DCN 296

110

AMENDMENT EIGHT

FULL REPLACEMENT DOCUMENT

FOR

Entire Revision

DATA CALL # 8
JOINT CROSS SERVICE GROUP SECTION

NADEP CHERRY POINT

30 SEPTEMBER 1994

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

ROBERT W. SMITH, RADM USN
NAME (Please type or print)

Robert W. Smith
Signature

DEPUTY ASSISTANT COMMANDER
FOR AVIATION DEPOTS
Title

30 SEP 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

WILLIAM J. TINSTON, JR. RADM USN
NAME (Please type or print)

William J. Tinston Jr
Signature

ASSISTANT COMMANDER FOR LOGISTICS
AND FLEET SUPPORT
Title

30 Sept 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

W.C. BOWES, VADM USN
NAME (Please type or print)

W.C. Bowes
Signature

COMMANDER
Title

29 Sep 92
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

W. Earner
Signature

Title

9/30/94
Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

W.C. BOWES, VADM USN	
NAME (Please type or print)	Signature
COMMANDER	29 Sep 92
Title	Date
NAVAL AIR SYSTEMS COMMAND	
Activity	

BRAC-95 CERTIFICATION
JOINT CROSS SERVICE GROUP PORTION - CHERRY POINT
Data Call # 8 AMENDMENT EIGHT

F. C. TILLACK
NAME (Please type or print)

F. C. Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

9/30/94
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

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DATA CALL SUPPLEMENT FOR
JOINT CROSS SERVICE GROUP-DEPOT MAINTENANCE

This supplement is designed to facilitate the cross service analysis required of the 1995 Base Realignment and Closure (BRAC-95) process. It requests data in a standardized format that will be used by the Joint Cross Service Group-Depot Maintenance (JCSG-DM) to develop closure and realignment alternatives to be given to the Military Departments for their analysis and final recommendations. The JCSG-DM Data Call consists of two sections, one for capacity measurements and a second measuring "measures of merit". This Data Call has been formatted to assist the preparer in providing the required information with the minimum amount of effort. If questions arise, contact your Military Department BRAC-95 office for clarification.

Notes in the context of this data call:

1. Base your responses on workload as programmed for your activity. Unless otherwise specified, use workload mixes as programmed in the FYDP.

2. Direct Labor Hours (DLH) is the common unit of measure unless specifically noted otherwise in the question.

3. Information requested in this supplement may duplicate data requested by BRAC 95 data calls from the individual Military Departments. If this occurs, read both questions carefully to ensure that they are in fact asking for identical information, and if that is the case, transfer information from one data call to the other.

4. These questions should be passed up and down the chain of command without editing or rewriting. This standardized data call is designed to support an auditable process by having each activity (regardless of Military Department assigned) respond to the same question.

5. "Core" capability calculations are to be performed in accordance with Office of the Under Secretary of Defense (Logistics) Memorandum dated November 15, 1993 (Subject: Policy for Maintaining Core Depot Maintenance Capability).

6. Capacity and utilization index calculations will be performed in accordance with the Defense Depot Maintenance Council approved update to DoD 4151.15H (Depot Maintenance Capacity/Utilization Index Measurement) dated December 5, 1990.

7. All calculations will assume a one shift, 40 hour work week.

8. Workload, capabilities, and capacities will be measured by commodity groups. A detailed breakout of the JCSG-DM commodity groups is contained in the following box. Insert the commodity groups applicable to your depot maintenance activity into the tables whenever a specific break out is requested by the question. Individual Military Departments in their Service specific data calls, may measure data in different commodity groups or categories, but for the Joint Cross Service analysis, these commodity groups must be utilized.

9. Data will be amounts as of the end of the applicable fiscal year.

JOINT CROSS SERVICE - DEPOT MAINTENANCE

Commodity Groups List

1. Aircraft Airframes:
   a. Rotary
   b. VSTOL
   c. Fixed Wing
      (1) Transport / Tanker / Bomber /
      (2) Command and Control
      (3) Light Combat
      (4) Admin / Training
   d. Other

2. Aircraft Components
   Dynamic Components
   Aircraft Structures
   Hydraulic/Pneumatic
   Instruments
   Landing Gear
   Aviation Ordnance
   Avionics/Electronics
   APUs
   Other

3. Engines (Gas Turbine)
   Aircraft
   Ship
   Tank
   Blades / Vanes (Type 2)

4. Missiles and Missile Components
   Strategic
   Tactical / MLRS

5. Amphibians
   Vehicles
   Components (less GTE)

6. Ground Combat Vehicles
   Self-propelled
   Tanks
   Towed Combat Vehicles
   Components (less GTE)

7. Ground and Shipboard Communications and Electronic Equipment
   Radar
   Radio Communications
   Wire Communications
   Electronic Warfare
   Navigational Aids
   Electro-Optics / Night Vision
   Satellite Control / Space Sensors

8. Automotive / Construction Equipment

9. Tactical Vehicles
   Tactical Automotive Vehicles
   Components

10. Ground General Purpose Items
    Ground Support Equipment (except aircraft)
    Small Arms / Personal Weapons
    Munitions / Ordnance
    Ground Generators
    Other

11. Sea Systems
    Ships
    Weapons Systems

12. Software
    Tactical Systems
    Support Equipment

13. Special Interest Items
    Bearings Refurbishment
    Calibration (Type I)
    TMDE

14. Other

Table of Acronyms

$/DLH	Cost per Direct Labor Hour
$K	Thousands of Dollars
ADMIN	Administrative; administration
AICUZ	Air Installations Compatible Use Zone
AOC$	Annual Operating Cost (dollars)
CCN	Category Code Number
DBOF	Defense Business Operating Fund
DLH	Direct Labor Hour
DoD	Department of Defense
ESQD	Explosive Safety Quantity Distance
FMS	Foreign Military Sales
FY	Fiscal Year
FYDP	Future Year Defense Plan
GTE	Gas Turbine Engines
HERF	Hazardous Electronic Radiation - Fuels
HERO	Hazardous Electronic Radiation - Ordnance
HERP	Hazardous Electronic Radiation - Personnel
JCSG-DM	Joint Cross Service Group - Depot Maintenance
KSF	Thousands of Square Feet
PRV	Plant Replacement Value
R&D	Research and Development
RPM	Real Property Maintenance
SF	Square Feet
WG	Wage Grade

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ACTIVITY UIC: N65923
CHERRY POINT

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

1.1 Calculate the capacity index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed in direct labor hours (DLHs) in Table 1.1.a by commodity groups for the Fiscal Years requested.

Table 1.1.a: **Capacity Index** R

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	548,868	508,680	538,522	430,648	466,412
b. VSTOL	32,219	30,424	20,012	19,612	20,534
c. FIXED WING					
(1) Transport/Tanker/Bomber	9,206	6,259	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	590,686	567,763	576,476	564,948	599,892
(4) Admin/Training	50,630	0	0	0	0
d. OTHER (SUB-TOTAL) *	466,412	504,768	579,947	347,064	246,934
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	466,412	504,768	579,947	347,064	246,934
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	82,850	161,122	135,014	120,404	108,932
b. AIRCRAFT STRUCTURES	32,219	32,219	26,299	25,640	27,617
c. HYDRAULIC/PNEUMATIC	38,356	52,146	61,370	45,286	44,493
d. INSTRUMENTS	27,617	23,014	15,013	13,074	12,162
e. LANDING GEAR	20,272	17,797	10,076	10,198	9,474

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ACTIVITY UIC: N65923
CHERRY POINT

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

1.1 Calculate the capacity index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed in direct labor hours (DLHs) in Table 1.1.a by commodity groups for the Fiscal Years requested.

Table 1.1.a: **Capacity Index** R

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	622,169	642,510	672,588	608,287	604,759
b. VSTOL	37,214	39,504	27,144	26,741	27,522
c. FIXED WING					
(1) Transport/Tanker/Bomber	18,775	13,555	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	615,555	732,362	732,362	750,077	749,041
(4) Admin/Training	58,888	0	0	0	0
d. OTHER (SUB-TOTAL) *	497,255	550,976	613,700	501,988	364,358
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	497,255	550,976	613,700	501,988	364,358
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	371,180	372,277	377,212	377,100	377,100
b. AIRCRAFT STRUCTURES	33,210	33,210	33,210	33,210	33,210
c. HYDRAULIC/PNEUMATIC	160,425	181,212	181,212	181,212	181,212
d. INSTRUMENTS	67,100	67,100	67,122	67,100	67,198
e. LANDING GEAR	39,891	39,891	39,891	39,891	39,891

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ACTIVITY UIC: N65923
CHERRY POINT

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

1.1 Calculate the capacity index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed in direct labor hours (DLHs) in Table 1.1.a by commodity groups for the Fiscal Years requested.

Table 1.1.a: **Capacity Index** R

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	548,868	508,680	538,522	430,648	466,412
b. VSTOL	32,219	30,424	20,012	19,612	20,534
c. FIXED WING					
(1) Transport/Tanker/Bomber	(R) 6,069	(R) 6,069	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	590,686	567,763	576,476	564,948	599,892
(4) Admin/Training	50,630	0	0	0	0
d. OTHER (SUB-TOTAL) *	466,412	504,768	579,947	347,064	246,934
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	466,412	504,768	579,947	347,064	246,934
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	82,850	161,122	135,014	120,404	108,932
b. AIRCRAFT STRUCTURES	32,219	(R) 38,949	26,299	25,640	27,617
c. HYDRAULIC/PNEUMATIC	38,356	52,146	61,370	45,286	44,493
d. INSTRUMENTS	27,617	23,014	15,013	13,074	12,162
e. LANDING GEAR	20,272	17,797	10,076	10,198	9,474

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DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

1.1 Calculate the capacity index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed in direct labor hours (DLHs) in Table 1.1.a by commodity groups for the Fiscal Years requested.

Table 1.1.a: **Capacity Index** **R**

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	550,796	561,536	604,495	568,287	604,495
b. VSTOL	35,288	33,754	23,014	25,880	26,816
c. FIXED WING					
(1) Transport/Tanker/Bomber	6,137	6,678	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	718,029	615,234	615,234	745,509	753,317
(4) Admin/Training	49,096	0	0	0	0
d. OTHER (SUB-TOTAL) *	567,673	550,796	613,700	463,344	342,138
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	567,673	550,796	613,700	463,344	342,138
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	82,850	170,302	156,494	156,494	135,014
b. AIRCRAFT STRUCTURES	38,356	41,425	29,151	33,834	33,754
c. HYDRAULIC/PNEUMATIC	32,219	51,028	67,507	59,759	56,767
d. INSTRUMENTS	26,356	24,949	16,167	18,411	15,883
e. LANDING GEAR	18,411	18,987	12,274	10,740	13,808

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CHERRY POINT

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
f. AVIATION ORDNANCE	9,206	9,862	2,588	2,553	2,688
g. AVIONICS/ELECTRONICS	24,548	18,662	10,583	9,035	8,811
h. APUs	161,862	141,151	138,083	133,480	128,877
i. OTHER	359,015	340,604	386,320	383,563	405,042
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	483,302	378,093	337,535	337,818	358,322
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	26,082	22,688	25,340	27,296	31,479
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	53,699	136,548	71,986	76,598	92,075
14. OTHER	96,658	113,535	124,274	124,274	121,206
15. MANUFACTURING	213,261	233,206	225,535	50,630	49,422
16. FLEET SUPPORT					
a. Product Support (Engineering)	1,086,249	933,369	953,353	954,607	887,700
b. Voyage Repair	0	0	0	0	0
c. Customer Service	5,083	4,481	4,681	4,589	4,801
d. BRAC Transition	68,229	41,425	31,927	0	0
TOTAL	4,486,529	4,277,816	4,274,934	3,681,317	3,626,873

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).**

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ACTIVITY UIC: N65923
CHERRY POINT

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
f. AVIATION ORDNANCE	10,740	10,740	10,740	10,740	10,740
g. AVIONICS/ELECTRONICS	28,544	28,544	28,544	28,544	28,544
h. APUs	274,233	274,233	274,233	274,233	274,233
i. OTHER	366,213	401,343	401,343	410,212	410,212
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	835,377	870,111	874,977	890,234	886,433
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	150,112	150,112	150,112	150,112	150,112
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	151,200	150,300	149,300	149,992	151,113
14. OTHER	100,199	120,120	125,555	130,298	125,299
15. MANUFACTURING	265,333	300,100	291,214	295,111	291,200
16. FLEET SUPPORT					
a. Product Support (Engineering)	1,086,363	1,086,272	1,085,989	1,085,928	1,085,938
b. Voyage Repair	0	0	0	0	0
c. Customer Service	5,150	5,260	5,261	5,299	5,222
d. BRAC Transition	68,195	41,482	31,900	0	0
TOTAL	5,863,321	6,111,214	6,173,609	6,016,309	5,863,337

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).**

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ACTIVITY UIC: N65923
CHERRY POINT

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
f. AVIATION ORDNANCE	9,206	9,862	2,588	2,553	2,688
g. AVIONICS/ELECTRONICS	24,548	18,662	10,583	9,035	8,811
h. APUs	161,862	141,151	138,083	133,480	128,877
i. OTHER	359,015	340,604	386,320	383,563	405,042
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	483,302	378,093	337,535	337,818	358,322
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	26,082	22,688	25,340	27,296	31,479
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	53,699	136,548	71,986	76,598	92,075
14. OTHER	96,658	113,535	(R) 117,527	(R) 121,509	(R)121,439
15. MANUFACTURING	213,261	233,206	225,535	50,630	49,422
16. FLEET SUPPORT					
a. Product Support (Engineering)	1,086,249	933,369	953,353	954,607	887,700
b. Voyage Repair	0	0	0	0	0
c. Customer Service	(R) 5,084	4,481	4,681	4,589	4,801
d. BRAC Transition	68,229	41,425	31,927	0	0
TOTAL	(R) 4,483,393	(R) 4,284,356	(R)4,268,187	(R)3,678,552	(R)3,627,106

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).**

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COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
f. AVIATION ORDNANCE	10,616	10,522	2,787	3,069	3,069
g. AVIONICS/ELECTRONICS	24,548	19,911	10,740	12,274	11,507
h. APUs	176,439	153,425	151,891	170,302	177,973
i. OTHER	39,819	78,744	92,055	125,809	128,877
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	460,275	391,234	368,220	452,523	475,634
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	0	0	0	0	0
14. OTHER	1,587,058	1,702,243	1,651,060	1,470,672	1,395,095
TOTAL	4,423,966	4,430,768	4,414,789	4,316,907	4,174,147

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).**

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1.2 Calculate the utilization index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed as a percentage (%) in Table 1.2.a by commodity groups for the Fiscal Years requested.

Table 1.2.a: **Utilization Index** **R**

COMMODITY GROUP	INDEX %				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	81	97	94	97	94
b. VSTOL	84	97	96	97	93
c. FIXED WING					
(1) Transport/Tanker/Bomber	66	97	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	93	97	96	97	92
(4) Admin/Training	84	0	0	0	0
d. OTHER (SUB-TOTAL) *	100	100	99	97	93
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	100	100	99	97	93
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	78	97	93	97	90
b. AIRCRAFT STRUCTURES	90	121	96	97	100
c. HYDRAULIC/PNEUMATIC	76	97	97	97	89
d. INSTRUMENTS	77	99	96	97	93
e. LANDING GEAR	81	97	96	97	93
f. AVIATION ORDNANCE	93	97	96	97	93
g. AVIONICS/ELECTRONICS	73	97	96	97	93
h. APUs	81	95	95	95	95
i. OTHER	83	99	96	99	96
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	81	97	97	97	93

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1.2 Calculate the utilization index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed as a percentage (%) in Table 1.2.a by commodity groups for the Fiscal Years requested.

Table 1.2.a: **Utilization Index** R

COMMODITY GROUP	INDEX %				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	98	98	98	96	99
b. VSTOL	97	97	97	98	95
c. FIXED WING					
(1) Transport/Tanker/Bomber	97	90	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	96	99	99	99	98
(4) Admin/Training	94	0	0	0	0
d. OTHER (SUB-TOTAL) *	94	92	95	97	96
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	94	92	95	97	96
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	98	98	97	97	97
b. AIRCRAFT STRUCTURES	98	98	98	98	98
c. HYDRAULIC/PNEUMATIC	96	97	97	97	97
d. INSTRUMENTS	97	97	97	97	97
e. LANDING GEAR	99	99	99	99	99
f. AVIATION ORDNANCE	96	96	96	96	96
g. AVIONICS/ELECTRONICS	98	98	98	98	98
h. APUs	96	96	96	96	96
i. OTHER	98	97	99	99	99
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	97	99	98	97	97

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COMMODITY GROUP	INDEX %				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	90	90	90	90	90
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	92	93	93	93	92
14. OTHER	99	97	97	96	100
15. MANUFACTURING	93	97	100	97	100
16. FLEET SUPPORT					
a. Product Support (Engineering)	100	100	100	100	100
b. Voyage Repair	0	0	0	0	0
c. Customer Service	99	97	97	96	97
d. BRAC Transition	100	100	100	0	0
TOTAL	97	98	98	98	98

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).**

***** TOTALS WILL NOT EQUAL 100%.**

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1.2 Calculate the utilization index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed as a percentage (%) in Table 1.2.a by commodity groups for the Fiscal Years requested.

Table 1.2.a: **Utilization Index** **R**

COMMODITY GROUP	INDEX %				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	81	97	94	97	94
b. VSTOL	84	97	96	97	93
c. FIXED WING					
(1) Transport/Tanker/Bomber	(R) 100	(R) 100	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	93	97	96	97	92
(4) Admin/Training	84	0	0	0	0
d. OTHER (SUB-TOTAL) *	100	100	99	97	93
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	100	100	99	97	93
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	78	97	93	97	90
b. AIRCRAFT STRUCTURES	90	(R) 100	96	97	100
c. HYDRAULIC/PNEUMATIC	76	97	97	97	89
d. INSTRUMENTS	77	99	96	97	93
e. LANDING GEAR	81	97	96	97	93
f. AVIATION ORDNANCE	93	97	96	97	93
g. AVIONICS/ELECTRONICS	73	97	96	97	93
h. APUs	81	95	95	95	95
i. OTHER	83	99	96	99	96
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	81	97	97	97	93

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COMMODITY GROUP	INDEX %				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	77	97	96	97	93
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	78	97	96	97	93
14. OTHER	91	100	95	98	100
15. MANUFACTURING	80	96	99	95	93
16. FLEET SUPPORT					
a. Product Support (Engineering)	86	97	96	97	93
b. Voyage Repair	0	0	0	0	0
c. Customer Service	100	97	96	97	93
d. BRAC Transition	97	100	100	0	0
TOTAL	86	98	96	97	94

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).**

***** TOTALS WILL NOT EQUAL 100%.**

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1.2 Calculate the utilization index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed as a percentage (%) in Table 1.2.a by commodity groups for the Fiscal Years requested.

Table 1.2.a: **Utilization Index** R

COMMODITY GROUP	INDEX %				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	80	88	84	74	72
b. VSTOL	77	87	83	74	71
c. FIXED WING					
(1) Transport/Tanker/Bomber	99	91	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	77	89	89	74	73
(4) Admin/Training	87	0	0	0	0
d. OTHER (SUB-TOTAL) *	82	92	93	73	67
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	82	92	93	73	67
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	78	92	80	75	73
b. AIRCRAFT STRUCTURES	76	94	86	74	82
c. HYDRAULIC/PNEUMATIC	90	99	88	74	70
d. INSTRUMENTS	80	91	89	69	71
e. LANDING GEAR	89	91	78	93	64
f. AVIATION ORDNANCE	80	91	89	81	82
g. AVIONICS/ELECTRONICS	73	91	94	72	71
h. APUs	74	88	86	75	69
i. OTHER	73	87	95	69	63
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	85	94	89	73	70

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CHERRY POINT

COMMODITY GROUP	INDEX %				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	77	97	96	97	93
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	78	97	96	97	93
14. OTHER	91	100	(R) 100	(R) 100	(R) 100
15. MANUFACTURING	80	96	99	95	93
16. FLEET SUPPORT					
a. Product Support (Engineering)	86	97	96	97	93
b. Voyage Repair	0	0	0	0	0
c. Customer Service	(R) 100	97	96	97	93
d. BRAC Transition	97	100	100	0	0
TOTAL	(R) 86	(R) 98	(R) 96	(R) 98	(R) 94

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).**

***** TOTALS WILL NOT EQUAL 100%.**

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COMMODITY GROUP	INDEX %				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	0	0	0	0	0
14. OTHER	99	99	99	100	100
TOTAL	87	94	93	83	81

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).**

***** TOTALS WILL NOT EQUAL 100%.**

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1.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, with no significant investment in capital equipment; and (c) no major Military Construction additional to that already approved and funded: what is the maximum extent to which operations, by commodity group, could be expanded for depot maintenance work at your activity, based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of direct labor hours (DLHs).

Table 1.3.a: **Maximum Potential Capacity** **R**

COMMODITY GROUP	INDEX DLHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	611,699	632,452	660,580	584,112	597,771
b. VSTOL	36,144	38,350	26,279	26,279	26,279
c. FIXED WING					
(1) Transport/Tanker/Bomber	18,207	12,138	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	592,936	722,296	722,296	745,816	734,056
(4) Admin/Training	55,549	0	0	0	0
d. OTHER (SUB-TOTAL) *	467,432	505,251	581,086	487,884	349,355
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	467,432	505,251	581,086	487,884	349,355
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	364,263	364,263	364,263	364,263	364,263
b. AIRCRAFT STRUCTURES	32,664	32,664	32,664	32,664	32,664
c. HYDRAULIC/PNEUMATIC	154,158	175,634	175,634	175,634	175,634
d. INSTRUMENTS	65,328	65,328	65,328	65,328	65,328
e. LANDING GEAR	39,318	39,318	39,318	39,318	39,318
f. AVIATION ORDNANCE	10,311	10,311	10,311	10,311	10,311
g. AVIONICS/ELECTRONICS	28,072	28,072	28,072	28,072	28,072
h. APUs	264,342	264,342	264,342	264,342	264,342

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1.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, with no significant investment in capital equipment; and (c) no major Military Construction additional to that already approved and funded: what is the maximum extent to which operations, by commodity group, could be expanded for depot maintenance work at your activity, based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of direct labor hours (DLHs).

Table 1.3.a: **Maximum Potential Capacity** **R**

COMMODITY GROUP	INDEX DLHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	550,085	625,983	660,580	584,112	597,771
b. VSTOL	36,144	38,350	26,279	26,279	26,279
c. FIXED WING					
(1) Transport/Tanker/Bomber	18,207	12,138	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	592,936	722,296	722,296	745,816	734,056
(4) Admin/Training	55,549	0	0	0	0
d. OTHER (SUB-TOTAL) *	467,432	505,251	581,086	487,884	349,355
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	467,432	505,251	581,086	487,884	349,355
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	364,263	364,263	364,263	364,263	364,263
b. AIRCRAFT STRUCTURES	32,664	38,949	32,664	32,664	32,664
c. HYDRAULIC/PNEUMATIC	154,158	175,634	175,634	175,634	175,634
d. INSTRUMENTS	65,328	65,328	65,328	65,328	65,328
e. LANDING GEAR	39,318	39,318	39,318	39,318	39,318
f. AVIATION ORDNANCE	10,311	10,311	10,311	10,311	10,311
g. AVIONICS/ELECTRONICS	28,072	28,072	28,072	28,072	28,072
h. APUs	264,342	264,342	264,342	264,342	264,342

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COMMODITY GROUP	INDEX DLHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
i. OTHER	58,411	71,568	92,699	92,057	86,670
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	811,628	864,178	861,737	861,292	862,840
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	135,014	135,014	135,014	135,014	135,014
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	0	0	0	0	0
14. OTHER	2,005,792	1,997,484	1,978,050	1,958,014	1,963,226
TOTAL	5,689,654	5,958,479	6,037,673	5,870,400	5,735,143

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).**

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COMMODITY GROUP	INDEX DLHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
i. OTHER	359,784	391,277	398,766	406,033	405,928
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	811,628	864,178	861,737	861,292	862,840
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	135,014	135,014	135,014	135,014	135,014
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	139,079	139,079	139,079	139,079	139,079
14. OTHER	98,067	113,556	117,527	121,509	121,439
15. MANUFACTURING	245,440	291,460	291,460	291,460	291,460
16. FLEET SUPPORT					
a. Product Support (Engineering)	1,086,906	1,086,906	1,086,906	1,086,906	1,086,906
b. Voyage Repair	0	0	0	0	0
c. Customer Service	5,084	5,084	5,084	5,084	5,084
d. BRAC Transition	68,229	41,506	31,927	0	0
TOTAL	5,689,654	5,958,479	6,037,673	5,870,400	5,735,143

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).**

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CAPACITY

2. Plant Replacement Value

2.1 What is the estimated Plant Replacement Value (PRV) as of the end of each Fiscal Year of your depot maintenance activity expressed in thousands of dollars ($K) as a function of the facilities and equipment? Provide your answer in Table 2.1.

Table 2.1: **Expenditures and Equipment Values** **R**

PRV	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
Facilities	325,218	334,889	363,018	371,809	380,775
Equipments	428,000	436,000	446,000	462,000	472,000
TOTAL	753,218	770,889	809,018	833,809	852,775

Total NAVAVNDEPOT Cherry Point replacement costs have been adjusted to reflect prior year Program Management Review methodology for reporting costs. This methodology includes Classes 3, 4 and 6 plant equipment but not Class 5. The acquisition costs of this equipment is obtained from the Manage Facilities Database. Replacement cost of this equipment is assumed to be 50% greater than the acquisition cost as an average. Costs for OPN funded equipment items being procured for Naval Engine Airfoil Center are added to the replacement cost of other equipment. The total equipment replacement cost is then rounded to the nearest $1,000.

The total replacement cost for the depot was reported as $683,079,043 for FY93. Using the above methodology, the current replacement cost for FY94 is $710,007,110. The primary difference between the figures used in our BRAC submission as replacement costs and the adjusted figures are the escalation of acquisition costs to more closely reflect outyear replacement costs.

CAPACITY

3. Programmed Workload

3.1 Given the current configuration and operation of your activity, provide the programmed depot level workload by commodity group in Tables 3.1.a and 3.1.b. Express your answer in both dollars ($K) and direct labor hours (DLH) for the Fiscal Years requested.

Table 3.1.a: **Programmed Workload** **R**

COMMODITY GROUP	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	38,393	43,980	46,707	39,698	42,541
b. VSTOL	2,349	2,630	1,755	1,808	1,862
c. FIXED WING					
(1) Transport/Tanker/Bomber	526	541	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	47,736	49,088	50,561	52,077	53,640
(4) Admin/Training	3,703	0	0	0	0
d. OTHER (SUB-TOTAL)*	40,503	45,050	52,515	31,993	22,393
(1) P-3 (All TMS)*	0	0	0	0	0
(2) Aircraft/Airframe Other*	40,503	45,050	52,515	31,993	22,393
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	13,891	34,573	28,612	27,546	23,815
b. AIRCRAFT STRUCTURES	6,260	8,619	5,725	5,866	6,654
c. HYDRAULIC/PNEUMATIC	6,261	11,189	13,526	10,360	9,550
d. INSTRUMENTS	4,558	5,018	3,268	2,991	2,737
e. LANDING GEAR	3,519	3,819	2,193	2,333	2,132
f. AVIATION ORDNANCE	1,836	2,116	563	584	605
g. AVIONICS/ELECTRONICS	3,875	4,004	2,304	2,067	1,983
h. APUs	28,100	29,829	29,881	29,880	29,670

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CAPACITY

3. Programmed Workload

3.1 Given the current configuration and operation of your activity, provide the programmed depot level workload by commodity group in Tables 3.1.a and 3.1.b. Express your answer in both dollars ($K) and direct labor hours (DLH) for the Fiscal Years requested.

Table 3.1.a: **Programmed Workload** R

COMMODITY GROUP	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	38,393	43,980	46,707	39,698	42,541
b. VSTOL	2,349	2,630	1,755	1,808	1,862
c. FIXED WING					
(1) Transport/Tanker/Bomber	526	541	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	47,736	49,088	50,561	52,077	53,640
(4) Admin/Training	3,703	0	0	0	0
d. OTHER (SUB-TOTAL)*	40,503	45,050	52,515	31,993	22,393
(1) P-3 (All TMS)*	0	0	0	0	0
(2) Aircraft/Airframe Other*	40,503	45,050	52,515	31,993	22,393
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	13,891	34,573	28,612	27,546	23,815
b. AIRCRAFT STRUCTURES	6,260	8,619	5,725	5,866	6,654
c. HYDRAULIC/PNEUMATIC	6,261	11,189	13,526	10,360	9,550
d. INSTRUMENTS	4,558	5,018	3,268	2,991	2,737
e. LANDING GEAR	3,519	3,819	2,193	2,333	2,132
f. AVIATION ORDNANCE	1,836	2,116	563	584	605
g. AVIONICS/ELECTRONICS	3,875	4,004	2,304	2,067	1,983
h. APUs	28,100	29,829	29,881	29,880	29,670

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COMMODITY GROUP	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
i. OTHER	31,802	42,465	50,057	52,567	55,141
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	109,480	106,173	97,541	100,469	106,021
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	4,301	4,868	5,516	6,245	7,085
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	3,434	11,194	5,967	6,673	7,891
14. OTHER	6,962	9,169	9,692	10,222	10,458
15. MANUFACTURING	19,139	25,936	26,487	5,875	5,799
16. FLEET SUPPORT					
a. Product Support (Engineering)	57,275	56,949	59,008	62,100	56,811
b. Voyage Repair	0	0	0	0	0
c. Customer Service	416	366	388	399	411
d. BRAC Transition	5,401	3,495	2,769	0	0
TOTAL	439,720	501,071	495,035	451,753	447,199

* P-3, Aircraft/Airframe Other equal Other (Sub-Total).

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COMMODITY GROUP	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
i. OTHER	6,886	15,837	21,128	21,612	20,957
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	110,285	107,085	98,572	101,636	107,346
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	0	0	0	0	0
14. OTHER	119,265	135,687	135,453	118,720	118,397
TOTAL	437,946	499,065	492,763	449,171	444,282

* P-3, Aircraft/Airframe Other equal Other (Sub-Total). R

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Table 3.1.b: **Programmed Workload** R

COMMODITY GROUP	DLMHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	443,083	493,251	508,580	419,667	436,630
b. VSTOL	27,112	29,501	19,112	19,112	19,112
c. FIXED WING					
(1) Transport/Tanker/Bomber	6,069	6,069	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	550,902	550,542	550,542	550,542	550,542
(4) Admin/Training	42,730	0	0	0	0
d. OTHER (SUB-TOTAL)*	467,432	505,251	571,821	338,214	229,838
(1) P-3 (All TMS)*	0	0	0	0	0
(2) Aircraft/Airframe Other*	467,432	505,251	571,821	338,214	229,838
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	64,594	156,235	125,534	117,334	98,488
b. AIRCRAFT STRUCTURES	29,110	38,949	25,116	24,986	27,519
c. HYDRAULIC/PNEUMATIC	29,112	50,564	59,345	44,131	39,495
d. INSTRUMENTS	21,194	22,675	14,338	12,741	11,320
e. LANDING GEAR	16,365	17,257	9,623	9,938	8,818
f. AVIATION ORDNANCE	8,537	9,563	2,472	2,488	2,502
g. AVIONICS/ELECTRONICS	18,018	18,096	10,107	8,805	8,201
h. APUs	130,666	134,796	131,102	127,277	122,703
i. OTHER	296,931	338,471	368,518	378,396	389,214
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	390,154	366,625	326,202	329,185	334,039
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	20,000	22,000	24,200	26,600	29,300
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0

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Table 3.1.b: **Programmed Workload** **R**

COMMODITY GROUP	DLMHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	443,083	493,251	508,580	419,667	436,630
b. VSTOL	27,112	29,501	19,112	19,112	19,112
c. FIXED WING					
(1) Transport/Tanker/Bomber	6,069	6,069	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	550,902	550,542	550,542	550,542	550,542
(4) Admin/Training	42,730	0	0	0	0
d. OTHER (SUB-TOTAL)*	467,432	505,251	571,821	338,214	229,838
(1) P-3 (All TMS)*	0	0	0	0	0
(2) Aircraft/Airframe Other*	467,432	505,251	571,821	338,214	229,838
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	64,594	156,235	125,534	117,334	98,488
b. AIRCRAFT STRUCTURES	29,110	38,949	25,116	24,986	27,519
c. HYDRAULIC/PNEUMATIC	29,112	50,564	59,345	44,131	39,495
d. INSTRUMENTS	21,194	22,675	14,338	12,741	11,320
e. LANDING GEAR	16,365	17,257	9,623	9,938	8,818
f. AVIATION ORDNANCE	8,537	9,563	2,472	2,488	2,502
g. AVIONICS/ELECTRONICS	18,018	18,096	10,107	8,805	8,201
h. APUs	130,666	134,796	131,102	127,277	122,703
i. OTHER	29,060	68,321	87,479	86,671	80,927
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	390,154	366,625	326,202	329,185	334,039
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	20,000	22,000	24,200	26,600	29,300
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0

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Rev.

ACTIVITY UIC: N65923
CHERRY POINT

COMMODITY GROUP	DLMHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	41,935	132,849	68,748	74,645	85,700
14. OTHER	88,123	113,556	117,527	121,509	121,439
15. MANUFACTURING	170,700	224,802	222,892	48,000	46,000
16. FLEET SUPPORT					
a. Product Support (Engineering)	936,625	905,058	910,464	930,265	826,243
b. Voyage Repair	0	0	0	0	0
c. Customer Service	5,084	4,345	4,470	4,470	4,470
d. BRAC Transition	65,991	41,506	31,927	0	0
TOTAL	3,870,467	4,181,961	4,102,640	3,588,305	3,391,573

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).**
**** Components Other includes Support Equipment Non-Avionics Programmed Workload as follows:**

FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
94,952	114,738	131,785	136,547	155,595

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COMMODITY GROUP	DLMHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	0	0	0	0	0
14. OTHER	1,576,329	1,692,266	1,637,067	1,470,614	1,392,139
TOTAL	3,870,467	4,181,961	4,102,640	3,588,305	3,391,573

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).**

CAPACITY

4. Service Centers of Excellence R

4.1 If your activity has been designated as a Service Center of Excellence for any of the commodity groups, please identify them below.

Aircraft Airframes

- Rotary Wing
- V/STOL
- Other - Unmanned Aerial Vehicle/Remotely Piloted Vehicle (UAV/RPV)

Aircraft Components

- Dynamic Components
- Hydraulic/Pneumatic
- APUs
- Other - Propellers

Engines (Gas Turbine)

- Aircraft
- Blades/Vanes (Type 2)

Other

- Aircraft Ground Support Equipment (GSE)
- Composite Repair

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

MEASURES OF MERIT

Geographic

1. Location

1.1 Specify any special strategic importance or military value consideration of your activity accruing from its geographical location.

