Revision 02, dated 15 April 2014, updates/changes are outlined in blue

Question #	Questions for the MSV Light	Government Response
1	Can Turkish firms bid for this vessel ?	Yes, though there may be security and International Traffic in Arms Regulations (ITARS) concerns to be addressed. If and when a Request for Proposal (RFP) is published, it will be a Full and Open competition.
2	Is this a tender to build it up a new one or it is purchase for ready vessel on sale ?	We are open to all solutions.
3	If Turkish firms bid, can we build it up in dockyards Turkey or not ?	In accordance with 10 U.S.C. 7309 and 7310, we are prohibited from: (a) Awarding a contract to construct in a foreign shipyard-- (1) A vessel for any of the armed forces; or (2) A major component of the hull or superstructure of a vessel for any of the armed forces; and (b) Overhauling, repairing, or maintaining in a foreign shipyard, a naval vessel (or any other vessel under the jurisdiction of the Secretary of the Navy) homeported in the United States. This restriction does not apply to voyage repairs.
4	ORGANIC WEAPONS Weapon system as GFE What type of RWS as GFE is intended?	While the Common Remotely Operated Weapon Station (CROWS II) is the ARMY Remote Weapon Station (RWS) of choice for land use, the at sea choice has not been determined. At this point we are not ruling out any feasible remote weapon system and will consider any OEM recommended solutions. The Key Performance Parameters (KPPs) and Key System Attributes (KSAs) sections of the RFI provides a draft performance required. We are looking for input from industry.
5	I was unable to download the additional documentation for the RFI W56HZV-XX-X-MSVL Maneuver Support Vessel Light. Is there an alternative route for me to receive the required documentation for the RFI such as email or an additional we blink?	All Information for the RFI is available on PROCNET: https://contracting.tacom.army.mil/majorsys/replcm8/replcm8.htm. If any additional assistance is required please email: Matthew Kunkel: matthew.d.kunkel2.civ@mail.mil and Margaret Balanowski: margaret.t.balanowski.civ@mail.mil.
6	Will the MSV (L) be transported in Navy amphibious ships? If so what are the maximum dimensions (length x beam x height that can be accommodated.	The transportation of the MSV(L) by the Navy amphibious ships is not a concern at this time.
7	Please provide the characteristics of the payloads and handling systems to include footprint, weight and height.	The characteristics for payloads and handling systems can be found within the RFI in Sections titled Key Performance Parameters (KPPs) and Key System Attributes (KSAs). Payload is addressed within Section 3 of the KPPs. Cargo operations is addressed within Section 3 of the KSAs.
8	Is aluminum an acceptable hull material for the MSV (L)?	The requirements documents do not rule out any material options, we will consider all OEM recommended solutions
9	Will the vehicle crews and dismount personnel ride in their vehicle?	Yes, certainly during offload. However, vessel will support separate seating for embarked troops.
10	KPP 4 (Payload) and KSA 1 (Range) seem to require different speeds? Please clarify.	Same speed and sea state requirements. Laden is sustained speed 18 knots in SS3; range threshold is 360 NM. Unladen is sustained speed of 24 knots in SS3 range threshold is 400 NM.
11	IMAA are the originators of the PACSCAT (Partial Air-Cushion Supported Catamaran) concept which has been developed for the UK Royal Marines as a Fast Landing Craft, a 98ft long craft capable of carrying a battle tank at about 20kt. and beaching in 3ft of water. IMAA own the Design Rights to this concept and have obtained a UK MoD export license to enable this technology to be exploited in the US. Discussions have been held with NavSea in Little Creek, Norfolk with regard to their LCU(R) design (contact Mike Russell). We wonder if IMAA might be able to support your study for a MSV(L) based on this new technology. IMAA are CCR/ORCA (ie SAM) registered and have carried out a number of design contracts for the US Navy over the past 10 years (see our web site). Please let me know if you would like further information.	IMAA is welcome to submit a response to this RFI.
