BOX 555432
Added	Installed At Address Line 2		1ST BN 4TH MAR 1ST MARDIV
Added	Installed At Address Line 1		COMMANDING OFFICER
Added	Installed At Site Number		8825
Updated	Installed Date	2020-06-23 15:36:16.0	2020-08-11 17:35:21.0
Added	Current Postal Code		92055-5453
Added	Current Country		US
Added	Current State		CA
Added	Current City		CAMP PENDLETON
Added	Current Address Line 4		CAMP PENDLETON CA 92055-5453
Added	Current Address Line 3		BOX 555432
Added	Current Address Line 2		1ST BN 4TH MAR 1ST MARDIV
Added	Current Address Line 1		COMMANDING OFFICER
Added	Current Site Number		8825
Added	Accounting Classification		Customer Product

**Associations**



Action	Old Type	New Type	Old Name	New Name	Old Number	New Number	Old Relationship Type	New Relationship Type	Old Primary Flag	New Primary Flag	Old Preferred Flag	New Preferred Flag	Old Start Date	New Start Date	O
Added		PARTY		(b)(3), (b)(6), (b)(7)(c)		167933		ACCOUNTABLE OFFICER				N		2020-08-11 17:35:24.0	
Added		PARTY				2582922		RESPONSIBLE OFFICER				N		2020-08-11 17:35:24.0	
Updated	PARTY	PARTY	HQ USMC	AAC-M11230	1042	134508	OWNER	OWNER							

**Accounts**



Action	Old Name	New Name	Old Number	New Number	Old Relationship Type	New Relationship Type	Old Start Date	New Start Date	Old End Date
Added	AAC-M11230	AAC-M11230	AAC-M11230	AAC-M11230	OWNER	OWNER			2020-08-11 17:33:39.0

[Return to Transaction History](#)

**UNITED STATES MARINE CORPS**

I MARINE EXPEDITIONARY FORCE  
US MARINE FORCES PACIFIC  
BOX 555300  
CAMP PENDLETON, CA 92055-5300

IN REPLY REFER TO:  
1000

(b)(3), (b)(6), (b)(7)(c)  
30 Sep 2020

From: (b)(3), (b)(6), (b)(7)(c)  
To: Commanding General, I Marine Expeditionary Force

Subj: REQUEST FOR EXTENSION ON COMMAND INVESTIGATION INTO THE CIRCUMSTANCES  
SURROUNDING THE ASSAULT AMPHIBIAN VEHICLE MISHAP THAT OCCURRED ON 30  
JULY 2020

1. I respectfully request an extension on the investigation to 20 Oct 2020 to  
allow me to fully compile all of the information in the investigation.

(b)(3), (b)(6), (b)(7)(c)



UNITED STATES MARINE CORPS  
I MARINE EXPEDITIONARY FORCE  
US MARINE CORPS FORCES PACIFIC  
BOX 555300  
CAMP PENDLETON CA 92055-5300

IN REPLY REFER TO:  
5830  
CG

FIRST ENDORSEMENT on (b)(3), (b)(6), (b)(7)(c) ~~to 1000~~ (b)(6) of 30 Sept 20

From: Commanding General, I Marine Expeditionary Force

To: (b)(3), (b)(6), (b)(7)(c)

Subj: COMMAND INVESTIGATION INTO THE FACTS AND CIRCUMSTANCES  
SURROUNDING THE 15TH MARINE EXPEDITIONARY UNIT ASSAULT  
AMPHIBIOUS VEHICLE MISHAP THAT OCCURRED ON OR ABOUT 30 JULY  
2020

Ref: (a) JAGINST 5800.7F (JAGMAN), Chapter II

1. In accordance with reference (a), your request for an extension to submit your report into the subject titled matter is hereby approved.
2. You will submit your report no later than 1 November 2020, unless an additional extension of time is granted.
3. The point of contact for this matter is the I Marine Expeditionary Force Staff Judge Advocate,

(b)(3), (b)(6), (b)(7)(c)

K. S. HECKI

Copy to:  
File



(b)(3), (b)(6), (b)(7)(c)

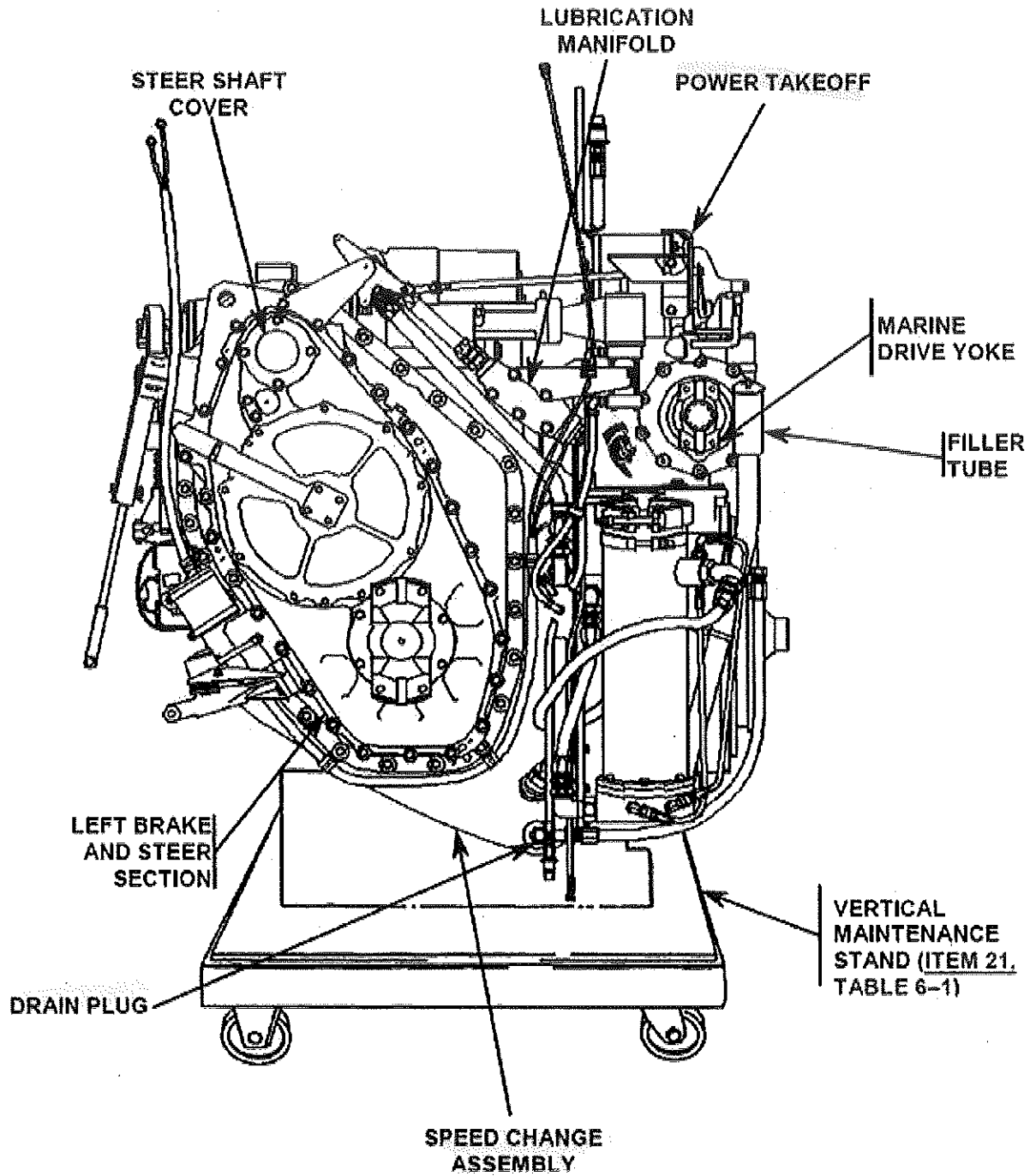
---

**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Friday, January 8, 2021 7:41 AM  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Cc:** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** RE: Additional Question for AAV Investigation (PRIVILEGED ATTORNEY WORK  
PRODUCT OR CLIENT COMMUNICATION// FOUO // NOT SUBJECT TO RELEASE)

Sir,

I asked around to the seasoned professionals on the RAMP. The transmission drain plug and transmission drain line are both located at the bottom of the speed change assembly (see picture). The surface that the PTO mounts to is on top of the torque converter, a separate assembly from the drain line and drain plug. My apologies for the crudity of the drawing. I can provide a better picture if necessary.

ENCLOSURE (204)



(b)(3), (b)(6), (b)(7)(c)

From (b)(3), (b)(6), (b)(7)(c)  
 Sent: Friday, January 8, 2021 7:23 AM  
 To  
 Cc (b)(3), (b)(6), (b)(7)(c)

**Subject:** Additional Question for AAV Investigation (PRIVILEGED ATTORNEY WORK PRODUCT OR CLIENT COMMUNICATION// FOUO // NOT SUBJECT TO RELEASE)

(b)(3), (b)(6), (b)(7)(c)

Can you please provide your subject matter expertise and wisdom to the question posed below?

A response from yourself is desired.

(b)(3), (b)(6), (b)(7)(c)

**From:** (b)(3), (b)(6), (b)(7)(c)

**Sent:** Monday, January 4, 2021 4:39 PM

**To:**

(b)(3), (b)(6), (b)(7)(c)

**Cc:**

**Subject:** Additional Question for AAV Investigation (PRIVILEGED ATTORNEY WORK PRODUCT OR CLIENT COMMUNICATION// FOUO // NOT SUBJECT TO RELEASE)

(b)(3), (b)(6), (b)(7)(c)

wanted me to send you the following question:

When conducting a repair that involves replacing the Power Take Off Unit or a repair that requires tightening the bolts on the PTO is there any reason to manipulate to the transmission drain plug?

Thanks for the help.

(b)(3), (b)(6), (b)(7)(c)

Very Respectfully,

(b)(3), (b)(6), (b)(7)(c)

ENCLOSURE (204)

ATTORNEY-CLIENT PRIVILEGED COMMUNICATION OR ATTORNEY WORK PRODUCT. The information contained in this message may be privileged. It is intended only to be read by the individual or entity addressed or their designee. If the reader of this message is not the intended recipient, you are on notice that any distribution of this message, in any form, is prohibited. If you have received this message in error, please immediately notify the sender and delete or destroy any copy of this message.

FOR OFFICIAL USE ONLY: Information contained in this electronic mail (email), including any attachments, is for official use only and is subject to the Privacy Act of 1974 (5 U.S.C. 552a). Privacy and/or sensitive Personally Identifiable Information (PII) contained in this email requires protection from unauthorized disclosure and must be used only by authorized persons in the conduct of official business. Any unauthorized disclosure or misuse of privacy and/or sensitive PII information may result in criminal and/or civil penalties. If you are not the intended recipient of this email, please immediately notify the sender and delete the email. Emails containing PII must be sent and received via encrypted email.

(b)(3), (b)(6), (b)(7)(c)

---

**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Tuesday, January 5, 2021 7:55 AM  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** FW: Native Fury question

---

**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Jan 5, 2021 07:28  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** RE: Native Fury question

(b)(3), (b)(6), (b)(7)(c)

It was 1/1.

r/s

(b)(3), (b)(6), (b)(7)(c)

---

**From:** (b)(3), (b)(6), (b)(7)(c)  
**Sent:** Monday, January 4, 2021 4:53 PM  
**To:** (b)(3), (b)(6), (b)(7)(c)  
**Subject:** Native Fury question

(b)(3), (b)(6), (b)(7)(c)

Did 1/4 participate in NATIVE FURY 2020?

V/R

(b)(3), (b)(6), (b)(7)(c)

---

Sent with BlackBerry Work ([www.blackberry.com](http://www.blackberry.com))

ENCLOSURE (205)



UNITED STATES MARINE CORPS

I MARINE EXPEDITIONARY FORCE  
U. S. MARINE CORPS FORCES, PACIFIC  
BOX 555321  
CAMP PENDLETON, CA 92055-5300

3000  
G-7/OPS  
25 Feb 20

From: Assistant Chief of Staff, G-7  
To: Distribution List

Subj: REALISTIC URBAN TRAINING EXERCISE 20-1 LETTER OF INSTRUCTION

Ref: (a) MCO 3120.13 Policy For MEU and MEU(SOC)  
(b) MCO 3502.3C MEU and MEU (SOC) Pre-deployment Training Program  
(c) MCO 3570.1C Range Safety  
(d) NAVMC P3500.55C Reconnaissance Training and Readiness Manual  
(e) MCO 3500.27B Operational Risk Management  
(f) MCO 3500.42C Marine Corps HRST Policy and Program Administration  
(g) I MEF CommStrat EOTG Support SOP  
(h) CNAF M-3710.7, NATOPS General Flight and Operating Instructions Manual  
(i) IMEFO 3120.9A I MEF MEU and MEU(SOC) SOP  
(j) DoDI 1322.28 Realistic Military Training Off Federal Real Property  
(k) MARADMIN 278/14 Realistic Military Training Off Federal Real Property  
(l) IMEFO 1500.75 Policy and Procedures for High Risk Training

Encl: (1) Ammunition Requirements  
(2) Actor Gear List  
(3) 15th MEU Augment Requirements  
(4) Plan of Action and Milestones  
(5) SOE (EOTG & MEU LNO)  
(6) Site Support Roster

1. Situation

a. Realistic Urban Training Exercise (RUT) takes place aboard Camp Pendleton. The exercise is twelve training days across sites in the South West United States. 15th Marine Expeditionary Unit (MEU) will base at MCAGCC Camp Talega for the entire exercise from 04-15 Jun. I Marine Expeditionary Force (I MEF) G-7, Expeditionary Operations Training Group (EOTG) will conduct Exercise Control (EXCON) from the I MEF G7 building for the duration of the exercise and will establish an Exercise Operations Center (EOC) from 04-15 June 2020. 15th MEU will conduct seven scenario driven STXs, in accordance with (IAW) enclosure (5).

b. Friendly Supporting Units

(1) U.S. Marine Corps Forces Special Operations Command (MARSOC) G-7 will be located at the Las Flores 41 area, Camp Pendleton for the duration of the exercise.

(2) Alpha Company, 1st Marine Raider Bn, will support from home station ISO the exercise from 4-15 Jun 2020. The Joint Operations Center will be located within the 1st Raider Battalion headquarters building for the duration of operations.

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2. Mission. EOTG conducts 15th MEU RUT in the Southwest U.S. from 04 to 15 June 2020, in order to increase the 15th MEU's proficiency, as an integrated MAGTF, in rapid response planning and execution of expeditionary operations in challenging and unfamiliar urban environments.

3. Execution

a. Commander's Intent.

(1) Purpose: The purpose of this Letter of Instruction (LOI) is to provide information and administrative guidance for G-7 sections, 15th MEU, and other units supporting RUT 20-1. Per references (b) and (i), RUT is intended to:

(2) Method: I MEF G-7 will plan and control the exercise IAW the information contained in this LOI and all references, enclosures, and other exercise documents. The locations and other specific details for the situational training exercises (STX) will be released during execution IAW the training scenario. The exercise design is scenario driven in order to allow 15th MEU to utilize their internal intelligence collections assets to develop the scenario.