Activity	Location	Description of Strategic Importance/Military Value
NADEP	MCAS CHPT	Site specificity - We are collocated on the largest Marine Corps Air Station in the world with MAG-14 and MACG-28 (V/STOL). We are also located less than 55 miles from MAG-26 and MAG-29 (Rotary Wing), MCAS New River, NC. The air station itself is a major aerial port of embarkation and within close proximity to two sea ports of embarkation (Morehead City, Sunny Point). The depot is located immediately adjacent to the runways servicing the air station. In addition, we have the capacity to offload aircraft from barges onto the air station. Rail service runs onto the air station and the air station is immediately adjacent to Highway 70, an east-west state maintained four lane highway. Interstate 95 running north - south is approximately 95 miles away. Deployment - Deployment generally means the ability of the Navy Fleet to move rapidly to its assigned combat mission area from its home base or current location. As a maintenance depot, the majority of our mission during periods of mobilization is performed at our activity. Our ability to expedite aircraft, engine, and component workload in support of surge requirements (i.e., Desert Shield/Desert Storm) is well documented. In addition, we

are able to deploy large numbers of aircraft, engines, components, & field teams in immediate response to fleet requirements. Although we are not located near an interstate highway system (closest are I-40, approximately 80 miles; I-95 approximately 95 miles), the low population density of this area more than compensates in determining our ability to deploy rapidly.

Relationship to others - Collocated on MCAS Cherry Point with MAG-14 and MACG-28. Located within 55 miles of New River Air Station, NC and within 50 miles of Camp Lejeune. Other major bases approximately 100 miles from NAVAVNDEPOT Cherry Point include Seymour Johnson AFB, Fort Bragg Army Base, Pope AFB, and USCG Elizabeth City Aircraft Repair and Supply Center.

2. Environmental Compliance

Answers to the following questions need to reflect the particular workloads or processes affected by the environmental restrictions/compliance.

2.1 Is your activity in full compliance with all Federal, state, and local environmental regulations? **YES**

If not in full compliance, provide a comprehensive list of individual regulations that require actions to be taken. What compliance waivers have been granted? When must the activity come into compliance?

Type	Regulation	Waiver (Date Expires)	Date Must be in Compliance
		N/A	

2.2 Has any actual or programmed work at this installation been restricted or delayed because of environmental considerations, such as air or water quality? **NO**

If so, provide the details of the impact of the restrictions or delays.

Programmed Work	Restriction/Delay	Describe Impact
	N/A	

N/A - NOT APPLICABLE

3. Environmental Restrictions

Answers to the following questions need to reflect the particular workloads or processes affected by the environmental restrictions/compliance.

3.1 Are there any special programs relating to environmental or industrial waste considerations for your activity? **NONE KNOWN**

If so, provide the details.

Special Program	Environmental/Industrial Waste	Describe
	N/A	

3.2 Within what provisions must the activity operate with regard to disposal of hazardous wastes and radioactive materials? **NONE KNOWN**

Type	Provisions	Describe
		N/A

N/A - NOT APPLICABLE

4. Other Collocated Activities

4.1 Are there any collocated activities that directly benefit or relate to the depot maintenance activity? If yes, list and describe the impact of each. Include benefits derived from being collocated.

Collocated Activity		Benefit/Relationship/Describe Impact
MCAS Cherry Point		
MAG-14	MACG-28	
MALS-14	MTACS-28	
VMAQ-1	MACS-6	
VMAQ-2	MASS-1	
VMAQ-3	MWCS-28	
VMAQ-4	3RD LAAM BN	
VMGR-252	2ND LAAD BN	
VMA-231	MWSS-274	The Marine Corps squadrons are supported by the depot. The depot benefits through the process of sharing innovative approaches to solving common maintenance problems. However, both activities benefit from collocation by the sharing of common equipment and facilities which minimizes redundant requirements.
VMA-223		
VMA-542		
VMAT-203		
VMGR(T)-253		
MCAS New River		
MAG-26	MAG-29	
MALS-26	MALS-29	
HMM-261	HMM-162	
HMM-264	HMM-263	
HMM-266	HMM-365	
HMH-362	HMH-464	
HMH-461	HML/A-269	
HML/A-167	MWSS-272	
HMT-204	MATCS-28(-)	

4.2 Do collocated activities support, or are they supported by, the depot maintenance activity?

Collocated Activity		Describe Impact
MCAS Cherry Point		
MAG-14	MACG-28	The Marine Corps squadrons are supported by the depot. The depot benefits through the process of sharing innovative approaches to solving common maintenance problems. However, both activities benefit from collocation by the sharing of common equipment and facilities which minimizes redundant requirements.
MALS-14	MTACS-28	
VMAQ-1	MACS-6	
VMAQ-2	MASS-1	
VMAQ-3	MWCS-28	
VMAQ-4	3RD LAAM BN	
VMGR-252	2ND LAAD BN	
VMA-231	MWSS-274	
VMA-223		
VMA-542		
VMAT-203		
VMGR(T)-253		
MCAS New River		
MAG-26	MAG-29	
MALS-26	MALS-29	
HMM-261	HMM-162	
HMM-264	HMM-263	
HMM-266	HMM-365	
HMH-362	HMH-464	
HMH-461	HML/A-269	
HML/A-167	MWSS-272	
HMT-204	MATCS-28(-)	

4.3 How would these activities and the depot maintenance activity function if they were not collocated?

Collocated Activity		Describe Impact if not Collocated
MCAS Cherry Point		
MAG-14	MACG-28	
MALS-14	MTACS-28	
VMAQ-1	MACS-6	
VMAQ-2	MASS-1	
VMAQ-3	MWCS-28	
VMAQ-4	3RD LAAM BN	
VMGR-252	2ND LAAD BN	
VMA-231	MWSS-274	
VMA-223		We would still support these Marine Corps activities regardless of their location although obviously, the benefits of collocation would diminish. The increase in depot support response time would adversely affect mission readiness.
VMA-542		
VMAT-203		
VMGR(T)-253		
MCAS New River		
MAG-26	MAG-29	
MALS-26	MALS-29	
HMM-261	HMM-162	
HMM-264	HMM-263	
HMM-266	HMM-365	
HMH-362	HMH-464	
HMH-461	HML/A-269	
HML/A-167	MWSS-272	
HMT-204	MATCS-28(-)	

5. Encroachment

5.1 Have operations at this activity been at all constrained to accommodate requests of the local communities? **NO**

Type of Encroachment	Operation Impacted	Describe

5.2 Indicate any encroachment constraints on current or future operations that would restrict future expansion. **NONE**

Type of Encroachment	Constraint on Expansion	Describe

MEASURES OF MERIT

Facilities and Equipage

6. Unique or Peculiar Facilities

6.1 List unique or peculiar testing facilities, excluding equipment (e.g. runways, railheads, ports, tracks, ponds, etc.).

Test Facility	Describe Uniqueness/Peculiarity
V/STOL Hush House Building 4036	NADEP Cherry Point has the only "V/STOL Hush House" within the Navy for in-airframe testing of Vectored Thrust Aircraft engines.
C-Scan Inspection Facility Building 4026	Small, medium, and large C-Scan Ultrasonic Nondestructive Inspection units for NDI of airframe components. The C-Scan building contains the largest computer controlled non-destructive, C-Scan ultrasonic inspection capability (15' X 40') within the Naval Aviation Maintenance community.
25mm Gun Test Facility	NADEP Cherry Point has the only 25mm gun test facility within the Naval Aviation Maintenance community.
F402-RR-404/406/ 408 Engine Test Cell Building 4188	Large, automated Turbojet/Turbofan engine test cell with the capability of testing engines with up to 50,000 pounds of thrust. Overhead monorail conveyor with an engine-to-test-stand coupling system. The only depot test cell with the capability to automatically test F402-RR-404/406/408 version engines. Automated Data Acquisition and Processing System (ADAPS) test cell implementation system.
T58 Engine Test Cells 1 & 3 Building 133	Two individual engine test cells, one with an Automated Data Acquisition and Processing System (ADAPS) instrumentation package, one with manual operation.
T58 Engine Test Cells 4 & 5 Building 133	Test System for flow testing of engine nozzles.

T64/T406 Engine Test Cells Building 3402	10,000 shaft horsepower turboshaft engine test cell with data acquisition system instrumentation package.
T400/PT6 Engine Derivatives Test Cells 2 & 6 Building 133	Two test cells with analog instrumentation and manual control capable of testing twin engine power packs simultaneously.
T76 Engine Test Cells Building 3402	Two test cells with analog instrumentation and manual control capable of testing twin engine power packs simultaneously.
J79 Engine Test Cells Buildings 4188 and 1689	Two operational Test Cells, one automated with a Data Acquisition System instrumentation package, and one with manual controls and analog instrumentation.
J52 Engine Test Cell Building 1689	Testing capability in the Class "C" J79 test cell.
Whirl Tower and Data Acquisition System Test Control Bldg 1792 Test Stand Tower Bldg 1793	Dynamic testing of helicopter rotor blades for the H-2, H-3, H-46, H-53E, H-53D, and H-53D Egyptian Blades (Egyptian H-53D blades are longer than US version).
GTC/APU Testing	Automatic Cooling Turbine Test Constant Speed Drive/Starter (CSD/S) Test Cell AV-8B Mark IV GTC/APU Test Stand Jet Fuel Starter (JFS 100 series) Test Cell with Data Acquisition System Air Turbine Starter Test Facility Automated GTC/APU Test Cells

New GTC/APU Test Cell Facility Military Construction Project P507	Dedicated block of test cells for the testing of air turbine starters, jet fuel starters, gas turbine compressors, & auxiliary power units. Building will be completed by 5/95. All test cells will be operational by 1/97. Facility is unique in that it will provide the Navy with complete facilities for the overhaul and testing of related pneumatic components and gas turbine engines. It will enhance productivity in testing due to the overhead carrier/adapter system that automatically couples the engine connections to the test cell instrumentation versus present method of manual connecting engine to the cell. Facility permits the incorporation of a test system to be relocated from NADEP Alameda for testing of P-3 aircraft engine driven compressors. It allows for expansion and rearrangement of existing cramped facilities & equipment.

6.2 Indicate the reasons that these facilities are required by the depot maintenance function.

Test Facility	Reasons Required for Maintenance
All facilities noted in 6.1	All facilities noted in 6.1 are required to test components, aircraft engines, or aircraft in order to diagnose operational problems prior to return to the fleet.

6.3 How could the depot maintenance functions be performed without these specialized facilities?

Test Facility	Describe Testing Alternatives
V/STOL Hush House Whirl Tower 25mm Gun	There are no alternatives to these testing facilities.
C-SCAN & Engine Test Cells	These tests could be accomplished with portable equipment. However, the diminished amount of data captured would decrease the analysis capabilities. TAT would be increased. Accuracy would be reduced. The quality of the products currently produced would be degraded.

7. Buildings and Their Condition

7.1 List the buildings used to perform the depot maintenance functions by category code numbers (five or six digit CCNs), identifying their current condition (adequate, substandard, and inadequate) in Table 7.1 in thousands of square feet (KSF).

Table 7.1: **Facility Conditions**

CCN	Facility Type	Condition / Area (# KSF)			Comments
		Adequate	Substandard	Inadequate	
211-11	Corrosion Control	29	0	5	
211-12	Paint & Finishing	0	36	0	
211-13	A/C Non Destr Test	5	2	0	
211-14	A/C Rework	167	0	0	
211-22	Eng Prep & Storage	8	0	0	
211-23	Engine Exam & Eval	9	0	0	
211-24	Ded Eng Overhaul	88	0	0	
211-25	Jet Eng Overhaul	11	0	6	
211-27	Turbine Eng Overhaul	18	0	0	
211-31	Ded A/C Eng Overhaul	71	7	0	
211-32	Metal Component	44	0	0	
211-33	Non-Metal Component	71	0	0	
211-34	Dynamic Component	49	0	0	
211-35	Hydraulic Component	31	0	0	
211-36	Electrical Component	11	0	0	
211-37	Turbine Access	36	0	0	
211-38	Pneumatic Oxygen	1	0	0	
211-41	Ded Elec, Comm	4	0	0	
211-42	Elec Syst Component	22	0	0	
211-43	Inertial Qual OH	15	0	0	
211-44	Non-Inertial Qual	7	0	0	

CCN	Facility Type	Condition / Area (# KSF)			Comments
		Adequate	Substandard	Inadequate	
211-52	A/C Weapon Overhaul	4	0	0	
211-62	Sup Equip Calibration	11	0	0	
211-63	Ground Support Equip	39	0	0	
211-64	Ground Support Equip	12	0	0	
211-71	Ded Manufact & Repr	34	0	0	
211-72	Metal Fab/Manufact	40	0	0	
211-73	Metal Treat Shop	44	0	0	
211-76	Misc Parts/Components	15	0	0	
211-83	Engine Test Cell	29	3	0	
211-84	Helo Blade Test	2	0	0	
211-93	Engineering Lab	13	0	0	
211-94	A/C Power Check	3	0	1	
211-95	Mat & Equip Sta	8	0	0	
211-96	Maint, A/C Spare	145	6	25	
211-97	Plant Ser for A/C OH	36	16	0	
211-98	A/C Acoustical Encl	7	0	0	
211-99	Hazardous Mat Strg	12	0	0	
	Total:	1,151	70	37	

7.2 In Table 7.2.a, identify space available for expansion by building type for those facility category code numbers (five or six digit CCNs) that are most important to your mission. An activity's expansion capability is a function of its ability to reconfigure/rehabilitate existing underutilized facilities to accept new or increased requirements.

Table 7.2.a: **Space Available for Expansion**

Building ID / Type	CCN	Installation Space (KSF)			Total
		Adequate	Substandard	Inadequate	
B137/PERM	211-73	0	0	4	4
B133/PERM	211-73	0	0	2	2
B1798/PERM	441-10	6	0	0	6
	TOTAL:	6	0	6	12

8. Unique and/or Peculiar Capabilities and Capacities

8.1 What unique and/or peculiar capabilities and capacities does the depot maintenance activity possess?

Depot Maintenance Capability/Capacity	Describe Why Unique/Peculiar
	R
V/STOL Aircraft Maintenance Facility	This 161,878 SF, $22M facility primarily designed to support advanced composite structural repairs and components for V/STOL aircraft. It houses several unique features: 1) 2 sets of AV-8 Crash/Damage Fixtures ($50M procurement cost) 2) Autoclaves 3) Composite Cutter 4) Water Jet Cutters 5) Theodolite Laser Alignment System for the AV-8 airframe 6) Artisans & Engineers required to support this unique type of aircraft.
V/STOL In-Airframe Engine Testing	Cherry Point has the only "V/STOL Hush House" for in-airframe testing of Vectored Thrust Aircraft engines.
Gas Turbine Engine Test Cell Capabilities	Our large turbojet/turbofan is the only test cell with the capability to accommodate the vectored thrust nozzle configuration required for V/STOL flight. In addition, we have the capability to test the entire range of current and projected Navy gas turbine engines with minimum adaptation requirements. This capability encompasses small gas turbine engines (50 to 300 hp range) through large turbojet/ turbofan engines (up to 50,000 lbs thrust).
Engine Blade/Vane Repair	NADEP Cherry Point is the sole Navy organic repair center for Type II refurbishment of gas turbine engine blades, wheels, blisks, vane rings, vanes, and multi-segmented vanes. This facility also performs interservice repairs, such as the

turbine wheels on the Patriot Missile System for the U.S. Army.

Jet Edge Water Jet Cutting Capability	A cutting, trimming, and shape forming machining that utilizes a high energy, high density jet of water as a cutting tool. The water travels at 3,000 feet per second and is capable of cutting glass, plastics, composites, armor plating, and up to a maximum of 6 inches thick.
Composite Repair	We are the Navy's lead activity for Advanced Composite Repair. NADEP Cherry Point has the largest computer controlled autoclave (15' X 45') within the Naval Aviation Maintenance community which possesses the capability to meet the critical processing requirements (exceeding 650°F and up to 250 pounds per square inch) necessary for the higher temperature advance composite structures.
Reliability Centered Maintenance/Age Exploration Program (RCM/AEP)	We have implemented engineering, logistics, and maintenance support capability for the only fully reliability centered maintenance/age exploration program (RCM/AEP) aircraft within Naval Aviation, the AV-8 Harrier.
C-SCAN	This is the largest computer controlled non-destructive, C-Scan ultrasonic inspection capability (15' X 40').
25mm Gun Testing Capability	We have the only 25mm gun test facility within the Naval Aviation Maintenance community.
Aircraft Field Support Capacity/Capability	Cherry Point field teams have demonstrated the capability to support aircraft in the field by recovering 4 crash damaged C-130 aircraft from the Antarctic. In Fiscal Year 1992, we deployed 423 field teams to twenty states and ten countries. During Operation Desert Shield and Desert Storm,

	we deployed 164 people on field teams, expending more than 10,350 hours for 128 aircraft.
Manufacturing Capability	Cherry Point manufactures the following types of items in support of aircraft, components, composites, ground support equipment, and other programs and services such as tubing, hoses, sheet metal parts, machined parts, wiring bundles and harnesses, fiberglass components, composite structures, and plastic forming used for manufacturing fairings and doors.
Automated Wire Harness Manufacturing System	A flexible work cell consisting of wire dereelers, wire markers, wire cutters, terminal end connector swaggers, pull testers, and wire information database to support design and fabrication of aircraft wire harnesses.
[DELETED]	**R**
Titanium Plating Capability	Unique process allows high adhesion properties. Cherry Point is the only DOD depot which utilizes this process.
AV-8B Computer Aided Design, Engineering & Manufacturing (CAD/CAE/CAM) Automation Sys	This automation system is used to design, visualize, analyze, evaluate, and produce aircraft weapon system assemblies, components, and repairs. Users may access the weapon systems's electronic digital database and recall airframe design data, structural analysis, 3D engineering models, logistics information and other applications. The digital databases are unique having been developed by the Prime contractor to design, manufacture, and support the aircraft weapon system.

GB1A, PLN 4-30, LOX30 Oxygen & Nitrogen Generator Plants	NADEP Cherry Point is the only DOD DRP for the Liquid Oxygen & Nitrogen GB1A, PLN 4-30, and LOX-30 liquid oxygen and nitrogen generating plants.
Ground Support Equipment (GSE) Repair Capability	We are the sole DRP for more than 1,000 GSE items.
Helicopter Rotor Blade Testing Capability	Dynamic testing of helicopter rotor blades for the H-2, H-3, H-46, H-53E, H-53D, and H-53D Egyptian blades (which are longer than US H-53D version).
GTC/APU Testing & Rework Site	Automated Cooling Turbine Test Facility, Constant Site Speed Drive and Starter Test Cell, AV-8B IV GTS/APU Test Cell, Jet Fuel Starter (Series 100) Test Cell with Data Acquisition System, Air Turbine Starter Test Facility, automated GTC. APU Test Cells, automated Hydraulic Pump/ Motor/Starter Test Stands, Dowty Inlet Guide Vane and Fuel Control Bench, Lube Accessory Test Stand, and Lube Pump and Scavenge Pump Test Stands.
Fuel Accessories Test Facility	Three automated fuel pumps and fuel accessory test stands, five automated fuel control test stands, and a centralized fuel supply system. These stands can test various fuel components in manual, semi-automatic, or automatic modes.

8.2 Separately list the depot maintenance facilities and equipment which are one of a kind within the Service and/or DoD.

Facility/Equipment	Describe Why It is One of a Kind
	R
V/STOL Aircraft Maintenance Facility	This is the only DOD V/STOL facility. This 161,878 SF, $22M facility primarily designed to support advanced composite structural repairs and components for V/STOL aircraft. It houses several unique features: 1) 2 sets of AV-8 Crash/Damage Fixtures ($50M procurement cost) 2) Autoclaves 3) Composite Cutter 4) Water Jet Cutters 5) Theodolite Laser Alignment System for the AV-8 airframe 6) Artisans & Engineers required to support this unique type of aircraft.
V/STOL In-Airframe Engine Testing	Cherry Point has the only "V/STOL Hush House" within DOD for in-airframe testing of Vectored Thrust Aircraft engines.
Naval Engine Airfoil Center (NEAC)	NADEP Cherry Point is the sole Navy organic repair center for Type II refurbishment of gas turbine engine blades,wheels, blisks, vane rings, vanes, and multi-segmented vanes. This facility is the only organic repair source for repairs concerning the U.S. Army turbine wheels on the Patriot Missile System.
Gas Turbine Engine Test Cell Capabilities	Our large turbojet/turbofan is the only test cell with the capability to accommodate the vectored thrust nozzle configuration required for V/STOL flight. In addition, we have the capability to test the entire range of current and projected Navy gas turbine engines with minimum adaptation requirements. This capability encompasses small gas turbine engines (50 to 300 hp range) through large turbojet/ turbofan engines (up to 50,000 lbs thrust).

[DELETED] **R**

AV-8B Computer Aided Design, Engineeering & Manufacturing (CAD/CAE/ CAM) Automation Sys	Procured by NAVAIRSYSCOM as part of the AV-8B Aircraft Weapon Systems Contract, N0001982C0359/P00037. A one of a kind depot support system.
GB1A, PLN 4-30, LOX30 Oxygen & Nitrogen Generator Plants	NADEP Cherry Point is the only DOD DRP for the Liquid Oxygen & Nitrogen GB1A, PLN 4-30, and LOX-30 liquid oxygen and nitrogen generating plants.
Ground Support Equipment (GSE) Repair Capability	We are the sole DRP for more than 1,000 GSE items.
AVTECH 1136 Fuel Accessory Test Stand	Custom designed and built for NADEP Cherry Point in performing high flow rate & leak checks of aircraft fuel valves. Capable of flow rates up to 600 gallons per minute.
Immersed Ultrasonic C-Scan Equipment	Unique due to automated capability to inspect large aircraft surfaces.
Autoclaves	The autoclave's size and temperature combination. Five (5) autoclaves, computer controlled, nitrogen purged, temperature and pressure capable. Used in the fabrication/repair of thermoset and thermoplastic composites.
Large Turbojet/Turbofan Engine Test Facility	It is the only DOD engine test cell that has an exhaust section specifically designed to accommodate the four nozzle vectored thrust configuration unique to the F402 engine.
Pneumatic Testing Facility	Testing ranges from 5 to 150 lbs per minute of compressed air at 0 to 300 psi with temperature to 1000°F.
Wind Tunnel Facility	Can test all known and projected ram air turbine units, simulating 50 to 350 knots indicated airspeed via temperature controlled air flow.

9. Acreage Available for Building

9.1 What acreage on the installation does the government own in the proximity of the depot maintenance area that could be used for future expansion? Identify in the table below the real estate resources which have the potential to facilitate future development and for which you are the plant account holder or into which, though a tenant, your activity could reasonably expect to expand. Developed area is defined as land currently with buildings, roads, and utilities where further development is not possible without demolition of existing improvements. Report in "Restricted" areas that are restricted for future development due to environmental constraints (e.g. wetlands, landfills, archaeological sites), operational restrictions (e.g. ESQD arcs, HERO, HERP, HERF, AICUZ, ranges) or cultural resources restrictions. Identify the reason for the restriction when providing the acreage.

Table 9.1: **Real Estate Resources** **R**

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	*	N.A.	N.A.	N.A.
Operational	*	N.A.	N.A.	N.A.
Training	*	N.A.	N.A.	N.A.
R & D	N/A	N/A	N/A	N/A
Supply & Storage	*	N.A.	N.A.	N.A.
Admin	*	N.A.	N.A.	N.A.
Housing	N/A	N/A	N/A	N/A
Recreational	N/A	N/A	N/A	N/A
Forestry Program	N/A	N/A	N/A	N/A
Agricultural Outlease Program	N/A	N/A	N/A	N/A
Hunting/Fishing Programs	N/A	N/A	N/A	N/A
Other	N/A	N/A	N/A	N/A
Total:	52.21	14.46	0	37.75

*** There are approximately 52 acres available for expansion. They may be apportioned to any of these categories. Acreage not broken out by land use categories.**
N/A - NOT APPLICABLE
N.A. - NOT AVAILABLE

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10. Administrative Space

10.1 What amount in square feet of administrative space could be made available to the depot maintenance function?

Current Use	Square Feet	Potential Use (Be Specific)

NONE

11. Industrial Waste

11.1 Are there any inhibiting factors that would limit future expansion on the base? Provide the details if applicable.

Inhibiting Factor	Provide Detailed Description

NONE

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MEASURES OF MERIT

Workload and Capabilities

Answers to the following questions are to reflect programmed amounts by commodity group, by activity in direct labor hours by Fiscal Year for FY 1996 through FY 1999.

12. Core Capabilities (DoD)

12.1 What is the amount of core capability required to support your own Service? Provide your answers in Table 12.1.a by commodity group for the Fiscal Years requested.

Table 12.1.a: **Service Required Core** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	204,404	206,248	190,196	191,632
b. VSTOL	29,501	19,112	19,112	19,112
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	168,265	198,091	151,992	131,744
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	168,265	198,091	151,992	131,744
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	133,439	117,210	108,781	90,882
b. AIRCRAFT STRUCTURES	28,344	25,116	24,986	27,519
c. HYDRAULIC/PNEUMATIC	40,979	57,341	41,545	36,851
d. INSTRUMENTS	16,658	11,395	9,910	8,411

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MEASURES OF MERIT

Workload and Capabilities

Answers to the following questions are to reflect programmed amounts by commodity group, by activity in direct labor hours by Fiscal Year for FY 1996 through FY 1999.

12. Core Capabilities (DoD)

12.1 What is the amount of core capability required to support your own Service? Provide your answers in Table 12.1.a by commodity group for the Fiscal Years requested.

Table 12.1.a: **Service Required Core** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	204,404	206,248	190,196	191,632
b. VSTOL	29,501	19,112	19,112	19,112
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	168,265	198,091	151,992	131,744
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	168,265	198,091	151,992	131,744
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	133,439	117,210	108,781	90,882
b. AIRCRAFT STRUCTURES	28,344	25,116	24,986	27,519
c. HYDRAULIC/PNEUMATIC	40,979	57,341	41,545	36,851
d. INSTRUMENTS	16,658	11,395	9,910	8,411

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
e. LANDING GEAR	8,861	9,387	9,698	8,572
f. AVIATION ORDNANCE	5,573	312	297	249
g. AVIONICS/ELECTRONICS	13,544	8,017	6,808	6,148
h. APUs	60,046	57,014	52,131	45,440
i. OTHER	203,430	215,218	220,876	212,320
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	132,961	126,357	138,625	131,800
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	22,000	24,200	26,600	29,300
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	128,849	64,748	70,645	81,700
14. OTHER	89,220	93,088	96,542	96,476
15. MANUFACTURING	224,202	222,292	47,400	45,400
16. FLEET SUPPORT				
a. Product Support (Engineering)	300,529	481,371	453,191	503,244
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	1,810,805	1,936,517	1,669,335	1,666,800

P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
e. LANDING GEAR	8,861	9,387	9,698	8,572
f. AVIATION ORDNANCE	5,573	312	297	249
g. AVIONICS/ELECTRONICS	13,544	8,017	6,808	6,148
h. APUs	60,046	57,014	52,131	45,440
i. OTHER	50,002	75,555	74,785	68,707
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	132,961	126,357	138,625	131,800
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	22,000	24,200	26,600	29,300
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	896,228	1,001,166	813,869	870,433
Total:	1,810,805	1,936,521	1,669,335	1,666,800

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

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12.2 What is the amount of capability retained for the performance of other Services core? Provide your answers in Table 12.2.a by commodity group for the Fiscal Years requested.

Table 12.2.a: **Core Capability Retained for Other Services** R

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	52,500	52,500	4,810	4,810
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	352,800	364,560	352,800	364,560
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	1,596	1,643	1,666	1,714
d. INSTRUMENTS	2,270	2,337	2,371	2,437
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	25,182	25,923	26,294	27,034
i. OTHER	5,485	5,646	5,727	5,888
3. ENGINES (GAS TURBINE)				

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12.2 What is the amount of capability retained for the performance of other Services core? Provide your answers in Table 12.2.a by commodity group for the Fiscal Years requested.

Table 12.2.a: **Core Capability Retained for Other Services** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	52,500	52,500	4,810	4,810
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	352,800	364,560	352,800	364,560
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	1,596	1,643	1,666	1,714
d. INSTRUMENTS	2,270	2,337	2,371	2,437
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	25,182	25,923	26,294	27,034
i. OTHER	5,485	5,646	5,727	5,888
3. ENGINES (GAS TURBINE)				

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
a. AIRCRAFT	130,400	111,974	128,095	129,612
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	4,990	8,084	8,485	8,479
15. MANUFACTURING	0	0	0	0
16. FLEET SUPPORT				
a. Product Support (Engineering)	0	0	0	0
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	575,223	572,667	530,248	544,534

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
a. AIRCRAFT	130,400	111,974	128,095	129,612
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	4,998	8,084	8,485	8,479
Total:	575,223	572,667	530,248	544,534

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12.3 What portion of the Service Core capability identified in the 12.1a above is identified as Service-Controlled Core (Title 10 responsibility)? Provide your answer in Table 12.3.a by commodity group for the Fiscal Years requested.

Table 12.3.a: **Service-Controlled Core (Title 10)** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	204,404	206,248	190,196	191,632
b. VSTOL	29,501	19,112	19,112	19,112
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	168,265	198,091	151,992	131,744
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	168,265	198,091	151,992	131,744
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	133,439	117,210	108,781	90,882
b. AIRCRAFT STRUCTURES	28,344	25,116	24,986	27,519
c. HYDRAULIC/PNEUMATIC	40,979	57,341	41,545	36,851
d. INSTRUMENTS	16,658	11,395	9,910	8,411
e. LANDING GEAR	8,861	9,387	9,698	8,572
f. AVIATION ORDNANCE	5,573	312	297	249
g. AVIONICS/ELECTRONICS	13,544	8,017	6,808	6,148
h. APUs	60,046	57,014	52,131	45,440
i. OTHER	203,430	215,218	220,876	212,320

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12.3 What portion of the Service Core capability identified in the 12.1a above is identified as Service-Controlled Core (Title 10 responsibility)? Provide your answer in Table 12.3.a by commodity group for the Fiscal Years requested.

Table 12.3.a: **Service-Controlled Core (Title 10)** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	204,404	206,248	190,196	191,632
b. VSTOL	29,501	19,112	19,112	19,112
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	168,265	198,091	151,992	131,744
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	168,265	198,091	151,992	131,744
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	133,439	117,210	108,781	90,882
b. AIRCRAFT STRUCTURES	28,344	25,116	24,986	27,519
c. HYDRAULIC/PNEUMATIC	40,979	57,341	41,545	36,851
d. INSTRUMENTS	16,658	11,395	9,910	8,411
e. LANDING GEAR	8,861	9,387	9,698	8,572
f. AVIATION ORDNANCE	5,573	312	297	249
g. AVIONICS/ELECTRONICS	13,544	8,017	6,808	6,148
h. APUs	60,046	57,014	52,131	45,440
i. OTHER	50,002	75,551	74,785	68,707

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	132,961	126,357	138,625	131,800
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	22,000	24,200	26,600	29,300
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	128,849	64,748	70,645	81,700
14. OTHER	89,220	93,088	96,542	96,476
15. MANUFACTURING	224,202	222,292	47,400	45,400
16. FLEET SUPPORT				
a. Product Support (Engineering)	300,529	481,371	453,191	503,244
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	1,810,805	1,936,517	1,669,335	1,666,800

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	132,961	126,357	138,625	131,800
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	22,000	24,200	26,600	29,300
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	896,228	1,001,166	813,869	870,433
Total:	1,810,805	1,936,517	1,669,335	1,666,800

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

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13. Core Workloads

13.1 What are your total Core Workloads to be applied against capabilities identified in Tables 12.1a and 12.2a)? Provide your answer (DLH) in Table 13.1.a by commodity group for the Fiscal Year requested.

Table 13.1a **Total Core Workloads** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	256,904	258,748	195,006	196,442
b. VSTOL	29,501	19,112	19,112	19,112
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	352,800	364,560	352,800	364,560
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	168,265	198,091	151,992	131,744
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	168,265	198,091	151,992	131,744
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	133,439	117,210	108,781	90,882
b. AIRCRAFT STRUCTURES	28,344	25,116	24,986	27,519
c. HYDRAULIC/PNEUMATIC	42,575	58,984	43,211	38,565
d. INSTRUMENTS	18,928	13,732	12,281	10,848
e. LANDING GEAR	8,861	9,387	9,698	8,572
f. AVIATION ORDNANCE	5,573	312	297	249
g. AVIONICS/ELECTRONICS	13,544	8,017	6,808	6,148
h. APUs	85,228	82,937	78,425	72,474
i. OTHER	208,915	220,864	226,603	218,208

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13. Core Workloads

13.1 What are your total Core Workloads to be applied against capabilities identified in Tables 12.1a and 12.2a)? Provide your answer (DLH) in Table 13.1.a by commodity group for the Fiscal Year requested.

Table 13.1a **Total Core Workloads** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	256,904	258,748	195,006	196,442
b. VSTOL	29,501	19,112	19,112	19,112
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	352,800	364,560	352,800	364,560
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	168,265	198,091	151,992	131,744
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	168,265	198,091	151,992	131,744
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	133,439	117,210	108,781	90,882
b. AIRCRAFT STRUCTURES	28,344	25,116	24,986	27,519
c. HYDRAULIC/PNEUMATIC	42,575	58,984	43,211	38,565
d. INSTRUMENTS	18,928	13,732	12,281	10,848
e. LANDING GEAR	8,861	9,387	9,698	8,572
f. AVIATION ORDNANCE	5,573	312	297	249
g. AVIONICS/ELECTRONICS	13,544	8,017	6,808	6,148
h. APUs	85,228	82,937	78,425	72,474
i. OTHER	55,487	81,197	80,512	74,595

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	263,361	238,331	266,720	261,412
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	22,000	24,200	26,600	29,300
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	128,849	64,748	70,645	81,700
14. OTHER	94,210	101,172	105,027	104,955
15. MANUFACTURING	224,202	222,292	47,400	45,400
16. FLEET SUPPORT				
a. Product Support (Engineering)	300,529	481,371	453,191	503,244
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	2,386,028	2,509,184	2,199,583	2,211,334

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	263,361	238,331	266,720	261,412
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	22,000	24,200	26,600	29,300
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	901,218	1,009,250	822,354	878,912
Total:	2,386,028	2,509,184	2,199,583	2,211,334

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

14. Other Workloads (Above Core)

14.1 What above core workloads do you perform by these source categories? Use the most appropriate category, but do not duplicate workload on more than one table. Provide answers in Tables 14.1.a through 14.1.g by commodity group for the Fiscal Years requested.

Table 14.1.a: **FMS Above Core Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	105,840	94,080	105,840	94,080
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	2,626	2,703	2,742	2,819
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	312	321	326	335
d. INSTRUMENTS	434	447	453	466
e. LANDING GEAR	229	236	240	246
f. AVIATION ORDNANCE	81	83	84	87
g. AVIONICS/ELECTRONICS	626	645	654	672

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14. Other Workloads (Above Core)

14.1 What above core workloads do you perform by these source categories? Use the most appropriate category, but do not duplicate workload on more than one table. Provide answers in Tables 14.1.a through 14.1.g by commodity group for the Fiscal Years requested.