12	KPP 1 (Force Protection) specifies CROWS II, in the Interest of competition we would like to request that the RFI be modified to reflect a competitive selection, so that the soldiers are provided with the most capable force protection system available.	We are constrained by Program of Record requirements which is currently CROWS II.
13	"Scalable effects", it is our understanding that this would require a capability to mount several different weapons on the stabilized platform as well as other non-kinetic systems, i.e. dazzlers, illuminators etc.Does the MSV-L team have the same interpretation?	Scalable effects are non-lethal capability which could be employed in sequence or singularly before lethal means are employed. Non-lethal examples are white light, acoustic device, and green dassler. We are open to industry input for this objective requirement though our intent would be integrated with the Remote Weapon System (RWS) so as not to impact additional workstations and crew.
14	What is Mission Command system?, Is it intended to be part of the vessel procurement or will it be specified as GFE? Can the MSV-L team explain some more about this?	A mission command system captures signals from the underwater threat detection system and displays the information in the pilot house console. Signals from underwater threat detection systems must be capable of being sent and seen in real time in the pilot house integrated bridge system. Mission command system and integrated bridge will not be GFE, it will be part of the vessel procurement. See Integrated Bridge System under Other System Attributes in RFI.
15	Why is the specified range limited to 800 meters?	RFI was revised to indicate a distance of no less than 800 meters.
16	Can a small business sub-contractor, or do I have to partner with a boat builder/designer'.	Sub-Contractors can submit individual responses for their technologies.
	NEW Q&A AS OF 15 April 2014	
17	The Payload requirements are stated in KPPs section 4, however, no weight or area requirements are stated. Is it possible to provide this information ?	KPP 4. Payload has been revised to include weight and area requirements.
18	On page 6 of the RFI, the Threshold Range is defined as "400 NM when unladen round trip", etc. That is in comparison with the existing LCM-8 on page 2 as "332 NM one way" etc. Please clarify whether the required MSV(L) unladen range is 400 NM - or twice 400 NM ?	400 NM without refueling and re-provisioning
19	With the length of the program and relatively small revenue stream over a number of years, will an integrator be a preferred contractor management plan'.	The intent is to issue a contract to a single prime contractor. The prime will be responsible for managing all subcontractors.
20	For armor requirements, will the armor be removable to save fuel in non-combatant operations?	At this point, we are not ruling out any proposed solutions.
21	Will industry be allowed to pick the C4I and weapons systems (as written, the Government is going to issue some of this as GFE, which makes training, logistics and integration more difficult)?	Our intent is GFE, however, alternative views and rationale will be reviewed.
22	Steel vs. aluminum for the hull?	See response to question 8 above. We are not ruling out any proposed solutions at this time
23	Regarding "pre-decisional" Production Schedule: Is FYXX the year of contract award or the year of vessel delivery?	FY16 is the intended contract award.
24	Regarding "pre-decisional" Production Schedule:Full Rate Initial Production. Is "Initial" a clerck mistake or there will be more MSV(L) acquisitions in the future?	Yes, initial is a clerical mistake. Contract is intended to be competed once. Current Army Acquisition Objective (AAO) is 36 vessels.
25	Regarding "pre-decisional" Production Schedule: Prototype vessels We assume the two prototype vessels will be built using two different designs from two different Offerors. From FY20 ahead there will be only one design in production. Is this correct?	Yes, your assumptions are correct to both questions.
26	Price of the prototype. In the above assumptions, we will offer only prototype, so will only include the price for one vessel. Is this correct?	Please provide pricing for one prototype and for 36 vessels.
27	In WBS 800, typically design costs / ILS costs are incorporated. Non-recurring engineering (NRE) Design cost and NRE ILS cost usually are not allocated to each vessel, but are allocated only to the prototype (Hull#1). Is this correct?	Recommend allocating NRE to prototype and NRE for ILS to production.