(3) End State: Enable the MEU CE to establish a Combat Operations Center (COC) and conduct shore-based staff planning and Command and Control (C2). Integrate the CE, Aviation Combat Element (ACE), All Domain Reconnaissance (ADR), designated elements of the Ground Combat Element (GCE), and Logistics Combat Element (LCE) during the execution of STXs in unfamiliar urban environments. Enable the MEU to gain proficiency in performing long-range, non-illuminated raids. Utilize the MEU's organic equipment and sustainment capabilities in the deployment, execution, and redeployment of the exercise, leveraging tactical assets to support full mission profiles to the greatest extent possible.

b. Concept of Operations. I MEF G-7, EOTG will conduct RUT 20-1 in support of 15th MEU Pre-deployment Training Program (PTP) per ref (a). The Exercise will occur 04 Jun 2020 - 15 Jun 2020. RUT will occur in three phases:

(1) Phase 1: This phase is characterized by the establishment of the EOC. Phase one ends upon STARTEX.

(2) Phase 2: This phase begins upon STARTEX and is characterized by the execution of the STXs and ends upon the completion of the final STX.

(3) Phase 3: This phase begins upon ENDEX and is characterized by the retrograde of personnel and equipment. This phase ends once all personnel and equipment are accounted for at their respective home stations and EOTG AAR has been submitted.

c. Tasks

(1) EOTG S-1

(a) Facilitate the check in and check out of all augments to the G-7 IAW reference (b).

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(b) Coordinate with I MEF G-1 to source all augmentation personnel listed in enclosure (3).

(c) Coordinate with the EOTG S-3, EOTG S-4 UMCC to establish reporting formats and release schedules from each site to the EOC, in order to maintain accountability of personnel, equipment and to maintain situational awareness.

(d) Ensure accountability of all EOTG and assigned augment personnel throughout the exercise beginning on the day ADVON departs Camp Pendleton, and ending only when all PAX have returned to their assigned duty station.

(2) EOTG S-2

(a) Develop and complete the Master Sequence of Events List (MSEL) NLT 16 Apr 2020.

(b) Develop intelligence injects.

(c) Support Exercises Cell by developing situation paragraph for inclusion in all warning and execution orders.

(d) Prepare the scenario briefs for all augments and role players taking part in the exercise.

(e) Brief intelligence oversight considerations prior to STARTEX.

(f) Provide personnel to provide daily intelligence updates/briefs and answer Requests for Information (RFIs) during execution of exercise.

(g) Provide all framing documents to the 15th MEU for the scenario-based Road to War Brief.

(3) EOTG S-3

(a) Operations

1. Support Exercises Cell with the planning, coordination, and facilitation of all EOTG activities during the exercise.

2. Provide input to AC/S G-7 for daily Situation Report (SITREP) to the I MEF CG.

3. Compile and present an After Action Report and Assessment brief to the 15th MEU CE to ensure they improve upon lessons learned.

(b) EOTG Exercises

1. Plan, coordinate, and facilitate all EOTG activities during the exercise.

2. Develop the RUT Schedule of Events (SOE).



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3. Coordinate with the Administration Chief and EOTG S4 UMCC to establish reporting formats and timings from each site to the EOC, in order to maintain accountability of personnel and equipment and to maintain situational awareness. Brief these requirements to Site Leads and OICs/RSOs at the OIC/RSO in brief on 27 May 2020.

4. Establish the EOC in order to facilitate the command and control of the exercise NLT 2 Jun 2020. Control the exercise and sync actions between EOC, ExFor, and EXCON on sites.

5. Conduct EOC rehearsals including (but not limited to) Daily Brief, CASEVAC, and MEU Confirmation Brief information breakdown and relay to Site Leads NLT 2 Jun 2020.

6. Provide the duty schedule for 24 hour manning of the EOC commencing NLT 0800, on 04 Jun 2020.

7. Receive and brief all augment OICs and RSOs on the overall scenario and situation.

8. Publish a constraints and restraints brief prior to each mission to include medical facility locations and phone numbers in order to facilitate emergency medical response at RUT training sites. Brief should be given immediately following CAT 1 by MEU staff.

9. Provide Welcome Aboard Brief to augments and 15th MEU.

(c) Raids Branch / Special Training Branch / Site Leads

1. Attend the augment OIC/RSO in brief on 27 May 2020.

2. Based on the template to be provided by Exercises Cell, develop site specific Confirmation Briefs, Medical/CASEVAC plans, Operational Risk Management (ORM) and Constraints and Restraints Briefs NLT 8 May 2020.

3. Coordinate and supervise all actions on assigned sites per ref (c), (e), and (h).

4. Maintain accountability of all support equipment, opposition forces (OPFOR), actors, role players, evaluators and other EXCON personnel at each site.

5. Ensure OPFOR, actor and role player actions are IAW site specific MSELs.

(d) EOTG Air Shop

1. Develop and provide aviation input to the Constraints and Restraints Briefs for each event NLT 8 May 2020.

2. Assist Exercise Branch with integration of live fire CAS during appropriate STXs aboard MCAGCC, Twentynine Palms.

ENCLOSURE (106)

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3. Survey and recommend Landing Zones (LZs) in conjunction with 3d MAW IAW reference (i) prior to execution of each event.

4. Oversee the coordination of all aviation facilities, airspace, and support from external agencies necessary to provide training to the 15th MEU ACE involved in RUT 20-1.

5. Submit Air Support requests as required for 3d MAW aviation support, to include C-130 participation.

6. Schedule the course rules brief to the ACE ready room and to the MEU Air Officer prior to the first exercise flight operations.

7. Provide personnel to provide safety backstop at applicable sites per re (c), (e), (h), (l).

(4) EOTG S-4

(a) Develop and supervise the logistical plan to support movement of required support personnel to and from the training areas.

(b) Coordinate with I MEF G-4 to source all augmentation equipment required.

(c) Provide corpsman for each site as required. Provide names NLT than 02 Apr 2020.

(d) Coordinate all ammunition requirements for OPFOR, as outlined in enclosure (1), in order to create and submit ammunition requests.

(e) Ensure all required military, SWRFT and rental vehicles and trailers are available to support the exercise requirements. Determine number of augment drivers required to support the Site Control Teams. Augment drivers will be required to be available for tasking NLT 1 Jun 2020.

(f) Establish the UMCC for the EOC from ADVON to ENDEX and completion of retrograde, and provide oversight for all movement of equipment and personnel.

(g) Validate and confirm medical plans and points of contact NLT Final Planning Conference.

(h) Provide construction materials and engineer support to improve target sites.

(i) Coordinate with Special Training Branch (STB) and Training and Support Division to provide Special Effects Small Arms Marking Systems (SESAMS) upper receivers, and face masks as required for G-7 personnel and OPFOR augments. STB will sign for equipment.

(5) EOTG S-6

(a) Develop the RUT 20-1 Exercise Control (EXCON) communication plan.

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(b) Coordinate with the 15th MEU S-6 and MEF G-6 all EXCON communications requirements, to include requesting frequencies to be used during RUT 20-1.

(c) Coordinate with the Administration Chief and Operations Section to establish reporting formats and release schedules from each site to the EOC, in order to maintain accountability of personnel and equipment and to maintain situational awareness.

(d) Conduct proficiency training for all augment Radio Operators on applicable communications equipment (SATCOM, HF, VHF, SKL, etc.) and verify the communication architecture NLT 1 Jun 2020.

(e) Brief Site Controllers and OICs/RSOs on the communication plan for the exercise and for each event at the augment OIC/RSO in brief.

(f) Support the S-3 Ops Section to establish the EOC NLT 1 Jun 2020.

(g) Maintain accountability and control the issue and receipt of all controlled cryptographic equipment throughout the exercise.

(h) Submit to I MEF G-6 for all communication gear requirements to support internal G-7 operations for the duration of RUT 20-1.

(6) 15th MEU

(a) Per encl (3), provide Marines to serve as actors/ Opposition Forces (OPFOR) with gear per enclosure (2). These Marines will report to I MEF G-7 NLT 0800, 26 May at the I MEF G-7 building aboard Camp Pendleton, CA. These Marines will detach 16 June 2020. All lodging, transportation, food and expenses will be sourced by I MEF G-7. Provide roster of names NLT 10 May.

(b) Provide ADR personnel taking part with requisite SESAMS kits and appropriate personal protective equipment (PPE).

(c) Establish a Camp Commandant to supervise the Camp Talega billeting.

(d) Establish an Ammunition Holding Area (AHA) and holding site at Camp Talega for RUT. Provide an ammunition technician, vehicles, and qualified drivers to account for, deliver, and turn in ammunition and dunnage.

(e) Provide Public Affairs support as required. The roles, responsibilities, and policy guidance are outlined in reference (g). I MEF CommStrat will be the lead for real-world Public Affairs.

(f) Establish a messing facility aboard Camp Talega for all RUT participating personnel. Requirements will include providing a Mess Chief, cooks, immersion heaters, and producing a feed plan. All requirements will be coordinated with Camp Talega staff.

(g) Provide daily sick call procedures for all RUT participants.

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(h) Establish a Combat Operations Center (COC) aboard Camp Talega that is capable of conducting the Rapid Response Planning Process (R2P2) and C2 of all STXs.

(i) Provide the MEU Communications Electronics Operation Instruction (CEOI) to the G-7 Comm Chief POC listed below NLT COB, 15 May 2020.

(j) Submit COMSEC key and equipment request to I MEF G-6 to support MEU encrypted communication for the duration of RUT.

(k) Provide (1) SIPR Tactical terminal for EOTG use at Camp Talega within the MEU COC area.

(l) Provide one exercise control email account on the MEU SIPR domain for all identified G-7 personnel.

(m) Ensure appropriate key leaders and staff from the 15th MEU attend the Welcome Aboard brief on 03 June at a time TBD aboard MCAGCC Twentynine Palms. ACE aircrew are required to attend an aviation course rules brief, date and time are TBD. Additionally, 15th MEU will conduct Standing Mission Briefs.

(n) Provide signed copies of the next day's flight schedule to the G-7 EOC and Twentynine Palms SELF operations daily.

(o) Identify a qualified Marine as the MEU "trusted agent" during RUT. This individual will act as the liaison between G-7 and the MEU.

(7) I MEF CommStrat

(a) Participate in exercise planning conferences in order to advise on the exercise scenario development.

(b) Provide (2) combat camera personnel at each site in order to capture the exercise execution.

(c) Be prepared to liaison with the surrounding DOD installation and civilian communities near the exercise sites, per ref (g).

(8) G-7 TAMACOR. Coordinate the implementation of agreements for all non-DOD and non-federal property and facilities.

d. Coordinating Instructions

(1) ADR personnel participating in the STXs must have fast-rope currency prior to RUT, per ref (f).

(2) ADR personnel participating in the parachute operations must have jump currency.

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(3) ADR and BLT Units involved in RUT must complete MCAGCC Twenty-nine Palms safety requirement training and submit a completion roster to Range Control.

(4) All OICs/RSOs must be certified IAW MCAGCC Twenty-nine Palms requirements for the conduct of any training aboard MCAGCC Twenty-nine Palms.

(5) Exercise air flows will be submitted separately from this LOI. Air flow updates must be provided by the EOTG Air Officer to the 15th MEU Air Officer and the ACE Operations Officer.

(6) ACE representatives shall attend daily coordination meetings with Twentynine Palms SELF base operations and Range Control when required to coordinate closed field operations and range requirements for unit level training.

(7) I MEF EOTG is the sole coordinating agency for all activities connected with RUT aboard MCAGCC Twenty-nine Palms and at all STX sites. Any issues or requirements related to RUT 20-1 will be coordinated through EOTG.

#### 4. Administration and Logistics

a. EOTG is responsible for coordinating and funding at Camp Talega: facilities, internal G-7 staff billeting, and transportation in and around host bases, ground fuel, and battlefield effects. G-7 is not responsible for funding any training not sponsored by EOTG.

b. 15th MEU is responsible for funding TOT and TOP, AVGAS, and billeting for 15th MEU personnel at Camp Talega.

c. All arrangements for billeting, messing, and contracting of required facilities and facilities support will be conducted by G-7 Logistics. External vendor support, including dumpster and porta-john support, will be financed by RUT 20-1 appropriation data.

d. Purchase Requests will be generated in PR Builder by the G-7 Fiscal Officer and forwarded to Base Regional Contracting Office to process all contracts necessary for external vendors.

e. The G-7 will submit financial after-action reports to the I MEF Comptroller NLT 15 Jul 2020.

f. Small Arms Ammunition will come from I MEF G-7's allotment per enclosure (1).

g. G-7 has scheduled all ammo requirements through TAMIS IAW enclosure (1). G-7 will coordinate any required transportation to/from the exercise site for this ammunition only. Transportation of any supplemental ammunition to/from the exercise site is the responsibility of 15th MEU. Custody of exercise ammunition will be transferred from G-7 to 15th MEU at exercise site, who will then provide storage at FASPs/AHAs. 15th MEU will operate and provide security for the required FASPs and AHAs. 15th MEU Ammunition Technicians will fulfill all exercise requests. 15th MEU will transport all ammunition during the exercise execution. G-7 will make coordination with

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15th MEU to process all non-expended exercise ammunition at the end of exercise.

h. Armory. 15th MEU will secure all weapons not maintained by individuals in a field armory at Camp Talega. Weapons are not authorized in facilities not allocated for 15th use.

i. A post-exercise walk through of the Camp Talega facilities will be conducted NLT 15 June with the Camp Talega facility manager, G-7 and 15th MEU representatives to verify condition/cleanliness of the facility and any damages or other issues involving fiscal reimbursement.

j. Billeting for all participants will be located at Camp Talega or at other sites as appropriate. G-7 S-4, working with 15th MEU Headquarters Commandant, will coordinate room assignments. Personnel will be assigned by billeting fund. Cost per room will be paid by individual GTCC or 15th MEU UTC. Any damaged or lost items will be billed to the associated unit or individual for adjudication/reimbursement.

k. Disposal of hazardous materials will be coordinated by the 15th MEU S-4 through the appropriate Camp Pendleton environmental offices.

5. Command and Signal

a. Command

(1) The Assistant Chief of Staff, G-7, I MEF is the Exercise Director.

(2) I MEF G-7 maintains OPCON and accountability of augmenting personnel during CERTEX. ADCON remains the responsibility of the parent units.

b. Signal

(1) The I MEF G-7 Operations Officer is (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)

(2) The I MEF G-7 Operations Chief is (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)

(3) The I MEF G-7 S-1 Chief is (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)

(4) The I MEF G-7 S-2 Officer is (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)

(5) The I MEF G-7 S-4 OTC is (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)

(6) The I MEF G-7 S-4 Logistics Planner is (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)

(7) The I MEF G-7 S-6 Chief is (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)

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- (8) The I MEF G-7 Exercise Branch OIC is (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (9) The I MEF G-7 Exercise Branch SNCOIC is (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (10) The I MEF G-7 Exercise Branch A-OIC is (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (11) The I MEF G-7 Air Officer is (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (12) The I MEF G-7 Special Training Branch OIC is (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (13) The I MEF G-7 Special Training Branch SNCOIC is (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (14) The I MEF G-7 Special Training Branch Ops Chief is (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (15) The I MEF G-7 Amphibious Raids Branch OIC is (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (16) The I MEF G-7 Amphibious Raids Branch SNCOIC is (b)(3), (b)(6), (b)(7)(c)  
(b)(3), (b)(6), (b)(7)(c)
- (17) The I MEF G-7 TAMACOR Liaison is (b)(6), (b)(7)(c)  
(b)(6), (b)(7)(c)
- (18) The MARSOC G-7 Planner is (b)(6), (b)(7)(c)  
(b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

DISTRIBUTION:  
AC/S G-7  
I MEF G-7 ALL  
I MEF G-3  
I MEF COMMSTRAT  
15th MEU (S-3)



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**Assault Amphibious Vehicle Waterborne Egress Capability**

**Overview:** The Assault Amphibious Vehicle Waterborne Egress Capability (AAV-WEC) is being acquired due to an Urgent Statement of Need (USON) that addresses shortfalls identified in a Marine Expeditionary Unit (MEU) Assault Amphibious Vehicle (AAV) platoon's ability to conduct waterborne egress in a rapidly sinking AAV. There is an unfunded quantity of 2,120.