Table 14.1.a: **FMS Above Core Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	105,840	94,080	105,840	94,080
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	2,626	2,703	2,742	2,819
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	312	321	325	334
d. INSTRUMENTS	434	447	454	466
e. LANDING GEAR	229	236	240	246
f. AVIATION ORDNANCE	81	83	84	87
g. AVIONICS/ELECTRONICS	626	645	654	672

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
h. APUs	1,761	1,813	1,840	1,891
i. OTHER	3,800	3,912	3,968	4,079
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	13,152	12,918	13,455	13,101
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	0	0	0	0
15. MANUFACTURING	600	600	600	600
16. FLEET SUPPORT				
a. Product Support (Engineering)	0	0	0	0
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	129,461	117,758	130,202	118,375

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
h. APUs	1,761	1,813	1,839	1,891
i. OTHER	3,800	3,912	3,968	4,079
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	13,152	13,341	13,436	13,625
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	600	600	600	600
Total:	129,461	118,181	130,182	118,900

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Table 14.1.d: **Last Source of Repair Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	0	0	0	0
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	0	0	0	0
i. OTHER	0	0	0	0
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	0	0	0	0

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Table 14.1.b: **Interservice Above Core Workload**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY				
b. VSTOL				
c. FIXED WING				
(1) Transport/Tanker/Bomber				
(2) Command and Control				
(3) Light Combat				
(4) Admin/Training				
d. OTHER (SUB-TOTAL)				
(1) P-3 (All TMS)				
(2) Aircraft/Airframe Other				
2. AIRCRAFT COMPONENTS:	NOT APPLICABLE			
a. DYNAMIC COMPONENTS				
b. AIRCRAFT STRUCTURES				
c. HYDRAULIC/PNEUMATIC				
d. INSTRUMENTS				
e. LANDING GEAR				
f. AVIATION ORDNANCE				
g. AVIONICS/ELECTRONICS				
h. APUs				
i. OTHER				

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT				
b. SHIP				
c. TANK				
d. BLADE/VANES (Type 2)				
13. SPECIAL INTEREST ITEMS	NOT APPLICABLE			
a. Bearings & Refurbishment				
b. Calibration (Type I)				
c. TMDE				
14. OTHER				
Total:				

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	4,000	4,000	4,000	4,000
14. OTHER	1,544	798	0	0
15. MANUFACTURING	0	0	0	0
16. FLEET SUPPORT				
a. Product Support (Engineering)	0	0	0	0
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	41,506	31,927	0	0
Total:	47,050	36,725	4,000	4,000

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Table 14.1.c: **Other Agency Above Core Workload**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	6,069	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	0	0	0	0
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	0	0	0	0
i. OTHER	0	0	0	0
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	0	0	0	0

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	0	0	0	0
Total:	6,069	0	0	0

Table 14.1.d: **Last Source of Repair Workload** R

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	0	0	0	0
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	0	0	0	0
i. OTHER	0	0	0	0
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	0	0	0	0

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	47,050	36,725	4,000	4,000
Total:	47,050	36,725	4,000	4,000

Table 14.1.e: **Within Service Above Core Workload** R

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	72,738	83,042	68,220	84,512
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	0	0	0	0
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	0	0	0	0
i. OTHER	0	0	0	0
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	43,359	36,105	22,959	34,053
b. SHIP	0	0	0	0

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	0	0	0	0
Total:	116,097	119,147	91,179	118,565

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Table 14.1.f: **Low Quantity Above Core Workload** R

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	163,609	166,790	156,441	155,676
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	91,902	91,902	91,902	91,902
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	31,589	31,589	31,589	31,589
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	31,589	31,589	31,589	31,589
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	20,170	5,621	5,811	4,787
b. AIRCRAFT STRUCTURES	10,605	0	0	0
c. HYDRAULIC/PNEUMATIC	7,677	40	595	596
d. INSTRUMENTS	3,313	159	6	6
e. LANDING GEAR	8,167	0	0	0
f. AVIATION ORDNANCE	3,909	2,077	2,107	2,166
g. AVIONICS/ELECTRONICS	3,926	1,445	1,343	1,381
h. APUs	47,807	46,352	47,012	48,338
i. OTHER	125,756	144,165	147,806	167,451
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	46,753	38,425	26,070	24,949
b. SHIP	0	0	0	0
c. TANK	0	0	0	0

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Table 14.1.f: **Low Quantity Above Core Workload** R

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	163,609	166,790	156,441	155,676
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	91,902	91,902	91,902	91,902
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	31,589	31,589	31,589	31,589
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	31,589	31,589	31,589	31,589
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	20,170	5,621	5,811	4,787
b. AIRCRAFT STRUCTURES	10,605	0	0	0
c. HYDRAULIC/PNEUMATIC	7,677	40	595	596
d. INSTRUMENTS	3,313	159	6	6
e. LANDING GEAR	8,167	0	0	0
f. AVIATION ORDNANCE	3,909	2,077	2,107	2,166
g. AVIONICS/ELECTRONICS	3,926	1,445	1,343	1,381
h. APUs	47,807	46,352	47,013	48,338
i. OTHER	9,034	2,370	2,191	2,253
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	46,753	38,425	26,070	24,949
b. SHIP	0	0	0	0
c. TANK	0	0	0	0

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	17,802	15,557	16,482	16,484
15. MANUFACTURING	0	0	0	0
16. FLEET SUPPORT				
a. Product Support (Engineering)	0	0	0	0
b. Voyage Repair	0	0	0	0
c. Customer Service	4,345	4,470	4,470	4,470
d. BRAC Transition	0	0	0	0
Total:	587,330	548,592	531,634	549,795

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	138,869	161,399	166,586	185,628
Total:	587,330	548,169	531,654	549,271

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

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Table 14.1.g: **All Other Workload (Above Core)** R

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	305,397	342,141	154,633	66,505
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	305,397	342,141	154,633	66,505
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	0	0	0	0
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	0	0	0	0
i. OTHER	0	0	0	0
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	0	0	0	0
c. TANK	0	0	0	0

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Table 14.1.g: **All Other Workload (Above Core)** R

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	305,397	342,141	154,633	66,505
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	305,397	342,141	154,633	66,505
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	0	0	0	0
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	0	0	0	0
i. OTHER	0	0	0	0
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	0	0	0	0
c. TANK	0	0	0	0

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	0	0	0	0
15. MANUFACTURING	0	0	0	0
16. FLEET SUPPORT				
a. Product Support (Engineering)	604,529	429,093	477,074	322,999
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	909,926	771,234	631,707	389,504

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	604,529	429,093	477,074	322,999
Total:	909,926	771,234	631,707	389,504

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

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Table 14.1.h: **Total Above Core Workload** R
(Sum of Tables 14.1.a through 14.1.g)

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	236,347	249,832	224,661	R 240,188
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	6,069	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	197,742	185,982	197,742	185,982
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	336,986	373,730	186,222	98,094
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	336,986	373,730	186,222	98,094
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	22,796	8,324	8,553	7,606
b. AIRCRAFT STRUCTURES	10,605	0	0	0
c. HYDRAULIC/PNEUMATIC	7,989	361	920	R 930
d. INSTRUMENTS	3,747	606	460	472
e. LANDING GEAR	8,396	236	240	246
f. AVIATION ORDNANCE	3,990	2,160	2,191	2,253
g. AVIONICS/ELECTRONICS	4,552	2,090	1,997	2,053
h. APUs	49,568	48,165	48,852	50,229
i. OTHER	129,556	148,077	151,774	171,530
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	103,264	87,448	62,484	72,103
b. SHIP	0	0	0	0

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Table 14.1.h: **Total Above Core Workload** **R**
(Sum of Tables 14.1.a through 14.1.g)

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	236,347	249,832	224,661	241,088
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	6,069	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	197,742	185,982	197,742	185,982
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	336,986	373,730	186,222	98,094
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	336,986	373,730	186,222	98,094
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	22,796	8,324	8,553	7,606
b. AIRCRAFT STRUCTURES	10,605	0	0	0
c. HYDRAULIC/PNEUMATIC	7,989	361	921	931
d. INSTRUMENTS	3,747	606	459	472
e. LANDING GEAR	8,396	236	240	246
f. AVIATION ORDNANCE	3,990	2,160	2,191	2,253
g. AVIONICS/ELECTRONICS	4,552	2,090	1,997	2,053
h. APUs	49,567	48,165	48,852	50,229
i. OTHER	12,834	6,282	6,159	6,332
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	103,264	87,871	62,465	72,627
b. SHIP	0	0	0	0

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ACTIVITY UIC: N65923
CHERRY POINT

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	4,000	4,000	4,000	4,000
14. OTHER	19,346	16,355	16,482	16,484
15. MANUFACTURING	600	600	600	600
16. FLEET SUPPORT				
a. Product Support (Engineering)	604,529	429,093	477,074	322,999
b. Voyage Repair	0	0	0	0
c. Customer Service	4,345	4,470	4,470	4,470
d. BRAC Transition	41,506	31,927	0	0
Total:	1,795,933	1,593,456	1,388,722	1,180,239

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	791,048	627,817	648,260	513,227
Total:	1,795,932	1,593,456	1,388,722	1,181,140

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

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15. Unique and/or Peculiar Workloads (Refer to Question 8.1)

15.1 What amount of the workload reported in question 8.1 is Core? Provide your answer in Table 15.1 by commodity groups for the Fiscal Years requested.

Table 15.1: **Unique and/or Peculiar Total Core Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	20,000	20,000	15,000	4,000
b. VSTOL	96,221	49,769	50,708	53,596
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	133,439	117,210	108,781	90,882
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	42,575	58,984	43,211	38,565
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	85,228	82,937	78,425	72,474
i. OTHER	17,500	17,500	17,500	17,500

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15. Unique and/or Peculiar Workloads (Refer to Question 8.1)

15.1 What amount of the workload reported in question 8.1 is Core? Provide your answer in Table 15.1 by commodity groups for the Fiscal Years requested.

Table 15.1: **Unique and/or Peculiar Total Core Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	20,000	20,000	15,000	4,000
b. VSTOL	96,221	49,769	50,708	53,596
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	133,439	117,210	108,781	90,882
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	42,575	58,984	43,211	38,565
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	85,228	82,937	78,425	72,474
i. OTHER	0	0	0	0

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	164,891	142,980	160,922	164,644
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	22,000	24,200	26,600	29,300
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	0	0	0	0
15. MANUFACTURING	224,202	222,292	47,400	45,400
16. FLEET SUPPORT				
a. Product Support (Engineering)	162,288	162,330	163,406	164,377
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	968,344	898,202	711,953	680,738

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	164,891	142,980	160,922	164,644
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	22,000	24,200	26,600	29,300
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	403,990	402,122	228,306	227,277
Total:	968,344	898,202	711,953	680,738

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15. Unique and/or Peculiar Workloads (Refer to Question 8.1), continued

15.2 What amount of the workload reported in question 8.1 is non-Core? Provide your answer in table 15.2 by commodity group for the Fiscal Years requested.

Table 15.2: **Non-Core Unique and/or Peculiar Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	22,796	8,324	8,553	7,606
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	7,989	361	920	930
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	49,568	48,165	48,852	50,229
i. OTHER	97,238	114,285	119,047	138,095

15. Unique and/or Peculiar Workloads (Refer to Question 8.1), continued

15.2 What amount of the workload reported in question 8.1 is non-Core? Provide your answer in table 15.2 by commodity group for the Fiscal Years requested.

Table 15.2: **Non-Core Unique and/or Peculiar Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	22,796	8,324	8,553	7,606
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	7,989	361	920	930
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	49,568	48,165	48,852	50,229
i. OTHER	0	0	0	0

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CHERRY POINT

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	169,275	188,279	162,818	172,029
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	0	0	0	0
15. MANUFACTURING	600	510	600	2,600
16. FLEET SUPPORT				
a. Product Support (Engineering)	5,604	5,604	5,604	5,604
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	353,070	365,528	346,394	377,093

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	169,275	188,279	162,818	172,029
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	103,442	120,399	125,251	146,299
Total:	353,070	365,528	346,394	377,093

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16. Scope of Work Performed

16.1 Indicate the services/functions performed at this activity that are associated with depot maintenance, but not generally classified or considered as integral to the depot maintenance functions.

Service/Function	Description
A. INSPECTION	Perform first article inspection for various contractor manufactured items. Perform verification services as a government activity.
B. MISCELLANEOUS	
COMPUTER	Perform maintenance and repair of computer hardware and peripheral equipment. Perform software analyses and troubleshooting. Develop software applications in response of work requirements.
DRUG TESTING	Manage the Drug-Free Workplace Program for the civilian employees in designated positions of the Naval Training Service Center in Orlando, Florida who are located at NAVAVNDEPOT Cherry Point.
COMPOSITES	We maintain continuous involvement in a breadth of advanced composite development programs and technical advisory organizations with other Navy activities, the Air Force and private industry.
CALIBRATION	We provide extensive pick up and delivery support services to fleet customers in the US and abroad.
MANUFACTURING	Manufactured metal identification tags for attachment to hydraulic hoses and A-4 Bomb racks. Manufactured unusual material requirements for crash damaged CH-53E aircraft.
C.	
PERSONAL EXCELLENCE PARTNERSHIP PROGRAM (PEP)	The PEP Program is designed to permit depot personnel to assist "at risk" and advanced high school students.

16.2 Describe how these services/functions are related to accomplishment of the depot maintenance mission, and the benefits of these relationships.

Service/Function	Describe Relationship and Benefit to Maintenance Mission
A. INSPECTION	First article inspection requires the depot to verify the acceptance or non-acceptance of government contractual deliverables from private industry. This capability ensures that received products were produced in accordance with prescribed technical parameters.
B. MISCELLANEOUS	Performance of these services improves readiness, cost effectiveness, and economy in operations by eliminating redundant services. This maximizes use of in-house resources while reducing indirect rates. Indirect rates are reduced because overhead expenses are distributed across a larger customer base. This practice permits all of our customers to share lower rates.
C. PERSONAL EXCELLENCE PARTNERSHIP PROGRAM (PEP)	This program is a long-term investment in the educational development of high school students. The purpose of the PEP program is to increase the scientific and technological knowledge, skills, and abilities of tomorrow's workforce.

17. Interface with Customers

17.1 Indicate any special functions that the depot maintenance function performs that require close interface with customers, such as on-site workloads (e.g. technical assistance, crash/battle damage repairs, modification/upgrade installations).

Service/Function	Describe Required Interface/Relationship/Benefit
Organic Support	Requires technical assistance for repairs/rework
Technical Assistance	AV-8B inspection of Stabilator Torque Box Assembly, MCAS Iwakuni, Japan and MCAS Yuma AZ. Perform nondestructive inspection on subject stabilators to assist in inspection on a recurring basis. Benefit is airworthiness verification of AV-8B aircraft.
	MIZ-40 Eddy Current Flaw Detector Training, MCAS Yuma AZ. Train fleet NDI technicians to perform AV-8B inspections on a recurring basis using peculiar support equipment. Benefit is airworthiness verification of AV-8B aircraft.
	H-46 Rotor Head Inspection Training, MAG-26, MCAS New River NC. Train fleet NDI technicians to perform ultrasonic and eddy current inspections of the H-46 forward and aft rotor heads. Benefit is airworthiness verification of H-46 aircraft.
	H-46 Rotor Head Inspection Refresher Training, MAG-26, MCAS New River NC. Train fleet NDI technicians to perform ultrasonic and eddy current inspections of the H-46 forward and aft rotor heads. Benefit is airworthiness verification of H-46 aircraft.
	H-46 Rotor Head Inspection Refresher Training, HMX-1, MCAS Quantico VA. Train fleet NDI technicians to perform ultrasonic and eddy current inspections of the H-46 forward and aft rotor heads. Benefit is airworthiness verification of H-46 aircraft.
	F402 First Stage Stator Vane Procedure Verification, MCAS Yuma AZ. Verify indications that fleet NDI technicians were receiving during eddy current inspection bulletin. Benefit is airworthiness verification of AV-8B aircraft.
	H-46 Rotor Head Inspection Refresher Training, HC-6 and HC-8, NAS Norfolk VA. Train fleet NDI technicians to perform ultrasonic and eddy current inspections of the H-46 forward and aft rotor heads. Benefit is airworthiness verification of H-46 aircraft.

Composite Repair Fleet Survey Post Deployment (USS KENNEDY) to assess fleet needs in the area of composite repair technology. Benefit - gathered information contributed to R&D technology and logistics needs.

Environmental impact and compliance issues for advanced composite materials forum (N403 Pentagon and industry representatives) - Led discussion by identifying depot/ fleet environmental compliance objectives, identified specific composite repair environmental issues, recommended four major areas of focus for R&D. Benefit - Provided direction to industry participants for R&D.

Review of fleet advanced composite repair training (NAMTRAGRUDET Cecil Field). Benefit - Determined applicability to the V-22 composite repair needs and also identified the lack of available O-level training for AV-8B and F-18 which is being investigated/resolved.

Investigated Boeing specifications for PMA(F)-226. Identified Class I containing ozone depleting substances used/called for in the DCUP (H-46).

Provided Atsugi, Japan, activity with CH-46 SDLM review for Class I ozone depleting substances prior to awarding of contract for rework.

H-46 Mishap (Wake Island). Performed failure analyses on rotor head and control components in support of Naval Safety Center investigation.

Trained AV-8 fleet level Marines how to inspect canopies for cracks. Benefit - allowed the fleet to continue flying.

Did initial inspection of all AV-8 and T/AV-8 aircraft canopies to identify any with critical cracks and to establish a baseline for all remaining canopies. This also included inspecting all canopies transparencies in the supply system.

Found, qualified, and made available to fleet materials for asbestos.

Found, prototyped, and documented replacement materials for ozone depleting substances used prior to bonding or plating.

Bearing replacement project through the ARPA Advanced Ceramics Technology Insertion Program. Coordinate development, testing and implementation of a ceramic hybrid bearing for the AV-8B roll reaction control valve. Benefit - improved aircraft performance, decrease in downtime for bearing replacement, decrease in usage of spare parts.

T58 Tie Bolt Failure, Naval Safety Center, Class A Mishap Investigation. Conducted failure analysis investigation under auspice of the Naval Safety Center. Benefit - determined cause of failure of engine.

H-46 Pitch Varying Shaft. Briefed Admiral from Naval Safety Center on failure of modified pitch varying shaft as part of a safety investigation. Benefit - modified inspection criteria and manufacture technology.

Creep Behavior Training. Provided training on high temperature behavior/response of engine materials to AV-8B Marine Corps pilots. Benefit - pilots become aware of adverse effects of extended high temperature operation.

Oxygen analysis for MALS-14, MALS-31.

NOAP analysis of engine and component oil.

Oil analysis provided for Naval Safety Center and squadrons on mishap aircraft.

LC-130F aircraft crash damage repair. An engineer from Branch 361 provided on-site support to VXE-6 squadron personnel for the temporary repair of LC-130F aircraft, S/N 148319, at an open field site in Antarctica. This aircraft had been damaged during take-off mishap in which the number one engine propeller departed aircraft and impacted port side of fuselage between FS 200 and FS 320, and then impacted post ski. Additionally, following completion of temporary repairs, the engineer provided the flight restrictions required for the one-time flight from crash site to Williams Field Antarctica, and the follow-on flight to Christchurch, NZ. The on-site engineering support ensured the timely installation of structurally adequate repairs thereby allowing the aircraft to be flown out before the end of the season and eliminating the cost of digging the aircraft out during the next season.

	Provided AN/AAR-47 Missile Warning Set O- and I-level training and incorporated a safety change (IAVC No. 4338). Coordinated training of RAN personnel with NAVAIR, NAMTRAGRUDET, and Australian Embassy. Benefit -All Australian assets upgraded by safety change and essential personnel trained. Improved relationship between US Navy and FMS customer.
Shelf Life Extension Program	Testing and evaluation to screen defective or overage materials to reduce hazardous waste and minimize material procurement expenses.
Reverse Engineering Program	The objective of the Reverse Engineering Program is to focus on shore based and shipboard maintenance processes and maintenance directives that generate hazardous waste and/or create an environmental threat. The goal of this program is to implement process changes, material substitutions, and manual revisions that will make a significant and rapid reduction in hazardous waste generation.
Quick Response Mod	Reprogrammed nineteen (19) Operational Flight Programs for the AN/AAR-47 Missile Warning Set with enhanced version of software due to urgent operational requirements of the USAF. Benefit - Provided software enhancements in an expeditious and efficient manner, which were required to increase aircrew survivability.
On-Site Customer Spt.	Reprogrammed Main Memory Circuit Cards for the United Kingdom. Benefit - Demonstrated portability and efficiency of providing customers with software updates for the AAR-47.
Product Quality Report Management	Provides direct assistance/liaison to depot customers, Deficiency supply points, and depot maintenance activities on (PQDR) Product Quality Deficiency Report matters. Depot focus is to provide the most efficient and effective support for managing the quality of assigned aeronautical weapon systems. Benefit is that the customer has a means to resolve discrepancies with the depot.
Aircraft Field Spt	Cherry Point field teams have demonstrated the Capability/Capacity capability to support aircraft in the field by recovering 4 crash damaged C-130 aircraft from the Antarctic. In fiscal year 1992, we deployed 423 field teams to twenty states and ten countries. During Operation Desert Shield and Desert Storm we deployed 164 people on field teams, expending more than 10,350 hours for 128 aircraft.

MEASURES OF MERIT

Costs

18. Real Property Maintenance (RPM)

18.1 What is your activity's backlog of real property maintenance for facilities performing depot maintenance as of 30 September 1993 (express in $K)?

The FY93 Annual Inspection Summary for NAVAVNDEPOT Cherry Point identified $11,975K of backlog of real property maintenance. Of the identified backlog, $352K is deferrable and $11,623K is critical.

18.2 What were your activity's annual RPM expenses (in $K) for Fiscal Years 1990-1993? Provide your answers in Table 18.2.

Table 18.2: **Real Property Maintenance Expenses**

	FY 1990	FY 1991	FY 1992	FY 1993
RPM Expenses ($K)	2,266	2,206	4,213	4,701

(19 MOVED TO NEXT PAGE) R

19. Annual Operating Costs (Excludes Materials used in Depot Maintenance Workloads)

19.1 What were the total depot maintenance actual annual operating costs for your activity (AOC/$K), excluding materials, used in depot maintenance workloads for Fiscal Years 1990-1993? What was the cost per direct labor hour ($DLH) for actual executed hours reported in the DBOF? Provide your answers in Table 19.1.a.

Table 19.1: **Annual Operating Costs** R

EXPENSE	FY 1990	FY 1991	FY 1992	FY 1993
AOC ($ K)	143,602	163,998	165,445	185,323
$ / DLH	49.75	52.92	46.55	63.00

20. Environmental Compliance

20.1 What were your total depot maintenance actual and programmed environmental compliance costs (expressed in $K) for Fiscal Years 1990-1997? Provide your answers in Table 20.1.

Table 20.1: **Environmental Compliance Costs** **R**

COST($K)	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
Actual	1,514	2,975	2,461	1,260	N/A	N/A	N/A	N/A
Programmed	2,159	2,315	2,836	1,939	2,955	4,940	2,885	3,251

20.2 If spending is accomplished as programmed above, what will be the remaining costs (backlog at the end of Fiscal Year 1997 expressed in $K) to bring existing facilities/equipment into environmental compliance?

$ 0

21. Local Wage Rate

21.1 What were your Department of Labor local wage rates for a WG-11, step 3 for Fiscal Years 1991 through 1994?

Table 21.1: **Wage Rate ($)**

Wage Rate	FY 1991	FY 1992	FY 1993	FY 1994
WG-11 / Step3	14.15	14.73	15.33	15.99

22. Programmed Capital Investments

22.1 How much is programmed for new mission equipment for Fiscal Years 1996 through 1999? Provide your answer (in $K) in Table 22.1.

22.2 How much is programmed for replacement equipment for Fiscal Years 1996 through 1999? Provide your answer (in $K) in Table 22.1.

Table 22.1: **Programmed Capital Investments**

TYPE	FY 1996	FY 1997	FY 1998	FY 1999
NEW MISSION ($K)	626	100	N.A.	N.A.
REPLACEMENT ($K)	1,223	1,500	N.A.	N.A.

2. Environmental Compliance

Answers to the following questions need to reflect the particular workloads or processes affected by the environmental restrictions/compliance.

2.1 Is your activity in full compliance with all Federal, state, and local environmental regulations? If not in full compliance, provide a comprehensive list of individual regulations that require actions to be taken. What compliance waivers have been granted? When must the activity come into compliance?

Type	Regulation	Waiver (Date Expires)	Date Must be in Compliance
Underground Storage Tanks	RCRA (40 CFR 280) Alternate Procedures Agreement)	31 Dec. 2000	31 Dec. 2000

2.2 Has any actual or programmed work at this installation been restricted or delayed because of environmental considerations, such as air or water quality? If so, provide the details of the impact of the restrictions or delays.

Programmed Work	Restriction/Delay	Describe Impact
NONE		

3. Environmental Restrictions

Answers to the following questions need to reflect the particular workloads or processes affected by the environmental restrictions/compliance.

3.1 Are there any special programs relating to environmental or industrial waste considerations for your activity? If so, provide the details.

Special Program	Environmental/Industrial Waste	Describe
NONE		

3.2 Within what provisions must the activity operate with regard to disposal of hazardous wastes and radioactive materials?

Type	Provisions	Describe
Hazwaste	RCRA	Florida Administrative code 17-730 is essentially the same as 40 CFR 260-269 for hazardous waste management.

4. Other Collocated Activities

4.1 Are there any collocated activities that directly benefit or relate to the depot maintenance activity? If yes, list and describe the impact of each. Include benefits derived from being collocated.

Collocated Activity	Benefit/Relationship Describe Impact
Public Works Center	NADEP Contributes: 33.6% of PWC Containerized Waste Revenue 54.5% of PWC Guard Service Revenue 12.9% of PWC Utilities Revenue 15.1% of PWC Base Support Revenue 3.3% of PWC Refuse Revenue 6.6% of PWC Administration Revenue 33.6% of PWC Elevator Maintenance Revenue 33.7% of Water Treatment Revenue 1.9% of Transportation Revenue 100% of Industrial Waste Revenue 53% of Custodial Revenue
Naval Air Station	NADEP Contributes: R 88% of Station Security Revenue 29% of Fuel Farm Revenue 61% of Resource Management Revenue 13% of Air Operations Revenue Aircraft Maintenance/Modification, Logistics and Engineering support for assigned fleet activities.
NPPSO	NADEP Contributes: 30% of Printing Revenue
NCTS	NADEP Contributes: 7.37% of Communications Revenue 55.91% of ADP Support Revenue
FISC	NADEP Contributes: 91% of Packing Revenue
HRO	NADEP Contributes:

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45% of Personnel Support Revenue

R

DESCRIBE IMPACT: Collocations enables intangible benefits to Fleet activities such as; face-to-face customer service, reduced logistics/repair/response time, use of common equipment/facilities for training/aircraft repairs which eliminates redundant capabilities and financial efficiency from no cost associated with per diem, material transportation where added and Fleet activity are not in the same geographical location.

4.2 Do collocated activities support, or are they supported by, the depot maintenance activity?

Collocated Activity

Naval Air Station and assigned Fleet activities **R**
Public Works Center
FISC
Human Relations Office
Navy Publications and Printing Service Office
NCTS

Describe Relationship **R**

The other collocated support activities are supported by each other. They each need the other in order to provide all that is needed for Fleet Readiness so that Fleet/Depot activities can perform primary duties. Rapid response for emergency depot level aircraft maintenance/modification, logistics and engineering support for assigned Fleet activities.

4.3 How would these activities and the depot maintenance activity function if they were not collocated?

Collocated Activity **R**

Naval Air Station and assigned activities
Public Works Center
FISC
Human Relations Office
Navy Publications and Printing Service Office
NCTS

Describe Impact if not Collocated **R**

Collocations: Diminishes depot support response time, additional material/personnel transport costs for field team service, minimizes schedule delays all of which adversely affect mission readiness. The relationship between the collocated activities is mutually beneficial. They each need the other in order to provide all that is needed for Fleet Readiness.

5. Encroachment

5.1 Have operations at this activity been at all constrained to accommodate requests of the local communities?

Type of Encroachment	Operation Impacted	Describe	R

NONE

5.2 Indicate any encroachment constraints on current or future operations that would restrict future expansion.

Type of Encroachment	Constraint on Expansion	Describe	R

NONE

MEASURES OF MERIT

Facilities and Equipage

6. Unique or Peculiar Facilities

6.1 List unique or peculiar testing facilities, excluding equipment (e.g. runways, railheads, ports, tracks, ponds, etc.).

Test Facility	Describe Uniqueness/Peculiarity
Old engine test cells	Uniquely suited for "dangerous" testing and for storage of explosives.
Engine Testing Facility.	The NADEP JAX engine test facility is one of the most modern in the industry. It utilizes advanced computerized systems to provide rapid, accurate and efficient testing. The facility consists of two adjacent concrete turbojet/turbofan engine test cells with a common control room and computer room. Through the use of automated data acquisition systems, automated control systems, software driven test and calibration equipment, and efficient material handling systems, the test cells have provided the high volume capacity of much larger facilities. To provide for continuous updating and testing developments required by NAVAIR and vendors, a software support station is located in the main computer room. Future jet engine requirements and applications are developed and functional tests are made without impact on production. An on-site calibration system is integrated into the system and is traceable to the National Bureau of Standards. Engineering personnel are permanently located at the facility to provide continuous software, hardware,and maintenance support. A 25,000 gallon underground fuel supply is supplied through two independent control systems, a wet closed-loop augmenter spray-quenching, pollution abatement system is also provided for each cell, a central fire alarm system

consisting of heat sensors, smoke alarms, sprinkler heads, and manual pull stations controls zones containing water, halon, or carbon dioxide extinguishing agents.

A 6300 square foot engine preparation area is provided adjacent to the test cells where all engine connections are made while an engine is being tested, a monorail engine handling system allows rapid interchange of tested engines with prepped engines which results in rapid and efficient turn around time.

Fuel Accessory Building

The NADEP JAX Fuel Accessory building was designed specifically to support the repair, overhaul, and testing of jet engine fuel accessories and components. The building is divided into three sections: disassembly, assembly/overhaul, and testing. All components are disassembled in the disassembly area and then routed for cleaning. Assembly and overhaul is completed in the large central clean room. The testing area is located in an explosion proof environment around the perimeter of the building and is provided with several safety systems (blow-out panels, individual test stand fire suppression systems, central fire alarm, etc,) to protect personnel and equipment.

Presently J52, F404, and some TF41 fuel accessories are processed and tested, expansion room is available to accept a minimum of two new programs, and engineering personnel are available to design and modify existing equipment for unique and special types of developmental tests.

A software development room is available to support NAVAIR engineering changes. Hard copies of component test parameters are provided for trend analysis and record keeping purposes. Software generated tests remotely control test stand parameters and traceable calibration equipment ensures accurate and efficient testing.

Acoustical Aircraft Encl.

10,000 sq. ft. state of the art noise abatement facility used for testing of jet aircraft at full military power.

6,200 s.f. class 100 clean rm	particulate/temperature controlled
1,000 s.f. class 10,000 clean rm	particulate/temperature controlled
3,000 s.f. class 100,000 clean rm	particulate/temperature controlled
ATE performance ground grid	when performance grounding ATE, grid prevents ground loops
6 laser safe rooms for E-O testing	enclosed, lite tight, and interlocked laser safe facilities
compact radar range	absorber installed to prevent radar signal emissions
microminiature circuit card repair	lighting and ventilation for fine skill-level and soldering
flat cable repair facility	controlled environment
flat cable manufacture facility	facility for operation and containment and ventilation of automated mfg. equipment
shielded room	calibration of emergency emitting equipment and sensitive receiving equipment
vibration pads for F/A-18 E-O	30' deep vibration isolation pilings

6.2 Indicate the reasons that these facilities are required by the depot maintenance function.

Test Facility	Reasons Required for Maintenance
Old engine test cells 1,2,3,4,6	Seat Shop -- Electronically fired seats, such as NACES, require special conditions, such as electrostatic flooring. Large capacity required for storage of/working with seat ordnance (Class 3 CADS).
Old engine test cell 5	NDI Shop -- lead-lined X-ray room
Old engine test cells 7,8	O2 & Hyd Shop -- ultra high pressure pneumatic testing
Old engine test cell 11	ARS Shop -- Ram Air Turbine (RAT) Wind Tunnel
Old engine test cell 12	ARS Shop -- Hose Reel Test Stand
Engine Testing Facility	To provide efficient, accurate testing of engines which meet or exceed all environmental requirements.
Fuel Accessory Building	To provide testing of fuel accessories and components in an environment which will provide safety for personnel and equipment.
6,200 s.f. class 100 clean	gyros, bearings
1,000 s.f. class 10,000 clean	E-O optical testing
3,000 s.f. class 100,000 clean	optical/dimensional type 2 calibration
ATE performance ground grid	required to ensure acceptable ATE performance
6 laser safe rooms for E-O testing	safe operation of E-O test equipment
2 compact radar ranges	APQ-126/158
microminiature circuit card repair	repair of electronic aircraft SRA's
flat cable repair facility	E-O FLIR systems and miscellaneous fleet support

flat cable manufacture facility	automates E-O FLIR cable manufacture
shielded room	to prevent equipment signal transmissions outside of facility while testing
vibration pads for F/A-18 E-O	to protect adjacent equipment from vibration
Acoustical Aircraft Enclosure	Facility required for jet aircraft high power engine turn-up prior to and after maintenance.

6.3 How could the depot maintenance functions be performed without these specialized facilities?

Test Facility	Describe Testing Facilities
Old engine test cells 1,2,3,4,6	Seat Shop -- could not be performed
Old engine test cell 5	NDI Shop -- lead-lined room required for employee safety
Old engine test cell 7,8	O2 & Hyd Shop -- could not be performed without jeopardizing employee safety
Old engine test cell 11	ARS Shop -- RATs could not be tested without the wind tunnel
Old engine test cell 12	ARS Shop -- test stand could be placed outside with the danger of environmental damage due to test-oil spills
Engine Testing Facility	Engines could be tested in the hush house or portable facilities designed for specific engine types. Exceptions to noise abatement and pollution abatement regulations would be required.
Fuel Accessory Building	Limited testing with non-volatile fluids in non-hazardous rated areas would be required. Upgrading of normal buildings could be accomplished at great additional expense.
Acoustical Aircraft Encl	Jet aircraft could not be tested outside because of noise abatement.

7. Buildings and Their Condition

7.1 List the buildings used to perform the depot maintenance functions by category code numbers (five or six digit CCNs), identifying their current condition (adequate, substandard, and inadequate) in Table 7.1 in thousands of square feet (KSF).

Table 7.1: **Facility Conditions** **R**

CCN	Facility Type	Condition / Area (# KSF)			Comments
		Adequate	Substandard	Inadequate	
211-10 thru 211-14	Overhaul/repair corrosion shops	409.2	0	0	
211-20 thru 211-17	A/C Engine Shops	174.7	0	0	
211-30 thru 211-39	Engine Accessory & Component	312.5	0	0	
211-40 thru 211-44	Electronics and Avionics shops	85.3	0	0	
211-50 thru 211-53	A/C Weapons Shops	8.7	1.1	0	
211-60 thru 211-64	Support Equipment Shops	29.2	0	0	
211-70 thru 211-76	Manufacturing and Repair shops	205.8	0	0	
211-83/92/94 thru 211-98/99	Test and Calibration shops	83.5	0	0	
211-93 211-97	Other support	96.5	0	0	
211-95 211-96	Storage Facilities	133.8	0.7	30.8	
	Total	1,539.2	1.8	30.8	

7.2 In Table 7.2.a, identify space available for expansion by building type for those facility category code numbers (five or six digit CCNs) that are most important to your mission. An activity's expansion capability is a function of its ability to reconfigure/rehabilitate existing underutilized facilities to accept new or increased requirements.

Table 7.2.a: **Space Available for Expansion**

Building ID / Type	CCN	Installation Space (KSF)			Total
		Adequate	Substandard	Inadequate	
Component Repair	211-32	0	0	25	25
Ordnance Shop	211-33	0	1.1	0	1.1
	TOTAL:	0	1.1	25	26.1

211-32 Old plating shop, Building 101, being demolished could accommodate repair A/C components. **R**

211-33 Weapons Range, building 101P, currently 211-52 could be refurbished to accommodate A/C component repair. **R**

8. Unique and/or Peculiar Capabilities and Capacities

8.1 What unique and/or peculiar capabilities and capacities does the depot maintenance activity possess?

Unique Capability	Describe Why Unique/Peculiar
Lead Maintenance	NADEP Jacksonville is the Navy's only Lead Maintenance
Technology Center	Technology Center for the Environment (LMTCE). The LMTCE unique mission is to facilitate the continuous reduction of hazardous waste by changing materials and processes used in Naval Aviation maintenance while ensuring product quality and integrity.
Flex Cable	NADEP Jacksonville is the only site with capability to repair flexible cables (flat cables). The artisans working in this field developed most of the technology used in this type of repair; therefore, making the process unique to this Depot. Our Flat Cable repair capability supports high tech Electro-Optics workload (such as AAS-33/36/37/38 & AAR-42/45). This capability requires a unique combination of artisan skills, equipment and facilities.
Electro-Optics	Our Electro-Optics (EO) lab is the sole support for the Navy and Marine Corps through the rework and repair of modules and circuit card assemblies for the AN/AAS-33, AN/AAS-36, AN/AAS-37, AN/AAS-38, AN/ASQ-173 and the OR-263. These Infrared Detecting, Ranging and Laser Targeting systems are utilized onboard the A6E, F/A-18, OV-10, P-3C and the S-3B aircraft. There are approximately 700 pieces of equipment used for this effort with an equipment cost in excess of $30M.
Modification Design	P-3 Aircraft Modification: NADEP Jacksonville is the lead field and Integration activity in design, program management, kit fabrication and kit integration of numerous P-3 modification programs. NADEP Jacksonville has the design and maintenance engineering/logistics expertise and experience to prepare

	ECP's, proposals, statements of work and implement fleet modifications. Installation designs have been performed for active Navy squadrons, Naval Research Laboratory, Naval Air Test Center, National Center for Atmospheric Research (NCAR), and Naval Training Systems Command.
Electronic Warfare	NADEP Jacksonville has established complete depot capability for the Navy's TACAIR electronic warfare systems including Weapons Control High Speed Radiation Missile Command Launch Computer Systems. (These systems include ALE-29, ALE-39, ALQ-126A, ALR-45F, ALR-D, ALR-50, CP-1001A/AWG, CP-1269A/AWG-25, ALR-67, ALQ-126-B, ALQ-162, ALE-37, ALQ142, ALQ-76C, ALQ-78, ALH-6, ALQ-100, ALQ-108, ALQ-157, ALQ-167, ALQ-55, ALQ-86C, ALQ-99, ALR-66 Countermeasures).
	NADEP Jacksonville Calibration Lab is the primary electronic warfare systems repair site for over 25 special EW test systems that consist of multi-bay automatic test consoles with test program sets and bench top testers.
AMAD Test Stand	One of two Navy AMAD test stands producing for ASO, fleet, and McAir
F-14 Wingsweep TS	Only Navy test stand for these components
P-3 Ballscrew TS	Only Navy P-3 Ballscrew test stand
EA-6B NLG TS	Only Navy EA-6B NLG test stand
F-14 LDG TS	Only Navy F-14 LDG test stand
F/A-18 Blowdown TS	Only Navy F/A-18 Blowdown test stand installed
Seat Repair	Large capacity for seat ordnance storage/handling
RAT Wind Tunnel	Only Navy RAT Wind Tunnel

Hose Reel TS	Only Navy Hose Reel test stand
ARS Repair	Only Navy depot level ARS Shop
Ordnance Repair	Only Navy depot level Bomb Rack/Missile Launcher Shop
Waste Water Treatment #1	Allows "Closed Loop" process for aircraft painting by recycling waste rinse water from painting and conversion coating processes.
Waste Water Treatment #2	Allows "Closed Loop" process for aircraft stripping and recycles rinse water. Only known "Closed Loop" facility for stripping.
Waste Water Treatment #3	Allows "Closed Loop" process for plating and cleaning.
Large Autoclave	Large enough to work large F-14 surfaces
Real-Time X-Ray	Peculiar equipment capable of inspecting large F-14 surfaces
Optical Scanner	Only Navy facility with optical scanner capable of non-contact measurement of sheetmetal parts
Automatic Die Loader	Uniquely safe process for loading large/heavy dies onto press brakes
Engine Complex	NADEP JAX is the Navy's premier engine depot facility. Our consolidated power plant complex is designed and built specifically for depot repair of gas turbine engines. The complex encompasses modern, efficient, environmentally compliant facilities, totaling 338,185 sq. ft., that contain production processes used in engine repair.
Engine Processing	Disassembly, inspection, assembly, preservation, and component repairs (i.e. machining, grinding, milling, welding, brazing, heat treating and stress relieving, etc.) for engines take place in our new Engine Processing Facility, 159,333 sq. ft., the heart of our Power Plant Complex. It also features an automated material storage

and handling system to manage work-in-process materials and Government-furnished parts.

Cleaning & Plating

The Cleaning and Plating Facility, 81,656 sq. ft., houses all cleaning, plating, plasma spray, coating, and NDT/I operations required for depot repair. Its close proximity to the Engine Processing Facility reduces flow time for routed parts. The plating and cleaning shops are specially structured to minimize any environmental impact. All hazardous chemical solutions used in the facility are controlled and properly segregated by a unique diking system, sump collection area, and treatment process via the new treatment facility. Air pollution control is maintained by a specially designed scrubber system which filters the air prior to release to the outside environment.

Waste Water Treatment

The new Waste Water Treatment Plant is a 5,000 sq. ft., state-of-the-art, hazardous waste treatment facility. The treatment plant chemically treats and filters the hazardous acid/alkali, chromic acid and cyanide waste streams from the Cleaning and Plating Facility to remove contaminants from the water. The treated water is then piped back to the Cleaning and Plating Facility shops as nonpotable water for reuse within the production processes. This closed-loop treatment process has significantly reduced our hazardous wastewater discharge and ensures continued compliance with increasingly stringent environmental regulations.

Fuel Accessories

Fuel controls, pumps, valves, and other accessories are repaired or overhauled in the Fuel Accessory Facility, 58,378 sq. ft., which is dedicated to the processing of engine accessory components. The building contains all test equipment and flow benches required to perform complete functional testing of J52, F404 and some TF41 engine accessories. Upon completion of necessary modifications and installation of test equipment, the facility will also support complete functional testing of TF34 engine accessories as a result of BRAC 93 decisions.

Engine Test	Our state-of-the-art Engine Test Cell, 38,818 sq. ft., is capable of testing engines through their entire operating envelope, in both automated and manual modes. The test cell is capable of testing all jet engines within the Navy inventory (as well as various Air Force engines and represents an extremely versatile facility). This test cell meets all required state and local air pollution/noise authorizations.
Bearing Facility	The Bearing Shop Clean Room is a 2,657 square-foot environmentally controlled (Class 100,000) facility with humidity maintained at 40 percent± 5 percent, and temperature at 70 degrees Fahrenheit ± 5 degrees Fahrenheit, which complies with NAVAIR 01-1A-503. Jet engine bearings are cleaned, inspected, repaired or replaced, preserved/packed and returned to service.
P-3 SDLM/Mod	Only DoD Depot Repair Point and Cognizant Field Activity for the P-3 aircraft with unique experience in; - Wing replacement - Empennage Replacement - Wing Spar-cap Replacement - Wing Plank Replacement - Special Mods..P-3C Update III, NRL, VP's, TP's, Birdeye etc.
A-7 SDLM/Mod	Only DoD Depot Repair Point and Cognizant Field Activity for the A-7 aircraft - Maintenance Manuals and Technical Publications
T-2 SDLM/SIP	Only DoD Depot Repair Point and Cognizant Field Activity for the T-2 aircraft - Maintenance Manuals and Technical Publications
F-14 SDLM/Mod	Only DoD Depot Repair Point and Cognizant Field Activity for the F-14 aircraft after BRAC 93 transition.
EA-6B SDLM/Mod	Only DoD Depot Repair point and Cognizant Field Activity for the EA-6B aircraft after BRAC 93 transition.

F/A-18 Repair/Mod	East Coast repair site for the F/A-18 aircraft with specialized experience in; - Vertical Stab removal/installation - Vertical Stab skin replacement - Engine inlet removal/installation - Full wing repair capability
Flat Cable Manufacturing	Only depot automated manufacturing system
AN/USM-449 (V2)	Only refurbishment operation
AN/AAM-60 Refurbisment	Only refurbishment operation
AN/AWM-23 Rework	Only refurbishment operation
APQ-126/158 Repair	Only range facility design for this application
Anti Submarine Warfare	Only depot testing and repair
Aircraft Radome Testing	Only depot radome range
Voyage Repair Team NAS Mayport and NAS Norfolk	Maintains, repairs, troubleshoots, modifies, and tests shipboard and field aircraft launching and retrieval systems and related components such as remote closed circuit television cameras and receivers, fresnel lens, flight deck lighting systems, and launch valves. Maintains a ready alert to deploy to needed areas at sea, overseas, and at other bases.

8.2 Separately list the depot maintenance facilities and equipment which are one of a kind within the Service and/or DoD.

Unique Facility	Description
Cleaning and Plating	The Cleaning and Plating Facility includes 86,156 sq. ft. and houses all cleaning, plating, plasma spray, coating, and NDT/I operations required for depot repair. The facility design includes closed-loop plating processes, eliminate hazardous wastewater discharges and ensure continued compliance with increasingly stringent environmental regulations. **R**
Special Access Program Support	NADEP Jacksonville has unique facilities to support Special Access Programs (SAP) including approximately 5400 sq. ft. of secure work space certified for open storage. In addition, a certified secure access wide-area telecommunications network has been established for CALS-compliant digital data management for programmatic, engineering, and logistics support. Originally developed for the A-12 Program, this network has been a core of the AFX Program and expansion to other applications is being pursued. **R**
Engine Process Facility	NADEP Jacksonville is the premier J52 and F404 Engine Depot Repair facility, 338,185 sq. ft., in the world. The Power Plant Complex is currently performing all J52 and F404 engine repairs, including all engine components and accessories. Our state-of-the-art Kemen Engine Cell is capable of testing engines through their entire operating envelope, in both automated and manual modes. This test cell meets all required state and local air pollution/noise authorizations.
F/A-18 AMAD Test Stand	One of two DOD F/A-18 AMAD test stands producing components for fleet, ASO, and McAIR
F-14 Wingsweep TS	Only DOD test stand for these components
P-3 Ballscrew TS	Only DOD P-3 Ballscrew test stand

Only DoD EA-6B NLG TS	Only DOD EA-6B NLG test stand
F-14 LDG TS	Only DOD F-14 LDG test stand
F/A-18 Blowdown TS	Only DOD F/A-18 Blowdown test stand installed -- NORIS TS does not produce
RAT Wind Tunnel	Only Navy RAT Wind Tunnel
ARS Hose Reel TS	Only Navy Hose Reel test stand
Waste Water Treatment #2	Only "Closed Loop" facility for aircraft stripping.
Missile Launcher TS	Only Navy Missile Launcher test stand
P-3 Sonobuoy TS	Only Navy P-3 Sonobuoy test stands
Aircraft Paint Hangar	Only Navy depot facility capable of painting P-3 size aircraft
Bearing Facility	Unique capability to clean deep dirty engine, gearbox, and airframe bearings
Optical Scanner	Only Navy facility with optical scanner capable of non-contact measurement of sheetmetal parts
IVD Process	The Ion Vapor Deposition (IVD) Room contains two systems which apply aluminum coating to engine and aircraft components for corrosion prevention. The IVD process is an environmentally safer substitute for cadmium plating and also reduces waste disposal costs.
TEST STANDS	
Power Lever Control	Only DoD Repair site for the F404 and its derivatives
Afterburner Fuel Control	Only DoD Repair site for the F404 and its derivatives
Compressor Inlet Temp	Only DoD Repair site for the F404 and its derivatives
Variable Exhaust Nozzle	Only DoD Repair site for the F404 and its derivatives

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Main Fuel Pump	Only DoD Repair site for the F404 and its derivatives
Afterburner Fuel Pump	Only DoD Repair site for the F404 and its derivatives
Fuel Accessories	Only DoD Repair site for the F404 and its derivatives
Main Fuel Control	Only DoD Repair site for the F404 and its derivatives
Lube and Scavenge Pump	Only DoD Repair site for the F404 and its derivatives
Hush House	Aircraft run-up for noise abatement **R**
Two Paint Facilities	Paint a/c meets state/local air pollution requirements. Large enough to paint P-3 aircraft.
Real-Time X-Ray Radiography	Unique among Materials Engineering Facilities in DOD
KRATOS Model	Computer controlled ultra high vacuum
Thermo Jarrell Ash ICAP 61	Simultaneous plasma emission spectrometer
Instron Model 1128 Materials TS	High capacity mechanical testing of material samples and aerospace components.
Wastewater Treatment Plants 1, 2 & 3	Closed loop facilities for aircraft and engine programs.
Electro-Optics	AAS-33/36/37/38 repair largest E-O repair depot in support of the Navy complete with 7 laser-safe rooms, 1 clean room, confidential facility, 25 million dollars of unique equipment to test AAS-33/36/37/38 FLIR. **Applicable Aircraft:** F/A-18, OV-10, P-3, S-3, A-6E **Equipment:** Vacuum Bake T/S (2 ea.) Proof Pressure T/S FLIR Subassembly Alignment & Bond T/S FLIR/Laser Boresight T/S (2 ea.)

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LRD Transmitter Alignment T/S
Scan Mikrror Run-In T/S
Laser Purge and Fill T/S
Common Laser Test Con (CLTC)
Optical Test/Eval Station
Cryogenics T/S
Gimbal Components T/S
Afocal/Heat Exchanger T/S
Automatic Video Tracker T/S
AN/AAM-74 Interface T/S
Window Tester
ARU T/S
Nitrogen (TSP) Lead T/S
Cold Trap T/S
Helium Leak T/S
TSP Unit and Subassy T/S
Compressor & Cryo Piston T/S
LRD Boresight & Focus T/S
PFS Alignment T/S
PAS Tester
38 autocollimator
Linear Vibration T/S
Stabilization T/S FAC Receiver Unit T/S
Scanner T/S
Emitter T/S
Camera T/S
Primary Test Console (PTC)
Laser Electronic T/S
Laser T/S
Optics Stabilizer T/S
Electro-Optics T/S (EOTS)
AN/AAM-73 Detector T/S
AN/AAM-75 Laser Boresite Bay

Electronic Warfare Repair — Only EW repair depot in support of the Navy, Secret facility, unique equipment to test ALR-67 and ALQ-126A, ALQ-126B, ALQ-162, ALE-29, ALE-39, ALE-37, ALQ-142, ALQ-76C, ALQ-78, ALH-6, ALQ-100, ALQ-108, ALQ-157, ALQ-167, ALQ-55, ALQ-86C, ALQ-99, ALR-

	45, ALR-66 countermeasures equipment. Unique equipment is required. **Equipment:** AN/USM-630 Upper Deck P.S. w/fill stand Lower Deck P.S. w/fill stand Power Supply Fill Sta (PFSF) EW Power Supply T/S (EWPS) STE-A UP/DATE RF/ UP/DATE Microwave T/S RF Console ALQ-76 WRA Tester ALQ-76 SRA Tester Processor SRA Tester Processor WRA Tester ALQ-78 WRA Tester ALQ-78 SRA Tester
Flat cable manufacturing	Only depot automated manufacturing system with specifically designed equipment, ventilation, and haz mat containment
APQ-126/158 testing/repair	Only ranges designed for this application
A-7 avionics testing/repair	Unique equipment used to test/repair A-7 avionics **Equipment:** AN/USM-479 (IMU) IBM-6003500 (shop test equip) AN/ASM-403 (ASN-91) AN/AVM-11 (HUD) T/S 3455A (HUD SRA's) AN/AWM-55 (ASCU) AN/ASM-398 (map display)
AntiSubmarine Warfare	Only ASW test/repair depot in support of the FLEET. Systems include ALQ-158, AQA-74A(V), AQH-4, AQH-7, AQS-13, ARR-72, ARR-76, ARR-78, ARS-2, ARS-3, ASA-76, ASQ-10A, ASQ-81, USQ-78, UYS-1, OA-8962/ASH.

	Equipment includes: ARR-76 T/S ARS-2 T/S ARS-4 T/S SMARTS T/S (2 ea.) OQ-112/AQM-18 one bay T/S two bay T/S Power Supply T/S (2 ea.)
F-14 A/B mockup	One of a kind system, includes most F-14 avionics
F-14 D mockup	One of a kind system, includes most F-14 avionics
F-14 Radome Range	Only depot radome range supporting the FLEET
F404 Engine Control Unit	**Equipment:** ECU T/S ECU environ chamber
Flat cable manufacturing	Equipment System: 3 each automated etching machines w/photo table and laminator

9. Acreage Available for Building

9.1 What acreage on the installation does the government own in the proximity of the depot maintenance area that could be used for future expansion? Identify in the table below the real estate resources which have the potential to facilitate future development and for which you are the plant account holder or into which, though a tenant, your activity could reasonably expect to expand. Developed area is defined as land currently with buildings, roads, and utilities where further development is not possible without demolition of existing improvements. Report in "Restricted" areas that are restricted for future development due to environmental constraints (e.g. wetlands, landfills, archaeological sites), operational restrictions (e.g. ESQD arcs, HERO, HERP, HERF, AICUZ, ranges) or cultural resources restrictions. Identify the reason for the restriction when providing the acreage.

Table 9.1: **Real Estate Resources**

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	27.5	6.2	wetlands 0.3	21.0
Operational	0	0	0	0
Training	0	0	0	0
R & D	0	0	0	0
Supply & Storage	0	0	0	0
Admin	0	0	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Forestry Program	0	0	0	0
Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	0	0	0	0
Other	0	0	0	0
Total:	27.5	6.2	0.3	21.0

10. Administrative Space

10.1 What amount in square feet of administrative space could be made available to the depot maintenance function?

Current Use	Square Feet	Potential Use (Be Specific)
NONE		

11. Industrial Waste

11.1 Are there any inhibiting factors that would limit future expansion on the base? Provide the details if applicable.

Inhibiting Factor

Naval Aviation Depot Jacksonville (NADEP JAX) is extremely proud that we have postured ourselves to be isolated from future NPDES permit modifications. In order to eliminate industrial hazardous waste (HW) discharges originating in the NADEP JAX complex from the NAS Jacksonville domestic waste water treatment plant and hence to the St. Johns River, Military Construction projects were established for three HW sources to remove and/or recover contaminants at the source and reuse or recycle the recovered resources to the greatest extent possible. When the last of the three projects are completed (scheduled by the end of FY-94) all our discharge from electroplating and metal cleaning waste streams, chemical (wet) paint stripping and metal finishing, and painting waste will be closed-loop. These Treatment Plants will result in a cost avoidance of over $300,000 and the recycling achieved will save over 37 million gallons of fresh water per year.

MEASURES OF MERIT

Workload and Capabilities

Answers to the following questions are to reflect programmed amounts by commodity group, by activity in direct labor hours by Fiscal Year for FY 1996 through FY 1999.

12. Core Capabilities (DoD)

12.1 What is the amount of core capability required to support your own Service? Provide your answers in Table 12.1.a by commodity group for the Fiscal Years requested.

Table 12.1.a: **Service Required Core** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	410,448	395,509	401,461	356,644
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	352,844	487,269	423,731	465,486
(1) P-3 (All TMS) *	118,380	118,380	118,380	118,380
(2) Aircraft/Airframe Other*	234,464	368,889	305,351	347,106
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	55,930	73,859	36,296	51,929
c. HYDRAULIC/PNEUMATIC	32,534	30,478	15,597	20,198
d. INSTRUMENTS	16,560	6,378	5,519	4,691
e. LANDING GEAR	24,401	38,781	44,384	35,549
f. AVIATION ORDNANCE	37,300	24,720	10,658	21,438
g. AVIONICS/ELECTRONICS	98,991	92,300	113,030	74,793

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
h. APUs	0	0	0	0
i. OTHER	31,240	34,533	21,250	25,265
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	248,420	244,756	244,526	226,260
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	310	527	454
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	1,132,000	1,428,674	1,556,674	1,634,067
Total:	2,440,668	2,857,567	2,873,653	2,916,774

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

12.2 What is the amount of capability retained for the performance of other Services core? Provide your answers in Table 12.2.a by commodity group for the Fiscal Years requested.

Table 12.2.a: **Core Capability Retained for Other Services** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	0	0	0	0
d. INSTRUMENTS	184	984	984	984
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	6,384	20,989	20,989	20,989
h. APUs	0	0	0	0
i. OTHER	3,230	9,435	9,435	9,435
3. ENGINES (GAS TURBINE)				

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
a. AIRCRAFT	135,000	144,368	144,368	144,368
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	0	0	0	0
Total:	144,798	175,776	175,776	175,776

12.3 What portion of the Service Core capability identified in the 12.1a above is identified as Service-Controlled Core (Title 10 responsibility)? Provide your answer in Table 12.3.a by commodity group for the Fiscal Years requested.

Table 12.3.a: **Service-Controlled Core (Title 10)** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	410,448	395,509	401,461	356,644
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	352,844	487,269	423,731	465,486
(1) P-3 (All TMS) *	118,380	118,380	118,380	118,380
(2) Aircraft/Airframe Other*	234,464	368,889	305,351	347,106
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	55,930	73,859	36,296	51,929
c. HYDRAULIC/PNEUMATIC	32,534	30,478	15,597	20,198
d. INSTRUMENTS	16,560	6,378	5,519	4,691
e. LANDING GEAR	24,401	38,781	44,384	35,549
f. AVIATION ORDNANCE	37,300	24,720	10,658	21,438
g. AVIONICS/ELECTRONICS	98,991	92,300	113,030	74,793
h. APUs	0	0	0	0
i. OTHER	31,246	34,553	21,250	25,265

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	248,420	244,756	244,526	226,260
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	310	527	454
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	1,132,000	1,428,674	1,556,674	1,634,067
Total:	2,440,674	2,857,587	2,873,653	2,916,774

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

13. Core Workloads

13.1 What are your total Core Workloads to be applied against capabilities identified in Tables 12.1a and 12.2a)? Provide your answer (DLH) in Table 13.1.a by commodity group for the Fiscal Year requested.

Table 13.1a **Total Core Workloads** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	410,448	395,509	401,461	356,644
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	352,844	487,269	423,731	465,486
(1) P-3 (All TMS) *	118,380	118,380	118,380	118,380
(2) Aircraft/Airframe Other*	234,464	368,889	305,351	347,106
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	55,930	73,859	36,296	51,929
c. HYDRAULIC/PNEUMATIC	32,534	30,478	15,597	20,198
d. INSTRUMENTS	16,744	7,362	6,503	5,675
e. LANDING GEAR	24,401	38,781	44,384	35,549
f. AVIATION ORDNANCE	37,300	24,720	10,658	21,438
g. AVIONICS/ELECTRONICS	105,375	113,289	134,019	95,782
h. APUs	0	0	0	0
i. OTHER	34,476	43,988	30,684	34,700

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	383,420	389,124	388,894	370,628
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	310	527	454
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	1,132,000	1,428,674	1,556,674	1,634,067
Total:	2,585,472	3,033,363	3,049,428	3,092,550

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

14. Other Workloads (Above Core)

14.1 What above core workloads do you perform by these source categories? Use the most appropriate category, but do not duplicate workload on more than one table. Provide answers in Tables 14.1.a through 14.1.g by commodity group for the Fiscal Years requested.

Table 14.1.a: **FMS Above Core Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	92,715	18,543	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	48,000	48,000	0	0
(1) P-3 (All TMS) *	48,000	48,000	0	0
(2) Aircraft/Airframe Other*	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	3,768	3,768	3,768	3,768
d. INSTRUMENTS	2,627	2,627	2,627	2,627
e. LANDING GEAR	170	170	170	170
f. AVIATION ORDNANCE	1,116	1,116	1,116	1,116
g. AVIONICS/ELECTRONICS	2,801	2,801	2,801	2,801

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
h. APUs	0	0	0	0
i. OTHER	6,452	8,452	8,452	8,452
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	3,950	3,950	3,950	3,950
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	11,400	14,300	15,837	15,837
Total:	172,999	103,727	38,721	38,721

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

Table 14.1.b: **Interservice Above Core Workload**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY				
b. VSTOL				
c. FIXED WING				
(1) Transport/Tanker/Bomber				
(2) Command and Control				
(3) Light Combat				
(4) Admin/Training				
d. OTHER (SUB-TOTAL)				
(1) P-3 (All TMS)				
(2) Aircraft/Airframe Other				
2. AIRCRAFT COMPONENTS:	NOT APPLICABLE			
a. DYNAMIC COMPONENTS				
b. AIRCRAFT STRUCTURES				
c. HYDRAULIC/PNEUMATIC				
d. INSTRUMENTS				
e. LANDING GEAR				
f. AVIATION ORDNANCE				
g. AVIONICS/ELECTRONICS				
h. APUs				
i. OTHER				

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT				
b. SHIP				
c. TANK				
d. BLADE/VANES (Type 2)				
13. SPECIAL INTEREST ITEMS	NOT APPLICABLE			
a. Bearings & Refurbishment				
b. Calibration (Type I)				
c. TMDE				
14. OTHER				
Total:				

Table 14.1.c: **Other Agency Above Core Workload**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY				
b. VSTOL				
c. FIXED WING				
(1) Transport/Tanker/Bomber				
(2) Command and Control				
(3) Light Combat				
(4) Admin/Training				
d. OTHER (SUB-TOTAL)				
(1) P-3 (All TMS)				
(2) Aircraft/Airframe Other				
2. AIRCRAFT COMPONENTS:	NOT APPLICABLE			
a. DYNAMIC COMPONENTS				
b. AIRCRAFT STRUCTURES				
c. HYDRAULIC/PNEUMATIC				
d. INSTRUMENTS				
e. LANDING GEAR				
f. AVIATION ORDNANCE				
g. AVIONICS/ELECTRONICS				
h. APUs				
i. OTHER				

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT				
b. SHIP				
c. TANK				
d. BLADE/VANES (Type 2)				
13. SPECIAL INTEREST ITEMS	NOT APPLICABLE			
a. Bearings & Refurbishment				
b. Calibration (Type I)				
c. TMDE				
14. OTHER				
Total:				

Table 14.1.d: **Last Source of Repair Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	0	0	0	0
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	0	0	0	0
i. OTHER	0	0	0	0
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	0	0	0	0

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	161,300	79,108	26,550	26,550
Total:	161,300	79,108	26,550	26,550

Table 14.1.e: **Within Service Above Core Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	177,570	167,705	147,975	187,435
(1) P-3 (All TMS) *	177,570	167,705	147,975	187,435
(2) Aircraft/Airframe Other*	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	0	0	0	0
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	0	0	0	0
i. OTHER	0	0	0	0
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	0	0	0	0

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	0	0	0	0
Total:	177,570	167,705	147,975	187,435

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

Table 14.1.f: **Low Quantity Above Core Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	207,589	269,710	298,274	298,274
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	97,192	83,027	124,088	70,296
(1) P-3 (All TMS) *	53,792	39,627	80,688	26,896
(2) Aircraft/Airframe Other*	43,400	43,400	43,400	43,400
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	3,695	853	0	0
c. HYDRAULIC/PNEUMATIC	1,098	0	0	0
d. INSTRUMENTS	584	410	0	0
e. LANDING GEAR	417	0	0	0
f. AVIATION ORDNANCE	3,838	935	0	0
g. AVIONICS/ELECTRONICS	868	0	0	0
h. APUs	0	0	0	0
i. OTHER	3,774	272	0	27
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	91,766	50,238	34,315	39,814
b. SHIP	0	0	0	0
c. TANK	0	0	0	0

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	134,492	151,308	156,601	154,971
Total:	545,313	556,753	613,278	563,382

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

Table 14.1.g: **All Other Workload (Above Core)** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	334,846	296,525	257,824	271,357
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	334,846	296,525	257,824	271,357
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	0	0	0	0
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	0	0	0	0
i. OTHER	0	0	0	0
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	0	0	0	0
c. TANK	0	0	0	0

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	1,050,291	883,910	974,483	765,094
Total:	1,385,137	1,180,435	1,232,307	1,036,451

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

Table 14.1.h: **Total Above Core Workload** **R**
(Sum of Tables 14.1.a through 14.1.g)

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	300,304	288,253	298,274	298,274
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	657,608	595,257	529,887	529,088
(1) P-3 (All TMS) *	279,362	255,332	228,663	214,331
(2) Aircraft/Airframe Other*	378,246	339,925	301,224	314,757
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	3,695	853	0	0
c. HYDRAULIC/PNEUMATIC	4,866	3,768	3,768	3,768
d. INSTRUMENTS	3,211	3,037	2,627	2,627
e. LANDING GEAR	587	170	170	170
f. AVIATION ORDNANCE	4,954	2,051	1,116	1,116
g. AVIONICS/ELECTRONICS	3,669	2,801	2,801	2,801
h. APUs	0	0	0	0
i. OTHER	10,226	8,724	8,452	8,479
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	95,716	54,188	38,265	43,764
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	1,357,483	1,128,626	1,173,471	962,452
Total:	2,442,319	2,087,728	2,058,831	1,852,539

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

15. Unique and/or Peculiar Workloads (Refer to Question 8.1)

15.1 What amount of the workload reported in question 8.1 is Core? Provide your answer in Table 15.1 by commodity groups for the Fiscal Years requested.

Table 15.1: **Unique and/or Peculiar Total Core Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	410,448	395,509	401,461	356,644
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	269,133	377,595	337,789	337,789
(1) P-3 (All TMS) *	118,380	118,380	118,380	118,380
(2) Aircraft/Airframe Other*	150,753	259,215	219,409	219,409
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	55,930	73,859	36,296	51,929
c. HYDRAULIC/PNEUMATIC	0	0	0	0
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	37,300	24,720	10,658	21,438
g. AVIONICS/ELECTRONICS	104,183	103,265	101,162	95,782
h. APUs	0	0	0	0
i. OTHER	6	6	4	4
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	91,525	99,595	77,710	92,110

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	157,170	166,756	153,829	218,936
Total:	1,125,695	1,241,305	1,118,909	1,174,632

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

15. Unique and/or Peculiar Workloads (Refer to Question 8.1), continued

15.2 What amount of the workload reported in question 8.1 is non-Core? Provide your answer in table 15.2 by commodity group for the Fiscal Years requested.

Table 15.2: **Non-Core Unique and/or Peculiar Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	455,236	437,365	441,696	486,670
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	489,280	453,265	402,881	398,577
(1) P-3 (All TMS) *	423,489	387,414	338,613	327,765
(2) Aircraft/Airframe Other*	65,791	65,851	64,268	70,812
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	130,142	108,123	145,955	130,501
c. HYDRAULIC/PNEUMATIC	0	0	0	0
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	50,434	63,014	77,076	66,296
g. AVIONICS/ELECTRONICS	0	0	0	5,380
h. APUs	0	0	0	0
i. OTHER	1,098	1,098	1,100	1,100
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	559,153	528,510	495,556	461,056

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	416,704	423,058	435,675	370,568
Total:	2,102,047	2,014,433	1,999,939	1,920,148

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

16. Scope of Work Performed

16.1 Indicate the services/functions performed at this activity that are associated with depot maintenance, but not generally classified or considered as integral to the depot maintenance functions.

Service/Function	Description
Cognizant Field Activity	Provides in-service engineering services consisting of basic design, maintenance engineering, and/or logistics management. Provides engineering requirements, specifications, technical directives, technical data, and other technical services. Develops engineering design data for redesign, reconfiguration, and modification of power plants, components, aircraft and equipment. Coordinates design engineering efforts and maintenance engineering efforts of power plants, components, aircraft and equipment. Furnished consultant engineering services, as required. Provides acquisition support services to NAVAIR. Provides support to ensure transition of programs through each life cycle phase and to ensure that programs are supportable in the field. Conducts continuing engineering analysis to establish/update inspection intervals and time between overhauls. Determines specific problem areas and implements solutions. Monitors the logistics posture for the assigned systems, and takes necessary action to correct problems and/or deficiencies. Prepares and maintains Maintenance Requirement Cards (MRC'S) Prepares bulletins and changes for Navy-wide compliance. Performs engineering investigations (EI's) on failed components, and/or provides technical assistance to the Naval Safety Center (NAVSAFCEN) during mishap investigations. Identifies logistics support hardware and software required to accomplish maintenance plans, and ensures delivery of these items in accordance with site activation schedules.

Generates and maintains MIR data on all assigned repairable items such that accurate visibility of interchangeability, modification, evolution, and actual experience comparison is readily available.

Research technical manuals for accuracy and adequacy and make appropriate recommendations to NAVAIR.

Respond to technical questions from operating and maintenance personnel, and develop solutions to operating and maintenance problems.

Engineering Support

Principal point of contact for the Naval Air Systems Command (NAVAIR) Product Support Management Office (AIR-41P).

Plans and promotes product support technology development, centers of excellence development, and post transition workload support. Incorporates these elements into the product support capability plan.

Progressively develops and performs basic design in-service engineering functions on designated service equipment assigned by higher command.

Performs engineering and logistics support tasks for out-of-production weapon systems and equipment.

Establishes and develops local engineering and logistics support capability for the assigned weapon systems and components to provide cohesive support to the Fleet.

Advises NAVAIR in connection with engineering specifications.

Accomplishes turn key aircraft design modifications from initial customer contact through design concept to completion of project.

Program Manager Air

Responsible to the Commander, Naval Air Systems Command (via the Assistant Commander for Fleet Support and Field Activity Management (AIR-04)) for the overall program (engineering, logistics, financial, configuration, readiness, acquisition, systems safety, and Foreign Military Sales (FMS)), management of the assigned aircraft weapon systems and Electronic Warfare (TACAIR) systems and components.

Formulates and executes transition plans for the transition of weapon systems, components, subsystems, and common equipment from NAVAIR.

Logistics Management

Develops or directs the development of an effective logistics support program for assigned aviation EO, EW, and common avionics systems, and associated support equipment relative to the ten elements of logistics for all three levels of maintenance. Reviews the status of the Integrated Logistics Support (ILS) Program to identify and correct deficiencies in the established logistics support program. Recommends changes to the basic logistics management policies and procedures, and initiates action to effectively incorporate approved changes into the existing logistics support programs.

Executes, develops, or directs the development of system supporting data, logistics planning information, logistics plans, support recommendations, maintenance support system alternatives, impact statements, Integrated Logistics Support Detailed Specifications (ILSDS's) statements of work, and requests for proposals. Provides system supporting data to activity staff, program managers, weapons systems managers, program and workload planners, and headquarters and field Assistant Program Managers Logistics (APML's).

Organizes and coordinates the efforts of Integrated Logistics Support Management Teams (ILSMT's). Chairs ILSMT meetings, Logistics Element Manager (LEM) reviews, and other logistics meetings, reviews, and audits.

Reviews technical engineering recommendations and decisions pertaining to reliability, maintainability, supportability, producibility, and quality for effect on mission accomplishment and operational availability.

Reviews Engineering Change Proposals (ECP's), assesses the impact of the changes, prepares ECP cost and funding sheets, prepares ECP milestone charts, and recommends alternative solutions, approval, or disapproval based on analysis of performance, reliability, supportability, or economic improvement.

Tracks all ECP's of assigned systems from conception through approval date to final installation of the change. Coordinates staffing of proposed ECP's prior to board approval. Presents

ECP's to the NAVAIR Modification Management Configuration Control Board for consideration.