**Features:** The life preserver unit is capable of providing 65 pounds of buoyancy at the surface, and 30 pounds of buoyancy at 33 feet below the surface of the water, while also providing a supplementary emergency breathing device should a Marine need to egress a submerged AAV. The AAV-WEC system also includes a mobile refill station to refill the Breathing Apparatus Self-Contained (SRU-43/P). Pelican cases are used to store 22 ensembles onboard the AAV.

**Components:** Yoke Assembly Aircraft LPU-41/P, Sea Marker Fluorescent, Light Chemiluminescent, Whistle, Dual Tone, SRU-43/P, Mobile Refill System III, Case Photographic Equipment (Pelican Case).

**Approved Acquisition Objective (AAO):** The AAV-WEC quantity authorized for peacetime and wartime requirements to equip and sustain the force in accordance with current DoD plans and policies is listed in the table below:

UNIT	AAO
I MEF	1,707
II MEF	1,526
III MEF	782
MARFORRES	292
SPT EST	166
WAR RESERVE	647
TOTAL	5,120

**Concept of Distribution:** Twenty-two ensembles per AAV

**Fielding Status:** Fielding complete

**Requirements Document:** USON dated 13 Feb 2012

**Training:** Underwater Egress Training (UET) offered by Training and Education Command (TECOM) is required for the crew and embarked Marines. New equipment training and on-the-job training will be provided for crew maintainers.

**Manuals:** NAVAIR 13-1-6.1-2 LPU-41/P Chapter 18, NAVAIR 13-1-6.5 SRU-43/P Chapter 7, NAVAIR 19-1-270- MRS III, SL-3-12347A PCN 123123470 00

**Supply/Logistics:**  
 TAMCN: C01742B  
 ID No: 12347A  
 NSN: 4220-01-613-8128

**Manufacturer:** Aerial Machine and Tool Corp, VA and Switlik, NJ

**Contact information:** Email: pdmice@usmc.mil

December 2014



CHANGE 1 TO GUIDANCE ON SUSPENSION OF AMPHIBIOUS ASSAULT

Originator: [CMC PPO POC WASHINGTON DC//POC/F//](#)

DTG: 111717Z SEP 20 **Precedence: R DAC: General**

To: [CMC CMC WASHINGTON DC](#), [COMMARFORSOUTH](#), [COMUSMARCENT](#),  
[COMUSMARCENT MACDILL AFB FL](#), More...

CC: [CG I MEF](#), [CG II MEF](#), [CG III MEF](#), [COMUSMARCENT G3 MACDILL AFB FL](#),  
More...

RAAUZYUW RUIQAAA2173 2551814-UUUU--RUIQAAA.

ZNR UUUUU ZDH ZUI RUEOMCI8184 2551815

R 111717Z SEP 20

FM CMC PPO POC WASHINGTON DC//POC/F//

TO RUJIAAA/CMC CMC WASHINGTON DC

RUIDAAA/COMMARFORSOUTH

RUJIAAA/COMUSMARCENT

RUJIAAA/COMUSMARCENT MACDILL AFB FL

RUJIAAA/COMMARFORNORTH

RUJDAAA/COMMARFORPAC

RUJIAAA/COMMARFOREUR

RUJIAAA/COMMARFORAF STUTTGART GE

RUJIAAA/COMMARFORRES

RUJIAAA/COMMARFORCOM

RUJIAAA/COMMCICOM

RUJIAAA/COMMARCORSSYSCOM QUANTICO VA

RUJIAAA/PEO LS QUANTICO VA

RUJIAAA/MCOTEA QUANTICO VA

RUJIAAA/CMC L WASHINGTON DC

INFO RUJDAAA/CG I MEF

RUJIAAA/CG II MEF

RUJDAAA/CG III MEF

RUJIAAA/COMUSMARCENT G3 MACDILL AFB FL

RUJIAAA/COMMARFORNORTH G THREE G FIVE G SEVEN

RUJDAAA/COMMARFORPAC G THREE

RUJIAAA/COMMARFORRES G THREE G FIVE

RUJIAAA/COMMARFORCOM G THREE G FIVE G SEVEN

RUJIAAA/COMMCICOM G THREE G FIVE

RUJDAAA/CG I MEF G THREE

RUJIAAA/CG II MEF G THREE

RUJDAAA/CG III MEF G THREE

RUJDAAA/CG FIRST MARDIV

RUJDAAA/CG FIRST MLG

RUJIAAA/CG SECOND MARDIV

RUJIAAA/CG SECOND MLG

RUJDAAA/CG THIRD MARDIV

RUJIAAA/CG THIRD MLG

RUJIAAA/CG FOURTH MARDIV

RUJIAAA/CMC CDI WASHINGTON DC

RUJIAAA/CG MCCDC QUANTICO VA  
RUJIAAA/CG TECOM QUANTICO VA  
RUJIAAA/CG TRNGCMD QUANTICO VA  
RUJDAAA/CG MAGTF TRNGCOM TWENTYNINE PALMS CA  
RUJDAAA/SCOLOFINF MCB CAMP PENDLETON CA  
RUJIAAA/CMC PPO WASHINGTON DC  
RUJIAAA/CMC PPO PO WASHINGTON DC  
RUJIAAA/CMC PPO POG WASHINGTON DC  
RUJIAAA/CMC PPO POC WASHINGTON DC  
RUJIAAA/CMC PPO POR WASHINGTON DC

BT

UNCLAS F O U O

SUBJ/CHANGE 1 TO GUIDANCE ON SUSPENSION OF AMPHIBIOUS ASSAULT  
VEHICLES (AAV) WATER OPERATIONS

UNCLASS

SUBJ/CHANGE 1 TO GUIDANCE ON SUSPENSION OF AMPHIBIOUS ASSAULT  
VEHICLES (AAV) WATER OPERATIONS.

REF/A/MSG/CMC WASHINGTON DC PP&O/070251Z AUG 20// AMPN/ REF IS DC,  
PP&O MSG PROVIDING UPDATED GUIDANCE TO SUSPENSION OF AMPHIBIOUS  
ASSAULT VEHICLES (AAV) WATER OPERATIONS.//

(b)(3), (b)(6), (b)(7)(c)

GENTEXT/REMARKS/1. THIS MESSAGE PROVIDES A CHANGE TO GUIDANCE  
PROVIDED IN THE REF.

2. CHANGE PARAGRAPH 4 OF THE REF TO READ "FOR REASONS OF OPERATIONAL  
NECESSITY, THE FIRST 3 STAR GENERAL OR FLAG OFFICER IN THE CHAIN OF  
COMMAND MAY WAIVE THE SUSPENSION ON AAV WATER OPERATIONS.

WAIVER

AUTHORITIES WILL ENSURE BOTH THE INSPECTIONS DETAILED IN PARAGRAPH 4  
AND A RISK MANAGEMENT (RM) ASSESSMENT (PERFORMED IAW REF A) ARE  
COMPLETED."

3. RELEASED AUTHORIZED BY BGEN P.D. HUNTLEY, DIRECTOR OF OPERATIONS  
FOR PLANS, POLICIES, AND OPERATIONS.

311804Z JUL 20 SUSPENSION OF AMPHIBIOUS ASSAULT VEHICLES (AAV) WATER OPERATIONS  
\*\*\*\*\*UNCLASSIFIED\*\*\*\*\*  
\*\*\*\*\*

311804Z JUL 20 SUSPENSION OF AMPHIBIOUS ASSAULT VEHICLES (AAV) WATER OPERATIONS

RAAUZYUW RUIQAAA0673 2131828-UUUU--RUIQAAA.  
ZNR UUUUU ZDH ZUI RUEOMCI6199 2131829  
R 311804Z JUL 20  
FM CMC PPO PO WASHINGTON DC  
TO RUJIAAA/CMC CMC WASHINGTON DC  
RUIDAAA/COMMARFORSOUTH  
RUJIAAA/COMUSMARCENT MACDILL AFB FL  
RUJIAAA/COMMARFORNORTH  
RUJDAAA/COMMARFORPAC  
RUJIAAA/COMMARFOREUR  
RUJIAAA/COMMARFORAF STUTTGART GE  
RUJIAAA/COMMARFORRES  
RUJIAAA/COMMARFORCOM  
RUJIAAA/COMMCICOM  
RUJIAAA/COMMARCORSYS COM QUANTICO VA  
RUJIAAA/PEO LS QUANTICO VA  
RUJIAAA/MCOTEA QUANTICO VA  
INFO RUJIAAA/COMUSMARCENT G3 MACDILL AFB FL  
RUJIAAA/COMMARFORNORTH G THREE G FIVE G SEVEN  
RUJDAAA/COMMARFORPAC G THREE  
RUJIAAA/COMMARFORRES G THREE G FIVE  
RUJIAAA/COMMARFORCOM G THREE G FIVE G SEVEN  
RUJDAAA/CG I MEF  
RUJDAAA/CG I MEF G THREE  
RUJIAAA/CG II MEF  
RUJIAAA/CG II MEF G THREE  
RUJDAAA/CG III MEF  
RUJDAAA/CG III MEF G THREE  
RUJDAAA/CG FIRST MLG  
RUJIAAA/CG SECOND MARDIV  
RUJIAAA/CG SECOND MLG  
RUJDAAA/CG THIRD MARDIV  
RUIIAAA/CG THIRD MLG  
RUJIAAA/CG FOURTH MARDIV  
RUJIAAA/CG MCCDC QUANTICO VA  
RUJIAAA/CG TECOM QUANTICO VA  
RUJIAAA/CG TRNGCMD QUANTICO VA  
RUJDAAA/CG MAGTF TRNGCOM TWENTYNINE PALMS CA  
RUJDAAA/SCOLOFINF MCB CAMP PENDLETON CA  
RUJIAAA/CMC CDI WASHINGTON DC  
RUJIAAA/CMC L WASHINGTON DC  
RUJIAAA/CMC PPO WASHINGTON DC  
RUJIAAA/CMC PPO PO WASHINGTON DC

311804Z JUL 20 SUSPENSION OF AMPHIBIOUS ASSAULT VEHICLES (AAV) WATER OPERATIONS  
RUJIAAA/CMC PPO POG WASHINGTON DC  
RUJIAAA/CMC PPO POC WASHINGTON DC

BT

UNCLAS

SUBJ/SUSPENSION OF AMPHIBIOUS ASSAULT VEHICLES (AAV) WATER OPERATIONS  
REF/A/DOC/MCO 3500.27C RISK MANAGEMENT DTD 26 NOV 14//  
AMPN/REF IS MARINE CORPS RISK MANAGEMENT POLICY.//

(b)(3), (b)(6), (b)(7)(c)

GENTEXT/REMARKS/1. THIS MESSAGE DIRECTS ALL MARINE CORPS UNITS TO IMMEDIATELY CEASE AAV WATER OPERATIONS UNTIL FURTHER NOTICE.  
2. ON 30 JUL 20, THERE WAS A CLASS 'A' AAV MISHAP DURING WATER OPERATIONS. CAUSE OF THE MISHAP IS UNKNOWN AT THIS TIME. THIS SUSPENSION OF AAV WATER OPERATIONS IS IN EFFECT UNTIL CAUSAL FACTORS OF THE MISHAP ARE BETTER UNDERSTOOD.  
3. AAV LAND OPERATIONS, TO INCLUDE LIVE FIRE GUNNERY TRAINING, MAY CONTINUE.  
4. NLT 7 AUG 20, UNITS POSSESSING AAVS ARE DIRECTED TO CONDUCT PRE-WATER OPERATIONS CHECK LIST INSPECTIONS IOT IDENTIFY MECHANICAL OR SAFETY-RELATED DISCREPANCIES.  
4.A. REPORT UNIT COMPLETION OF INSPECTIONS TO PP&O AND PEO-LS VIA OPERATIONAL CHAIN OF COMMAND.  
4.B. PROVIDE SUMMARY OF INSPECTION FINDINGS TO PM-AAA IOT IDENTIFY POTENTIAL TRENDS.  
5. FOR REASONS OF OPERATIONAL NECESSITY, THE FIRST GENERAL OR FLAG OFFICER IN THE CHAIN OF COMMAND MAY WAIVE THE SUSPENSION ON AAV WATER OPERATIONS. WAIVER AUTHORITIES WILL ENSURE BOTH THE INSPECTIONS DETAILED IN PARAGRAPH 4 AND A RISK MANAGEMENT (RM) ASSESSMENT (PERFORMED IAW REF A) ARE COMPLETED.  
6. PP&O DIRECTS READDRESSAL OF THIS MESSAGE TO SUBORDINATE COMMANDS FOR WIDEST DISSEMINATION TO AFFECTED UNITS.  
7. FURTHER GUIDANCE WILL BE PUBLISHED VIA SEPCOR UPON COMPLETION OF MISHAP ANALYSIS.  
8. RELEASE AUTHORIZED BY BGEN P.D. HUNTLEY, DIRECTOR OF OPERATIONS FOR PLANS, POLICIES, AND OPERATIONS.