Prepares ECP long range implementation plans for approved changes. Manages configuration status accounting programs. Evaluates support problems of assigned and comparable systems. Determines causes of problems, and either develops solutions or provides directions to resolve logistics support deficiencies. Influence design changes to improve reliability, maintainability, or supportability.

Originates, provides input to, and/or reviews planning documents, such as technical data plans, operational requirements, acquisition plans, configuration management plans, Operational Safety and Improvement Program (OSIP) plans, logistics support analysis plans, logistics requirements, and funding plans, etc.

Develops and approves logistics support plans. Modifies, expands, and updates support plans to reflect significant program events or changes.

Provides logistics and maintenance guidance to fleet and other field personnel for cognizant systems. Studies failure data and support problems to determine maintenance drivers. Develops and initiates corrective actions, or recommends design changes to resolve ILS deficiencies.

Logistics Support Analysis

Conducts continuing engineering maintenance analysis to determine engine/accessory/component, reliability and maintainability. Determines specific problem areas and implements solutions.

Executes life cycle logistics process system tasks. Obtains the engineering criteria and technical justification, and publishes the maintenance plan/logistics support analysis for all three levels of maintenance. This includes the formulation of logistic considerations for scheduled and unscheduled maintenance, one-time inspections, and special repair maintenance requirements.

Identifies logistics support hardware and software required to accomplish maintenance plans, and ensures delivery of these items in accordance with site activation schedules.

Coordinates and develops the logistic inputs to ECP's, manages the development and implementation of logistics support program on

approved ECP's, and ensures compliance with the change incorporation schedule and status.

Foreign Military Sales

Directs and coordinates the planning and execution of all Foreign Military Sales (FMS) cases within the Depot.

Provides Depot liaison for higher commands and customer representatives on all matters pertaining to FMS depot support services.

Reviews and monitors the progress and status of all FMS cases in the Depot.

Develops information to provide price quotes for FMS rework requirements.

Coordinates customer configuration requirements for foreign military aircraft, components, and engines.

Depot Maint Mgmt Logistics

Responsible for the development and maintenance of a strategy to validly assess NADEP Jacksonville's resources and achieve a professional competitive posture.

For all programs, integrates workload planning, develops activity master workload plan, and provides customer workload requirement coordination.

Administers the long-range planning effort which establishes goals and determines measures necessary for the effective accomplishment of future Depot advancement.

Administers the strategic planning efforts and provides progressive advice and workload alternatives to the Commanding Officer for utilization and future commitment of this command's resource capability potential.

Provides Depot maintenance and logistics services for new depot capability development programs. Investigates feasibility and capability for potential rework programs.

Explores potential plant capability for future rework programs and technical requirements.

Coordinates the allocation of production workload, and correlates workload with production capacity.

Conducts analysis for future workloads to provide management information for the decision making process.

Monitors the workload data of other Department of Defense (DOD) depots to keep abreast of new developments, workload, and associated technologies in order to project potential local workload or technology advancements.

Monitors DOD and Navy long-range projections, research, and development events/trends, and their associated maintenance technologies.

Investigates and recommends potential (long-range) workloads.

Procurement

Oversight for all material requisitioning/handling actions for all NADEP Jacksonville shops.

Establishes communication links with type commanders, NAVAIR, and Naval and Marine Corps aviation fleet operating activities served by this Depot. Establishes and maintains a method of fleet weapon system depot material readiness response that encompasses NADEP Jacksonville product assignments.

Material policy advisor and establishes local material policy directives; identifies and acts to influence NAVAIR and other agencies/activities which are responsible for enacting policies/procedures which could impact upon the material posture of this Depot.

Reviews all major procurement requests for parts/service.

Responsible for forecasting material requirements at the Aviation Supply Office (ASO) and Defense Logistics Agency (DLA) level, and determining the depth and range of material to be stocked in local Navy Industrial Fund (NIF) stores.

Provides central material management which encompasses requisition processing for standard and non-standard items, maintenance of existing on-line automated Naval Industrial Material Management System (NIMMS), analysis of material usage and trends, and receipt/storage and issuance of material.

Publications

Prepares technical manuals, changes, and/or revisions resulting from the effects of technical directives and from engineering monitoring of quality deficiency reports (QDR's), technical publications deficiency reports (TPDR's), material deficiency reports (MDR's), messages, and correspondence which affect in-production and out-of-production weapons/equipment manuals for which this command is designated cognizant field activity (CFA).

Determines manual change/revision schedules and priorities. Develops manual change/revision funding requirements, and coordinates funding approvals with Naval Air Systems Command (NAVAIR) and Naval Aviation Technical Services Facility (NATSF).

Develops and/or reviews and evaluates statement of work (SOW) for manual change/revision contracted to prime weapon systems contractors and/or regional documentation contractors.

Pre-negotiates and/or negotiates contractor's manual change /revision proposals and cost estimates, approves SOW, manages and monitors contractor's manual change/revision efforts.

Performs technical writing and editing in support of change/revision to manuals updated by the command. Coordinates required illustrating, art work, printing, and distribution. Performs validation/verification in accordance with NAVAIR guidelines.

Performs data management functions associated with the acquisition of technical data, development of the master sets of technical manuals to include all appropriate changes including local engineering specifications (LES's), local interim manual change releases (MCR's), user position data applicable to individual components, troubleshooting assistance on data problems, and the development of modern data storage and retrieval systems.

Manages a technical publications library control system at the command user level.

Provides a positive source of up-to-date aeronautical technical publications from the Naval Air Technical Services Facility (NATSF) via the Automated Distribution Requirement Listing (ADRL).

Specification Development

Provides engineering specifications, technical data, and materials engineering services in the fields of metallurgy chemistry, preservation, polymeric materials, and packaging procedures to support rework of aircraft and missile weapon systems assigned.

Conducts surveys and makes assessments of aircraft maintenance-related materials and process technologies. Advises the command of current technological requirements and of alternative viable courses of action needed for application of technology that is required to accomplish command workload assignments. Provides technical and scientific advice to the command in the areas of materials engineering and materials engineering-related processing and production applications. Promotes optimum application of aircraft maintenance technology for support of command objectives.

Maintains in-house data bases and establishes electronic gateways for accessing government and commercial data bases that contain materials engineering and industrial processing information that is pertinent to aircraft maintenance technology, aircraft refurbishment/restoration, non destructive and destructive inspection and testing, structural damage tolerance assessments, and service life expectancy.

Develops requirements for contractor support.

Develops production process specifications and provides metallurgical directions to shops for heat treatment, thermal spray coatings, welding, brazing, soldering, machining, grinding, shot peening, metal forming, nondestructive inspection/evaluation, and other similar metallurgical-related processes.

Specifies nondestructive inspection/evaluation techniques, and develops required procedures for inspection/evaluation of cognizant aircraft systems and subsystems for local and fleet-wide application. Provides the Nondestructive Inspection/Testing (NDI/T) Program management for the command.

Provides physical and chemical property data on metallic materials to aircraft and power plant engineering.

Issues local engineering specifications on cognizant systems

Provides technical support to NAVAIR to effect materials and process changes relative to hazardous material minimization

Provides technical support to new weapon system acquisition Hazardous Material Minimization (HAZMIN) in environmental logistics.

Develops production process and engineering specifications in the nonmetallic materials area. Provides materials engineering directions to production shops.

Furnishes technical design information concerning packing equipment/parts for shipment to NAS JAX Supply Department.

Issues engineering instructions and maintains a technology data base on processing of aircraft bearings and assemblies containing bearings.

Laboratory Services

Performs failure analysis of bearing components.

Performs physical destructive testing on materials and aircraft components.

Performs failure analysis on failed metallic parts from aircraft, engines accessories, structures, and ground support equipment.

Performs metallurgical tests on aspects of shop processes and problems.

Determines metallic material identification, acceptability of substitutions, and conformity to specifications.

Develops new chemical processes and provides materials engineering support for the evaluation of new materials and processes.

Provides consultation and analytical services to the NADEP, NAS JAX, and other DOD facilities in the area of environmental engineering and hazardous material problems. Chemicals and materials used are continually reviewed with respect to their environmental effects, with new substitute chemicals/materials being surveyed as less hazardous or less polluting alternates. The analyses determine conformance of the materials of chemicals to specifications, identification of unknowns related to material

failure, accident investigations, and problem areas. Analyses also support evaluations of new or existing materials and/or processes.

Performs NAVAIR-assigned maintenance materials engineering support duties, chemical analysis methods, environmental chemistry, hazardous materials control, printed circuit boards, chemical treatment of material surfaces, and other areas of technology.

Performs failure analysis on nonmetallic parts from aerospace systems and ground support equipment.

Provides physical and chemical property data on nonmetallic materials.

Performs physical destructive testing for evaluation of paint system, seals, adhesives, composites, and other nonmetallic materials.

Source Selection

Provide expertise and knowledge required to select sources of future procurement of aircraft, engines and components.

16.2 Describe how these services/functions are related to accomplishment of the depot maintenance mission, and the benefits of these relationships.

Service/Function	Description
Cognizant Field Activity	Provides in-service engineering services consisting of basic design, maintenance engineering, and/or logistics management. When these functions are directly provided to the artisan time and cost are saved. Develops engineering design data for redesign, reconfiguration, and modification of power plants, components, aircraft and equipment. Not only can this data be used for redesign but for improvement of all levels of maintenance. Furnished consultant engineering services, as required. Provides acquisition support services to NAVAIR. Provides support to ensure transition of programs through each life cycle phase and to ensure that programs are supportable in the field. Ensures that maintenance is a major consideration during the procurement process. Conducts continuing engineering analysis to establish/update inspection intervals and time between overhauls. Determines specific problem areas and implements solutions. Minimizes unneeded work being done and increases readiness. Prepares and maintains Maintenance Requirement Cards (MRC'S) Respond to technical questions from operating and maintenance personnel, and develop solutions to operating and maintenance problems. This is the major reason why it imperative that the engineers are collocated with the maintenance facility (DEPOT).
Engineering Support	Plans and promotes product support technology development, centers of excellence development, and post transition workload support. Incorporates these elements into the product support capability plan. "Center of Excellence" are effective because of the engineering and artisan relationship created by collocation. Establishes and develops local engineering and logistics support capability for the assigned weapon systems and components to provide cohesive support to the Fleet. Local Engineering

Specifications and Temporary Engineering Instructions are able to be generated because of the close proximity of engineers and artisans.

Accomplishes turn key aircraft design modifications from initial customer contact through design concept to completion of project. These functions can only be done at the manufacturing and installation site. Usually done concurrently.

Logistics Management

Reviews technical engineering recommendations and decisions pertaining to reliability, maintainability, supportability, producibility, and quality for effect on mission accomplishment and operational availability. Merges logistics support in with maintenance requirements.

Reviews Engineering Change Proposals (ECP's), assesses the impact of the changes, prepares ECP cost and funding sheets, prepares ECP milestone charts, and recommends alternative solutions, approval, or disapproval based on analysis of performance, reliability, supportability, or economic improvement. Ensure that the logistics elements that pertain to maintenance are linked to the artisan's requirements.

Prepares ECP long range implementation plans for approved changes. Manages configuration status accounting programs. Evaluates support problems of assigned and comparable systems. Determines causes of problems, and either develops solutions or provides directions to resolve logistics support deficiencies. Influence design changes to improve reliability, maintainability, or supportability. Direct communications with the artisans identifies issues that will have a major impact on maintenance.

Provides logistics and maintenance guidance to fleet and other field personnel for cognizant systems. Studies failure data and support problems to determine maintenance drivers. Develops and initiates corrective actions, or recommends design changes to resolve ILS deficiencies.

Logistics Support Analysis

Conducts continuing engineering maintenance analysis to determine engine/accessory/component, reliability and maintainability. Determines specific problem areas and Executes life cycle logistics process system tasks. Obtains the engineering criteria and technical justification, and publishes the maintenance plan/logistics support analysis for all three levels of maintenance. This includes

the formulation of logistic considerations for scheduled and unscheduled maintenance, one-time inspections, and special repair maintenance requirements. Collocation of these functions are essential, the artisans inputs and the logistics managers understanding of the actual maintenance functions save maintenance dollars and critical resources.

Foreign Military Sales

Reviews and monitors the progress and status of all FMS cases in the Depot.

Develops information to provide price quotes for FMS rework requirements.

Coordinates customer configuration requirements for foreign military aircraft, components, and engines. All the above function can only be done on-site and must be collocated.

Depot Maint Mgmt Logistics

Responsible for the development and maintenance of a strategy to validly assess NADEP Jacksonville's resources and achieve a professional competitive posture.

For all programs, integrates workload planning, develops activity master workload plan, and provides customer workload requirement coordination.

Administers the long-range planning effort which establishes goals and determines measures necessary for the effective accomplishment of future Depot advancement.

Administers the strategic planning efforts and provides progressive advice and workload alternatives to the Commanding Officer for utilization and future commitment of this command's resource capability potential.

Provides Depot maintenance and logistics services for new depot capability development programs. Investigates feasibility and capability for potential rework programs.

Explores potential plant capability for future rework programs and technical requirements.

Coordinates the allocation of production workload, and correlates workload with production capacity.

Investigates and recommends potential (long-range) workloads.

Procurement

Oversight for all material requisitioning/handling actions for all NADEP Jacksonville shops.

Establishes communication links with type commanders, NAVAIR, and Naval and Marine Corps aviation fleet operating activities served by this Depot. Establishes and maintains a method of fleet weapon system depot material readiness response that encompasses NADEP Jacksonville product assignments.

Material policy advisor and establishes local material policy directives; identifies and acts to influence NAVAIR and other agencies/activities which are responsible for enacting policies/procedures which could impact upon the material posture of this Depot.

Reviews all major procurement requests for parts/service.

Responsible for forecasting material requirements at the Aviation Supply Office (ASO) and Defense Logistics Agency (DLA) level, and determining the depth and range of material to be stocked in local Navy Industrial Fund (NIF) stores.

Provides central material management which encompasses requisition processing for standard and non-standard items, maintenance of existing on-line automated Naval Industrial Material Management System (NIMMS), analysis of material usage and trends, and receipt/storage and issuance of material.

Publications

Prepares technical manuals, changes, and/or revisions resulting from the effects of technical directives and from engineering monitoring of quality deficiency reports (QDR's), technical publications deficiency reports (TPDR's), material deficiency reports (MDR's), messages, and correspondence which affect in-production and out-of-production weapons/equipment manuals for which this command is designated cognizant field activity (CFA).

Pre-negotiates and/or negotiates contractor's manual change /revision proposals and cost estimates, approves SOW, manages and monitors contractor's manual change/revision efforts.

Performs technical writing and editing in support of change/revision to manuals updated by the command. Coordinates

required illustrating, art work, printing, and distribution. Performs validation/verification in accordance with NAVAIR guidelines.

Performs data management functions associated with the acquisition of technical data, development of the master sets of technical manuals to include all appropriate changes including local engineering specifications (LES's), local interim manual change releases (MCR's), user position data applicable to individual components, troubleshooting assistance on data problems, and the development of modern data storage and retrieval systems.

Manages a technical publications library control system at the command user level.

Provides a positive source of up-to date aeronautical technical publications from the Naval Air Technical Services Facility (NATSF) via the Automated Distribution Requirement Listing (ADRL) to the Depot.

Specification Development

Provides engineering specifications, technical data, and materials engineering services in the fields of metallurgy chemistry, preservation, polymeric materials, and packaging procedures to support rework of aircraft and missile weapon systems assigned to the Depot.

Conducts surveys and makes assessments of aircraft maintenance-related materials and process technologies. Advises the command of current technological requirements and of alternative viable courses of action needed for application of technology that is required to accomplish command workload assignments. Provides technical and scientific advice to the command in the areas of materials engineering and materials engineering-related processing and production applications. Promotes optimum application of aircraft maintenance technology for support of command objectives.

Maintains in-house data bases and establishes electronic gateways for accessing government and commercial data bases that contain materials engineering and industrial processing information that is pertinent to aircraft maintenance technology, aircraft refurbishment/restoration, non destructive and destructive inspection and testing, structural damage tolerance assessments, and service life expectancy.

Develops requirements for contractor support.

Develops production process specifications and provides metallurgical directions to shops for heat treatment, thermal spray coatings, welding, brazing, soldering, machining, grinding, shot peening, metal forming, nondestructive inspection/evaluation, and other similar metallurgical-related processes.

Specifies nondestructive inspection/evaluation techniques, and develops required procedures for inspection/evaluation of cognizant aircraft systems and subsystems for local and fleet-wide application. Provides the Nondestructive Inspection/Testing (NDI/T) Program management for the command.

Provides physical and chemical property data on metallic materials to aircraft and power plant engineering.

Issues local engineering specifications on cognizant systems

Provides technical support to NAVAIR to effect materials and process changes relative to hazardous material minimization

Provides technical support to new weapon system acquisition Hazardous Material Minimization (HAZMIN) in environmental logistics.

Develops production process and engineering specifications in the nonmetallic materials area. Provides materials engineering directions to production shops.

Furnishes technical design information concerning packing equipment/parts for shipment to NAS JAX Supply Department.

Issues engineering instructions and maintains a technology data base on processing of aircraft bearings and assemblies containing bearings.

Laboratory Services

Performs failure analysis of bearing components.

Performs physical destructive testing on materials and aircraft components.

Performs failure analysis on failed metallic parts from aircraft, engines accessories, structures, and ground support equipment.

Performs metallurgical tests on aspects of shop processes and problems.

Determines metallic material identification, acceptability of substitutions, and conformity to specifications.

Develops new chemical processes and provides materials engineering support for the evaluation of new materials and processes.

Provides consultation and analytical services to the NADEP, NAS JAX, and other DOD facilities in the area of environmental engineering and hazardous material problems. Chemicals and materials used are continually reviewed with respect to their environmental effects, with new substitute chemicals/materials being surveyed as less hazardous or less polluting alternates. The analyses determine conformance of the materials of chemicals to specifications, identification of unknowns related to material failure, accident investigations, and problem areas. Analyses also support evaluations of new or existing materials and/or processes.

Performs failure analysis on nonmetallic parts from aerospace systems and ground support equipment.

Provides physical and chemical property data on nonmetallic materials.

Performs physical destructive testing for evaluation of paint system, seals, adhesives, composites, and other nonmetallic materials.

Workload and Capabilities, continued

17. Interface with Customers

17.1 Indicate any special functions that the depot maintenance function performs that require close interface with customers, such as on-site workloads (e.g. technical assistance, crash/battle damage repairs, modification/upgrade installations).

Service/Function	Describe Required Interface/Relationship/Benefit
ASPAs	Site visit to squadron by aircraft P&E and E&E personnel to perform aircraft material condition inspection to extend period end date for SDLM induction as required. Beneficial to squadron in that they are allowed to maintain custody of aircraft which are in good condition.
PACE Inspections	Site visit to squadron by aircraft P&E and E&E personnel to evaluate aircraft material condition to extend period end date for MCAPP induction as required. Beneficial to squadron in that they are allowed to maintain custody of aircraft which are in good condition.
Technical Assistance	Fleet operators require comprehensive and timely technical interface to achieve operational readiness, to ensure safety is not jeopardized, and to maintain their systems economically. Assistance is provided by maintenance troubleshooting, technical data clarification, resolution of emerging technical/product problems, engineering investigations (on-site as required), determination of high usage materials, development of work-arounds for material unavailability, warranty administration, and material expediting.
Support of Drive-In Modifications (DIM) at Fleet locations.	Close interface with shop personnel is required to resolve difficulties with MOD incorporation and other damage discovered and/or self induced during the process. Timely resolution of problems allow aircraft schedules to be made.
Support of aircraft in-Service Repairs and on-site engineering and planning assistance for crash damage aircraft.	Close interface with field team personnel, Engineers and Planners/ Estimators is required to accomplish depot level repairs in the field. Timely repair of aircraft damage which exceeds capabilities

of fleet (O/I) personnel is made possible without sending the aircraft to the depot.

Mishap Investigations

The Accident Boards and Navy Safety Center rely heavily upon engineering investigations to determine causal factors in the mishaps and to develop corrective actions to prevent future mishaps. Engineers from the depot are available 24 hours a day to respond to requests for assistance to be dispatched to mishap sites throughout the world. Initial on-site investigations are typically followed up by extensive disassembly, inspections, metallurgical testing, measurements at the depot.

Technical Data

Provides the Fleet operators and maintainers with proper technical instructions and information by preparing, validating, and publishing technical manuals, by prototyping and validating new technical directives, by issuing bulletins and interim rapid action changes.

Communication

The Fleet personnel are kept aware of emerging problems and solutions, hardware changes, capability improvements, and program activity through reciprocal on-site visits, conferences, maintenance plan reviews, integrated logistics management support team meetings, vendor symposiums, maintenance engineering logistics reviews, component improvement program, workshops, systems safety working groups and industry/government technical data exchanges.

Modification and upgrades

Interface responsibility involves tailoring each work specification and Statements of Work (SOW) to the customer requirement. Certain design changes are required to allow system interface. Design review meetings are held with the customer to ensure the design meets the intent of the SOW. Program Management reviews ensure that the projects are meeting cost and schedule requirements. Technical data, engineering support, kit manufacture, and logistics elements are provided to properly field the modified hardware. The benefit of doing the work at the depot is that most of the source data and experience from previous and current CFA assignments are retained.

Hardware Development Maintenance Procedures

The interaction between the depot, Fleet customers, contractors, and other activities provide the hands on experience to develop, procure, and introduce to the Fleet the hardware and procedures to enhance their mission performance. Interface includes mockup

hardware fit demonstrations, maintainability demonstrations/ assessments, logistics support analysis reviews, first article inspections, analytical condition inspections and site surveys.

Support Operational Readiness

Readiness degraders are identified by review of operational data and through interface with Fleet and manufacturing personnel. Root causes are determined and corrective actions developed. Failure trend analysis is used to identify potential problem areas. Contractor produced failure mode data and proposed maintenance actions are evaluated to develop appropriate maintenance actions. Preventive maintenance requirements are developed and validated.

Foreign Military Sales

Interfacing with FMS customers concerning aircraft modification and work to be performed is a critical necessity. Liaison officers are always on site during SDLMS-MODS. Technical assistance is provided by numerous divisions and branches of the NADEP. Cognizant Field Activity (CFA) functions are provided to A-7 and T-2 aircraft as well as J-52 and F404 engine customers. Liaison meetings with F/A-18 Repair of Repairables (ROR) customers are frequently held. Calibration items are frequently sent to FMS customers to provide assistance and training in the maintenance of their calibration problems. Occasional training is provided in-country in a formalized manner to a group of foreign students, however, most training is in-house and consists of on-the-job-training.

Interservice Program

Interfacing with Interservice customers concerning repairs performed on their assets require face-to-face meetings with program managers, production managers, item managers, financial personnel, engineers, and logistics personnel to establish a contractual agreement between the customer and repair facility. These meetings at the beginning of a repair program are necessary to agree on workload quantities, repair procedures, reporting procedures, funding requirements and procedures, warehousing and shipping of customer assets, engineering requirements and configuration management. During the repair program, frequent contact is necessary to change workload quantities, shipping information for high priority requisitions, etc.

MEASURES OF MERIT

Costs [1]

18. Real Property Maintenance (RPM)

18.1 What is your activity's backlog of real property maintenance for facilities performing depot maintenance as of 30 September 1993 (express in $K)?

$11,877

18.2 What were your activity's annual RPM expenses (in $K) for Fiscal Years 1990-1993? Provide your answers in Table 18.2.

Table 18.2: **Real Property Maintenance Expenses**

	FY 1990	FY 1991	FY 1992	FY 1993
RPM Expenses ($K)	3,822	2,757	3,378	3,947

[1]There are inherent differences in organizational structure and accounting systems across the Services. Consequently, cost accumulations vary considerably. This severely limits the comparability of the cost per direct labor hour ($/DLH) rates across Service lines.

19. Annual Operating Costs (Excludes Materials used in Depot Maintenance Workloads)

19.1 What were the total depot maintenance actual annual operating costs for your activity (AOC/$K), excluding materials, used in depot maintenance workloads for Fiscal Years 1990-1993? What was the cost per direct labor hour ($DLH) for actual executed hours reported in the DBOF? Provide your answers in Table 19.1.a.

Table 19.1: **Annual Operating Costs** **R**

EXPENSE	FY 1990	FY 1991	FY 1992	FY 1993
AOC ($ K)	156,946	153,030	156,188	164,470
$ / DLH	46.89	49.90	49.75	54.10

20. Environmental Compliance

20.1 What were your total depot maintenance actual and programmed environmental compliance costs (expressed in $K) for Fiscal Years 1990-1997? Provide your answers in Table 20.1.

The following figures are NADEP Jacksonville's environmental operational costs. There have only been two projects that have been required to get in compliance, 1993 tank certification and 1993 tank 103-1 closure. Together the cost was $14,500 total. This figure is included in the operational figure provided below. The figures for FY-90-92 do not include maintenance or pollution prevention projects as that information was not tracked until 1993.

Table 20.1: **Environmental Compliance Costs** **R**

COST($K)	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
Actual	3,295	3,117	2,338	2,738	0	0	0	0
Programmed	0	0	0	0	11,022	12,745	8,254	7,177

20.2 If spending is accomplished as programmed above, what will be the remaining costs (backlog at the end of Fiscal Year 1997 expressed in $K) to bring existing facilities/equipment into environmental compliance?

None, this facility has no outstanding compliance deficiencies.

21. Local Wage Rate

21.1 What were your Department of Labor local wage rates for a WG-11, step 3 for Fiscal Years 1991 through 1994?

Table 21.1: **Wage Rate**

Wage Rate	FY 1991	FY 1992	FY 1993	FY 1994
WG-11 / Step3	14.19	14.72	15.26	15.49

22. Programmed Capital Investments

22.1 How much is programmed for new mission equipment for Fiscal Years 1996 through 1999? Provide your answer (in $K) in Table 22.1.

22.2 How much is programmed for replacement equipment for Fiscal Years 1996 through 1999? Provide your answer (in $K) in Table 22.1.

Table 22.1: **Programmed Capital Investments** **R**

TYPE	FY 1996	FY 1997	FY 1998	FY 1999
NEW MISSION ($K)	2,520	3,332	4,844	4,960
REPLACEMENT ($K)	4,570	50	2,830	2,915

FY-98 and FY-99 Projection based on FY-94-97 average plus 3% inflation.

AMENDMENT EIGHT

FULL REPLACEMENT DOCUMENT

FOR

DATA CALL # 8
JOINT CROSS SERVICE GROUP SECTION

NADEP JACKSONVILLE

30 SEPTEMBER 1994

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

ROBERT W. SMITH, RADM USN
NAME (Please type or print)

Robert W. Smith
Signature

DEPUTY ASSISTANT COMMANDER FOR AVIATION DEPOTS
Title

30 Sep 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

WILLIAM J. TINSTON, JR. RADM USN
NAME (Please type or print)

Signature

ASSISTANT COMMANDER FOR LOGISTICS AND FLEET SUPPORT
Title

30 Sep 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

W.C. BOWES, VADM USN
NAME (Please type or print)

Signature

COMMANDER
Title

29 Sep 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

10/1/94
Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

W.C. BOWES, VADM USN	
NAME (Please type or print)	Signature
COMMANDER	29 Sep 92
Title	Date
NAVAL AIR SYSTEMS COMMAND	
Activity	

BRAC-95 CERTIFICATION
JOINT CROSS SERVICE GROUP PORTION - JACKSONVILLE
Data Call # 8 AMENDMENT EIGHT

F. C. TILLACK
NAME (Please type or print)

F C Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

9/30/94
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

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DATA CALL SUPPLEMENT FOR
JOINT CROSS SERVICE GROUP-DEPOT MAINTENANCE

This supplement is designed to facilitate the cross service analysis required of the 1995 Base Realignment and Closure (BRAC-95) process. It requests data in a standardized format that will be used by the Joint Cross Service Group-Depot Maintenance (JCSG-DM) to develop closure and realignment alternatives to be given to the Military Departments for their analysis and final recommendations. The JCSG-DM Data Call consists of two sections, one for capacity measurements and a second measuring "measures of merit". This Data Call has been formatted to assist the preparer in providing the required information with the minimum amount of effort. If questions arise, contact your Military Department BRAC-95 office for clarification.

Notes in the context of this data call:

1. Base your responses on workload as programmed for your activity. Unless otherwise specified, use workload mixes as programmed in the FYDP.

2. Direct Labor Hours (DLH) is the common unit of measure unless specifically noted otherwise in the question.

3. Information requested in this supplement may duplicate data requested by BRAC 95 data calls from the individual Military Departments. If this occurs, read both questions carefully to ensure that they are in fact asking for identical information, and if that is the case, transfer information from one data call to the other.

4. These questions should be passed up and down the chain of command without editing or rewriting. This standardized data call is designed to support an auditable process by having each activity (regardless of Military Department assigned) respond to the same question.

5. "Core" capability calculations are to be performed in accordance with Office of the Under Secretary of Defense (Logistics) Memorandum dated November 15, 1993 (Subject: Policy for Maintaining Core Depot Maintenance Capability).

6. Capacity and utilization index calculations will be performed in accordance with the Defense Depot Maintenance Council approved update to DoD 4151.15H (Depot Maintenance Capacity/Utilization Index Measurement) dated December 5, 1990.

7. All calculations will assume a one shift, 40 hour work week.

8. Workload, capabilities, and capacities will be measured by commodity groups. A detailed breakout of the JCSG-DM commodity groups is contained in the following box. Insert the commodity groups applicable to your depot maintenance activity into the tables whenever a specific break out is requested by the question. Individual Military Departments in their Service specific data calls, may measure data in different commodity groups or categories, but for the Joint Cross Service analysis, these commodity groups must be utilized.

9. Data will be amounts as of the end of the applicable fiscal year.

JOINT CROSS SERVICE - DEPOT MAINTENANCE

Commodity Groups List

1. Aircraft Airframes:
   a. Rotary
   b. VSTOL
   c. Fixed Wing
      (1) Transport / Tanker / Bomber /
      (2) Command and Control
      (3) Light Combat
      (4) Admin / Training
   d. Other

2. Aircraft Components
   Dynamic Components
   Aircraft Structures
   Hydraulic/Pneumatic
   Instruments
   Landing Gear
   Aviation Ordnance
   Avionics/Electronics
   APUs
   Other

3. Engines (Gas Turbine)
   Aircraft
   Ship
   Tank
   Blades / Vanes (Type 2)

4. Missiles and Missile Components
   Strategic
   Tactical / MLRS

5. Amphibians
   Vehicles
   Components (less GTE)

6. Ground Combat Vehicles
   Self-propelled
   Tanks
   Towed Combat Vehicles
   Components (less GTE)

7. Ground and Shipboard Communications and Electronic Equipment
   Radar
   Radio Communications
   Wire Communications
   Electronic Warfare
   Navigational Aids
   Electro-Optics / Night Vision
   Satellite Control / Space Sensors

8. Automotive / Construction Equipment

9. Tactical Vehicles
   Tactical Automotive Vehicles
   Components

10. Ground General Purpose Items
    Ground Support Equipment (except aircraft)
    Small Arms / Personal Weapons
    Munitions / Ordnance
    Ground Generators
    Other

11. Sea Systems
    Ships
    Weapons Systems

12. Software
    Tactical Systems
    Support Equipment

13. Special Interest Items
    Bearings Refurbishment
    Calibration (Type I)
    TMDE

14. Other

Table of Acronyms

$/DLH	Cost per Direct Labor Hour
$K	Thousands of Dollars
ADMIN	Administrative; administration
AICUZ	Air Installations Compatible Use Zone
AOC$	Annual Operating Cost (dollars)
CCN	Category Code Number
DBOF	Defense Business Operating Fund
DLH	Direct Labor Hour
DoD	Department of Defense
ESQD	Explosive Safety Quantity Distance
FMS	Foreign Military Sales
FY	Fiscal Year
FYDP	Future Year Defense Plan
GTE	Gas Turbine Engines
HERF	Hazardous Electronic Radiation - Fuels
HERO	Hazardous Electronic Radiation - Ordnance
HERP	Hazardous Electronic Radiation - Personnel
JCSG-DM	Joint Cross Service Group - Depot Maintenance
KSF	Thousands of Square Feet
PRV	Plant Replacement Value
R&D	Research and Development
RPM	Real Property Maintenance
SF	Square Feet
WG	Wage Grade

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

1.1 Calculate the capacity index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed in direct labor hours (DLHs) in Table 1.1.a by commodity groups for the Fiscal Years requested.

Table 1.1.a: **Capacity Index** **R**

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	0	0	0	0	0
b. VSTOL	0	0	0	0	0
c. FIXED WING					
(1) Transport/Tanker/Bomber	0	0	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	314,696	712,426	686,762	702,735	660,918
(4) Admin/Training	88,987	0	0	0	0
d. OTHER (SUB-TOTAL) *	900,091	1,018,452	1,093,726	975,618	1,013,574
(1) P-3 (All TMS) *	374,576	400,742	374,912	364,043	337,711
(2) Aircraft/Airframe Other *	525,515	617,710	718,814	611,575	675,863
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	27,681	61,699	77,751	40,254	55,956
b. AIRCRAFT STRUCTURES	33,219	61,386	76,246	37,129	53,283
c. HYDRAULIC/PNEUMATIC	32,219	42,386	38,901	21,129	27,283
d. INSTRUMENTS	24,548	21,411	12,776	10,276	10,373
e. LANDING GEAR	38,356	27,945	41,872	47,288	38,356

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COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
f. AVIATION ORDNANCE	14,867	46,460	31,593	14,415	24,029
g. AVIONICS/ELECTRONICS	115,069	113,452	120,971	141,274	105,055
h. APUs	0	0	0	0	0
i. OTHER	37,151	48,152	56,747	44,219	47,749
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	456,782	490,093	456,122	440,842	428,006
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	0	0	0	0	0
14. OTHER	2,518,491	2,730,671	2,897,183	2,957,275	2,988,057
TOTAL	4,602,157	5,374,533	5,590,650	5,432,454	5,452,639

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).**

1.2 Calculate the utilization index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed as a percentage (%) in Table 1.2.a by commodity groups for the Fiscal Years requested.

Table 1.2.a: **Utilization Index** **R**

COMMODITY GROUP	INDEX %				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	0	0	0	0	0
b. VSTOL	0	0	0	0	0
c. FIXED WING					
(1) Transport/Tanker/Bomber	0	0	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	100	100	100	100	100
(4) Admin/Training	98	0	0	0	0
d. OTHER (SUB-TOTAL) *	98	99	99	98	98
(1) P-3 (All TMS) *	97	99	100	95	99
(2) Aircraft/Airframe Other *	99	99	99	99	98
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	0	0	0	0	0
b. AIRCRAFT STRUCTURES	80	97	98	98	97
c. HYDRAULIC/PNEUMATIC	97	88	88	92	88
d. INSTRUMENTS	89	93	81	89	80
e. LANDING GEAR	98	89	93	94	93
f. AVIATION ORDNANCE	89	91	85	82	94
g. AVIONICS/ELECTRONICS	97	96	96	97	94
h. APUs	0	0	0	0	0
i. OTHER	93	93	93	90	91
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	98	98	97	97	97

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COMMODITY GROUP	INDEX %				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	0	0	0	0	0
14. OTHER	94	91	88	92	87
TOTAL	95	94	92	94	91

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).**

***** TOTALS WILL NOT EQUAL 100%.**

1.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, with no significant investment in capital equipment; and (c) no major Military Construction additional to that already approved and funded: what is the maximum extent to which operations, by commodity group, could be expanded for depot maintenance work at your activity, based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of direct labor hours (DLHs).

Table 1.3.a: **Maximum Potential Capacity** **R**

COMMODITY GROUP	INDEX (DLMHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	0	0	0	0	0
b. VSTOL	0	0	0	0	0
c. FIXED WING					
(1) Transport/Tanker/Bomber	0	0	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	651,712	1,246,562	1,068,340	1,031,254	986,437
(4) Admin/Training	86,954	0	0	0	0
d. OTHER (SUB-TOTAL)	1,201,712	1,245,255	1,256,795	1,249,308	1,156,739
(1) P-3 (All TMS)	720,376	772,614	786,227	719,120	654,626
(2) Aircraft/Airframe Other	481,336	472,641	470,568	530,188	502,113
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	0	0	0	0	0
b. AIRCRAFT STRUCTURES	145,217	209,505	272,830	253,790	320,983
c. HYDRAULIC/PNEUMATIC	31,346	37,400	34,246	29,137	29,137
d. INSTRUMENTS	21,741	19,954	10,399	9,130	8,302
e. LANDING GEAR	37,531	24,987	38,951	44,554	35,719
f. AVIATION ORDNANCE	82,470	80,216	79,468	79,091	79,091
g. AVIONICS/ELECTRONICS	457,633	494,685	494,204	495,507	505,170
h. APUs	0	0	0	0	0

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ACTIVITY UIC: N65886
JACKSONVILLE

COMMODITY GROUP	INDEX (DLMHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
i. OTHER	162,799	164,251	164,468	164,292	164,292
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	1,120,959	1,319,034	1,259,911	1,210,675	1,209,076
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	0	0	0	0	0
14. OTHER	2,366,933	2,489,483	2,557,300	2,730,146	2,663,023
TOTAL	6,367,007	7,331,332	7,236,912	7,296,884	7,157,969

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CAPACITY

2. Plant Replacement Value

2.1 What is the estimated Plant Replacement Value (PRV) as of the end of each Fiscal Year of your depot maintenance activity expressed in thousands of dollars ($K) as a function of the facilities and equipment? Provide your answer in Table 2.1.

Table 2.1: **Expenditures and Equipment Values**

PRV	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
Facilities	316,000	348,200	358,600	369,400	380,500
Equipments	318,975	355,061	365,713	376,684	387,986
TOTAL	634,975	703,261	724,313	746,084	768,486

CAPACITY

3. Programmed Workload

3.1 Given the current configuration and operation of your activity, provide the programmed depot level workload by commodity group in Tables 3.1.a and 3.1.b. Express your answer in both dollars ($K) and direct labor hours (DLH) for the Fiscal Years requested.

Table 3.1.a: **Programmed Workload** **R**

COMMODITY GROUP	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	0	0	0	0	0
b. VSTOL	0	0	0	0	0
c. FIXED WING					
(1) Transport/Tanker/Bomber	0	0	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	25,478	59,555	59,012	62,203	59,965
(4) Admin/Training	7,081	0	0	0	0
d. OTHER (SUB-TOTAL)	63,950	74,817	83,582	76,189	80,803
(1) P-3 (All TMS)	29,686	33,327	32,253	30,850	30,463
(2) Aircraft/Airframe Others	34,264	41,490	51,328	45,339	50,339
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	0	0	0	0	0
b. AIRCRAFT STRUCTURES	7,119	16,391	21,154	10,585	15,599
c. HYDRAULIC/PNEUMATIC	8,374	10,281	9,697	5,648	7,199
d. INSTRUMENTS	5,808	5,485	2,944	2,663	2,494
e. LANDING GEAR	10,026	6,869	11,029	12,994	10,730
f. AVIATION ORDNANCE	3,553	11,616	7,580	3,434	6,775
g. AVIONICS/ELECTRONICS	29,872	29,976	32,870	39,902	29,613
h. APUs	0	0	0	0	0

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COMMODITY GROUP	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
i OTHER	9,244	12,288	15,013	11,567	13,107
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	139,508	155,601	147,074	141,174	144,611
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	0	0	0	0	0
14. OTHER	179,576	193,240	203,455	222,823	219,278
TOTAL	489,589	576,119	593,410	589,182	590,174

Table 3.1.b: **Programmed Workload** R

COMMODITY GROUP	DLMHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	0	0	0	0	0
b. VSTOL	0	0	0	0	0
c. FIXED WING					
(1) Transport/Tanker/Bomber	0	0	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	312,878	710,752	683,762	699,735	654,918
(4) Admin/Training	86,954	0	0	0	0
OTHER (SUB-TOTAL) *	885,079	1,010,452	1,082,526	953,618	994,574
(1) P-3 (All TMS) *	364,564	397,742	373,712	347,043	332,711
(2) Aircraft/Airframe Other*	520,515	612,710	708,814	606,575	661,863
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	0	0	0	0	0
b. AIRCRAFT STRUCTURES	26,648	59,625	74,712	36,296	51,929
c. HYDRAULIC/PNEUMATIC	31,346	37,400	34,246	19,365	23,966
d. INSTRUMENTS	21,741	19,954	10,399	9,130	8,302
e. LANDING GEAR	37,531	24,987	38,951	44,554	35,719
f. AVIATION ORDNANCE	13,300	42,254	26,771	11,774	22,554
g. AVIONICS/ELECTRONICS	111,817	109,043	116,090	136,820	98,583
h. APUs	0	0	0	0	0
i. OTHER	34,604	44,702	53,022	39,663	43,633
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	445,774	479,136	443,312	427,159	414,392
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0

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COMMODITY GROUP	DLMHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	0	0	0	0	0
14. OTHER	2,366,933	2,489,483	2,557,300	2,730,146	2,596,520
TOTAL	4,374,605	5,027,788	5,121,091	5,108,260	4,945,090

* P-3, Emergency Repair & Mods equal Other Sub-Total.

CAPACITY

4. Service Centers of Excellence

4.1 If your activity has been designated as a Service Center of Excellence for any of the commodity groups, please identify them below.

NADEP Jacksonville has been designated as the Center of Excellence for the following commodity groups. All workload for these commodity groups will be single-sited at NADEP JAX.

Electro-Optics
Electronic Warfare
Anti-Submarine Warfare (ASW) Avionics
Bomb Racks and Launchers
Aerial Refueling Stores and Drop Tanks

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

MEASURES OF MERIT

Geographic

1. Location

1.1 Specify any special strategic importance or military value consideration of your activity accruing from its geographical location.

Activity Location Description of Strategic Importance/Military Value

The Naval Aviation Depot Jacksonville is located on Naval Air Station Jacksonville next to the St. Johns River just 30 miles from Naval Station Mayport and the Atlantic Ocean. We are only 15 miles from NAS Cecil Field and centrally located between Jacksonville International Airport, Aero Corporation and Grumman St. Augustine. This location has military and strategic importance to any war time scenario. If the need to off-load damaged aircraft from carriers, move large quantities of aviation components via air, sea and land or integrate with aviation industrial facilities to accommodate the large surge capacity beyond what the Navy's Industrial Strategy allows for arises, NADEP Jacksonville is the hub for these types of war time missions.

As the only large industrial complex in the region, NADEP Jacksonville has been selected to lead the Southeast Regional Maintenance Group into the future. We expect that in the near future we will become the "hub" integrating "I" and "D" level maintenance for the entire region, with sailors and civilians working side-by-side.

NADEP Jacksonville has been designated by NAVAIR as the East Coast TACAIR depot. This designation means that NADEP Jacksonville will be the depot repair point for all tactical aircraft for in service repair, crash damage, and modifications.

As the largest industrial employer in Northeast Florida and Southeast Georgia, we are the "Employer of Choice." An example of the one of the many benefits of being located in this area, over 50% of our workforce are veterans, with aviation experience.

AMENDMENT EIGHT

FULL REPLACEMENT DOCUMENT

FOR

DATA CALL # 8
JOINT CROSS SERVICE GROUP SECTION

NADEP NORTH ISLAND

30 SEPTEMBER 1994

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

ROBERT W. SMITH, RADM USN
NAME (Please type or print)

Signature

DEPUTY ASSISTANT COMMANDER
FOR AVIATION DEPOTS
Title

30 Sep 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

WILLIAM J. TINSTON, JR. RADM USN
NAME (Please type or print)

Signature

ASSISTANT COMMANDER FOR LOGISTICS
AND FLEET SUPPORT
Title

30 Sept 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

W.C. BOWES, VADM USN
NAME (Please type or print)

Signature

COMMANDER
Title

29 Sep 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

10/1/94
Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

W.C. BOWES, VADM USN	
NAME (Please type or print)	Signature
COMMANDER	29 Sep 94
Title	Date
NAVAL AIR SYSTEMS COMMAND	
Activity	

BRAC-95 CERTIFICATION
JOINT CROSS SERVICE GROUP PORTION - NORTH ISLAND
Data Call # 8 AMENDMENT EIGHT

F. C. TILLACK
NAME (Please type or print)

SUPERVISORY PROGRAM ANALYST
Title

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

F C Tillack
Signature

9/30/94
Date

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

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DATA CALL SUPPLEMENT FOR
JOINT CROSS SERVICE GROUP-DEPOT MAINTENANCE

This supplement is designed to facilitate the cross service analysis required of the 1995 Base Realignment and Closure (BRAC-95) process. It requests data in a standardized format that will be used by the Joint Cross Service Group-Depot Maintenance (JCSG-DM) to develop closure and realignment alternatives to be given to the Military Departments for their analysis and final recommendations. The JCSG-DM Data Call consists of two sections, one for capacity measurements and a second measuring "measures of merit". This Data Call has been formatted to assist the preparer in providing the required information with the minimum amount of effort. If questions arise, contact your Military Department BRAC-95 office for clarification.

Notes in the context of this data call:

1. Base your responses on workload as programmed for your activity. Unless otherwise specified, use workload mixes as programmed in the FYDP.

2. Direct Labor Hours (DLH) is the common unit of measure unless specifically noted otherwise in the question.

3. Information requested in this supplement may duplicate data requested by BRAC 95 data calls from the individual Military Departments. If this occurs, read both questions carefully to ensure that they are in fact asking for identical information, and if that is the case, transfer information from one data call to the other.

4. These questions should be passed up and down the chain of command without editing or rewriting. This standardized data call is designed to support an auditable process by having each activity (regardless of Military Department assigned) respond to the same question.

5. "Core" capability calculations are to be performed in accordance with Office of the Under Secretary of Defense (Logistics) Memorandum dated November 15, 1993 (Subject: Policy for Maintaining Core Depot Maintenance Capability).

6. Capacity and utilization index calculations will be performed in accordance with the Defense Depot Maintenance Council approved update to DoD 4151.15H (Depot Maintenance Capacity/Utilization Index Measurement) dated December 5, 1990.

7. All calculations will assume a one shift, 40 hour work week.

8. Workload, capabilities, and capacities will be measured by commodity groups. A detailed breakout of the JCSG-DM commodity groups is contained in the following box. Insert the commodity groups applicable to your depot maintenance activity into the tables whenever a specific break out is requested by the question. Individual Military Departments in their Service specific data calls, may measure data in different commodity groups or categories, but for the Joint Cross Service analysis, these commodity groups must be utilized.

9. Data will be amounts as of the end of the applicable fiscal year.

JOINT CROSS SERVICE - DEPOT MAINTENANCE

Commodity Groups List

1. Aircraft Airframes:
   a. Rotary
   b. VSTOL
   c. Fixed Wing
      (1) Transport / Tanker / Bomber /
      (2) Command and Control
      (3) Light Combat
      (4) Admin / Training
   d. Other

2. Aircraft Components
   Dynamic Components
   Aircraft Structures
   Hydraulic/Pneumatic
   Instruments
   Landing Gear
   Aviation Ordnance
   Avionics/Electronics
   APUs
   Other

3. Engines (Gas Turbine)
   Aircraft
   Ship
   Tank
   Blades / Vanes (Type 2)

4. Missiles and Missile Components
   Strategic
   Tactical / MLRS

5. Amphibians
   Vehicles
   Components (less GTE)

6. Ground Combat Vehicles
   Self-propelled
   Tanks
   Towed Combat Vehicles
   Components (less GTE)

7. Ground and Shipboard Communications and Electronic Equipment
   Radar
   Radio Communications
   Wire Communications
   Electronic Warfare
   Navigational Aids
   Electro-Optics / Night Vision
   Satellite Control / Space Sensors

8. Automotive / Construction Equipment

9. Tactical Vehicles
   Tactical Automotive Vehicles
   Components

10. Ground General Purpose Items
    Ground Support Equipment (except aircraft)
    Small Arms / Personal Weapons
    Munitions / Ordnance
    Ground Generators
    Other

11. Sea Systems
    Ships
    Weapons Systems

12. Software
    Tactical Systems
    Support Equipment

13. Special Interest Items
    Bearings Refurbishment
    Calibration (Type I)
    TMDE

14. Other

Table of Acronyms

$/DLH	Cost per Direct Labor Hour
$K	Thousands of Dollars
ADMIN	Administrative; administration
AICUZ	Air Installations Compatible Use Zone
AOC$	Annual Operating Cost (dollars)
CCN	Category Code Number
DBOF	Defense Business Operating Fund
DLH	Direct Labor Hour
DoD	Department of Defense
ESQD	Explosive Safety Quantity Distance
FMS	Foreign Military Sales
FY	Fiscal Year
FYDP	Future Year Defense Plan
GTE	Gas Turbine Engines
HERF	Hazardous Electronic Radiation - Fuels
HERO	Hazardous Electronic Radiation - Ordnance
HERP	Hazardous Electronic Radiation - Personnel
JCSG-DM	Joint Cross Service Group - Depot Maintenance
KSF	Thousands of Square Feet
PRV	Plant Replacement Value
R&D	Research and Development
RPM	Real Property Maintenance
SF	Square Feet
WG	Wage Grade

ACTIVITY UIC: N65888
NORTH ISLAND

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

1.1 Calculate the capacity index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed in direct labor hours (DLHs) in Table 1.1.a by commodity groups for the Fiscal Years requested.

Table 1.1.a: **Capacity Index** **R**

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	0	0	0	0	0
b. VSTOL	0	0	0	0	0
c. FIXED WING					
(1) Transport/Tanker/Bomber	0	0	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	550,460	710,512	721,008	911,115	745,430
(4) Admin/Training	66,774	123,860	121,560	110,875	73,965
d. OTHER (SUB-TOTAL) *	813,748	842,132	897,475	819,788	871,268
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	813,748	842,132	897,475	819,788	871,268
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	319,124	121,780	51,199	61,899	33,754
b. AIRCRAFT STRUCTURES	56,426	45,213	42,620	51,195	38,572
c. HYDRAULIC/PNEUMATIC	30,199	22,361	26,959	31,309	27,648
d. INSTRUMENTS	94,703	119,640	135,672	97,726	94,162
e. LANDING GEAR	20,651	22,497	30,636	29,777	27,391

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
f. AVIATION ORDNANCE	7,782	6,942	4,327	3,285	3,627
g. AVIONICS/ELECTRONICS	146,566	179,891	227,552	164,133	161,572
h. APUs	0	0	0	0	0
i. OTHER	27,617	33,486	26,272	45,062	42,823
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	0	0	0	0	0
b. SHIP	118,451	93,623	87,464	105,963	101,658
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	16,877	16,773	22,216	25,566	28,914
b. Calibration (Type I)	33,754	41,613	44,021	42,356	41,226
c. TMDE	0	0	0	0	0
14. OTHER	2,374,761	2,598,219	2,415,434	2,885,698	2,699,514
TOTAL	4,677,893	4,978,542	4,854,415	5,385,747	4,991,524

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).**

1.2 Calculate the utilization index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed as a percentage (%) in Table 1.2.a by commodity groups for the Fiscal Years requested.

Table 1.2.a: **Utilization Index** **R**

COMMODITY GROUP	INDEX %				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	0	0	0	0	0
b. VSTOL	0	0	0	0	0
c. FIXED WING					
(1) Transport/Tanker/Bomber	0	0	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	96	96	95	94	90
(4) Admin/Training	96	98	92	92	89
d. OTHER (SUB-TOTAL) *	96	97	98	96	94
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	96	97	98	96	94
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	94	94	78	96	102
b. AIRCRAFT STRUCTURES	96	96	95	96	105
c. HYDRAULIC/PNEUMATIC	96	94	98	92	92
d. INSTRUMENTS	96	97	98	98	105
e. LANDING GEAR	96	88	89	92	93
f. AVIATION ORDNANCE	96	97	91	94	94
g. AVIONICS/ELECTRONICS	96	98	97	97	98
h. APUs	0	0	0	0	0
i. OTHER	93	95	96	98	105
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	0	0	0	0	0

COMMODITY GROUP	INDEX %				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	95	97	97	96	98
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	91	92	87	93	91
b. Calibration (Type I)	93	96	91	94	97
c. TMDE	0	0	0	0	0
14. OTHER	93	99	97	96	95
TOTAL	94	98	97	96	94

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).**

***** TOTALS WILL NOT EQUAL 100%.**

1.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, with no significant investment in capital equipment; and (c) no major Military Construction additional to that already approved and funded: what is the maximum extent to which operations, by commodity group, could be expanded for depot maintenance work at your activity, based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of direct labor hours (DLHs).

Table 1.3.a: **Maximum Potential Capacity** **R**

COMMODITY GROUP	INDEX (DLMHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	0	0	0	0	0
b. VSTOL	0	0	0	0	0
c. FIXED WING					
(1) Transport/Tanker/Bomber	0	0	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	1,066,237	1,052,937	1,061,737	1,066,237	1,066,237
(4) Admin/Training	107,640	120,940	112,140	107,640	107,640
d. OTHER (SUB-TOTAL) *	1,308,000	1,308,000	1,308,000	1,308,000	1,308,000
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	1,308,000	1,308,000	1,308,000	1,308,000	1,308,000
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	150,176	124,488	124,488	124,488	124,488
b. AIRCRAFT STRUCTURES	243,048	243,048	243,048	243,048	243,048
c. HYDRAULIC/PNEUMATIC	183,768	183,768	183,768	183,768	183,768
d. INSTRUMENTS	434,720	466,336	529,568	450,131	503,102
e. LANDING GEAR	63,232	63,232	63,232	63,232	63,232
f. AVIATION ORDNANCE	27,664	27,664	27,664	27,664	27,664
g. AVIONICS/ELECTRONICS	405,080	484,120	563,160	416,160	563,160
h. APUs	0	0	0	0	0
i. OTHER	549,328	648,128	687,648	687,648	687,648

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COMMODITY GROUP	INDEX (DLMHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	0	0	0	0	0
b. SHIP	167,960	130,805	130,805	130,805	130,805
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	57,304	61,256	65,208	65,208	65,208
b. Calibration (Type I)	148,200	148,200	148,200	148,200	148,200
c. TMDE	0	0	0	0	0
14. OTHER	2,447,606	2,584,870	2,430,711	2,750,148	2,550,177
TOTAL	7,359,963	7,647,792	7,679,377	7,772,377	7,772,377

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).**

CAPACITY

2. Plant Replacement Value

2.1 What is the estimated Plant Replacement Value (PRV) as of the end of each Fiscal Year of your depot maintenance activity expressed in thousands of dollars ($K) as a function of the facilities and equipment? Provide your answer in Table 2.1.

Table 2.1: **Expenditures and Equipment Values**

PRV	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
* Facilities	348,608	337,476	344,900	352,487	360,242
** Equipments	395,499	404,200	413,092	422,180	431,468
TOTAL	744,107	741,676	757,992	774,667	791,710

* Estimates based on returning several buildings to Naval Air Station North Island in FY 1995 and FY 1996.

** Estimates do not reflect equipment transitioning from closing Depots.

CAPACITY

3. Programmed Workload

3.1 Given the current configuration and operation of your activity, provide the programmed depot level workload by commodity group in Tables 3.1.a and 3.1.b. Express your answer in both dollars ($K) and direct labor hours (DLH) for the Fiscal Years requested.

Table 3.1.a: **Programmed Workload** **R**

COMMODITY GROUP	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	0	0	0	0	0
b. VSTOL	0	0	0	0	0
c. FIXED WING					
(1) Transport/Tanker/Bomber	0	0	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	53,966	71,391	73,870	96,973	77,683
(4) Admin/Training	6,546	12,714	12,142	11,391	7,534
d. OTHER (SUB-TOTAL)*	63,922	69,250	76,858	70,122	74,969
(1) P-3 (All TMS)*	0	0	0	0	0
(2) Aircraft/Airframe Other*	63,922	69,250	76,858	70,122	74,969
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	51,795	21,298	7,928	12,273	6,696
b. AIRCRAFT STRUCTURES	9,380	8,131	7,817	10,104	7,861
c. HYDRAULIC/PNEUMATIC	5,020	3,768	4,831	5,442	4,977
d. INSTRUMENTS	15,743	21,784	26,411	19,809	19,191
e. LANDING GEAR	3,433	3,886	5,036	5,205	4,971
f. AVIATION ORDNANCE	1,294	1,204	726	581	662
g. AVIONICS/ELECTRONICS	24,364	31,467	40,675	30,065	31,071
h. APUs	0	0	0	0	0

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COMMODITY GROUP	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
i. OTHER	4,455	5,703	4,815	8,965	8,728
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	0	0	0	0	0
b. SHIP	30,536	26,117	25,809	32,711	33,460
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	2,657	2,751	3,528	4,490	5,151
b. Calibration (Type I)	2,466	3,235	3,332	3,432	3,535
c. TMDE	0	0	0	0	0
14. OTHER	168,495	207,555	194,776	230,745	224,354
TOTAL	444,072	490,254	488,554	542,308	510,843

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).** R

Table 3.1.b: **Programmed Workload** R

COMMODITY GROUP	DLMHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	0	0	0	0	0
b. VSTOL	0	0	0	0	0
c. FIXED WING					
(1) Transport/Tanker/Bomber	0	0	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	528,252	679,122	682,239	869,518	676,264
(4)Admin/Training	64,080	120,940	112,140	102,140	65,585
d. OTHER (SUB-TOTAL) *	780,918	819,132	883,878	785,399	820,505
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other*	780,918	819,132	883,878	785,399	820,505
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	299,013	115,014	40,088	59,717	31,636
b. AIRCRAFT STRUCTURES	54,150	43,495	40,467	49,157	36,729
c. HYDRAULIC/PNEUMATIC	28,981	21,140	26,314	28,777	25,555
d. INSTRUMENTS	90,882	115,897	132,726	96,151	88,924
e. LANDING GEAR	19,818	21,799	27,430	27,523	25,523
f. AVIATION ORDNANCE	7,468	6,754	3,957	3,075	3,401
g. AVIONICS/ELECTRONICS	140,653	176,537	221,552	158,991	159,524
h. APUs	0	0	0	0	0
i. OTHER	25,719	31,994	25,209	44,182	37,130
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	0	0	0	0	0
b. SHIP	112,709	90,717	85,113	101,297	99,716
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					

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COMMODITY GROUP	DLMHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
a. Bearings & Refurbishment	15,339	15,436	19,219	23,743	26,448
b. Calibration (Type I)	31,378	40,000	40,000	40,000	40,000
c. TMDE	0	0	0	0	0
14. OTHER	2,211,488	2,569,763	2,354,134	2,773,599	2,576,378
TOTAL	4,410,848	4,867,740	4,694,466	5,163,269	4,713,318

*** P-3, Aircraft/Airframe Other equal Other (Sub-Total).** **R**

CAPACITY

4. Service Centers of Excellence R

4.1 If your activity has been designated as a Service Center of Excellence for any of the commodity groups, please identify them below.

1.	Bearings	(Commodity Group 13)
2.	Instruments	(Commodity Group 2)
3.	Radar	(Commodity Group 2)
4.	Navigation Electronics	(Commodity Group 3 and 7)
5.	Telecommunications/IFF	(Commodity Group 2)
6.	Rotating Electrical	(Commodity Group 2)
7.	Constant Speed Drives	(Commodity Group 13)

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE
MEASURES OF MERIT

Geographic

1. Location

1.1 Specify any special strategic importance or military value consideration of your activity accruing from its geographical location.

Activity Location Description of Strategic Importance/Military Value

NADEP North Island is located in one of the most strategically located ports on the west coast.

NADEP North Island is a tenant activity of the Naval Air Station at North Island. The Naval Air Station is located on a deep water port and has aircraft carriers home ported here. This availability of aircraft carrier berthing along with the inherent port services such as cranes, etc., provide the ability for the Navy to off-load damaged aircraft directly at the NADEP's back door. This eliminates the additional time and expense of disassembling and transporting damaged aircraft or large aircraft components overland from a port of entry to the Depot.

The NADEP provides dockside services to the aircraft carriers and surface ships in the region. This Voyage repair Team service is provided pierside or on-site worldwide. Voyage Repair Teams perform critical repairs on:

* Flight deck catapults and arresting gear
* Mirror landing systems
* Jet blast deflectors
* RAST (recover assist, secure and traverse)

The NADEP is also depot repair point for the LM2500 marine gas turbine engine. The LM2500 is the main propulsion power plant for the Navy's gas turbine powered ships.

Collocation of the NADEP with major activities enables the Depot to enjoy face to face dialogue with our customers. Collocated activities include:

* Naval Air Station North Island
* Naval Station
* Submarine Base

* Naval Amphibious Base
* Naval Air Station Miramar
* Fleet Industrial Support Center
* Defense Finance and Accounting Center
* Type Commanders
    * AIRPAC
    * SURFPAC

The NADEP is an active participant in the Navy's Regional maintenance Center concept, a bold step to reduce regional maintenance redundancies. The NADEP's centralized location within a large military maintenance community offers vast opportunities for maintenance consolidations, and infrastructure reductions. Additionally, being located in a region surrounded by supported activities benefits the Navy be reducing the costs of per diem required to support field service teams. The majority of these customers are located within the local commuting area thus requiring no per diem expenditure.

The NADEP is located within a five mile radius of five interstate highways, a 20 mile radius of seven commercial airports, one international, three general aviation, and three military. The NADEP's host activity, NAS North Island is approximately one hour steaming time to open waters.

The weather at North Island is greatly suited to the functions performed at the NADEP. Production time loss due to weather is almost non-existent. Aircraft test flights require Visual Flight Rules requirements and the Depot has historically averaged only 12 grounded flights per year due to weather. This is of significant importance to maintaining customer aircraft delivery schedules.

2. Environmental Compliance

Answers to the following questions need to reflect the particular workloads or processes affected by the environmental restrictions/compliance.

2.1 Is your activity in full compliance with all Federal, state, and local environmental regulations? If not in full compliance, provide a comprehensive list of individual regulations that require actions to be taken. What compliance waivers have been granted? When must the activity come into compliance?

Type	Regulation	Waiver (Date Expires)	Date Must be in Compliance
Local	San Diego County Air Pollution Control District Rule 10(b) "Permit to Operate"	April 14, 1995	Undetermined (anticipated to achieve compliance by April 15, 1995)

NAVAVNDEPOT North Island operates stationary internal combustion engines required to have a local "Permit to Operate." Issuance of a "Permit to Operate" is dependent upon installation of Best Available Control Technology (BACT) and completion of an Air Quality Impact Analysis (AQIA) for the Naval Air Station North Island inclusive of the Naval Aviation Depot. A "top-down" BACT analysis and AQIA have been completed. The AQIA indicates minimal impact on air quality in the region based upon operating limitations which limit potential to emit but, which will not impact operations. BACT, in consideration of technical feasibility and cost, has been determined to be engine retard and aftercool. These modifications are minimal from a technical and cost perspective but, are dependent upon modification of Navy wide direction. No impact on capacity is anticipated.

2.2 Has any actual or programmed work at this installation been restricted or delayed because of environmental considerations, such as air or water quality? If so, provide the details of the impact of the restrictions or delays.

Programmed Work	Restriction/Delay	Describe Impact

No actual or programmed work at NAVAVNDEPOT North Island has been restricted or delayed because of environmental considerations. NAVAVNDEPOT North Island incorporates environmental considerations into all strategic planning and has developed a Master Environmental Protection/Compliance plan to assure that all environmental requirements (present and future) are considered and that a Plan of Action is implemented to assure that programmed work at the installation is not subject to delay or restriction from environmental considerations.

3. Environmental Restrictions

Answers to the following questions need to reflect the particular workloads or processes affected by the environmental restrictions/compliance.

3.1 Are there any special programs relating to environmental or industrial waste considerations for your activity? If so, provide the details.

Special Program	Environmental/Industrial Waste	Describe

No unique or special Federal environmental programs relate to environmental or industrial waste considerations for NAVAVNDEPOT North Island. No unique or special State environmental programs relate to environmental or industrial waste considerations for NAVAVNDEPOT North Island. However, several California State environmental programs are unique to all California activities including NAVAVNDEPOT North Island:

California Air Toxics "Hot Spots" Inventory and Assessment Act (AB 2588)	Hazardous Air Pollutants	See (a) below
California Air Toxics Reduction Act (SB 1731)	Hazardous Air Pollutants	See (b) below
California Tiered Permitting	Treatment of "California Only" Hazardous Waste	See (c) below

(a) California Assembly Bill 2588 (1989) requires industrial activities to complete comprehensive inventories of listed hazardous air pollutants, perform refined health risk assessments attendant to quantified hazardous air pollution emissions, and perform public notification of excess health risk. Initial inventories were required in 1989 with follow-on inventories to be submitted every four years thereafter. NAVAVNDEPOT North Island, in conjunction with NAS North Island, has performed an extensive inventory of all sources of hazardous air pollutants, determined contribution to excess health risk, and has developed systems to continuously track the emissions of hazardous air pollutants. This has resulted in improved emission determinations and identification and implementation of emission reduction initiatives. All emission sources subject to promulgated Federal National Emission Standards for Hazardous Air Pollutants (NESHAPs) under Title III of the 1990 Clean Air Act have been identified and characterized through the AB 2588 process. These sources are anticipated to meet or exceed proposed standards.

(b) California Senate Bill 1731 (1992) requires industrial facilities demonstrating excess health risk under AB 2588 requirements to develop and implement a plan to reduce excess health risk to acceptable levels within a ten year period. Reduction in emissions and improved emission characterization presently indicate that air toxic emissions generated from NAVAVNDEPOT North Island sources have resulted in reduction in excess health risk to levels which approach acceptable levels. NAVAVNDEPOT North Island, in conjunction with NAS North Island, anticipate that reductions in air toxic emission to reduce excess health risk to acceptable levels are readily achievable.

(c) California Tiered Permitting requirements apply to industrial activities not possessing a RCRA part B permit that treat California hazardous waste (waste identified as a hazardous waste within California, but not identified as a RCRA hazardous waste). Activities desiring to implement treatment activities must provide Notice of Intent (NOI), and adhere to requirements identified for the type of treatment/pretreatment activity to be conducted. Requirements vary depending on the type of treatment activity (hence the term "Tiered Permitting"). Most such activities conducted at NAVAVNDEPOT North Island are exempt from Tiered Permitting requirements with the exception of silver recovery units associated with photographuildings and three source towers.

CCN 211-86 9,880 DLMHs	F/A-18 Radar Systems and E-2C Radar and Antenna are tested.
Bearing Facility CCN 211-35 57,304 DLMHs	Designated as the Navy Bearing Refurbishing Center. The Bearing Facility is equipped with a complete cleaning, lubrication and measuring system. The facility is capable of bearing refurbishment ranging from miniature fuel control bearings to the largest LM2500 engine bearings. The facility includes a class 100 clean room and equipped with gaging and measuring equipment valued at $1,020,890.
Aircraft Tire Program	As cognizant field activity for Naval aircraft tires, NADEP North Island has sole authority over specifications for purchase and repair. This authority stems, in part, from our ability to perform material development and testing with respect to service life and repair. NADEP North Island is the only Naval facility with tire engineering capabilities and laser beam optical holographic equipment for aircraft tire testing.

Composite Repair CC 211-33	115K sq. ft. facility built specifically for composite repair and manufacturing. The facility includes: - metal prep area for titanium - damaged composites material removal with five dust collection booths - 5,700 sq. ft. air-conditioned graphite epoxy cutting area - 10,500 sq. ft. air-conditioned lay up area. - 3,000 sq. ft. air-conditioned bagging area - 5 axis automatic core carving machine - three autoclaves; 12 x 44, 7 x 32, 3 x 4 (the 12 x 44 is capable of handling sixty separate parts at one time) - radiographic inspection area - Gerber knife for cutting multiple layers of epoxy graphite material - ultrasonic c-scan inspection system
Voyage Repair Teams	NADEP North Island has the largest Voyage Repair Team of all the depots. This team provides modification services to AIRPAC, SURFPAC, Coast Guard, and the Material Sealift Command. Sites serviced typically include all west coast home ports, Pearl Harbor, Guam, Sasebo, Yokosuka, and Singapore. Services are provided to virtually all air-capable ships operated by the customers mentioned above. These services may include such <u>DON UNIQUE</u> capabilities as laser catapult alignment or 18" and 22" (fat cat) catapult repair. Other services include Arresting Gear, Visual Landing Aids, Ships Glide Slope Indicator and Helicopter Optical Surveillance Systems.
E-2 Mission Ready Team (MRT)	NADEP North Island is the <u>only</u> overhaul point for the E-2 aircraft capable of producing fully Mission Ready aircraft out of overhaul. this process assures that the aircraft is ready to perform the designated mission as soon as it is "wheels up" leaving the depot.

F/A-18 Center Barrel/Tail Swap Fixture	NADEP North Island is the only facility in the world capable of removal, replacement, and alignment of the F/A-18 center Barrel major bulkhead airframe structure. NADEP North Island designed, engineering, and manufactured the center BARREL fixture and demonstrated its successful use.
Flight Critical Manufacturing	NADEP North Island is unique within DOD as we have been certified for the manufacture of flight critical parts for the F/A-18, E-2, and C-2 parts.
Tactical Software Support	NADEP North Island has been designated the sole Software Support Activity, developing and testing tactical software for the H-60F, H, and J helicopters as well as support for the H-2 and H-3.

3.2 Within what provisions must the activity operate with regard to disposal of hazardous wastes and radioactive materials?

Type	Provisions	Describe
Federal (RCRA) Hazardous Waste	40 CFR, Part 264	RCRA requirements for generators of hazardous waste.
California Hazardous Waste	Title 22, Division 4 of California Code of Regulations (CCR)	California requirements for generators of hazardous waste
	Division 20 of the California Health and Safety Code	Legislation pertaining to management of hazardous waste.
Radioactive Material	Nuclear Regulatory Commission Requirement	Inflight Blade Inspection System (IBIS) units are returned to the NRC license holding manufacturer, if damaged.

4. Other Collocated Activities

4.1 Are there any collocated activities that directly benefit or relate to the depot maintenance activity? If yes, list and describe the impact of each. Include benefits derived from being collocated.