BT//

BT  
#0673  
C9CF

311804Z JUL 20 SUSPENSION OF AMPHIBIOUS ASSAULT VEHICLES (AAV) WATER OPERATIONS

NNNN

Received from AUTODIN 311829Z Jul 20

FM PEO LS QUANTICO VA//PM AAA//  
TO RUJIAAA/COMMARFORCOM G FOUR  
RUJIAAA/COMMARFORCOM G THREE G FIVE G SEVEN  
RUJDAAA/COMMARFORPAC G FOUR  
RUJDAAA/COMMARFORPAC G THREE  
RUJIAAA/COMMARFORRES G FOUR  
RUJIAAA/COMMARFORRES G THREE G FIVE  
RUJIAAA/CG MCCDC G THREE QUANTICO VA  
RUJIAAA/CG MARCORLOGCOM ALBANY GA  
RUJIAAA/CG TECOM QUANTICO VA  
ZEN/AIG 11192  
RUJIAAA/CBIRF  
RUJDAAA/CG FIRST MARDIV  
RUJDAAA/CG FIRST MAW  
RUJDAAA/CG FIRST MLG  
RUJIAAA/CG II MEF  
RUJDAAA/CG III MEF  
RUJDAAA/CG MAGTF TRNGCOM TWENTYNINE PALMS CA  
RUJDAAA/CG MCB CAMP BUTLER JA  
RUJIAAA/CG MCCDC QUANTICO VA  
RUJIAAA/CG MCRD ERR PARRIS ISLAND SC  
RUJDAAA/CG MCRD WRR SAN DIEGO CA  
RUJIAAA/CG SECOND MARDIV  
RUJIAAA/CG SECOND MAW  
RUJIAAA/CG SECOND MLG  
RUJDAAA/CG THIRD MARDIV  
RUJDAAA/CG THIRD MAW  
RUJDAAA/CG THIRD MLG  
RUJDAAA/CLB THREE ONE  
RUJIAAA/CLB TWO FOUR CLR TWO SEVEN SECOND MLG  
RUJIAAA/CLB TWO TWO CLR TWO SEVEN SECOND MLG  
RUJIAAA/CMC WASHINGTON DC  
RUJIAAA/CO BLOUNT ISLAND CMD  
RUJIAAA/CO MCLB ALBANY GA  
RUJIAAA/COMMARCORSYSCOM QUANTICO VA  
RUJIAAA/COMMARFORCOM  
RUJDAAA/COMMARFORPAC  
RUJIAAA/EIGHTH MAR  
RUJDAAA/ELEVENTH MAR  
RUJDAAA/FIFTH MAR  
RUJIAAA/FIFTHBN TENTH MAR  
RUJDAAA/FIRST CEB  
RUJDAAA/FIRST MAR  
RUJIAAA/FIRST MCD GARDEN CITY LI NY  
RUJDAAA/FIRST RECONBN  
RUJDAAA/FIRST STINGER BTRY  
RUJIAAA/FIRSTBN SIXTH MAR

RUJIAAA/FIRSTBN TENTH MAR  
RUJIAAA/HQBN HQMC ARLINGTON VA  
RUJIAAA/HQBN SECOND MARDIV  
RUJIAAA/HQSPTBN MCB CAMP LEJEUNE NC  
RUJDAAA/I MEF HQ GROUP  
RUJIAAA/INSP INSTR STF ALAMEDA CA  
RUJIAAA/INSP INSTR STF LEXINGTON KY  
RUJIAAA/INSP INSTR STF QUANTICO VA  
RUJDAAA/MACG EIGHTEEN  
RUJIAAA/MACG FOUR EIGHT  
RUJDAAA/MACG THREE EIGHT  
RUJIAAA/MACG TWO EIGHT  
RUJDAAA/MACS FOUR  
RUJDAAA/MACS ONE  
RUJIAAA/MACS TWO  
RUJIAAA/MACS TWO FOUR  
RUJIAAA/MACS TWO FOUR ATC DET ALFA  
RUJDAAA/MAG ELEVEN  
RUJIAAA/MAG FOUR NINE  
RUJIAAA/MAG FOUR ONE  
RUJIAAA/MAG FOURTEEN  
RUJDAAA/MAG SIXTEEN  
RUJDAAA/MAG THIRTEEN  
RUJDAAA/MAG THREE NINE  
RUJIAAA/MAG THREE ONE  
RUJDAAA/MAG THREE SIX  
RUJDAAA/MAG TWELVE  
RUJDAAA/MAG TWO FOUR  
RUJIAAA/MAG TWO NINE  
RUJIAAA/MAG TWO SIX  
RUJIAAA/MALS FOURTEEN  
RUJIAAA/MARBKS WASHINGTON DC  
RUJIAAA/MARCORCBTSVCSPTSCOL CAMP LEJEUNE NC  
RUJIAAA/MARCOREP ABERDEEN PROVING GROUND MD  
RUJIAAA/MARCORSYSCOM ALBANY GA  
RUJIAAA/MASS ONE  
RUJDAAA/MASS THREE  
RUJDAAA/MASS TWO  
RUJIAAA/MATSG TWO ONE PENSACOLA FL  
RUJIAAA/MATSS ONE MERIDIAN MS  
RUJIAAA/MCAS BEAUFORT SC  
RUJIAAA/MCAS CO CHERRY POINT NC  
RUJDAAA/MCAS FUTENMA JA  
RUJDAAA/MCAS IWAKUNI JA  
RUJIAAA/MCAS NEW RIVER NC  
RUJDAAA/MCAS YUMA AZ  
RUJDAAA/MCCES TWENTYNINE PALMS CA

RUJDAAA/MCNOSC QUANTICO VA  
RUJDAAA/MCSFBN BANGOR WA  
RUJDAAA/MTACS EIGHTEEN  
RUJIAAA/MTACS TWO EIGHT  
RUJDAAA/MTCC TWENTYNINE PALMS CA  
RUJDAAA/MWCS EIGHTEEN  
RUJIAAA/MWCS TWO EIGHT  
RUJDAAA/MWHS ONE  
RUJIAAA/MWHS TWO  
RUJIAAA/MWSG TWO SEVEN  
RUJDAAA/MWSS ONE SEVEN ONE  
RUJDAAA/MWSS ONE SEVEN TWO  
RUJDAAA/MWSS THREE SEVEN FOUR  
RUJDAAA/MWSS THREE SEVEN ONE  
RUJDAAA/MWSS THREE SEVEN THREE  
RUJDAAA/MWSS THREE SEVEN TWO  
RUJIAAA/MWSS TWO SEVEN FOUR  
RUJIAAA/MWSS TWO SEVEN ONE  
RUJIAAA/MWSS TWO SEVEN THREE  
RUJIAAA/MWSS TWO SEVEN TWO  
RUJDAAA/NINTH COMMBN  
RUJIAAA/PEO LS QUANTICO VA  
RUJIAAA/SCOLOFINF CAMP LEJEUNE NC  
RUJIAAA/SECOND ASLTPHIBBN  
RUJIAAA/SECOND CBTENGRBN  
RUJIAAA/SECOND LAADBN  
RUJIAAA/SECOND MAINT BN CLR TWO FIVE SECOND MLG  
RUJIAAA/SECOND MAR  
RUJIAAA/SECOND RADBN  
RUJIAAA/SECOND RECONBN  
RUJIAAA/SECOND TKBN  
RUJIAAA/SECONDBN EIGHTH MAR  
RUJIAAA/SECONDBN TENTH MAR  
RUJDAAA/SEVENTH COMMBN  
RUJDAAA/SEVENTH MAR  
RUJIAAA/SIXTH MAR  
RUJIAAA/TENTH MAR  
RUJDAAA/THIRD MAR  
RUJIAAA/THIRDBN EIGHTH MAR  
RUJIAAA/THIRDBN SECOND MAR  
RUJIAAA/THIRDBN SIXTH MAR  
RUJIAAA/THIRDBN TENTH MAR  
RUJDAAA/THREE AABN  
RUJDAAA/THREE ONE MEU ACE  
RUJDAAA/TWELFTH MAR  
RUJIAAA/TWO FOUR MEU  
RUJIAAA/TWO TWO MEU



RUJDAAA/USMC DMSCOC QUANTICO VA  
RUJDAAA/VMM ONE SIX ONE  
INFO RUJIAAA/COMMARFORSOC G FOUR  
RUJIAAA/COMMARFORSOC G THREE  
RUJIAAA/COMMARFORSOC SAFETY  
RUJIAAA/COMMARFOREUR  
RUJIAAA/COMMARFORRES SAFETY  
RUJDAAA/COMMARFORPAC SAFETY  
RUJDAAA/CG I MEF G FOUR  
RUJDAAA/CG I MEF G THREE  
RUJDAAA/CG I MEF SAFETY  
RUJIAAA/CG II MEF G FOUR  
RUJIAAA/CG II MEF G THREE  
RUJDAAA/CG III MEF G FOUR  
RUJDAAA/CG III MEF G THREE  
RUJIAAA/COMMARCORSYSCOM OOT QUANTICO VA  
RUJIAAA/CG MCCDC SAFETY QUANTICO VA  
RUJIAAA/MCOTEA QUANTICO VA  
RUJDAAA/CG FIRST MARDIV G FOUR  
RUJDAAA/CG FIRST MARDIV G THREE  
RUJIAAA/CG FOURTH MARDIV G FOUR  
RUJIAAA/CG FOURTH MARDIV G THREE  
RUJIAAA/CG SECOND MARDIV G FOUR  
RUJIAAA/CG SECOND MARDIV G THREE  
RUJDAAA/CG THIRD MARDIV G FOUR  
RUJIAAA/CG TECOM SAFETY  
RUJIAAA/CMC L LPC WASHINGTON DC  
RUJIAAA/CMC L LPD WASHINGTON DC  
RUJIAAA/CMC PPO WASHINGTON DC  
RUJIAAA/CMC SD WASHINGTON DC  
RUJDAAA/CG THIRD MARDIV G THREE  
RUJDAAA/CG FIRST MLG G FOUR  
RUJDAAA/CG FIRST MLG G THREE  
RUJIAAA/CG FOURTH MLG G FOUR  
RUJIAAA/CG FOURTH MLG G THREE  
RUJIAAA/CG SECOND MLG G FOUR  
RUJIAAA/CG SECOND MLG G THREE  
RUJDAAA/CG THIRD MLG G FOUR  
RUJDAAA/CG THIRD MLG G THREE  
RUJIAAA/CG SECOND MLG FWD SAFETY  
RUJIAAA/MARCORSYSCOM ALBANY GA  
RUJIAAA/CO BLOUNT ISLAND CMD  
RUJIAAA/CO MCSF BLOUNT ISLAND FL  
RUJDAAA/CG MAGTF TRNGCOM G FOUR  
RUJDAAA/CG MAGTF TRNGCOM G THREE  
RUJIAAA/PEO LS QUANTICO VA  
RUJIAAA/PM AAA, VA

RUJIAAA/COMMARCORSYSCOM QUANTICO VA  
ZEN/COMNAVSAFECEN NORFOLK VA

BT

UNCLAS

SUBJ/SAFETY OF USE MESSAGE (SOUM) FOR THE HULL WATER TIGHT INTEGRITY, BILGE PUMPS, AND EMERGENCY EGRESS LIGHTING SYSTEM (EELS) TESTS FOR THE ASSAULT AMPHIBIOUS VEHICLE (AAV) FAMILY OF VEHICLES (FOV) [TAMCN E08467K, E07967K, E08567K]

REF/A/MCO 5100.34A DTD 19 JUN 2017//

REF/B/MSG/GUIDANCE TO SUSPENSION OF AMPHIBIOUS ASSAULT VEHICLE (AAV) WATER OPERATIONS DTD 31 JUL 20//

REF/C/MSG/UPDATED GUIDANCE TO SUSPENSION OF AMPHIBIOUS ASSAULT VEHICLES (AAV) WATER OPERATIONS DTD 07 AUG 20//

REF/D/TM 07007/07267/07268-10/1//

REF/E/TM 07007/07267/07268-25/1, VOLUMES 1-4//

REF/F/TECHNICAL DRAWING 2600170//

REF/G/MCO 3500.27C DTD 26 NOV 14//

NARR/ REF A IS MARINE CORPS ORDER FOR DEADLINE SAFETY OF USE MESSAGE INSTRUCTIONS TO SUSPEND OPERATIONS OF MARINE CORPS GROUND EQUIPMENT AND WEAPONS SYSTEMS, SAFETY OF USE MESSAGES AND MAINTENANCE ADVISORY MESSAGES. REF B IS DC, PP&O GUIDANCE FOR SUSPENSION OF AAV WATER OPERATIONS. REF C IS DC, PP&O UPDATE TO GUIDANCE FOR SUSPENSION OF AAV WATER OPERATIONS. REF D IS THE OPERATOR'S MANUAL FOR THE ASSAULT AMPHIBIOUS VEHICLE, MODEL 7A1 FAMILY OF VEHICLES. REF E IS THE HULL MAINTENANCE MANUALS FOR THE ASSAULT AMPHIBIOUS VEHICLE, MODEL 7A1 FAMILY OF VEHICLES. REF F IS THE TECHNICAL DRAWING FOR THE AAV VEHICLE SPECIFICATION. REF G IS MARINE CORPS ORDER FOR RISK MANAGEMENT.

(b)(3), (b)(6), (b)(7)(c)

GENTEXT/REMARKS/1. THIS IS A COORDINATED PEO LS, MARCORSYSCOM, MARCORLOGCOM, HQMC SD, HQMC PP&O, AND HQMC I&L MESSAGE. THIS SAFETY OF USE MESSAGE (SOUM), PREPARED IN ACCORDANCE WITH REF A, IS OF IMPORTANCE TO UNITS OPERATING AAVS.

2. THIS SOUM PROVIDES SPECIFIC GUIDANCE ON AAV INSPECTIONS. THE INSPECTION RESULTS WILL BETTER INFORM HQMC, PP&O CONCERNING THE WATERBORNE OPERATIONAL READINESS OF THE AAVS THROUGHOUT THE FLEET. THIS SOUM DOES NOT SUPERSEDE DC, PP&O MESSAGES REF B AND C.

ENCLOSURE (210)

3. BACKGROUND: REF B TASKED AAV UNITS TO CONDUCT PRE-WATER OPERATIONS CHECK LIST INSPECTIONS IOT IDENTIFY MECHANICAL OR SAFETY-RELATED DISCREPANCIES. INSPECTION ACTIONS CONTAINED IN PARAGRAPH 4 BELOW DETAIL ADDITIONAL INSPECTIONS UNITS ARE REQUIRED TO PERFORM TO PROVIDE INFORMATION TO ASSIST PM AAA IN DEVELOPING CORRECTIVE ACTIONS AS NEEDED. THESE INSPECTION ACTIONS, ICW FINDINGS FROM THE ONGOING MISHAP INVESTIGATIONS WILL HELP INFORM A PP&O DECISION ON RESUMPTION OF WATERBORNE OPERATIONS WITH THE AAV.

4. ACTIONS: ALL AAV UNITS WILL CONDUCT THE FOLLOWING PROCEDURES:

A. TOP DECK WATER FLOOD TEST AND INSPECTION FOR GRILLE ACCESS COVER ASSEMBLY.

I. VEHICLE PREPARATION FOR WATER INGRESS COLLECTION AND MEASUREMENT:

- A. FOR EACH TEST, THE HULL MUST BE DRAINED TO ENSURE ACCURACY OF WATER COLLECTION.
- B. REMOVE ENGINE COMPARTMENT ACCESS PANELS IAW REF D.
- C. REMOVE AIR CLEANER INTAKE ASSEMBLY IAW REF E.
- D. UPON COMPLETION OF EACH TEST, THE VEHICLE WILL BE ANGLED IN SUCH A POSITION TO ALLOW BILGE WATER TO EXIT THE HULL DRAIN PLUG(S) (FORWARD OR AFT).
- E. USE A SUITABLE CONTAINER CAPABLE OF COLLECTING A MEASURABLE AMOUNT UP TO 18 GALLONS.

II. WATER FLOOD TEST AND INSPECTION:

- A. SECURE INTAKE AND EXHAUST GRILLES IAW REF D AND C.
- B. CLOSE INTAKE AND EXHAUST PLENUMS IAW WITH REF D. ENSURE BOTH PLENUM DOORS ARE LOCKED AND INDICATORS ARE IN THE UP POSITION.
- C. WATER HOSE: USE NO GREATER THAN 50 PSI WATER PRESSURE. DO NOT USE HIGH PRESSURE. WATER SHOULD BE DIRECTED TO FLOOD THE GRILLE ACCESS COVER ASSEMBLY ENSURING WATER IS MOVING ACROSS THE PERIMETER OF THE GRILLES AND INTAKE AND EXHAUST PLENUM LOUVERS.
- D. WITH WATER FLOWING FOR A PERIOD OF TEN MINUTES IAW REF F, INSPECT FOR WATER INGRESS FROM THE INTAKE PLENUM DISCHARGE TUBE AND THE EXHAUST PLENUM DISCHARGE PORT. ADDITIONALLY, INSPECT FOR WATER INGRESS IN THE AREA OF THE GRILLE ACCESS COVER ASSEMBLY SEAL TO HULL. ANY WATER LEAKAGE IS AN INDICATOR THAT WATER IS BYPASSING THE INTAKE PLENUM DOOR SEAL AND THE INTAKE AND EXHAUST ACCESS COVER SEALS.
- E. WATER INGRESS AGGREGATE SHALL NOT EXCEED 18 GALLONS WITHIN 10 MINUTES PER REF F FOR THE GRILLE ACCESS COVER ASSEMBLY SEALS AND PLENUM DOOR SEALS.