Collocated Activity

Commander,
Naval Air Forces Pacific Fleet

Commander,
Naval Surface Fleet, Pacific

Commander Air Early Warning Wing Atlantic

Commander, Fighter Wing Pacific

Commander
Helicopter Support Wing Pacific

Commander
Anti-submarine Wing Pacific

Commander,
Sea Control Wing Pacific

Commander
Naval Fighter Weapons School (Top Gun)

Commander Naval
Demonstration Squadron (Blue Angeles)

Commander, Carrier Air
Wing Two (USS Constellation BG)

Commander, Carrier Air
Wing Nine (USS Kitty Hawk BG)

Commander, Carrier Air
Wing Eleven (USS Abraham Lincoln BG)

Commander, Carrier Air
Wing 14 (USS Carl Vinson BG)

Commander, Carrier Air
Wing 15 (USS Kitty Hawk BG)

Commander Marine Air Group 11

Commander Marine Air Group 13

Commander Marine Air Group 16

Commander Marine Air Group 39

Commander Marine Air Group 46

U.S. Marine Corps Camp Pendelton

U.S. Naval Ship Yard Long Beach

Naval Surface Warfare Center Port Hueneme

Naval Air Warfare Center Point Mugu

Naval Air Warfare Center China Lake

Naval Weapons Station Seal Beach

Naval Sea Support Center

Hughes Missile San Diego

General Electric San Diego

Rohr Industries San Diego

Teledyne Ryan San Diego

Benefit/Relationship

These listed activities are major customers and funding sources for the NADEP. NADEP services provided to these customers cover a wide range of services from aircraft crash/damage repair for fleet activities to Type I Calibration for customers in the commercial sector.

A number of benefits are enjoyed as a result of these collocations. The most visible is the face to face dialogue between customer and the service provider. Additionally, per diem and transportation costs are minimized when providing services to collocated activities.

Rapid response to urgent or emergency requirements is an additional benefit.

Describe Impact

The impact of these collocations is best measured by the intangible benefits to the fleet activities derived by the fact to face contact between customer and provider. In addition, the unsolicited on the job training provided to operator personnel by Depot employees is a hidden benefit for the operator. More visible is the financial impact of cost associated with per diem and transportation of materials when provider and customer are not in the same geographic location.

4.2 Do collocated activities support, or are they supported by, the depot maintenance activity?

Collocated Customers	Describe Relationship
COMNAVAIRPAC	Aircraft maintenance/modification, logistics and engineering support, VRT support
COMNAVSURFPAC	"
COM AEW WINGPAC	"
COMFITWINGPAC	"
COMHELISUPWING	"
COMHELASWPAC	"
COM SEA CONTROL WINGPAC	"
COM NAVAL FIGHTER WEAPONS SCHOOL(TOP GUN)	Aircraft maintenance/modification, logistic and engineering support
COM CARRIER AIR WING 2	"

COM CARRIER AIR WING 5	"
COM CARRIER AIR WING 11	"
COM CARRIER AIR WING 14	"
COM CARRIER AIR WING 15	"
NAVAL SEA SUPPORT CENTER	Type I Standards Calibration
HUGHES MISSILE	Type I Standards Calibration
GENERAL ELECTRIC	Type I Standards Calibration
ROHR INDUSTRIES	Type I Standards Calibration
TELEDYNE RYAN	Type I Standards Calibration
Public Works Center	Facilities maintenance
NRCC San Diego	Contract services
Naval Computer and Telecommunications	ADP service
Fleet Industrial Supply Corps	Supply services
Naval Research and Development	Select manufacturing
Balboa Naval Hospital	Industrial hygiene
NAS North Island	Environmental program oversite and coordination
Defense Reutilization Marketing Office	HAZMAT disposal and recycling
Government Printing Office	Printing and publication service

4.3 How would these activities and the depot maintenance activity function if they were not collocated?

Collocated Activity Describe Impact if not Collocated

The majority of the NADEP customers are not collocated at the present time. Collocation assumes that the activity is located in the general geographic region within the normal commuting distance of the NADEP. The most obvious impact would be increased costs for material transportation and the cost of per diem for field service team personnel. The additional time required to transport material could lead to additional schedule days thus increasing the in-process time required to complete a job.

5. Encroachment

5.1 Have operations at this activity been at all constrained to accommodate requests of the local communities?

Type of Encroachment	Operation Impacted	Describe

No operations at NAVAVNDEPOT North Island have been constrained to accommodate requests of the local communities.

5.2 Indicate any encroachment constraints on current or future operations that would restrict future expansion.

Type of Encroachment	Constraint on Expansion	Describe

There are no encroachment constraints on current or future operations that would restrict future expansion.

MEASURES OF MERIT

Facilities and Equipage

6. Unique or Peculiar Facilities

6.1 List unique or peculiar testing facilities, excluding equipment (e.g. runways, railheads, ports, tracks, ponds, etc.).

Test Facility	Describe Uniqueness/Peculiarity
Helicopter Blade Test Facility CCN 211-84	This is a Dynamic Balance and Test Facility which consists of a control building, spin tower and safety barrier. The facility has a drive system capable of 3,000 Horse Power. It has tested H-2, H-3, H-34, H-46, H-53 and H-60 helicopter blades. Just recently it has demonstrated it can test the H-53E blades.
Large Engine Test Cells CCN 211-83	These two test cells have overhead thrust stands to accommodate a variety of Large Aircraft and Shipboard Engines. These cells are completely automated for control and data acquisition. Preparation areas are immediately adjacent to the test cells. Currently, the shipboard LM2500 engine is tested in the cells.
Navy Primary Standards Laboratory CCN 211-93 or 211-62	Includes temperature and humidity controlled rooms with very close tolerances. Temperature control to within +/- 1/2 degrees Fahrenheit. Also, anechoic chamber, laser and microwave labs. This is a Type I Standards Laboratory.
Radar Antenna Test Range CCN 211-86	Includes two buildings and three source towers. F/A-18 Radar Systems and E-2C Radar and Antenna are tested.

6.2 Indicate the reasons that these facilities are required by the depot maintenance function.

Test Facility — Reasons Required for Maintenance

All these facilities support current workload that require the associated testing as part of the repair specifications. The standards lab calibrates standards for Navy wide secondary calibration labs. It is the only Type I standards lab in the Navy.

6.3 How could the depot maintenance functions be performed without these specialized facilities?

Test Facility Describe Testing Alternatives

The maintenance functions could not be completed at this site if these testing facilities were not available. Shipment to another facility, of partially completed radar, antenna, helicopter blades, and engines would be necessary to complete the tests or standards. Standards would have to be done at some other standards lab, such as the National Bureau of Standards, private contractor or to another service.

7. Buildings and Their Condition

7.1 List the buildings used to perform the depot maintenance functions by category code numbers (five or six digit CCNs), identifying their current condition (adequate, substandard, and inadequate) in Table 7.1 in thousands of square feet (KSF).

Table 7.1: **Facility Conditions** **R**

CCN	Facility Type	Condition / Area (# KSF)			Comments
		Adequate	Substandard *	Inadequate	
14187	Liquid Oxy/Nit Facilities	1.5	0	0	
17110	Academic Instruction	3.6	0	0	
17110	Applied Instruction	8.3	0	0	
	Sub-Total	13.4	0	0	
211-03	Corrosion Control Hangar	20.1	0	0	Reported as 211-11 in SFPS
211-04 through 211-07	Maintenance Hangar	0	0	0	Maintenance Hangar listed under CAT Code 21114
211-10 through 211-14	Overhaul/Repair/ Corrosion Shops	403.5	0	0	
211-20 through 211-27	Aircraft Engine Shops	60.8	0	3.3	
	Sub-Total	484.4	0	3.3	
211-30 through 211-39	Engine Accessory and Component Shops	460.2	0	6.5	
211-40 through 211-44	Electronics/Avionics Shops	104.0	0	3.3	
211-50 through 211-53	Aircraft Weapons Shops	8.9	0	0	
211-60 through 211-64	Support Equipment Shops	115.3	0	13.3	
211-70 through 211-76	Manufacturing and Repair Shops	306.4	0	0	

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CCN	Facility Type	Condition / Area (# KSF)			Comments
		Adequate	Substandard *	Inadequate	
	Sub-Total	994.8	0	23.1	
211-80 through 211-87 211-92 211-94 211-98 211-99	Test and Calibration Shops	0	0	0	See Test Facilities
211-83 through 211-89 211-92 211-98 211-99	211-83 Test Cells 211-84 Helo Bldgs 211-86 Antenna 211-92 Grd Chk 211-99 Haz Storage	28.4 1.8 3.4 30.4 11.0	0	0	Total test Facilities
211-90 211-93 211-97	Other Support 211-93 211-97	 81.7 132.3	 0 0	 0 12.5	211-93 Engineering Labs
211-95 211-96	Storage Facilities	347.0	0	143.0	
	Sub-Total	636.0	0	155.5	
21862	Shipboard A/C Sup Equip Facilities	0	* 21.1	0	
42148	Small Arms/Pyrotechnic Mag	.3	0	0	
61610	Administrative Offices	346.0	0	1.5	
61620	Data Processing Center	22.9	0	0	
73036	Lunch/Locker Room	1.2	0	0	
	Sub-Total	370.4	21.1	1.5	
	Total	2,499.0	21.1	183.4	

* **Facilities, although considered substandard by definition, are fully capable of supporting current use and the mission assigned. Most of the substandard facilities at NADEP North Island are due to technological updates to current day design criteria. The updates provide for upgraded seismic resistance, fire deterrent systems, heating and ventilation system air changes, and other similar types of facility components. Some of the substandard facilities would be considered adequate by definition if the repairs needed were within the Commanding Officer's funding approval authority.**

7.2 In Table 7.2.a, identify space available for expansion by building type for those facility category code numbers (five or six digit CCNs) that are most important to your mission. An activity's expansion capability is a function of its ability to reconfigure/rehabilitate existing underutilized facilities to accept new or increased requirements.

Table 7.2.a: **Space Available for Expansion**

Building ID / Type	CCN	Installation Space (KSF)			Total
		Adequate	Substandard	Inadequate	
27/Aircraft Rework Shop	211-14	0	22.0	0	22.0
65/Metal Components Shop	211-32	0	40.0	0	40.0
250/Applied Instruction	171-20	1.1	0	0	1.1
250/Non-metal Components	211-33	5.3	0	0	5.3
306/Aircraft Rework Shop	211-14	0	20.7	0	20.7
378/Electrical Components	211-36	20.0	0	0	20.0
379/Aircraft and Engines Accessories O/H	211-31	0	12.8	0	12.8
463/Electronic System Components	211-42	6.2	0	0	6.2
	TOTAL	32.6	95.5	0	128.1

8. Unique and/or Peculiar Capabilities and Capacities

8.1 What unique and/or peculiar capabilities and capacities does the depot maintenance activity possess?

Depot Maintenance Capability/Capacity	Describe Why Unique/Peculiar
Helicopter Blade Test Facility CCN 211-84 3,952 DLMHs	This is a Dynamic Balance and Test Facility which consists of a control building, spin tower and safety barrier. The facility has a drive system capable of 3,000 Horse Power. It has tested H-2, H-3, H-34, H-46, H-53 and H-60 helicopter blades. Just recently it has demonstrated it can test the H-53E blades.
Large Engine Test Cells CCN 211-83 11,856 DLMHs	These two test cells have overhead thrust stands to accommodate a variety of Large Aircraft and Shipboard Engines. These cells are completely automated for control and data acquisition. Preparation areas are immediately adjacent to the test cells. Currently, the shipboard LM2500 engine is tested in the Cells.
Navy Primary Standards Laboratory CCN 211-93 or 211-62 138,320 DLMHs	Includes temperature and humidity controlled rooms with very close tolerances. Temperature control to within +/- 1/2 degrees Fahrenheit. Also, anechoic chamber, laser and microwave labs. This is a Type I Standards Laboratory.
Radar Antenna Test Range CCN 211-86 9,880 DLMHs	Includes two buildings and three source towers. F/A-18 Radar Systems and E-2C Radar and Antenna are tested.
Bearing Facility CCN 211-35 57,304 DLMHs	Designated as the Navy Bearing Refurbishing Center. The Bearing Facility is equipped with a complete cleaning, lubrication and measuring system. The facility is capable of bearing refurbishment ranging from miniature fuel control bearings to the largest LM2500 engine bearings. The facility includes a class 100 clean room and equipped with gaging and measuring equipment valued at $1,020,890.

Aircraft Tire Program

As cognizant field activity for Naval aircraft tires, NADEP North Island has sole authority over specifications for purchase and repair. This authority stems, in part, from our ability to perform material development and testing with respect to service life and repair.

NADEP North Island is the only Naval facility with tire engineering capabilities and laser beam optical holographic equipment for aircraft tire testing.

Composite Repair CC 211-33

115K sq. ft. facility built specifically for composite repair and manufacturing. The facility includes:

- metal prep area for titanium
- damaged composites material removal with five dust collection booths
- 5,700 sq. ft. air-conditioned graphite epoxy cutting area
- 10,500 sq. ft. air-conditioned lay up area.
- 3,000 sq. ft. air-conditioned bagging area
- 5 axis automatic core carving machine
- three autoclaves; 12 x 44, 7 x 32, 3 x 4 (the 12 x 44 is capable of handling sixty separate parts at one time)
- radiographic inspection area
- Gerber knife for cutting multiple layers of epoxy graphite material
- ultrasonic c-scan inspection system

Voyage Repair Teams

NADEP North Island has the largest Voyage Repair Team of all the depots. This team provides modification services to AIRPAC, SURFPAC, Coast Guard, and the Material Sealift Command. Sites serviced typically include all west coast home ports, Pearl Harbor, Guam, Sasebo, Yokosuka, and Singapore. Services are provided to virtually all air-capable ships operated by the customers mentioned above. These services may include such DON UNIQUE capabilities as laser catapult alignment or 18" and 22" (fat cat) catapult repair.

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	Other services include Arresting Gear, Visual Landing Aids, Ships Glide Slope Indicator and Helicopter Optical Surveillance Systems.
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F/A-18 Center Barrel/Tail Swap Fixture	NADEP North Island is the only facility in the world capable of removal, replacement, and alignment of the F/A-18 center Barrel major bulkhead airframe structure. NADEP North Island designed, engineering, and manufactured the center BARREL fixture and demonstrated its successful use.
Flight Critical Manufacturing	NADEP North Island is unique within DOD as we have been certified for the manufacture of flight critical parts for the F/A-18, E-2, and C-2 parts.
Tactical Software Support	NADEP North Island has been designated the sole Software Support Activity, developing and testing tactical software for the H-60F, H, and J helicopters as well as support for the H-2 and H-3.

8.2 Separately list the depot maintenance facilities and equipment which are one of a kind within the Service and/or DoD.

Facility/Equipment	Describe Why It is One of a Kind
Building 469 Navy Primary Standards Laboratory 28,612 sq. ft.	Includes temperature control of rooms within +/- 1/2 degree Fahrenheit. Type I Standards Laboratory.
Equipment	
F/A-18 Center Barrel Fixture	Designed and built at NADEP North Island to separate the Center Barrel from the aircraft structure and allow repairs to be accomplished on it. This extends the service life of the aircraft.
Blade - Tip Grinder (High Speed), Jet Engine Rotors F404, F110 and LM2500	New technology for grinding Rotor Blade Tips while assembled on the Rotor. Special foundation and temperature controlled room.
F/A-18 Semiautomatic Oscillator Test Station (1355350)	Only two stations on Continental U.S.A.; Hughes Aircraft and NADEP North Island. Repair Receiver and Exciter Components. Computer driven test and diagnostics of F/A-18 Radar. Includes temperature chamber for environmental conditions testing.

9. Acreage Available for Building

9.1 What acreage on the installation does the government own in the proximity of the depot maintenance area that could be used for future expansion? Identify in the table below the real estate resources which have the potential to facilitate future development and for which you are the plant account holder or into which, though a tenant, your activity could reasonably expect to expand. Developed area is defined as land currently with buildings, roads, and utilities where further development is not possible without demolition of existing improvements. Report in "Restricted" areas that are restricted for future development due to environmental constraints (e.g. wetlands, landfills, archaeological sites), operational restrictions (e.g. ESQD arcs, HERO, HERP, HERF, AICUZ, ranges) or cultural resources restrictions. Identify the reason for the restriction when providing the acreage.

Table 9.1: **Real Estate Resources**

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	24.2	* 24.2	** 2.3	22.6
Operational	0	0	0	0
Training	0	0	0	0
R & D	0	0	0	0
Supply & Storage	0	0	0	0
Admin	0	0	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Forestry Program	0	0	0	0
Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	0	0	0	0
Other	0	0	0	0
Total:	24.2	24.2	2.3	22.6

* Developed acreage has only a few temporary structures.
** Restricted due to proximity to taxiway.

10. Administrative Space

10.1 What amount in square feet of administrative space could be made available to the depot maintenance function?

Current Use	Square Feet	Potential Use (Be Specific)

Currently no administrative space can be made available for the depot maintenance function. Administrative space is typically in support of the depot maintenance function. With the transition of CFA personnel from the closing Depots due to BRAC 93, additional administrative facilities are required.

11. Industrial Waste

11.1 Are there any inhibiting factors that would limit future expansion on the base? Provide the details if applicable.

Inhibiting Factor	Provide Detailed Description

No inhibiting factors exist that would limit future expansion on the base. NAVAVNDEPOT North Island has reduced industrial wastewater discharges by 86 percent (based upon a 1989 baseline). This has been accomplished via an aggressive pollution prevention and water conservation program. Commencement of operation of Source Treatment Units (STUs) at the NAVAVNDEPOT's largest remaining sources of industrial wastewater in calendar year 1994 coupled with other reduction initiatives are anticipated to eliminate the discharge of industrial wastewater by calendar year 1996. Initiatives attendant to the elimination of industrial wastewater discharges have anticipated future expansion in design considerations to eliminate potential inhibition of future expansion.

MEASURES OF MERIT

Workload and Capabilities

Answers to the following questions are to reflect programmed amounts by commodity group, by activity in direct labor hours by Fiscal Year for FY 1996 through FY 1999.

12. Core Capabilities (DoD)

12.1 What is the amount of core capability required to support your own Service? Provide your answers in Table 12.1.a by commodity group for the Fiscal Years requested.

Table 12.1.a: **Service Required Core** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	478,444	405,082	505,791	424,219
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	407,346	486,494	394,124	439,667
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	407,346	486,494	394,124	439,667
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	51,439	31,694	59,631	31,550
b. AIRCRAFT STRUCTURES	39,405	40,115	49,157	36,729
c. HYDRAULIC/PNEUMATIC	17,348	23,702	26,170	22,948
d. INSTRUMENTS	86,394	118,797	89,844	82,610

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
e. LANDING GEAR	21,010	27,160	27,253	25,253
f. AVIATION ORDNANCE	6,039	3,243	2,444	2,770
g. AVIONICS/ELECTRONICS	147,653	201,884	142,351	142,884
h. APUs	0	0	0	0
i. OTHER	27,560	23,079	42,395	35,235
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	88,488	83,173	99,357	97,776
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	14,497	18,280	22,804	25,509
b. Calibration (Type I)	40,000	40,000	40,000	40,000
c. TMDE	0	0	0	0
14. OTHER	1,464,974	1,607,173	1,889,123	1,898,996
Total:	2,890,597	3,109,876	3,390,444	3,306,146

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	0	0	0	0
Total:	200,678	277,157	363,727	218,784

12.2 What is the amount of capability retained for the performance of other Services core? Provide your answers in Table 12.2.a by commodity group for the Fiscal Years requested.

Table 12.2.a: **Core Capability Retained for Other Services** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	790	790	790	790
d. INSTRUMENTS	5,900	5,900	5,900	5,900
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	14,385	14,385	14,385	14,385
h. APUs	0	0	0	0
i. OTHER	0	0	0	0
3. ENGINES (GAS TURBINE)				

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
a. AIRCRAFT	0	0	0	0
b. SHIP	614	614	614	614
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	939	939	939	939
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	4,000	4,000	4,000	4,000
Total:	26,628	26,628	26,628	26,628

12.3 What portion of the Service Core capability identified in the 12.1a above is identified as Service-Controlled Core (Title 10 responsibility)? Provide your answer in Table 12.3.a by commodity group for the Fiscal Years requested.

Table 12.3.a: **Service-Controlled Core (Title 10)** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	478,444	405,082	505,791	424,219
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	407,346	486,494	394,124	439,667
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	407,346	486,494	394,124	439,667
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	51,439	31,694	59,631	31,550
b. AIRCRAFT STRUCTURES	39,405	40,115	49,157	36,729
c. HYDRAULIC/PNEUMATIC	17,348	23,702	26,170	22,948
d. INSTRUMENTS	86,394	118,797	89,844	82,610
e. LANDING GEAR	21,010	27,160	27,253	25,253
f. AVIATION ORDNANCE	6,039	3,243	2,444	2,770
g. AVIONICS/ELECTRONICS	147,653	201,884	142,351	142,884
h. APUs	0	0	0	0
i. OTHER	27,560	23,079	42,395	35,235

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	88,488	83,173	99,357	97,776
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	14,497	18,280	22,804	25,509
b. Calibration (Type I)	40,000	40,000	40,000	40,000
c. TMDE	0	0	0	0
14. OTHER	1,464,974	1,607,173	1,889,123	1,898,996
Total:	2,890,597	3,109,876	3,390,444	3,306,146

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

13. Core Workloads

13.1 What are your total Core Workloads to be applied against capabilities identified in Tables 12.1a and 12.2a)? Provide your answer (DLH) in Table 13.1.a by commodity group for the Fiscal Year requested.

Table 13.1a **Total Core Workloads** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	478,444	405,082	505,791	424,219
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	407,346	486,494	394,124	439,667
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	407,346	486,494	394,124	439,667
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	51,439	31,694	59,631	31,550
b. AIRCRAFT STRUCTURES	39,405	40,115	49,157	36,729
c. HYDRAULIC/PNEUMATIC	18,138	24,492	26,960	23,738
d. INSTRUMENTS	92,294	124,697	95,744	88,510
e. LANDING GEAR	21,010	27,160	27,253	25,253
f. AVIATION ORDNANCE	6,039	3,243	2,444	2,770
g. AVIONICS/ELECTRONICS	162,038	216,269	156,736	157,269
h. APUs	0	0	0	0
i. OTHER	27,560	23,115	42,395	35,235

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	89,102	83,787	99,971	98,390
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	15,436	19,219	23,743	26,448
b. Calibration (Type I)	40,000	40,000	40,000	40,000
c. TMDE	0	0	0	0
14. OTHER	1,468,974	1,611,173	1,893,123	1,902,996
Total:	2,917,225	3,136,540	3,417,072	3,332,774

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

14. Other Workloads (Above Core)

14.1 What above core workloads do you perform by these source categories? Use the most appropriate category, but do not duplicate workload on more than one table. Provide answers in Tables 14.1.a through 14.1.g by commodity group for the Fiscal Years requested.

Table 14.1.a: **FMS Above Core Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	1,817	1,817	1,817	1,817
d. INSTRUMENTS	407	407	407	407
e. LANDING GEAR	180	180	180	180
f. AVIATION ORDNANCE	631	631	631	631
g. AVIONICS/ELECTRONICS	2,099	2,099	2,099	2,099

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
h. APUs	0	0	0	0
i. OTHER	1,521	1,521	1,521	1,521
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	1,326	1,326	1,326	1,326
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	52,000	52,000	52,000	52,000
Total:	59,981	59,981	59,981	59,981

See additional information on next page.

Table 14.1.a - Additional Information

NADEP North Island provides FMS support to a broad range of customers providing a significant depth of production, engineering and logistics services. The following table identifies the countries, commodities and services provided.

COUNTRY	AIRCRAFT/COMMODITY	SERVICE
Australia	F/A-18	I, 0 AND D level logistics ATE Software support Component Repair
Canada	F/A-18	I, O and D level logistics ATE Software support Component Repair
	P-3	Component repair
Switzerland	F/A-18	I, O and D level logistics ATE Software support
Spain	F/A-18	I, O and D level logistics ATE Software support Component repair
Finland	F/A-18	I, O and D level logistics ATE Software support
Kuwait	F/A-18	I, O and D level logistics ATE Software support
Malaysia	F/A-18	I, O and D level logistics ATE Software Support
Japan	E-2	Logistics Support ATE Software Support
Egypt	E-2	Logistics support ATE Software support Component Repair
Israel	E-2	Logistics support Component repair

Singapore	E-2	Logistics support
Taiwan	E-2	Logistics support
Saudi Arabia	LM2500 Marine Gas Turbine	Engine component repair
Korea	LM2500 Marine Gas Turbine	Engine component repair
Italy	LM2500 Marine Gas Turbine	Engine component repair

NOTE: In support of BRAC 93 transition, NADEP North Island will accept 396 FMS component repair line items from NADEP Pensacola. This total represents 70.8 percent of the 559 total lines being transitioned.

Table 14.1.b: **Interservice Above Core Workload**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY				
b. VSTOL				
c. FIXED WING				
(1) Transport/Tanker/Bomber				
(2) Command and Control				
(3) Light Combat				
(4) Admin/Training				
d. OTHER (SUB-TOTAL)				
(1) P-3 (All TMS)				
(2) Aircraft/Airframe Other				
2. AIRCRAFT COMPONENTS:	NOT APPLICABLE			
a. DYNAMIC COMPONENTS				
b. AIRCRAFT STRUCTURES				
c. HYDRAULIC/PNEUMATIC				
d. INSTRUMENTS				
e. LANDING GEAR				
f. AVIATION ORDNANCE				
g. AVIONICS/ELECTRONICS				
h. APUs				
i. OTHER				

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT				
b. SHIP				
c. TANK				
d. BLADE/VANES (Type 2)				
13. SPECIAL INTEREST ITEMS	NOT APPLICABLE			
a. Bearings & Refurbishment				
b. Calibration (Type I)				
c. TMDE				
14. OTHER				
Total:				

Table 14.1.c: **Other Agency Above Core Workload**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY				
b. VSTOL				
c. FIXED WING				
(1) Transport/Tanker/Bomber				
(2) Command and Control				
(3) Light Combat				
(4) Admin/Training				
d. OTHER (SUB-TOTAL)				
(1) P-3 (All TMS)				
(2) Aircraft/Airframe Other				
2. AIRCRAFT COMPONENTS:	NOT APPLICABLE			
a. DYNAMIC COMPONENTS				
b. AIRCRAFT STRUCTURES				
c. HYDRAULIC/PNEUMATIC				
d. INSTRUMENTS				
e. LANDING GEAR				
f. AVIATION ORDNANCE				
g. AVIONICS/ELECTRONICS				
h. APUs				
i. OTHER				

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT				
b. SHIP				
c. TANK				
d. BLADE/VANES (Type 2)				
13. SPECIAL INTEREST ITEMS	NOT APPLICABLE			
a. Bearings & Refurbishment				
b. Calibration (Type I)				
c. TMDE				
14. OTHER				
Total:				

Table 14.1.d: **Last Source of Repair Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	0	0	0	0
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	0	0	0	0
i. OTHER	0	0	0	0
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	0	0	0	0

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	268,063	26,000	26,000	26,000
Total:	268,063	26,000	26,000	26,000

Table 14.1.e: **Within Service Above Core Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	200,678	277,157	363,727	218,784
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	0	0	0	0
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	0	0	0	0
i. OTHER	0	0	0	0
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	0	0	0	0

Table 14.1.f: **Low Quantity Above Core Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	33,261
(4) Admin/Training	120,990	112,140	102,140	65,585
d. OTHER (SUB-TOTAL)*	23,675	23,675	23,675	23,675
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	23,675	23,675	23,675	23,675
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	63,575	8,394	86	86
b. AIRCRAFT STRUCTURES	4,090	352	0	0
c. HYDRAULIC/PNEUMATIC	1,185	5	0	0
d. INSTRUMENTS	23,196	7,622	0	7
e. LANDING GEAR	610	90	90	90
f. AVIATION ORDNANCE	83	83	0	0
g. AVIONICS/ELECTRONICS	12,400	3,184	156	156
h. APUs	0	0	0	0
i. OTHER	2,913	573	266	374
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	289	0	0	0

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	56,690	68,467	68,467	68,467
Total:	309,696	224,585	194,880	191,701

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

Table 14.1.g: **All Other Workload (Above Core)** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	388,111	373,709	367,600	357,163
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	388,111	373,709	367,600	357,163
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	0	0	0	0
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	0	0	0	0
i. OTHER	0	0	0	0
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	0	0	0	0

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	724,036	596,494	734,009	526,915
Total:	1,112,147	970,203	1,101,609	884,078

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

Table 14.1.h: **Total Above Core Workload** **R**
(Sum of Tables 14.1.a through 14.1.g)

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	200,678	277,157	363,727	252,045
(4) Admin/Training	120,940	112,140	102,140	65,585
d. OTHER (SUB-TOTAL)*	411,786	397,384	391,275	380,838
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	411,786	397,384	391,275	380,838
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	63,575	8,394	86	86
b. AIRCRAFT STRUCTURES	4,090	352	0	0
c. HYDRAULIC/PNEUMATIC	3,002	1,822	1,817	1,817
d. INSTRUMENTS	23,603	8,029	407	414
e. LANDING GEAR	790	270	270	270
f. AVIATION ORDNANCE	714	714	631	631
g. AVIONICS/ELECTRONICS	14,499	5,283	2,255	2,255
h. APUs	0	0	0	0
i. OTHER	4,434	2,094	1,787	1,895
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	1,615	1,326	1,326	1,326
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	1,100,789	742,961	880,476	673,382
Total:	1,950,515	1,557,926	1,746,197	1,380,544

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

15. Unique and/or Peculiar Workloads (Refer to Question 8.1)

15.1 What amount of the workload reported in question 8.1 is Core? Provide your answer in Table 15.1 by commodity groups for the Fiscal Years requested.

Table 15.1: **Unique and/or Peculiar Total Core Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	67,000	63,600	67,000	60,200
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	18,521	17,595	16,775	15,880
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	18,521	17,595	16,775	15,880
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	1,120	1,120	1,120	1,120
b. AIRCRAFT STRUCTURES	7,100	7,100	7,100	7,100
c. HYDRAULIC/PNEUMATIC	0	0	0	0
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	2,000	2,000	2,000	2,000
h. APUs	0	0	0	0

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
i. OTHER	0	0	0	0
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	56,700	56,700	56,700	56,700
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	15,436	19,219	23,473	26,477
b. Calibration (Type I)	40,000	40,000	40,000	40,000
c. TMDE	0	0	0	0
14. OTHER	111,952	113,452	115,222	115,922
Total:	319,829	320,786	329,390	325,399

* P-3, Aircraft/Airframe Other equal OTHER (SUB-TOTAL).

15. Unique and/or Peculiar Workloads (Refer to Question 8.1), continued

15.2 What amount of the workload reported in question 8.1 is non-Core? Provide your answer in table 15.2 by commodity group for the Fiscal Years requested.

Table 15.2: **Non-Core Unique and/or Peculiar Workload** **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	0	0	0	0
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	0	0	0	0

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
i. OTHER	0	0	0	0
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	60,000	68,000	68,000	68,000
Total:	60,000	68,000	68,000	68,000

16. Scope of Work Performed

16.1 Indicate the services/functions performed at this activity that are associated with depot maintenance, but not generally classified or considered as integral to the depot maintenance functions.

Service/Function	Description
Training (fleet, FMS)	Training provided by the Depot requiring certified instructors or special facilities not available through NAMTRA.
I and O level Logistics support for fleet and FMS customers.	Full range of logistic support services and products. Specific requirements are based on customer requirements.
Lab Services	Full range of lab services from failure/fatigue analysis to microspectrometry.
Tactical Software Development	Full range of tactical software and TPS development.

16.2 Describe how these services/functions are related to accomplishment of the depot maintenance mission, and the benefits of these relationships.

Service/Function	Describe Relationship and Benefit to Maintenance Mission
Training	This service though not an integral part of Depot maintenance provides part of the full service concept to the fleet or FMS customer. The benefit is derived through the fleet customer learning proper maintenance techniques and procedures. This leads to a higher level of material readiness and decreased maintenance expenditures.
I and O Level Logistics	This service provides a conduit through which the depot level can be integrated into the fleet team. Through the intimate knowledge gained of the supported system in this process, refinements can be developed to better support deployed weapons systems.
Lab Services	These services provide the ability to perform finite independent analysis. This is a valuable tool when evaluating failure or material conditions that could possible lead to failure. The fact that these services are not parochial in nature, enhance the analysis posture for all activities in the geographical region.
Technical Software Development	Through this program the reliability and maintainability of fielded weapons systems can be increased.

17. Interface with Customers

17.1 Indicate any special functions that the depot maintenance function performs that require close interface with customers, such as on-site workloads (e.g. technical assistance, crash/battle damage repairs, modification/upgrade installations).

Service/Function	Describe Required Interface/Relationship/Benefit
Field Service Teams	These teams perform repair and modification at the fleet customer site. These functions occur when: * aircraft damage prohibits movement. * aircraft damage is beyond squadron capability but doesn't warrant removal from squadron custody. * depot level modifications can be done on-site minimizing operational down-time. * an Aircraft Service Period Adjustment (ASPA) inspection team can certify an aircraft to remain in service, postponing depot level repair.
Voyage Repair Teams (VRT)	These teams perform repair on aircraft carriers and other surface ships both dockside and at sea. Services include repair and modification of: * Flight deck catapults and arresting gear. * Minor landing systems. * Jet blast deflectors * RAST (recovery, assist, secure and traverse) systems.
Engineering Support	On-site engineering support to fleet customers may include * Repair designs for damaged aircraft in field service repair both at air station and at sea. * Rapid response to safety of flight determinations, in-theater (Desert Storm). * Customer liaison for I and O level modifications * Assisting field teams during ASPA inspections.
On-site Calibration	These teams calibrate support equipment ashore and afloat. The teams support: * Automatic Test Equipment (ATE) * Avionics Test Equipment * Ground Support Equipment (yellow gear) Much of the ATE is permanently mounted and must be calibrated in place. The critical need for limited Avionics and Ground Support

Equipment assets disallows lengthy out-of-service time. On-site services minimize down-time and eliminates transportation delays.

Depot Maintenance Interservice Program Reviews	These reviews may occur at the customer site to resolve quality, specification, packaging, or any other customer concern.
Foreign Military On-site Services	This on-site support may include: * Depot logistics site surveys to determine host country facility and equipment needs. * Aircraft and component inspection and evaluation services. * ATE installations.

MEASURES OF MERIT

Costs [1]

18. Real Property Maintenance (RPM)

18.1 What is your activity's backlog of real property maintenance for facilities performing depot maintenance as of 30 September 1993 (express in $K)?

$14,474 K

18.2 What were your activity's annual RPM expenses (in $K) for Fiscal Years 1990-1993? Provide your answers in Table 18.2.

Table 18.2: **Real Property Maintenance Expenses**

	FY 1990	FY 1991	FY 1992	FY 1993
RPM Expenses ($K)	4,690	6,381	6,023	3,789

[1]There are inherent differences in organizational structure and accounting systems across the Services. Consequently, cost accumulations vary considerably. This severely limits the comparability of the cost per direct labor hour ($/DLH) rates across Service lines.

19. Annual Operating Costs (Excludes Materials used in Depot Maintenance Workloads)

19.1 What were the total depot maintenance actual annual operating costs for your activity (AOC/$K), excluding materials, used in depot maintenance workloads for Fiscal Years 1990-1993? What was the cost per direct labor hour ($DLH) for actual executed hours reported in the DBOF? Provide your answers in Table 19.1.a.

Table 19.1: **Annual Operating Costs** **R**

EXPENSE	FY 1990	FY 1991	FY 1992	FY 1993
AOC ($ K)	205,162	225,879	231,557	229,973
$ / DLH	46.00	50.38	59.06	60.38

20. Environmental Compliance

20.1 What were your total depot maintenance actual and programmed environmental compliance costs (expressed in $K) for Fiscal Years 1990-1997? Provide your answers in Table 20.1.

Table 20.1: **Environmental Compliance Costs**

COST($K)	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
Actual	5,157	6,465	6,511	7,281	0	0	0	0
Programmed	5,730	7,184	7,235	8,091	7,016	7,565	7,707	6,712

20.2 If spending is accomplished as programmed above, what will be the remaining costs (backlog at the end of Fiscal Year 1997 expressed in $K) to bring existing facilities/equipment into environmental compliance?