III. ENGINE COMPARTMENT WATER LEAKAGE TEST.

- A. CONDUCT ENGINE COMPARTMENT WATER LEAKAGE TEST IAW WITH REF E, CHAPTER 8, PAGE 8-22, SECTION I, SPECIAL PROCEDURES.
- IV. GRILLE ACCESS COVER ASSEMBLY AND PLENUM DOOR SEAL INSPECTION.
  - A. PLACE VEHICLE IN LAND MODE IAW REF D.
  - B. RAISE INTAKE AND EXHAUST GRILLE ACCESS COVERS IAW REF D AND C.
  - C. INSPECT INTAKE AND EXHAUST GRILLE ACCESS COVER SEALS FOR PROPER INSTALLATION, TEARS, BREAKS OR OTHER DAMAGE THAT MAY IMPEDE A PROPER SEAL.
  - D. INSPECT INTAKE AND EXHAUST PLENUM DOOR SEALS FOR PROPER INSTALLATION, TEARS, BREAKS OR OTHER DAMAGE THAT MAY IMPEDE A PROPER SEAL.
- B. CARGO HATCHES AND CENTER BEAM WATER LEAKAGE TEST.
  - I. SECURE CARGO HATCHES IAW REF D.
  - II. USING WATER HOSE METHOD AS DESCRIBED ABOVE, FLOOD OVER THE CARGO HATCHES AND CENTER BEAM ENSURING WATER IS MOVING ACROSS THE PERIMETER OF THE CARGO HATCHES.
  - III. INSPECT FOR WATER INGRESS BYPASSING THE CARGO HATCH SEALS. TOTAL AGGREGATE OF WATER INGRESS SHALL NOT EXCEED NINE GALLONS WITHIN 12 MINUTES IAW REF F.
- C. HULL SUSPENSION, RAMP SEAL AND PERSONNEL HATCH SEAL INSPECTION.
  - I. REMOVE MIDSHIP SEAL ACCESS COVERS IAW REF E.
  - II. REMOVE TROOP COMPARTMENT DECK PLATES IAW REF D.
  - III. SECURE RAMP AND RAMP PERSONNEL HATCH IAW REF D.
  - IV. MOVE VEHICLE TO BOAT RAMP. BACK VEHICLE IN TO THE WATER UNTIL THE MIDSHIP SEALS ARE FULLY SUBMERGED.

WARNING

ONE INDIVIDUAL WILL HAVE TO BE INSIDE THE VEHICLE TO VERIFY THE FOLLOWING CHECKS. TAKE ALL SAFETY PRECAUTIONS TO PROTECT LIFE AND EQUIPMENT.

- A. INSPECT SUSPENSION FOR ANY WATER INGRESS.
  - B. INSPECT MIDSHIP SEALS FOR ANY WATER INGRESS.
  - C. INSPECT RAMP SEAL FOR ANY WATER INGRESS AND FOR VISIBLE DAYLIGHT AT THE TOP OF RAMP SEAL.
  - D. INSPECT PERSONNEL HATCH SEAL FOR WATER INGRESS.
  - E. WATER INGRESS SHOULD NOT EXCEED ONE GALLON PER MINUTE WITHIN 10 MINUTES.
- D. BILGE PUMPS OPERATION AND INSPECTION CHECKS.
    - I. OPERATOR CHECKS. TEST OPERATIONS OF BILGE PUMPS IAW

REF D. CHECK FOR AIR FLOW FROM ALL FOUR BILGE OUTLETS.  
II. MAINTENANCE CHECKS.

A. ELECTRIC BILGE PUMPS.

1. INSPECT BILGE PUMP INSTALLATION IAW WITH REF E.
2. ENSURE ELECTRICAL CONNECTIONS ARE SERVICEABLE AND INSTALLED CORRECTLY IAW REF E.

B. HYDRAULIC BILGE PUMPS.

1. INSPECT BILGE PUMP INSTALLATION IAW WITH REF E.
2. ENSURE NO HYDRAULIC LEAKS EXIST AND ENSURE LINES ARE TIGHT AND NO DAMAGE EXIST.

III. BILGE PUMP FLUID OUTPUT CHECK.

A. FLOOD BILGE IN ANY MANNER SAFE AND IN COMPLIANCE WITH LOCAL SOP, OSHA AND EPA REGULATIONS.

B. OPERATE ELECTRIC BILGE PUMPS AND CHECK FOR VISIBLE OUTPUT OF FLUID FROM THE BILGE OUTLETS.

C. OPERATE HYDRAULIC BILGE PUMPS AND CHECK FOR VISIBLE OUTPUT OF FLUID FROM THE BILGE OUTLETS.

E. EMERGENCY EGRESS LIGHTING SYSTEM (EELS).

I. UNITS WILL CONDUCT A 100 PERCENT INSPECTION OF THE EELS FOR PROPER OPERATION. SYSTEMS NOT OPERATIONAL WILL BE DIAGNOSED AND REPAIRED IAW REF E. REPAIR PARTS WILL BE IMMEDIATELY REQUISITIONED THROUGH GCSS-MC.

II. UNITS WILL ENSURE ALL CREWS FOLLOW THE OPERATIONAL CHECKLISTS AND ENSURE EELS IS ENGAGED AND OPERATIONAL DURING ALL MODES OF OPERATION.

F. ALL DISCREPANCIES IDENTIFIED IN 4.A THRU 4.E SHALL BE CORRECTED.

5. REPORTING: ALL AAV UNITS WILL DOCUMENT RESULTS FROM 4.A. THRU 4.E. IN A VEHICLE STATUS REPORT CAPTURING THE INFORMATION USING MS EXCEL IN THE BELOW FORMAT. COMMANDS WILL SUBMIT VEHICLE STATUS REPORTS TO POCS LISTED ABOVE.

VEHICLE SERIAL NUMBER	DATE COMPLETED	TAMCN	IDN	DISCREPANCIES FOUND	MILES	HOURS	COMMENTS
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A. ALL VEHICLE INSPECTIONS WILL BE COMPLETED WITHIN 14 DAYS UPON PUBLISHING OF THIS SOUM WITH THE EXCEPTIONS DETAILED IN B. THRU D. BELOW.

B. USMC PREPOSITIONING PROGRAMS WILL COMPLETE ACTIONS IN PARAGRAPH 4 AS SOON A PRACTICAL AND BICMD SHALL IDENTIFY

THE ACTIONS THAT COULD NOT BE PERFORMED IN THE COMMENTS SECTION OF THE VEHICLE STATUS REPORT. PRIOR TO USE IN ANY EXERCISE OR CONTINGENCY, THE GAINING UNIT MUST CONDUCT ALL INSPECTIONS IN PARA 4. PER REF C.

C. MARINE DEPOT MAINTENANCE COMMAND ASSETS IN THE DEPOT MAINTENANCE CYCLE WILL BE INSPECTED PRIOR TO POOL TESTING AT PRODUCTION PLANT ALBANY AND PRODUCTION PLANT BARSTOW. VEHICLE STATUS REPORTS WILL BE SUBMITTED TO POC LISTED ABOVE AFTER FINAL ACCEPTANCE OF THE VEHICLE AND INCLUDED IN THE FINAL INSPECTION PACKAGE.

D. UNITS WITH VEHICLES IN LOCATIONS WHERE ACTIONS IN PARAGRAPH 4.A THRU 4.E CANNOT BE PRACTICALLY PERFORMED, SHALL IDENTIFY THE ACTIONS THAT COULD NOT BE PERFORMED IN THE COMMENTS SECTION OF THE VEHICLE STATUS REPORT. THE REMAINING ACTIONS SHALL BE COMPLETED WHEN PRACTICAL.

6. COMPLETION OF THESE ACTIONS AND THE RESULTING REPORTS FROM PEO LS WILL BE PROVIDED TO DC PP&O IN SUPPORT OF FUTURE DECISIONS TO CONDUCT WATERBORNE OPERATIONS. ADDITIONALLY, PP&O WILL NEED TO CONSIDER RESULTS OF THE ONGOING SAFETY INVESTIGATION AND ANY IDENTIFIED MATERIAL AND/OR NON-MATERIAL RELATED ACTIONS PRIOR TO RESCINDING SUSPENSION OF WATER OPERATIONS DIRECTED IN REF B.

7. COMPLETION OF THE ACTIONS OUTLINED IN PARAGRAPHS 4 AND 5 WITH SUCCESSFUL RESULTS WILL VALIDATE EACH AAV IS MECHANICALLY SAFE, BUT DOES NOT CLEAR A VEHICLE TO CONDUCT WATERBORNE OPERATIONS WITHOUT A GO WAIVER IAW REFS B AND C. FOR THOSE UNITS WITH A GO WAIVER FOR WATERBORNE OPERATIONS PROVIDED IAW REFS B AND C, COMPLETION OF ACTIONS IN PARAGRAPHS 4 AND 5 IS REQUIRED PRIOR TO A VEHICLE CONDUCTING WATERBORNE OPERATIONS. DC PP&O WILL RESCIND RESTRICTIONS ON WATERBORNE OPERATIONS ONCE ALL INVESTIGATIONS, ANALYSES, AND CORRECTIVE ACTIONS ARE COMPLETED.

8. CONTACT MESSAGE POCs WITH ANY QUESTIONS OR FOR MORE INFORMATION.//

FM PM AAA QUANTICO VA  
TO RUJIAAA/COMMARFORCOM G THREE G FIVE G SEVEN  
RUJDAAA/COMMARFORPAC G FIVE  
RUJDAAA/COMMARFORPAC G FOUR  
RUJDAAA/COMMARFORPAC G THREE  
RUJIAAA/COMMARFORRES G FOUR  
RUJIAAA/COMMARFORRES G THREE G FIVE  
RUJIAAA/CG TECOM G THREE G FIVE G SEVEN  
RUJIAAA/CG MARCORLOGCOM ALBANY GA  
RUJIAAA/CO BLOUNT ISLAND CMD  
INFO RUJIAAA/CMC PPO POG WASHINGTON DC  
RUJIAAA/CMC PPO POC WASHINGTON DC  
RUJIAAA/COMMARCORSYSCOM OOT QUANTICO VA  
RUJIAAA/CG MCIEAST MCB CAMLEJ  
RUJIAAA/CG MCIEAST MCB CAMLEJ G FOUR  
RUJIAAA/CG MCIEAST MCB CAMLEJ G THREE G FIVE  
RUJDAAA/CG MCIWEST MCB G FOUR  
RUJDAAA/CG MCIWEST MCB G THREE G FIVE  
RUJIAAA/CG II MEF G FOUR  
RUJDAAA/CG III MEF G FOUR  
RUJDAAA/CG III MEF G THREE  
RUJDAAA/CG THIRD MARDIV G FOUR  
RUJDAAA/CG THIRD MARDIV G THREE  
RUJDAAA/CG FIRST MARDIV G FOUR  
RUJDAAA/CG FIRST MARDIV G THREE  
RUJIAAA/CG FOURTH MARDIV G FOUR  
RUJIAAA/CG FOURTH MARDIV G THREE  
RUJIAAA/CG SECOND MARDIV G FOUR  
RUJIAAA/CG SECOND MARDIV G THREE  
RUJIAAA/CMDR MAINTENANCE CENTER ALBANY GA  
RUJDAAA/ELEVENTH MEU  
RUJIAAA/TWO TWO MEU  
RUJDAAA/FIFTEENTH MEU  
RUJDAAA/THIRTEENTH MEU  
RUJDAAA/THREE ONE MEU  
RUJIAAA/TWO FOUR MEU  
RUJIAAA/TWO SIX MEU

RUJIAAA/SECOND ASLTPHIBBN

RUJDAAA/THREE AABN

RUJDAAA/DELTA CO THIRD ASLTPHIBBN

RUJDAAA/AVTB CAMP PENDLETON CA

RUJIAAA/PM AAA QUANTICO VA

BT

UNCLAS



SUBJ/MAINTENANCE ADVISORY MESSAGE (MAM) AAV7A1 FOV RAM/RS PLENUM  
TECHNICAL INSPECTION AND HULL WATER TIGHT INTEGRITY CHECK  
PROCEDURES//

REF/A/MCO 5100.34A DTD 19 JUN 2017//

REF/B/SOUM R 2020-MCSC-1173 OF 20 AUG 2020//

ATTACHMENT/1/PLENUM TECHNICAL INSPECTION CHECKLIST//

ATTACHMENT/2/HULL WATER TIGHT INTEGRITY CHECKS//

ATTACHMENT/3/WATER INTRUSION QUALITY CONTROL CHECKLIST//

NARR/REF A IS DEADLINE SAFETY OF USE MESSAGE INSTRUCTIONS TO  
SUSPEND OPERATIONS OF MARINE CORPS GROUND EQUIPMENT AND WEAPONS  
SYSTEMS, SAFETY OF USE MESSAGES AND MAINTENANCE ADVISORY  
MESSAGES.

REF B IS THE SAFETY OF USE MESSAGE FOR THE VEHICLE HULL WATER  
TIGHT INTEGRITY CHECK AND INSPECTION.

ATTACHMENT 1 IS THE CHECKLIST FOR PLENUM TECHNICAL INSPECTIONS.

ATTACHMENT 2 IS THE HULL WATER TIGHT INTEGRITY CHECK PROCEDURES.

ATTACHMENT 3 IS THE CHECKLIST FOR WATER INTRUSION QUALITY  
CONTROL.//

(b)(3), (b)(6), (b)(7)(c)

GENTEXT/REMARKS/1. THIS MAINTENANCE ADVISORY MESSAGE (MAM),  
PREPARED IN ACCORDANCE WITH REF A, IS OF IMPORTANCE TO UNITS  
OPERATING THE ASSAULT AMPHIBIOUS VEHICLE (AAV). THIS MAM  
PROVIDES CHECKLISTS AND REFINED PROCEDURES FOR CHECKING HULL  
WATER TIGHT INTEGRITY IN ACCORDANCE WITH REF B.

## 2. CHECKLISTS AND PROCEDURES

2.A. PLENUM TECHNICAL INSPECTION. PLENUM LEAKAGE FAILURES WERE  
IDENTIFIED DURING EXECUTION OF REF B. SUBSEQUENTLY, PM AAA  
DEVELOPED A CHECKLIST, ATTACHMENT 1, TO PROVIDE GUIDANCE ON  
SPECIFIC INSPECTIONS AND CORRECTIVE ACTIONS TO ADDRESS THESE  
FAILURES. ATTACHMENT 1 PROVIDES SPECIFIC INSPECTION LOCATIONS  
AND CRITERIA FOR SERVICEABILITY OF THE FOLLOWING LOCATIONS:

A. FORWARD INTAKE PLENUM GRILLE CAM LOCKING HANDLES.

ENCLOSURE (211)

- B. AFT EXHAUST PLENUM GRILLE RETAINING STRAPS.
- C. FORWARD AND REAR PLENUM GRILLE SEAL CHANNELS.
- D. PLENUM CENTER DECK PLATE.
- E. AIR ASPIRATOR.
- F. COOLING TOWER.
- G. FORWARD INTAKE GRILLE COVER.
- H. INTAKE PLENUM GRILLE INNER DOOR.
- I. INTAKE GRILLE INNER DOOR TESTING.
- J. AFT EXHAUST GRILLE COVER.
- K. EXHAUST GRILLE INNER PLENUM DOOR.
- L. EXHAUST GRILLE INNER DOOR TESTING.

2.B. HULL WATER TIGHT INTEGRITY CHECKS. REFINED PROCEDURES FOR CHECKING HULL WATER TIGHT INTEGRITY WERE DEVELOPED TO STANDARDIZE THE CHECKS ACROSS THE FLEET MARINE FORCES (FMF). ATTACHMENT 2 INCLUDES THE REFINED PROCEDURES. ATTACHMENT 3 CONTAINS THE QUALITY CONTROL CHECKLIST FOR THE TESTING.

3. ACTIONS. THE FMF WILL UTILIZE ATTACHMENTS 1 THROUGH 3 AS GUIDANCE IN PERFORMING FUTURE PLENUM AND HULL WATER TIGHT INTEGRITY CHECKS AND INSPECTIONS.

3.A. UPON COMPLETION OF INITIAL TEST, UNITS SHALL CREATE A NOTE WITHIN GCSS-MC INSTALL BASE PER VEHICLE SERIAL NUMBER. ALL SUBSEQUENT ENTRIES WILL BE ANNOTATED ON ANNUAL PMCS CHECKLIST AND/OR CORRECTIVE MAINTENANCE ENTRIES.

3.B. SELECT 'INSPECT EQUIPMENT' FROM THE NOTES DROP DOWN MENU WITHIN GCSS-MC AND INSERT THE FOLLOWING NOTE: "INSPECTED SER#XXXXXX PER SOUM 2020-MCSC-1173 OF 20 AUG 2020, RESULTS ARE: (EXAMPLE) "NO DISCREPANCIES" OR " XX GALLONS OF WATER WERE COLLECTED; REPAIRS ARE IN PROGRESS". UPLOAD CHECKLIST TO GCSS-MC.

4. A PUBLICATION CONTROL NUMBER WILL BE ASSIGNED TO THIS MESSAGE AND IT WILL BE ACCESSIBLE USING THE SL-1-2 ON THE ALBANY TECHNICAL PUBLICATIONS MCEITS SHAREPOINT SITE, [HTTPS://MCEITS.USMC.MIL/SITES/PUBS/DEFAULT.ASPX](https://mceits.usmc.mil/sites/pubs/default.aspx).

5. DIRECT ALL QUESTIONS REGARDING THIS MESSAGE TO THE MESSAGE POCS.//

## PLENUM TECHNICAL INSPECTION CHECKLIST

ASSAULT AMPHIBIOUS VEHICLE (AAV7A1) PLENUM TECHNICAL INSPECTION	
MODEL (CIRCLE ONE)  <div style="text-align: center;">             AAVP7A1              AAVC7A1              AAVR7A1           </div>	REFERENCES  TM 07007/07267/07268-25/1 TM 07007/07267/07268-25/2 TM 07267C-25/1 TM 07268C-25/1
TAC NO.	MILES
U.S.M.C. NO.	HOURS
HULL NO.	
INSPECTOR'S NAME/RANK/SIGNATURE	DATE
NOTE: The following inspection sheets are divided into seven columns. The inspector will place a <i>check</i> in the column which best describes the condition of the item being inspected. For those items that cannot be inspected for any reason, the inspector will make an appropriate annotation in the remarks column.	

**NOTES:**

1. Intake and Exhaust plenum seals (inner/outer) chalk tests can be conducted at the same time on both sides.

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Request for Higher LOM Support	Remarks MUST be Included if unserviceable.
<b>I. Topside of Vehicle (Forward Port Starboard)</b>								
<b>1. Forward Intake Plenum Grille Cam Locking Handles</b>								
a. Port Cam Locking Handle.								
1. Bent or Damage Handle.								
2. Handle Shimming - "O" ring serviceability / Excessively Loose Handle.								
3. Broken / Missing Stop Bolts.								
b. Starboard Cam Locking Handle.								
1. Bent or Damage Handle.								
2. Handle Shimming - "O" ring serviceability / Excessively Loose Handle.								
3. Broken / Missing Stop Bolts.								
<b>2. Aft Exhaust Plenum Grille Retaining Straps</b>								
a. Inspect Rear Plenum Grill (Dog) Straps for Serviceability.								
b. Check for missing Grill (dog) Retaining Straps.								
c. Check for Correct and/or Missing Retaining Hardware.								
<b>3. Forward and Rear Plenum Grille Seal Channels</b>								
a. Foreign Debris in channels.								
b. Nicks – Gouges – Deformities.								
<b>4. Plenum Center Deck Plate</b>								
a. Check for Correct Mounting Hardware. (Grade 8 Steel Bolts) <b>No Stainless-Steel Bolts.</b>								
b. Check Center Deck for Proper Seal to Hull.								
c. Check Center Deck for Alignment to Hull and Cooling Tower.								
d. Check Forward Grille Door Hinge Mounts for side welds and proper Shimming per TM Instructions.								
e. Check for correct Shimming of Center Deck to Cooling Tower per TM instructions.								
f. Check both Front and Rear Plenum Grille Door Support Braces and welded Brace mounts for Damage – Serviceability and Mounting Hardware.								
g. Check Radiator Cap Neck Alignment and Gasket Seal around Radiator Cap Inlet for leakage and Damage.								

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Request for Higher LOM Support	Remarks MUST be Included if unserviceable.
<b>5. Air Aspirator</b>								
a. Check Air Aspirator for Sticking or Frozen Valve.								
<b>6. Cooling Tower</b>  <b>NOTE</b> <b>Make sure intake grille is secured properly in raised position using braces and correct hardware.</b>								
a. Check Cooling Tower rubber mounts for serviceability and proper Installation.								
b. Check Cooling Tower for proper alignment and Correct shimming to Plenum Center Deck Plate. Adjust per TM instructions.								
c. Check Radiator Seal Frame for Serviceability and correct configuration.								
d. Check Fan Air Seal for Damage and Serviceability.								
e. Check Radiator Air Seal for Damage and Serviceability.								
<b>7. Forward Intake Grille and Inner Plenum Door</b>  <b>NOTE</b> <b>Make sure intake grille is secured properly in raised position using braces and correct hardware.</b>								
<b>1. Forward Intake Grille Cover</b>								
a. Check Screen for Damage.								
b. Check for Missing Cam Lock Strike Plates.								
c. Check Cam Locking Plates for Correct Installation. <b>(Plug Welded Only)</b> No Retaining Screws.								
d. Check Torsion Bar Assembly for Damaged / Missing or <b>Incorrect Mounting Hardware.</b>								
e. Check Intake Plenum Grille Seal for Serviceability <b>(Rips - Tears - Pliability and Retention in Seal Channel).</b>								
f. Check Grille Channel for Gouges and Deformities that will Hamper Sealing and Seal Installation.								
g. Check Intake Plenum Grille Mushroom for free <b>Movement and Serviceability.</b>								
h. Check Strike Catch for Serviceability, Proper <b>Adjustment and Correct Mounting Hardware.</b>								
i. Check Hydraulic Hard Lines for Leaks and <b>Missing or Unserviceable Mount Hardware.</b>								

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Request for Higher LOM Support	Remarks MUST be Included if unserviceable.
j. Check Upper inner Plenum Door Hinges for Broken hinges – Cracks - Oblong Mounting Holes and Worn or Loose Bushings.								
<b>2. Intake Grille Inner Plenum Door.</b>								
a. Check Inner Plenum Door for excessive side to side and up and down movement. (Plenum Door should have very little side to side or up and down movement).								
b. Check Inner Door for Cracked or Broken Hinges.								
c. Check Hydraulic Cylinder for Serviceability and Leaks.								
d. Check Hydraulic Cylinder overall length per the TM instructions. Adjust as necessary.								
e. Check for Missing or incorrect Hydraulic Cylinder Mounting Hardware.								
f. Check Inner Plenum Door Locking Hardware for Serviceability and Missing or Damaged Parts.								
g. Check that Locking Roller is Serviceable and Fully Engages Strike Catch. (No Air Gap).								
h. Check Hydraulic Cylinder Hoses for Leaks – Chaffing – Stiff and Rusted Hydraulic Fittings.								
i. Check Inner Door Seal for Serviceability (Rips – Tears – Pliability and Retention in Seal Channel).								

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Request for higher LOM	Remarks MUST be Included if unserviceable.
<b>3. Intake Grille Inner Door Testing</b>								
<p>Completely cover the intake grille seal (outer) combing with a layer of chalk.</p> <p>Completely cover the plenum door seal (inner) combing with a layer of chalk.</p> <p>Once grille and door combings have been covered, lower intake plenum and lock/dog down in accordance with TM.</p> <p>Start the vehicle and place the mode selector into water tracks.</p> <p>Allow the door to fully close and lock. Once door has been confirmed fully closed and locked, let stand for 2 minutes.</p> <p>Move mode selector back to land position and open doors fully. Shut vehicle down.</p> <p>Raise intake plenum assembly and secure in accordance with TM instructions.</p> <p>Inspect outer and inner seal for a visible chalk line all the way around the seal. If gaps in the chalk line are present, the door combing is not making proper contact with the seal.</p> <p>Adjust intake grille locks and/or make repairs to correct gap/gaps in seal (outer) and retest.</p> <p>Adjust plenum door and/or make repairs to correct gap/gaps in door seal (inner) and retest.</p>								
<p><b>8. Exhaust Grille and Inner Plenum Door</b></p> <p><b>NOTE</b></p> <p>Make sure exhaust grille is secured properly in raised position using braces and correct hardware</p>								
<b>1. Aft Exhaust Grille Cover</b>								
a. Check Screen for Damage.								
b. Check for Missing Cam Lock Strike Plates.								
c. Check Cam Locking Plates for Correct Installation (Plug Welded Only) No Retaining Screws.								
d. Check Exhaust Plenum Grille Seal for Serviceability (Rips – Tears – Pliability and Retention in Seal Channel).								
e. Check Grille Channel for Gouges and Deformities that will Hamper Sealing and Seal Installation.								

NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Request for higher LOM	Remarks MUST be Included if unserviceable.
f. Check Exhaust Plenum Grille Mushroom for free Movement and Serviceability.								
g. Check Strike Catch for Serviceability, Proper Adjustment and Correct Mounting Hardware.								
h. Check Hydraulic Hard Lines for Leaks and Missing or Unserviceable Mounting Hardware.								
i. Check Upper Inner Plenum Door Hinges for Broken Hinges – Cracks - Oblong Mounting Holes and Worn or Loose Bushings.								
<b>2. Exhaust Grille Inner Plenum Door.</b>								
a. Check Inner Plenum Door for excessive side to side and up and down movement. (Plenum Door should have very little side to side or up and down movement).								
b. Check Inner Door for Cracked or Broken Hinges.								
c. Check Hydraulic Cylinder for Serviceability and Leaks								
d. Check Hydraulic Cylinder overall length per the TM instructions. Adjust as necessary.								
e. Check for Missing or incorrect Hydraulic Cylinder Mounting Hardware.								
f. Check Inner Plenum Door Locking Hardware for Serviceability and Missing or Damaged Parts.								
g. Check that Locking Roller is Serviceable and Fully Engages Strike Catch. (No Air Gap).								
h. Check Hydraulic Cylinder Hoses for Leaks – Chaffing – Stiff and Rusted Hydraulic Fittings.								
i. Check Inner Door Seal for Serviceability (Rips – Tears – Pliability and Retention in Seal Channel).								



NOMENCLATURE/LOCATION	Satisfactory	Missing	Service	Adjust	Repair	Replace	Request for higher LOM	Remarks MUST be Included if unserviceable.
<b>3. Exhaust Grille Inner Door Testing</b>								
<p>Completely cover the exhaust grille seal (outer) combing with a layer of chalk.</p> <p>Completely cover the plenum door seal (inner) combing with a layer of chalk.</p> <p>Once grille and door combings have been covered, lower exhaust plenum and lock/dog down in accordance with TM.</p> <p>Start the vehicle and place the mode selector into water tracks.</p> <p>Allow the door to fully close and lock. Once door has been confirmed fully closed and locked, let stand for 2 minutes.</p> <p>Move mode selector back to land position and open doors fully. Shut vehicle down.</p> <p>Raise exhaust plenum assembly and secure in accordance with TM instructions.</p> <p>Inspect outer and inner seal for a visible chalk line all the way around the seal. If gaps in the chalk line are present, the door combing is not making proper contact with the seal.</p> <p>Adjust exhaust grille and/or make repairs to correct gap/gaps in seal (outer) and retest.</p> <p>Adjust plenum door and/or make repairs to correct gap/gaps in door seal (inner) and retest.</p>								

# HULL WATERTIGHT INTEGRITY CHECKS

**1. GENERAL.** This section tells how to check the Top Deck and Hull for Water Tight Integrity for the following areas and bilge pump operation during an Annual Service:

- a. **Grille Cover Access Assembly Seals**
- b. **Plenum Door Seals**
- c. **Suspension**
- d. **Midship Seals**
- e. **Ramp Seal**
- f. **Ramp Personnel Hatch Seal**

## **2. GRILLE COVER ACCESS ASSEMBLY SEALS.**

- a. Vehicle preparation for water ingress collection and measurement:
  - (1) For each test, the hull must be drained to ensure accuracy of water collection.
  - (2) Remove engine compartment access panels per TM 07007/07267/07268-10/1.
  - (3) Remove air cleaner intake assembly per TM 07007/07267/07268-25/1.
  - (4) Close the ventilation air outlet per TM 07007/07267/07268-10/1.
  - (5) Upon completion of each test, the vehicle will be angled in such a position to allow bilge water to exit the hull drain plug(s) (forward or aft).
  - (6) Use a suitable container capable of collecting a measurable amount up to 18 gallons.
- b. Grille access cover assembly and plenum door seal inspection.
  - (1) Place vehicle in land mode per TM 07007/07267/07268-10/1.
  - (2) Raise intake and exhaust grille access covers per TM 07007/07267/07268-10/1.
  - (3) Inspect intake and exhaust grille access cover seals for proper installation, tears, breaks or other damage that may impede a proper seal.
  - (4) Inspect intake and exhaust plenum door seals for proper installation, tears, breaks or other damage that may impede a proper seal.
- c. Engine compartment water leakage test.
  - (1) Conduct engine compartment water leakage test per TM 07007/07267/07268-25/1, Chapter 8, page 8-22, Section I, Special Procedures.
- d. Water flood test and inspection:
  - (1) Secure intake and exhaust grilles per TM 07007/07267/07268-10/1.
  - (2) Close intake and exhaust plenums per TM 07007/07267/07268-10/1. Ensure both plenum doors are locked and indicators are in the up position.
  - (3) Test will be performed for a period of 12 minutes. Time starts once water is applied. Initiate test procedures by immediately applying ~10 gallons of water to each of the grille access covers (above the plenum doors) simultaneously. Use a water source with a minimum of 6 gallons per minute water flow and no more than 50 psi of water pressure. Continue to apply water to plenum assembly ensuring water is moving across the perimeter of the grilles (where they contact the hull), center plate and intake/exhaust plenum louvers.
  - (4) Per TM 07007/07267/07268-25/1, inspect for water ingress from the intake plenum

discharge tube and the aft exhaust plenum drain tube. Additionally, inspect for water ingress in the area of the grille access cover assembly seal to hull. Any water leakage is an indicator that water is bypassing the intake plenum door seal and the intake and exhaust access cover seals.

- (5) Water ingress aggregate shall not exceed 18 gallons within 12 minutes for the grille access cover assembly seals and plenum door seals.

### **3. CARGO HATCHES AND CENTER BEAM WATER LEAKAGE TEST.**

- a. Inspect cargo hatches and center beam for proper installation, tears, breaks or other damage that may impede a proper seal.
- b. Secure cargo hatches per TM 07007/07267/07268-10/1.
- c. Using water hose method as described above, flood over the cargo hatches and center beam ensuring water is moving across the perimeter of the cargo hatches.
- d. Inspect for water ingress bypassing the cargo hatch seals. Total aggregate of water ingress shall not exceed 9 gallons within 12 minutes.

### **4. HULL SUSPENSION, RAMP SEAL AND PERSONNEL HATCH SEAL INSPECTION.**

- a. Remove midship seal access covers per TM 07007/07267/07268-25/1.
- b. Remove troop compartment deck plates per TM 07007/07267/07268-10/1.
- c. Inspect ramp and personnel hatch seals for proper installation, tears, breaks or other damage that may impede a proper seal.
- d. Secure ramp and ramp personnel hatch per TM 07007/07267/07268-10/1.
- e. Move vehicle to boat ramp. Back vehicle into the water until the midship seals are fully submerged.

## **WARNING**

**One individual will have to be inside the vehicle to verify the following checks. Take all safety precautions to protect life and equipment.**

- f. Inspect ramp seal for any water ingress and for visible daylight at the top of ramp seal.
- g. Inspect personnel hatch seal for water ingress
- h. Inspect suspension for any water ingress.
- h. Inspect midship seals for any water ingress.
- i. Water ingress should not exceed 10 gallons within 10 minutes.

### **5. BILGE PUMPS OPERATION AND INSPECTION CHECKS.**

#### **a. Operator Checks.**

- (1) Test operations of bilge pumps per TM 07007/07267/07268-10/1. Check for airflow from all four-bilge outlets.

#### **b. Maintenance Checks.**

- (1) Electric bilge pumps.
  - (a) Inspect bilge pump installation per TM 07007/07267/07268-25/1.
  - (b) Ensure electrical connections are serviceable and installed correctly per TM 07007/07267/07268-25/1.
- (2) Hydraulic bilge pumps.
  - (c) Inspect bilge pump installation per TM 07007/07267/07268-25/1.

(d) Ensure no hydraulic leaks exist and ensure lines are tight and no damage exist.

**c. Bilge Pump Fluid Output Check.**

- (1) Flood bilge in any manner safe and in compliance with local SOP, OSHA and EPA regulations.
- (2) Operate electric bilge pumps and check for visible output of fluid from the bilge outlets.
- (3) Operate hydraulic bilge pumps and check for visible output of fluid from the bilge outlets.

## WATER INTRUSION QUALITY CONTROL CHECKLIST

VEHICLE SERIAL NUMBER	DATE COMPLETED	TAMCN	IDN	MILES	HOURS
<b>1</b>	TOP DECK WATER FLOOD TEST AND INSPECTION FOR GRILLE ACCESS COVER ASSEMBLY. <b>**NOTE**</b> <b>WATER INGRESS AGGREGATE SHALL NOT EXCEED 18 GALLONS WITHIN 12 MINUTES FOR THE GRILLE ACCESS COVER ASSEMBLY SEALS AND PLENUM DOOR SEALS.</b>				GALLONS OF WATER
DISCREPANCIES FOUND					AMOUNT
QUALITY CONTROL SNCOIC	RANK/NAME (LAST, FIRST M.)	SIGNATURE	COMMENTS		
<b>2</b>	CARGO HATCHES AND CENTER BEAM WATER LEAKAGE TEST. <b>**NOTE**</b> <b>TOTAL AGGREGATE OF WATER INGRESS SHALL NOT EXCEED 9 GALLONS WITHIN 12 MINUTES.</b>				GALLONS OF WATER
DISCREPANCIES FOUND					AMOUNT
QUALITY CONTROL SNCOIC	RANK/NAME (LAST, FIRST M.)	SIGNATURE	COMMENTS		
<b>3</b>	HULL SUSPENSION, RAMP SEAL AND PERSONNEL HATCH SEAL INSPECTIONS. <b>**NOTE**</b> <b>WATER INGRESS SHOULD NOT EXCEED 10 GALLONS WITHIN 10 MINUTES.</b>				
DISCREPANCIES FOUND					
QUALITY CONTROL SNCOIC	RANK/NAME (LAST, FIRST M.)	SIGNATURE	COMMENTS		

<b>4</b>	BILGE PUMPS OPERATION AND INSPECTION CHECKS AND EMERGENCY EGRESS LIGHTING SYSTEMS (EELS). <b>**NOTE**</b> <b>FOLLOW ALL CRITERIA FOR OPERATOR CHECKS, MAINTENANCE CHECKS, AND BILGE PUMP FLUID OUTPUT CHECK AND ENSURE EELS IS ENGAGED AND OPERATIONAL DURING ALL MODES OF OPERATION.</b>			
DISCREPANCIES FOUND				
QUALITY CONTROL SNCOIC	RANK/NAME (LAST, FIRST M.)	SIGNATURE	COMMENTS	
COMPANY MAINTENANCE OFFICER/CHIEF	RANK/NAME (LAST, FIRST M.)	SIGNATURE	COMPANY	UNIT

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# ANNOUNCEMENT OF THE COURSE CURRICULUM REVIEW BOARD FOR THE UNDERWATER EGRESS TRAINING NOVEMBER 2020

Date Signed: 11/9/2020 | MARADMINS Number: 673/20

MARADMINS : 673/20

R 062216Z NOV 20

MARADMIN 673/20

MSGID/GENADMIN/CG TECOM QUANTICO VA//

SUBJ/ ANNOUNCEMENT OF THE COURSE CURRICULUM REVIEW BOARD FOR THE UNDERWATER  
EGRESS TRAINING NOVEMBER 2020//

(b)(6), (b)(7)(c)

GENTEXT/REMARKS/1. Situation. This message announces the convening of the Course Curriculum Review Board (CCRB) for the Underwater Egress Trainer (UET). UET is part of the five critical capability areas outlined within Training and Education Command's (TECOM) 21st Century Learning plan to support the 2030 force design. The UET portfolio provides the ability to execute and assess training in egressing from a ground vehicle mishap or submerged ground vehicle or aircraft using the latest technology and learning methodologies.

1.a. The UET portfolio consists of simulated vehicle configurations for the training of egress on both land and in water. The on land vehicle configurations consist of the High Mobility Multipurpose Wheeled Vehicle (HMMWV), the Mine-Resistant Ambush Protected Vehicle and the Joint Light Tactical Vehicle, and the water borne configurations consist of Amphibious Assault Vehicle (AAV), HMMWV and vertical lift-rotor aircraft.

2. Mission. From 17 - 18 November 2020, Synthetic Training Integration and Management Branch will convene the UET CCRB in order to inform, discuss and provide recommendations to, resourcing and requirements sponsor, ensuring the UET has the ability to support Marine Corps standards-based training requirements and enables the operational readiness of the Fleet Marine Forces

ENCLOSURE (212)

individuals/units.

3. Execution. (Concept of Operations)

3.a. The Family of Egress Trainers CCRB will be conducted virtually and in person for those able to attend within the National Capital Region (detailed instructions and read aheads to be provided via sepcor NLT 9 November 2020).

4. Administration and logistics.

4.a. Working group fee. None.

4.b. Joint personnel adjudication system requests. No visitor access requests are required; briefs and discussions will be held at the unclassified level.

4.c. Uniform. Uniform of the day or business casual as appropriate

4.d. Attendees: Requesting action officer (O5/E9/GS13) representatives from AAV/Amphibious Combat Vehicle (ACV) community, Light Armored Vehicle community, Marine Corps Systems Command (MARCORSYSCOM) Program Manager (PM) Infantry Combat Equipment, MARCORSYSCOM PM Training Systems, Headquarters Marine Corps (HQMC) Safety, HQMC Ground Combat Element Branch (POG30), HQMC Plans, Policies, and Operations, TECOM Safety, TECOM G3/5, TECOM Policy and Standards Division, US Navy Naval Survival Training Institute, and G-3/7 representatives from I Marine Expeditionary Force (MEF), II MEF, III MEF, and MARFORRES.

5. Coordinating instructions

5.a. NLT 9 November 2020, request attendees forward name, rank, unit, billet, email, and phone number to the point of contact listed

5.b. Amplifying instructions (to include the virtual collaboration information) and read aheads will be provided via sepcor NLT 9 November 2020.

6. Release authorized by Lieutenant General Lewis A. Craparotta, Commanding General, Training and Education Command.//



maintenance SNCOs/NCOs, communication officers, motor transport officers, DLC leadership, DLC NCOs, and CLB S-3 are required to attend. This audience is derived from a composited MEU to include all CE and MSE attachments (i.e., AAVs, LAVs, Tanks, Artillery, and EOD).

5.C. (U) Action

5.C.1. (U) CG, I MEF. CG, I MEF is the evaluative and certifying authority for 15 MEU.

5.C.1.A. (U) CG, I MEF directs MEU commanders to prioritize training participants for all MEU training events to include underwater egress training (UET). CG, I MEF considers the following as non-aircrew frequent flyers, with CO, 15 MEU having the authority to revise this listing and to set the specific priority. CG, I MEF expects those forces listed in paras 5.C.1.A.1, 5.C.1.A.2., 5.C.1.A.3., 5.C.1.A.4. and 5.C.1.A.5. to be UET complete by composite date. All others shall be UET complete by the first at-sea period, which is PHIBRON-MEU Integrated Training (PMINT).

5.C.1.A.1. (U) Commanders, key leaders, and key planners.

5.C.1.A.2. (U) Maritime Raid Force (MRF) assault element, security element and enablers.

5.C.1.A.3. (U) All Marines of the Heli/tiltrotor/long range raid force.

5.C.1.A.4. (U) All Marines of the mechanized raid force.

5.C.1.A.5. (U) ANGLICO detachment, Marines assigned to the MEU forward command element (FCE), and select Marines/Sailors (identified by the MEU CO) from across the CE, GCE, ACE and LCE involved in specific missions or with specific responsibilities.

5.C.1.B. (U) I MEF G-1

5.C.1.B.1 (U) Act as the principal facilitator for personnel and administrative actions that require MEF level oversight and reconciliation.

5.C.1.B.1.A. (U) Provide close oversight of the use of the deployment staffing report (DSR) process by the MSCs for the 15 MEU MSEs.

5.C.1.B.2 (U) Ensure MEU CE augments are identified NLT 30 days prior to their report date. Source and fill 15 MEU CE augments per the standardized CG, I MEF MEU CE augmentation list. Notify CO, 15 MEU NLT E-217 of current status of CE augmentation and actions required to mitigate discrepancies. Info all I MEF staff sections and MSCs.

5.C.1.B.3. (U) ICW with I MEF G-35 expeditionary operations task I MEF MSCs to source personnel requested by CO, 15 MEU and approved by CG, I MEF for personnel requirements not outlined in this LOI. Additional personnel beyond what has been agreed to by this LOI and I MEF policy should not be expected.

5.C.1.B.4. (U) Per ref (at) coordinate with I MEF G-2, I MEF G-6, I MEF G-3, MSCS and I MIG for sourcing of SOFLE communications Marine augments. Specifically, one (1) 2651 Marine and one (1) 06xx Marine.

5.C.1.B.5. (U) Task MSCs to provide required role players ISO 15 MEU ARG/MEUEX and COMPTUEX. Coordinate all requirements with I MEF AC/S G-7.

5.C.2. (U) CG, 1st MARDIV

5.C.2.A. (U) Task organize BLT 1/4 per this LOI NLT E-204. Ref (a)

identifies troop and equipment lists for the BLT.

5.C.2.A.1. (U) Attach all detachments to BLT 1/4 and then attach BLT 1/4 to CO, 15 MEU on E-204 with the exception of Btry I (rein), 3rd Bn, 12th Marines, which shall attach to BLT 1/4 on 11 May 20.

5.C.2.B. (U) Per ref (aj) submit man, train and equip messages for the GCE, to include detachments, at E-270 and E-240. Identify any equipment that cannot be sourced in Condition Code A, SL-3/ modification/PMCS complete, calibrations complete, and Corrosion Prevention and Control (CPAC) Condition Code 1 or 2 from attaching units and will need to be sourced from other resources within the respective MSC. Forward list to I MEF G-4 for coordination.

5.C.2.B.1. (U) Provide close oversight of the use of the Deployment Staffing Roster (DSR) process for the 15 MEU GCE. The goal is to be 90 percent stabilized across the GCE by composite date.

5.C.2.C. (U) Per ref (a), submit force/troop and equipment density lists to I MEF G-33 current operations (COPS), I MEF G-4 and 15 MEU NLT E-204. Lists must include verified SSDM level IV data.

5.C.2.C.1 (U) Per ref (aj) submit commence PTP message for the GCE, to include detachments, at E-204.

5.C.2.D. (U) Conduct a MCCRE of units and detachments prior to chop and report MCCRE results to CG, I MEF NLT E-204. This fulfills refs (a) and (ai) assessment requirements. See para 5.A.6.C.3.B.1.

5.C.2.E. (U) Ensure all required equipment identified per chapter 6 of ref (a) is available and prepared for the MEF JLTI conducted per the I MEF generated JLTI schedule to be published via SEPCOR. Ensure all remedial actions are complete by E-204.

5.C.2.E.1. (U) Provide personnel (identified by via SEPCOR) in support of I MEF supervised JLTIs in support of 15 MEU.

5.C.2.F. (U) Ensure BLT 1/4 reports for planning to the 15 MEU upon NLT E-302, to include GCE detachment OICs.

5.C.2.G. (U) Attach one (1) Reconnaissance Detachment (-)(rein) from 1st Reconnaissance Battalion (1st Recon Bn) to CO, 15 MEU NLT E-204. Two (2) Marines MOS 0451 must be qualified to pack (static line/freefall) all configurations of the Multi-Mission Parachute System (MMPS) and serve as a PIPI. The reconnaissance element shall include a minimum of three freefall jumpmasters and six JTACS (one per team).

The reconnaissance detachment shall have Marines who are qualified and certified Camp Pendleton and Marine Air-Ground Combat Center (MCAGCC), 29 palms range safety Officers (RSOs). CG 1st MARDIV will coordinate with I MEF G-3 Air to provide the reconnaissance element priority 1A support to their pre-composite HALO/HAHO advanced tactical infiltration training.

5.C.2.G.2.A. (U) DIRLAUTH between 1st Recon Bn and I MEF G-7/EOTG is granted to facilitate G-7/EOTG PTP courses being conducted prior to MEU composite.

5.C.2.G.3. (U) Attach one (1) tank platoon from 1st Tank Battalion (1st Tank Bn) to CO, BLT 1/4 NLT E-2044. The tank platoon vehicles and personnel do not initially physically relocate and remain ADCON to their parent battalion.

5.C.2.G.4. (U) Attach one (1) artillery electronics tech, Cpl, MOS 2887, to CO, CLB-15 NLT E-204 with a toolkit, an A7597 VIPER/T and all required material (see para 5.C.4.X).

5.C.2.G.5. (U) Ensure the artillery battery has one (1) Naval Gunfire Liaison Officer (NGLO) attached.

5.C.2.G.6. (U) BPT to attach one (1) HIMARS firing unit (exact personnel and equipment composition TBD) to CO, BLT 1/4 NLT E-184.

5.C.2.H. (U) Designate 1st MARDIV, 1st Bn/4th Mar, and unit points of contact, via message within five (5) days of receipt of this LOI.

5.C.2.I. (U) Ensure MEU special skills equipment suite is complete and serviceable. Coordinate a JLTI of the special equipment suite with CO, 15 MEU and report deficiencies to I MEF G-35, G-7 and 15 MEU S-3/S-4 via message NLT E-241. Transfer this equipment suite to 1st Bn, 4th Mar upon completion of the JLTI.

5.C.2.J. (U) As required, coordinate with CO, 15 MEU and CG MCI-W/MCB Camp Pendleton for billeting of 1st MARDIV personnel attached to 15 MEU IOT deconflict periods when multiple MEUs are CONUS-based.

5.C.2.K. (U) Coordinate MEU GCE medical readiness activities per refs (v), (w), (aw), and (ba). Ensure GCE personnel complete individual medical readiness requirements prior to E-204.

5.C.2.K.1. (U) Identify medications that are prohibited for use in INDOPACOM and CENTCOM AORS NLT E-210. ICW the I MEF Surgeon and 15 MEU Surgeon determine if medication use waivers are required. Replace GCE personnel that are non-waiverable for medication use NLT composite date.

5.C.2.L. (U) Ensure BLT 1/4 and 1st MARDIV attachments report to 15 MEU with a capability set (CAPSET) IV and all supporting equipment (computers, telephones, radios) to support the establishment of the GCE Combat Operations Center (COC) ashore.

5.C.2.M. (U) Ensure BLT 1/4 Assault Amphibian (AA) Bn attachment is provided with sufficient LPU-41 ensembles to outfit the AAV crew members and the task organized mechanized infantry company associated with the AAV platoon. Organizational maintenance of LPU-41 assemblies is a GCE responsibility as coordinated by MEU CE and with other elements of the MEU.

5.C.2.N. (U) If available, provide four (4) M45A1 .45 cal pistols, four (4) M4A1 5.56 carbines w/silencer, four (4) EOTech optics, and four (4) ACOG optics to CO CLB-15 for EOD use during EOTG course.

5.C.2.O. (U) Ensure BLT 1/4 has at a minimum of one (1) 04xx who possesses the certifications to certify hazardous material and air load plans for the duration of deployment.

5.C.2.P. (U) Ensure GCE attachments report at the commencement of JTLI with validated and stocked Demand Supported Items (DSI) to be used throughout PTP and deployment. GCE and attachments submit DSI list by NATO Item Identification Number (NIIN) to 15 MEU CE S4 and CLB-15 NLT E-270.

5.C.2.P.1. (U) Ensure appropriate quantities of DSI in support of mission essential equipment is transferred during the Enterprise Automated Task Organization (EATO) process IAW UM-4000-125, GCSS-MC users manual.

5.C.2.Q. (U) Coordinate with 1st MLG to provide tactical vehicle licensing quotas for equipment not organic to 1st MLG (MATV, mineroller, etc.) to ensure CLB-15 is licensed prior to E-204.

5.C.2.R. (U) In coordination with 15 MEU CE, ensure compliance with

the provisions of refs (bv), (bw) and (bx).

5.C.2.S. (U) Ensure UET is complete for CG, I MEF and CO, 15 MEU prioritized GCE frequent flyers NLT composite date. Ensure all other GCE Marines who may conduct overwater flight or surface-borne ship to shore movement are afforded the opportunity to conduct UET NLT than the beginning of the first at-sea training period, which is PMINT. See para 5.C.1.A.

5.C.2.T. (U) Provide personnel per attachment 1 TAD to I MEF G-7/EOTG to support RUT, ARGMEUEX, and COMPTUEX exercises. I MEF G-1 will provide detailed coordinating instructions via SEPCOR NLT 60 days prior to start of exercise.

5.C.2.T.1. (U) Provide one rifle company (-), one LAR platoon, and one CAAT platoon with associated T/O equipment as OPFOR TACON to I MEF G-7 to support execution of COMPTUEX. I MEF G-7 will provide detailed coordinating instructions via SEPCOR NLT 30 days prior to start of exercise.

5.C.2.U. (U) NLT E-280 Coordinate with I MEF G-6 to identify key dates for BLT 1/4 to receive MCH-ECR training.

5.C.2.U.1. (U) NLT E-230 identify material shortfalls precluding the BLT 1/4 from integrating advanced comms/Digital Interoperability ISO assigned MEU METs.

5.C.2.V. (U) Provide S-4s, S-4As, logistics chief, supply officer, supply chief, supply admin clerks (E4-E5), maintenance management officer, maintenance management chief, maintenance management clerks (E4-E5), maintenance officers, maintenance chiefs, maintenance SNCOs/NCOs, communication officer, and motor transport officer for the execution of the Deployed Logistics Chain Management Leadership and Operator/Manager Course. This audience is derived from a composited MEU to include all CE and MSE attachments (i.e., AAVs, LAVs, Tanks, Artillery, and EOD).

5.C.3. (U) CG, 3d MAW

5.C.3.A. (U) Task organize VMM-164 (rein) per this LOI. Ref a identifies the troop and equipment lists for the ACE.

5.C.3.B. (U) Per ref (aj) submit MTE messages for the ACE, to include detachments, at E-270 and E-240. Identify any equipment that cannot be sourced in Condition Code A, SL-3/modification/PMCS complete, calibrations complete, and CPAC Condition Code 1 or 2 from attaching units and will need to be sourced from other resources, including the returning squadron. Forward a list to I MEF G-3 and G-4 for coordination with the returning MEU (if applicable).

5.C.3.B.1. (U) Provide close oversight of the use of the DSR process for the 15 MEU ACE. The goal is to be 90 percent stabilized across the ACE by composite date.

5.C.3.C. (U) Per ref (a), appendix F, milestone 25, submit force/troop lists and EDLs to I MEF G-33, I MEF G-4 and 15 MEU NLT E-184. Lists must include verified SSDM Level IV data.

5.C.3.C.1. (U) Per ref (aj) submit commence PTP message for the ACE, to include detachments, at E-184.

5.C.3.C.2. (U) Coordinate MEU ACE medical readiness activities per refs (v), (w), (aw), and (ba). Ensure ACE personnel complete individual medical readiness activities prior to E-184.

5.C.5. (U) CO, 15 MEU

5.C.5.A. (U) Form 15 MEU per refs (a), (d), (f), and this LOI.

5.C.5.A.1. (U) Provide close oversight of the use of the DSR process for the 15 MEU CE. The goal is to be 100 percent stabilized across the CE by E-240.

5.C.5.A.2. (U) Be prepared to conduct integrated pre-deployment training with SOF forces, as required. Further guidance will be promulgated via SEPCOR.

5.C.5.A.2. (U) (U) BPT to support advanced naval base (ANB) and expeditionary advanced base (EAB) operations, particularly Maritime Patrol/ Reconnaissance Aircraft (MPRA) (P-8 and P-3) rearming and refueling, and delivery and resupply of ground-based fires, primarily rocket artillery.

5.C.5.B. (U) Ensure GCE, ACE, and LCE update DRRS-MC at attachment to reflect attachment (OPCON) to 15 MEU (M20177) and ensure all attached elements of 15 MEU are included in MEU immediate DRRS report.

5.C.5.B.1. (U) Submit a weekly situation report (SITREP) per ref (a) via SIPR AMHS commencing the first Friday after compositing and continuing weekly until day of deployment. Upon deployment submit a daily SITREP via SIPR AMHS. Upon return from deployment submit a weekly SITREP until decomposited.

5.C.5.C. (U) 15 MEU shall deploy with a maritime raid capability (MRC) comprised of a maritime raid force (MRF) and associated equipment. The MRF shall be capable of conducting day opposed top-down, bottom up VBSS and day top-down, bottom up secure and hold of a static maritime platform. The MRF shall also be capable of conducting day/night limited scale maritime precision raids, either from the sea or from ashore, against targets afloat or ashore. The purpose of this force is to provide the geographic combatant commander with a variety of options for maritime response. MRF HQ Marines shall be TS-SCI eligible upon attachment.

5.C.5.D. (U) Ensure CG, I MEF (G-3) is persistently aware of PTDO and call forward considerations. One element of the MEU task organization is on PTDO, namely, AD from the LCE.

post-deployment brief with COMTHIRDFLT and CG, I MEF.

5.C.5.N.1. (U) BPT deliver a confirmation brief to DCG, I MEF or appropriate I MEF CE representative for the MEU training plan/schedule of events for the following PTP events: (1) RUT ICW I MEF AC/S G-7/EOTG, (2) PMINT, (3) ARG/MEUEX and COMPTUEX. These briefs will be presented NLT seven (7) days prior to the start of the event.

5.C.5.N.2. (U) Provide a 100 day after action report to CG, I MEF and I MEF MCCLL representative per ref (bh).

5.C.5.R. (U) Submit an after action report on EOTG training courses and RUT to I MEF G-7 NLT E-10.

5.C.5.U. (U) Para 5.C.2. lists CG, I MEF recommended frequent flyers to inform CO, 15 MEU as the prioritized frequent flyer list is developed. CO, 15 MEU shall coordinate with MSCs to ensure all CO, 15 MEU prioritized frequent flyers are scheduled to receive non-aircrew underwater egress training. The MAGTF (MEU) CO determines frequent flyer status for individual personnel, detachments, and MSEs. Every effort should be made to qualify as many deploying personnel as possible in addition to frequent flyers.

5.C.5.U.1. (U) Ensure UET is complete for CO, 15 MEU prioritized CE frequent flyers NLT composite date. Ensure all other CE Marines who may conduct overwater flight or surface-borne ship to shore movement are afforded the opportunity to conduct UET NLT than the beginning of the first at-sea training period, which is PMINT.



5.D.9. (U) Training

5.D.9.A. (U) MSEs and detachments complete required block I & II PTP (per refs (d), (af) and TECOM PTP tool kit) prior to attaching to the MEU.

5.D.9.B. (U) Elements comprising the maritime raid force will complete all preliminary training requirements prior to participating in EOTG courses (e.g., HABD, FRMC/HRST, swim qual, secret security clearances etc.).

5.D.23. (U) Upon attachment ensure all Marines deploying with 15 MEU possess full CIF issue to include a gas mask.

5.D.24. (U) Per ref (bw) ensure Marines deploying with 15 MEU have completed applicable underwater egress training and are properly reported in MCTIMS. Report qualification numbers for the CE to G-3 training at E-180 and for the entire MEU (CE and MSEs) at the E-90 IPR and the pre-deployment brief.

5.D.25. (U) Ensure all Marines deploying with 15 MEU have completed all FY training requirements to include rifle and pistol qualification, and Marine Corps Combat Fitness Test (CFT).

5.D.26. (U) Ensure compliance with the provisions of refs (bv), (bw) and (bx).

(b)(3), (b)(6), (b)(7)(c)

(b)(3), (b)(6), (b)(7)(c)

## Historical Measures (UNCLASSIFIED)

TAMCN = E0846 / Enterprise

Interval = Monthly

Range = Last 24

Date	S Rating	R Rating	MR Rating	AAO	On Hand	Deadlined	Operational
01/01/2019	100%	74%	74%	819	877	262	569
02/01/2019	106%	70%	74%	819	973	345	542
03/01/2019	106%	69%	73%	824	976	355	540
04/01/2019	103%	72%	74%	855	977	320	583
05/01/2019	103%	74%	77%	855	975	297	609
06/01/2019	103%	70%	72%	855	975	341	560
07/01/2019	102%	69%	71%	855	977	348	549
08/01/2019	102%	71%	72%	855	980	339	559
09/01/2019	103%	71%	73%	855	982	342	556
10/01/2019	108%	72%	78%	791	938	315	551
11/01/2019	106%	71%	75%	843	971	327	570
12/01/2019	105%	69%	72%	843	966	351	540
01/01/2020	104%	69%	72%	843	963	351	536
02/01/2020	103%	70%	72%	843	945	336	534
03/01/2020	104%	71%	74%	843	949	325	548
04/01/2020	98%	73%	72%	843	905	301	528
05/01/2020	102%	75%	77%	843	940	293	565
06/01/2020	102%	75%	76%	843	947	305	556
07/01/2020	102%	73%	75%	843	941	310	553
08/01/2020	102%	68%	70%	843	921	335	524
09/01/2020	100%	61%	60%	843	902	392	451
10/01/2020	109%	58%	63%	794	928	430	433
11/01/2020	126%	53%	66%	688	933	476	390
12/01/2020	127%	53%	67%	688	943	480	395

## Historical Measures (UNCLASSIFIED)

UIC = M21820 I MEF

TAMCN = E0846

Interval = Monthly

Range = Last 24

Date	S Rating	R Rating	MR Rating	AAO	On Hand	Deadlined	Operational
01/01/2019	87%	74%	64%	180	156	41	114
02/01/2019	87%	78%	68%	180	157	34	123
03/01/2019	89%	82%	73%	179	159	28	131
04/01/2019	99%	82%	81%	174	173	32	141
05/01/2019	102%	87%	89%	174	178	23	155
06/01/2019	97%	79%	77%	174	169	35	134
07/01/2019	98%	77%	75%	174	171	40	131
08/01/2019	99%	82%	81%	174	173	32	141
09/01/2019	99%	85%	84%	174	172	26	145
10/01/2019	127%	83%	105%	131	166	28	138
11/01/2019	101%	88%	89%	168	170	21	149
12/01/2019	99%	84%	84%	168	167	26	141
01/01/2020	99%	81%	81%	168	167	31	136
02/01/2020	100%	80%	80%	168	168	33	136
03/01/2020	107%	88%	94%	168	180	22	158
04/01/2020	104%	79%	82%	168	174	36	138
05/01/2020	108%	88%	95%	168	181	22	159
06/01/2020	107%	92%	98%	168	179	15	165
07/01/2020	104%	92%	96%	168	175	14	160
08/01/2020	100%	86%	86%	168	168	24	143
09/01/2020	95%	79%	76%	168	160	33	127
10/01/2020	101%	69%	69%	169	170	53	117
11/01/2020	180%	44%	79%	97	175	98	78
12/01/2020	196%	58%	113%	90	176	74	102

## Historical Measures (UNCLASSIFIED)

UIC = M13000 III MEF

TAMCN = E0846

Interval = Monthly

Range = Last 24

Date	S Rating	R Rating	MR Rating	AAO	On Hand	Deadlined	Operational
01/01/2019	166%	75%	124%	29	48	12	36
02/01/2019	166%	79%	131%	29	48	10	38
03/01/2019	153%	77%	118%	34	52	12	40
04/01/2019	75%	81%	61%	69	52	10	41
05/01/2019	68%	72%	49%	69	47	13	34
06/01/2019	70%	67%	46%	69	48	16	32
07/01/2019	72%	72%	52%	69	50	14	35
08/01/2019	72%	78%	57%	69	50	11	39
09/01/2019	74%	84%	62%	69	51	8	44
10/01/2019	102%	88%	90%	48	49	6	43
11/01/2019	86%	83%	71%	63	54	9	45
12/01/2019	87%	78%	68%	63	55	12	42
01/01/2020	73%	76%	56%	63	46	11	34
02/01/2020	60%	61%	37%	63	38	15	23
03/01/2020	76%	75%	57%	63	48	12	36
04/01/2020	83%	73%	60%	63	52	14	38
05/01/2020	81%	73%	59%	63	51	14	36
06/01/2020	86%	74%	63%	63	54	14	40
07/01/2020	86%	80%	68%	63	54	11	43
08/01/2020	83%	62%	51%	63	52	20	32
09/01/2020	78%	35%	27%	63	49	32	17
10/01/2020	177%	24%	42%	26	46	35	11
11/01/2020	144%	15%	22%	32	46	39	8
12/01/2020	118%	26%	31%	39	46	34	12