Spending as programmed above is directed at maintaining recurring environmental compliance program costs and includes all known facilities/equipment costs to assure full environmental compliance with anticipated future environmental regulation. It is anticipated that if spending is accomplished as programmed above all existing facilities and equipment (the vast majority of which is in compliance with existing requirements) will be in compliance and no backlog will exist attendant to existing facilities/equipment.

21. Local Wage Rate

21.1 What were your Department of Labor local wage rates for a WG-11, step 3 for Fiscal Years 1991 through 1994?

Table 21.1: **Wage Rate**

Wage Rate	FY 1991	FY 1992	FY 1993	FY 1994
WG-11 / Step3	13.10	13.64	14.17	14.67

22. Programmed Capital Investments

22.1 How much is programmed for new mission equipment for Fiscal Years 1996 through 1999? Provide your answer (in $K) in Table 22.1.

22.2 How much is programmed for replacement equipment for Fiscal Years 1996 through 1999? Provide your answer (in $K) in Table 22.1.

Table 22.1: **Programmed Capital Investments**

TYPE	FY 1996	FY 1997	FY 1998	FY 1999
NEW MISSION ($K)	0	0	0	0
REPLACEMENT ($K)	1,729	1,894	1,800	1,800

BRAC-95 CERTIFICATION
JOINT CROSS SERVICE GROUP PORTION - CHERRY POINT
Data Call # 8 AMENDMENT TEN - PART TWO

'ertify that the information contained herein is accurate and complete to the best of my knowledge and .lief.

NEXT ECHELON LEVEL (If applicable)

ROBERT W. SMITH, RADM USN
NAME (Please type or print)

Robert W. Smith
Signature

ASSISTANT COMMANDER FOR AVIATION
-INDUSTRIAL CAPABILITIES
Title

11 OCT 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

NAME (Please type or print)

Signature

.tle

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

W.C. BOWES, VADM USN
NAME (Please type or print)

Signature

COMMANDER, NAVAL AIR SYSTEMS COMMAND
Title

11 OCT 94
Date
D.W.C

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J. B. GREENE, JR.
NAME (Please type or print)

Signature

ACTING
Title

11 OCT 1994
Date

BRAC-95 CERTIFICATION
JOINT CROSS SERVICE GROUP PORTION - CHERRY POINT
Data Call # 8 AMENDMENT TEN - PART TWO

F. C. TILLACK
NAME (Please type or print)

F C Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

10/11/94
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

BRAC-95 CERTIFICATION
NADEP Cherry Point
Data Call # 8, AMENDMENT # 12

rtify that the information contained herein is accurate and complete to the best of my knowledge and f.

NEXT ECHELON LEVEL (If applicable)

GEORGE R. BOTT IV
NAME (Please type or print)

Signature

ASSISTANT COMMANDER FOR
AVIATION INDUSTRIAL CAPABILITIES (ACTING)
Title

19 Oct 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

NAME (Please type or print)

Signature

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

DONALD V. BOECKER, RADM USN
NAME (Please type or print)

Signature

COMMANDER (ACTING)
Title

19 Oct. 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS AND LOGISTICS)

W. A. EARNER
NAME (Please type or print)

Signature

10/19/94
Date

Title

BRAC-95 CERTIFICATION
NADEP Cherry Point
Data Call # 8
AMENDMENT # 12

F. C. TILLACK
NAME (Please type or print)

SUPERVISORY PROGRAM ANALYST
Title

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

F C Tillack
Signature

10/17/94
Date

110

CAPACITY ANALYSIS:
Amendment One
DATA CALL #8 WORK SHEET FOR NAVAL AVIATION DEPOTS

Questions for the Activities

Category	**Industrial Activities**
Type	**Naval Aviation Depots (NADEPs)**
Claimant	**COMNAVAIRSYSCOM**

Notes:
In the context of this Data Call:

1. "Production" equates to the number of items processed per Fiscal Year (FY), unless otherwise specified.
2. Base your responses for FY 1994 and previous years on executed workload, and for FY 1995 and subsequent years on workload as programmed. Unless otherwise specified, use workload mixes as programmed. In estimating projected workload capabilities, use the NADEP configuration as of completion of implementation of the BRAC-88/91/93 actions.
3. Use single shift operations (1-8-5) as the basis for your calculations. Report in specified units of throughput and Direct Labor Man Hours (DLMHs).
4. Core workloads are to be calculated in accordance with the Office of the Under Secretary of Defense (Logistics) (OUSD(L)) Memorandum dated 15 November 1993 (subject: "Policy for Maintaining Core Depot Maintenance Capability").

If any responses are classified, so annotate the applicable question and include those responses in a separate classified annex.
This document has been prepared in WordPerfect 5.1/5.2.

ACTIVITY: N65923
NADEP, CHERRY POINT

CAPACITY ANALYSIS:
Amendment One
DATA CALL WORK SHEET FOR
NAVAL AVIATION DEPOTS

Questions for the Activities

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2. Rotor Blades Workload 14

DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

Primary UIC: N65923
(Use this number as Activity Identification at top of every page)

Note: These questions should be answered consistent with the previously identified workload, as submitted in response to Data Call Eight. This Data Call does not request workload additional to that previously identified; it only arrays that workload differently from the presentations in the earlier Data Call. This Amendment is required to facilitate Depot Maintenance analyses across the DoD.

Mission Area

1. Dynamic Components Workload

1.1 Given the current configuration and operation of the NADEP, provide the Dynamic Components production by Type/Model/Series that were executed in and are programmed for the Fiscal Years (FY) requested in units throughput (Tables 1.1.a and 1.1.b) and in Direct Labor Man Hours (DLMHs) (Tables 1.1.c and 1.1.d).

Table 1.1.a: **Historic / Predicted Dynamic Component Workload**

Type / Model / Series	Units Throughput							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
H-2	0	0	0	0	0	0	0	0
H-3	0	0	0	0	0	0	0	0
H-46	1,103	1,231	1,171	899	910	1,282	1,593	1,530
H-53	0	0	0	0	0	0	0	0
H-60	0	0	0	0	0	0	0	0
Total:	1,103	1,231	1,171	899	910	1,282	1,593	1,530

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

1. Dynamic Component Workload, continued

Table 1.1.b: **Historic / Predicted Dynamic Component Workload**

Type / Model / Series	Units Throughput							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
H-2	0	17	14	0	0	0	0	0
H-3	0	0	0	19	0	0	0	0
H-46	1,652	1,000	853	727	707	607	540	535
H-53	0	63	1,144	1,151	1,275	1,144	1,049	1,052
H-60	0	11	9	0	0	0	0	0
Total:	1,652	1,091	2,020	1,897	1,982	1,751	1,589	1,587

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

1. **Dynamic Components Workload, continued**

Table 1.1.c: **Historic / Predicted Dynamic Components Workload**

Type / Model / Series	Workload (DLMHs)							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
H-2	0	0	0	0	0	0	0	0
H-3	0	0	0	0	0	0	0	0
H-46	112,778	120,266	100,153	116,657	93,304	115,757	102,763	88,533
H-53	0	0	0	0	0	0	0	0
H-60	0	0	0	0	0	0	0	0
Total:	112,778	120,266	100,153	116,657	93,304	115,757	102,763	88,533

Table 1.1.d: **Historic / Predicted Dynamic Components Workload**

Type / Model / Series	Workload (DLMHs)							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
H-2	0	156	129	0	0	0	0	0
H-3	0	0	0	1,552	0	0	0	0
H-46	75,845	39,832	35,344	30,459	29,435	25,584	22,646	21,938
H-53	0	432	100,056	86,781	112,331	97,619	88,732	88,131
H-60	0	68	64	0	0	0	0	0
Total:	75,845	40,488	135,593	118,792	141,766	123,203	111,378	110,069

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

1. Dynamic Components Workload, continued

1.2 Given the current configuration and operation of the NADEP, provide the Core portion of the Dynamic Components production by Type/Model/Series that are programmed for the Fiscal Years (FY) requested in units throughput and in Direct Labor Man Hours (DLMHs).

Table 1.2.a: **Core Dynamic Components Workload**

Type / Model / Series	Units Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
H-2	0	0	0	0	0	0	0
H-3	0	0	0	0	0	0	0
H-46	1,000	853	727	707	607	540	535
H-53	9	1,064	1,082	1,235	1,111	1,019	1,042
H-60	11	9	0	0	0	0	0
Total:	1,020	1,926	1,809	1,942	1,718	1,559	1,577

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

1. **Dynamic Components Workload, continued**

Table 1.2.b: **Core Dynamic Components Workload**

Type / Model / Series	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
H-2	0	0	0	0	0	0	0
H-3	0	0	0	0	0	0	0
H-46	39,832	35,344	30,459	29,435	25,584	22,646	21,938
H-53	55	95,409	82,712	106,520	92,832	84,501	83,899
H-60	68	64	0	0	0	0	0
Total:	39,955	130,817	113,171	135,955	118,416	107,147	105,837

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

1. Dynamic Components Workload, continued

1.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, optimum (repeat order manufacturing lead times) procurement, and maximum equipment support; and (c) no major MILCON additional to that already programmed: what is the maximum extent to which Dynamic Components operations could be expanded at this NADEP, based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of units and DLMHs that could be processed at this NADEP by type/model/series.

Table 1.3.a: **Maximum Potential Dynamic Components Workload**

Type / Model / Series	Units Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
H-2	162	244	244	244	244	244	244
H-3	44	67	67	67	67	67	67
H-46	5,261	3,640	3,640	3,640	3,640	3,640	3,640
H-53	0	2,698	2,698	2,698	2,698	2,698	2,698
H-60	104	157	157	157	157	157	157
Total:	5,571	6,806	6,806	6,806	6,806	6,806	6,806

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

1. Dynamic Components Workload, continued

Table 1.3.b: **Maximum Potential Dynamic Components Workload**

Type / Model / Series	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
H-2	1,456	2,200	2,200	2,200	2,200	2,200	2,200
H-3	3,640	5,500	5,500	5,500	5,500	5,500	5,500
H-46	220,948	152,900	152,900	152,900	152,900	152,900	152,900
H-53	0	229,350	229,350	229,350	229,350	229,350	229,350
H-60	728	1,100	1,100	1,100	1,100	1,100	1,100
Total:	226,772	391,050	391,050	391,050	391,050	391,050	391,050

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

1. Dynamic Components Workload, continued

1.4 Provide details of your calculations including assumptions on additional space utilized, major equipment required, production rates, and constraints that limit increased Dynamic Components workload at this NADEP.

CALCULATIONS - Maximum potential workload for dynamic components, including both dynamic components and rotor blades was calculated to be 350,457 DLMHs and 13,946 units in the original data call. Based on review by the Naval Audit Service, this number was revised upward to 364,263 DLMHs and 14,495 units. These numbers were based on current NADEP configuration and did not reflect transition of H-53 dynamic components and rotor blade workload to Cherry Point from NADEP Pensacola. As this calculation must reflect our potential capacity after implementation of BRAC 93 decisions, and as the decision to transition H-53 related dynamic components and rotor blade workload was made **after** the original data call submission, we now show additional potential capacity related to dynamic component and rotor blade transition efforts. Specifically, we show an additional 91 work positions supporting H-53 dynamic components related workload and an additional 30 work positions supporting H-53 rotor blade related workload. The new maximum potential component workload for dynamic components (including rotor blades) is calculated by taking the total workload from the original submission (now 364,263 DLMHs) and adding 121 work positions. DoD Handbook 4151.15H was used as a guideline. Specifically, we assumed that the 30 positions associated with H-53 rotor blade workload (46,027 DLMHs) will be established in FY96. We also assumed that the 91 positions associated with H-53 dynamic components workload (139,617 DLMHs) will be established in FY96. This total is then prorated into dynamic components and rotor blades categories by type/model based upon projected workload.

ASSUMPTIONS - Some additional space will be made available by utilizing the former plating shop in Building 137 currently being cleaned up, by rearranging the landing gear shop area in Building 4224, by utilizing space in Building 1798 for two gearbox test stands (formerly occupied by Station Supply, now DLA), and by building exterior enclosures for the remaining gearbox test stands being relocated from NADEP Pensacola. We assume that no major equipment is required other than that already at Cherry Point once the transition is complete.

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

1. Dynamic Components Workload, continued

1.5 Given an environment unconstrained by funds or manning, what Industrial Plant Equipment (IPE) would you change (add, delete, or modify) to increase your NADEP's capability to perform Dynamic Components workload? What other investments in the industrial infrastructure would you make to increase these capabilities? Describe quantitatively how the changes above would increase your depot's capabilities. What would the associated costs be? What would be the payback period and return on investment?

Other than those items already planned in support of BRAC 93, the Naval Aviation Depot Cherry Point would not make any additional facility or equipment investments based on economics/best business practices. Throughput/capacity could be increased by instituting a second shift. Associated costs would not be tangible, but would include increased equipment maintenance costs.

1.6 Are there any environmental, legal, or otherwise limiting factors that inhibit further the development of Dynamic Components workload at this NADEP (AICUZ encroachment, pollutant discharge, etc.)?

No.

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

1. Dynamic Components Workload, continued

1.7 Identify any specialized, unique, or peculiar characteristics about the facilities, equipment, or skills at this NADEP for Dynamic Component work. Specify those that are one of a kind within the Department of the Navy and/or the Department of Defense.

To the best of our knowledge, all of the items identified below are one of a kind within DoD.

- Forward Transmission Test Stand (soundproof enclosure) (CH-46)
- Aft Transmission Test Stand (soundproof enclosure) (CH-46)
- Balancing machine used to check the balance on a variety of CH-46 dynamic components such as drive shafts, synch shafts, and blower tubes.
- Blade Lag Shock Absorber Test Capability for Rotor Head Components (H-46)
- H-53 Gearbox Test Stand including:
  - H-53A/D Accessory Gearbox and Clutch Test Stand
  - H-53A/D/E Nose Gearbox Test Stand
  - H-53A/D Tail and Intermediate Gearbox Test Stand
  - H-53E Accessory Gearbox and Clutch Test Stand
  - H-53E Main Gearbox Test Stand
  - H-53E Tail and Intermediate Gearbox Test Stand
- First and Second Stage Planetary Assembly/Disassembly Stand (H-53A/D/E)
- First Stage Planetary Assembly Stand (H-53A/D/E)
- Main Gearbox Rollover Assembly/Disassembly Stand (H-53A/D/E)
- Main Shaft Assembly/Disassembly Stand (H-53A/D/E)
- Number 2 Free Wheel Unit Assembly Stand (H-53A/D/E)
- Planetary Assembly Stand (H-53A/D)
- Secondary Planetary Assembly Fixture/Stand (H-53A/D/E)
- Sleeve Spindle Remover (H-53A/D/E)
- Tail Rotor Head Micro Balancer (H-53A/D/E)
- Accessory Gearbox Front Cover Assembly Stand (H-53E)
- Accessory Gearbox Rear Cover Assembly Stand (H-53E)
- Engine Cover Assembly Stand (H-53E)
- Intermediate Gearbox Rollover Assembly Stand (H-53E)
- Main Gearbox Rear Cover Assembly Stand (H-53E)

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

1. Dynamic Components Workload, continued

Tail Gearbox Assembly Stand (H-53E)
Tail Gearbox Output Gear/Shaft Assembly Stand (H-53E)
Tail Gearbox Output Shaft Holding Fixture (H-53E)
Tail Gearbox Housing and Bearing Remover Fixture (H-53E)
Automated computer controlled full load gear box test stands (under procurement).

These new test stands will provide the capability of testing both the H-53E and H-53A/D models main gearboxes and nose gearboxes for simultaneous application of maximum torque, thrust, and speed while monitoring the temperature of bearings and oil pressure of the main and nose gearbox systems. In addition, vibration analysis can be performed on a parallel integrated system.

Gisholt Shaft Balancing Machine with Whip Indicator and Two Rotating Heads (RH-53).

This machine is used to measure the whip of the shaft at its center and is capable of balancing shafts up to 100 pounds.

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

Mission Area

2. Rotor Blades Workload

2.1 Given the current configuration and operation of the NADEP, provide the Rotor Blades productions by Type/Model/Series that were executed in and are programmed for the Fiscal Years (FY) requested in units throughput (Tables 2.1.a and 2.1.b) and in Direct Labor Man Hours (DLMHs) (Tables 2.1.c and 2.1.d).

Table 2.1.a: **Historic / Predicted Rotor Blades Workload**

Type / Model / Series	Units Throughput							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
H-2	155	190	192	101	238	102	124	38
H-3	258	217	264	224	323	268	205	218
H-46	458	620	303	148	252	275	135	224
H-53	0	0	0	0	0	0	0	0
H-60	0	0	0	0	0	0	0	0
Total:	871	1,027	759	473	813	645	464	480

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

2. Rotor Blades Workload, continued

Table 2.1.b: **Historic / Predicted Rotor Blades Workload**

Type / Model / Series	Units Throughput							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
H-2	81	20	16	0	0	0	0	0
H-3	178	172	149	20	20	21	21	21
H-46	117	74	58	50	53	45	40	40
H-53	0	0	150	163	150	150	150	150
H-60	0	0	0	0	0	0	0	0
Total:	376	266	373	233	223	216	211	211

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

2. Rotor Blades Workload, continued

Table 2.1.c: **Historic / Predicted Rotor Blades Workload**

Type / Model / Series	Workload (DLMHs)							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
H-2	17,122	20,710	20,928	11,009	25,942	11,118	13,516	4,156
H-3	27,090	22,785	27,720	23,520	37,231	29,746	21,453	21,723
H-46	8,660	10,794	10,011	5,546	9,534	10,481	5,132	8,419
H-53	0	0	0	0	0	0	0	0
H-60	0	0	0	0	0	0	0	0
Total:	52,872	54,289	58,659	40,075	72,707	51,345	40,101	34,298

Table 2.1.d: **Historic / Predicted Rotor Blades Workload**

Type / Model / Series	Workload (DLMHs)							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
H-2	8,250	2,180	1,744	0	0	0	0	0
H-3	18,035	18,575	16,269	2,696	2,735	2,812	2,812	2,812
H-46	3,632	3,345	2,622	2,260	2,396	2,034	1,808	1,808
H-53	0	0	19,275	21,054	19,275	19,275	19,275	19,275
H-60	0	0	0	0	0	0	0	0
Total:	29,917	24,100	39,910	26,010	24,406	24,121	23,895	23,895

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

2. Rotor Blades Workload, continued

2.2 Given the current configuration and operation of the NADEP, provide the Core portion of the Rotor Blades production by Type/Model/Series that are programmed for the Fiscal Years (FY) requested in units throughput and in Direct Labor Man Hours (DLMHs).

Table 2.2.a: **Core Rotor Blades Workload**

Type / Model / Series	Units Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
H-2	0	0	0	0	0	0	0
H-3	0	0	0	0	0	0	0
H-46	74	58	50	53	45	40	40
H-53	0	150	163	150	150	150	150
H-60	0	0	0	0	0	0	0
Total:	74	208	213	203	195	190	190

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

2. Rotor Blades Workload, continued

Table 2.2.b: **Core Rotor Blades Workload**

Type / Model / Series	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
H-2	0	0	0	0	0	0	0
H-3	0	0	0	0	0	0	0
H-46	3,345	2,622	2,260	2,396	2,034	1,808	1,808
H-53	0	19,275	21,054	19,275	19,275	19,275	19,275
H-60	0	0	0	0	0	0	0
Total:	3,345	21,897	23,314	21,671	21,309	21,083	21,083

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

2. Rotor Blades Workload, continued

2.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, optimum (repeat order manufacturing lead times) procurement, and maximum equipment support; and (c) no major MILCON additional to that already programmed: what is the maximum extent to which Rotor Blades operations could be expanded at this NADEP, based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of units and DLMHs that could be processed at this NADEP by type/model/series.

Table 2.3.a: **Maximum Potential Rotor Blades Workload**

Type / Model / Series	Units Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
H-2	441	399	399	399	399	399	399
H-3	516	464	464	464	464	464	464
H-46	445	403	403	403	403	403	403
H-53	0	273	273	273	273	273	273
H-60	0	0	0	0	0	0	0
Total:	1,402	1,539	1,539	1,539	1,539	1,539	1,539

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

2. Rotor Blades Workload, continued

Table 2.3.b: **Maximum Potential Rotor Blades Workload**

Type / Model / Series	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
H-2	48,048	43,450	43,450	43,450	43,450	43,450	43,450
H-3	69,160	62,150	62,150	62,150	62,150	62,150	62,150
H-46	20,020	18,150	18,150	18,150	18,150	18,150	18,150
H-53	0	35,200	35,200	35,200	35,200	35,200	35,200
H-60	0	0	0	0	0	0	0
Total:	137,228	158,950	158,950	158,950	158,950	158,950	158,950

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

2. Rotor Blades Workload, continued

2.4 Provide details of your calculations including assumptions on additional space utilized, major equipment required, production rates, and constraints that limit increased Rotor Blades workload at this NADEP.

CALCULATIONS - Maximum potential workload for dynamic components, including both dynamic components and rotor blades was calculated to be 350,457 DLMHs and 13,946 units in the original data call. Based on review by the Naval Audit Service, this number was revised upward to 364,263 DLMHs and 14,495 units. These numbers were based on current NADEP configuration and did not reflect transition of H-53 dynamic components and rotor blade workload to Cherry Point from NADEP Pensacola. As this calculation must reflect our potential capacity after implementation of BRAC 93 decisions, and as the decision to transition H-53 related dynamic components and rotor blade workload was made **after** the original data call submission, we now show additional potential capacity related to dynamic component and rotor blade transition efforts. Specifically, we show an additional 91 work positions supporting H-53 dynamic components related workload and an additional 30 work positions supporting H-53 rotor blade related workload. The new maximum potential component workload for dynamic components (including rotor blades) is calculated by taking the total workload from the original submission (now 364,263 DLMHs) and adding 121 work positions times 1534.25 hours per position or 185,644 hours for a revised final total of 549,907 DLMHs. Specifically, we assumed that the 30 positions associated with H-53 rotor blade workload (46,027 DLMHs) will be established in FY96. We also assumed that the 91 positions associated with H-53 dynamic components workload (139,617 DLMHs) will be established in FY96. This total is then prorated into dynamic components and rotor blades categories by type/model based upon projected workload.

ASSUMPTIONS - Some additional space will be made available by expanding rotor blade shop area into the high bay area of Building 4034. We assume that no major equipment is required other than that already at Cherry Point once the transition is complete.

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

2. Rotor Blades Workload, continued

2.5 Given an environment unconstrained by funds or manning, what Industrial Plant Equipment (IPE) would you change (add, delete, or modify) to increase your NADEP's capability to perform Rotor Blades workload? What other investments in the industrial infrastructure would you make to increase these capabilities? Describe quantitatively how the changes above would increase your depot's capabilities. What would the associated costs be? What would be the payback period and return on investment?

Other than those items already planned in support of BRAC 93, the Naval Aviation Depot Cherry Point would not make any additional facility or equipment investments based on economics/best business practices. Throughput/capacity could be increased by instituting a second shift. Associated costs would not be tangible but would include increased equipment maintenance costs.

2.6 Are there any environmental, legal, or otherwise limiting factors that inhibit further the development of Rotor Blades workload at this NADEP (AICUZ encroachment, pollutant discharge, etc.)?

No.

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

2. Rotor Blades Workload, continued

2.7 Identify any specialized, unique, or peculiar characteristics about the facilities, equipment, or skills at this NADEP for Rotor Blade work. Specify those that are one of a kind within the Department of the Navy and/or the Department of Defense.

Whirl Tower and Data Acquisition System

The 1500 horsepower whirl tower is capable of operating up to 3,000 hp for one minute and provides multi hub rotor head with capability for dynamically testing H-2, H-3, H-46, and H-53A/D/E blades including H-53D Egyptian Blades which are longer than the United States'.

Real Time Microfluoroscopic X-ray Imaging System

This system, located in Building 188, is used to perform real time non destructive blade inspection.

X-ray Equipment (H-2, H-3, H-46, and H-53)

This equipment, located in Building 4275, is used to determine delamination defects in blade pockets and structural defects in blade spurs.

Autoclave (H-2 and H-3)

This is an exterior autoclave located adjacent to blade shop in Building 137 capable of both pressurized heat treat and vacuum heat treat of blades during the blade bonding process.

NADEP Cherry Point also has the largest computer controlled autoclave (15' X 45') within the Naval Aviation Maintenance Community, which could be utilized to process H-46 and H-53 blades, including the H-53E.

Blade Bonding Room

This room is humidity and temperature controlled as well as a dust free environment used to support blade bonding processes. The following fixtures are located in this room:

Abrasive strip bonding fixture (H-3)
Blanket bonding fixtures (H-2)
Pocket bonding fixtures (H-3)

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DATA CALL #8 FOR CAPACITY ANALYSES
Amendment One
Naval Aviation Depots

2. Rotor Blades Workload, continued

Tip Cap Balance Fixture (H-3)
Used to perform weight balance testing of tip caps

Blade Droop Fixture
Used for non destructive inspection

Temperature/Heat Control Console (H-2, H-3, H-46, and H-53A/D/E)
Localized temperature control unit which provides capability for controlling temperature during bonding process in up to 40 sections of a single blade simultaneously.

Static balancing Facility (H-2, H-3, H-46, and H-53)
This vibration and draft free facility (Building 1794) houses static balance fixtures which are used to perform stationary balancing of blades. Capability for H-53E is one of a kind within DoD.

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Activity Listing:

Type	Title	Location
Naval Aviation Depot	NADEP Cherry Point	MCAS Cherry Point NC
Naval Aviation Depot	NADEP Jacksonville	NAS Jacksonville FL
Naval Aviation Depot	NADEP North Island	NAS North Island CA

Headquarters Listing:

Type	Title
Naval Aviation Depot	Commander, Naval Air Systems Command

Data Call # 8
Amendment One

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

G.R. BOTT
NAME (Please type or print)

Signature

DEPUTY ASSISTANT COMMANDER
FOR AVIATION DEPOTS (ACTING)
Title

8/24/94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

ROGER GOODSON
NAME (Please type or print)

Signature

ASSISTANT COMMANDER FOR
LOGISTICS AND FLEET SUPPORT (ACTING)
Title

8/24/94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

W.C. BOWES, VADM USN
NAME (Please type or print)

Signature

COMMANDER,
NAVAL AIR SYSTEMS COMMAND
Title

24 AUG 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

Signature

Title

9/1/94
Date

BRAC-95 CERTIFICATION
Cherry Point
Data Call # 8 AMENDMENT 1

F. C. TILLACK
NAME (Please type or print)

F C Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

22 Aug 1994
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

BRAC-95 CERTIFICATION
DATA CALL #8 - CAPACITY ANALYSIS
REVISED - AMENDMENT 1

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

GUY M. VANDER LINDEN
NAME (Please type or print)

Signature

Commanding Officer
Title

8 August 1994
Date

Naval Aviation Depot Cherry Pt
Activity

ENCLOSURE 1

NAVAL AVIATION DEPOT

CHERRY POINT

DATA CALL # 8
CAPACITY

ORIGINAL

1 June 1994

CAPACITY ANALYSIS: DATA CALL WORK SHEET FOR NAVAL AVIATION DEPOTS

Questions for the Activities

NAVAL AVIATION DEPOT
CHERRY POINT

ORIGINAL

1 JUNE 1994

ACTIVITY UIC: N65923
CHERRY POINT

1 JUNE 1994

CAPACITY ANALYSIS: DATA CALL WORK SHEET FOR NAVAL AVIATION DEPOTS

Questions for the Activities

Category	**Industrial Activities**
Type	**Naval Aviation Depots (NADEPs)**
Claimant	**COMNAVAIRSYSCOM**

Notes:

In the context of this Data Call:

1. "Production" equates to the number of items processed per Fiscal Year (FY), unless otherwise specified.

2. Base your responses for FY 1994 and previous years on executed workload, and for FY 1995 and subsequent years on workload as programmed. Unless otherwise specified, use workload mixes as programmed. In estimating projected workload capabilities, use the NADEP configuration as of completion of implementation of the BRAC-88/91/93 actions.

3. Use single shift operations (1-8-5) as the basis for your calculations. Report in specified units of throughput and thousands of Direct Labor Man Hours (K DLMHs).

4. Core workloads are to be calculated in accordance with the Office of the Under Secretary of Defense (Logistics) (OUSD(L)) Memorandum dated 15 November 1993 (subject: "Policy for Maintaining Core Depot Maintenance Capability"). Core workload includes all Core work performed for other Military Departments.

If any responses are classified, so annotate the applicable question and include those responses in a separate classified annex.

This document has been prepared in WordPerfect 5.1/5.2.

Note: The Box below breaks out Defense Department Depot Maintenance and Industrial activities by Commodity Groups for further assessment. The highlighted items have been incorporated into this Data Call. If your activity performs work in any other area, please include such workload and so annotate your Data Call response.

Commodity Groups List

1. **Aircraft Airframes:**
   - Rotary
   - VSTOL
   - Fixed Wing
     - Transport / Tanker / Bomber /
     - Command and Control
     - Light Combat
     - Admin / Training
   - Other

2. **Aircraft Components**
   - **Dynamic Components**
   - **Aircraft Structures**
   - **Hydraulic/Pneumatic**
   - **Instruments**
   - **Landing Gear**
   - **Aviation Ordnance**
   - **Avionics/Electronics**
   - **APUs**
   - **Other**

3. **Engines (Gas Turbine)**
   - **Aircraft**
   - **Ship**
   - Tank
   - **Blades / Vanes (Type 2)**

4. **Missiles and Missile Components**
   - Strategic
   - Tactical / MLRS

5. Amphibians
   - Vehicles
   - Components (less GTE)

6. Ground Combat Vehicles
   - Self-propelled
   - Tanks
   - Towed Combat Vehicles
   - Components (less GTE)

7. **Ground and Shipboard Communications and Electronic Equipment**
   - **Radar**
   - **Radio Communications**
   - **Wire Communications**
   - **Electronic Warfare**
   - **Navigational Aids**
   - **Electro-Optics / Night Vision**
   - **Satellite Control / Space Sensors**

8. Automotive / Construction Equipment

9. Tactical Vehicles
   - Tactical Automotive Vehicles
   - Components

10. Ground General Purpose Items
    - Ground Support Equipment (except aircraft)
    - Small Arms / Personal Weapons
    - Munitions / Ordnance
    - Ground Generators
    - Other

11. Sea Systems
    - Ships
    - Weapons Systems

12. **Software**
    - **Tactical Systems**
    - **Support Equipment**

13. **Special Interest Items**
    - **Bearings Refurbishment**
    - **Calibration (Type I)**
    - **TMDE**

14. **Other**

ACTIVITY UIC: N65923
CHERRY POINT

Data Call for Capacity Analysis
Naval Aviation Depots

Questions for Activities

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Table of Acronyms

ADMIN	Administration; administrative
AICUZ	Air Installations Compatible Use Zone
APU	Auxiliary Power Unit
CCN	Category Code Number
COMM	Communications
COMNAVAIRSYSCOM	Commander Naval Air Systems Command
DLMH	Direct Labor Man Hour
DoD	Department of Defense
DON	Department of the Navy
ELEC	Electrical, electric
E-O/NV	Electro-Optics / Night Vision
ESQD	Explosive Safety Quantity Distance
EW	Electronic Warfare
FY	Fiscal Year
HERF	Hazardous Electronic Radiation - Fuel
HERO	Hazardous Electronic Radiation - Ordnance
HERP	Hazardous Electronic Radiation - Personnel
IPE	Industrial Plant Equipment
K	Thousands
MCAS	Marine Corps Air Station
N / A	Not applicable
NADEP	Naval Aviation Depot
NAS	Naval Air Station
NAVAID	Navigational Aids
POM	Program Objective Memorandum
RCM	Reliability Centered Maintenance
SC/SS	Satellite Control / Space Sensors
SF	Square Feet
T / M / S	Type / Model / Series
UIC	Unit Identification Code

Data Call for Capacity Analyses
Naval Aviation Depots

Primary UIC: N65923, Naval Aviation Depot Cherry Point
(Use this number as Activity Identification at top of every page)

Mission Area

1. Airframes

1.1 Given the current configuration and operation of the NADEP, provide the airframe production by Type/Model/Series that was executed in and is programmed for the Fiscal Years (FY) requested in units throughput (Tables 1.1.a and 1.1.b) and in Direct Labor Man Hours (DLMHs) (Tables 1.1.c and 1.1.d).

Table 1.1.a: **Historic / Predicted Airframe Workload**

Type/ Model/ Series	Units Throughput							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
A-4E	0	0	0	4	1	0	0	0
A-4F	0	0	0	3	4	9	0	0
A-4M	0	0	0	5	2	4	0	0
ASPA-E/R	0	0	0	0	0	0	0	0
AV-8B	0	3	3	7	7	28	8	4
AV-8C	3	0	0	0	0	0	0	0
CH-46A	0	3	0	2	0	0	0	0
CH-46D	2	5	6	3	1	9	5	4
CH-46E	54	38	41	16	16	43	48	25
CH-53D	0	0	0	0	0	0	0	0
CH-53E	0	0	0	0	0	0	0	0
EC-130G	0	1	1	0	0	0	0	0
EMER REPR	0	0	0	0	0	0	0	0
F-4E	0	0	0	0	0	0	0	0
F-4G	0	0	0	0	0	0	1	0
F-4S	8	0	0	8	3	0	0	0

ACTIVITY UIC: N65923
CHERRY POINT

Type/ Model/ Series	Units Throughput							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
H-60	0	0	0	0	0	0	0	0
HH-1	0	0	0	0	0	0	0	0
HH-46A	0	4	4	2	0	0	0	0
HH-46D	0	1	0	0	0	3	9	8
KC-130F	2	2	8	4	2	2	5	4
KC-130R	1	4	2	4	1	4	1	2
KC-130T	0	1	0	0	0	0	0	1
LC-130F	0	1	1	0	1	1	2	0
LC-130R	5	5	3	2	1	1	0	1
MH-53E	0	0	0	0	0	0	0	0
MH-53J	0	0	0	0	0	0	0	0
NCH-46A	0	0	0	1	0	0	0	0
OA-4M	0	0	0	0	0	0	0	0
OV-10A	6	10	6	7	9	19	0	0
OV-10D	0	1	0	5	5	5	1	0
QF-4N	4	3	5	10	7	3	5	6
RF-4B	7	0	9	2	0	0	0	0
RF-4C	0	0	0	0	0	0	0	0
RH-53D	0	0	0	0	0	0	0	0
TA-4F	0	0	0	1	2	1	0	0
TA-4J	0	0	0	1	14	35	17	14
TAV-8B	0	0	0	0	0	1	2	1
TC-130Q	0	0	1	1	0	0	0	0
UH-46A	1	2	0	1	0	0	0	0
UH-46D	1	4	2	2	2	2	3	2
YF-4J	0	0	0	0	0	0	1	0
Total:	94	88	92	91	78	170	108	72

1. Airframes, continued

Table 1.1.b: **Historic / Predicted Airframe Workload**

Type/ Model/ Series	Units Throughput							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
A-4E	0	0	0	0	0	0	0	0
A-4F	0	0	0	0	0	0	0	0
A-4M	0	0	0	0	0	0	0	0
ASPA-E/R	0	0	0	0	0	0	0	0
AV-8B	7	9	10	8	8	8	8	8
AV-8C	0	0	0	0	0	0	0	0
CH-46A	0	0	0	0	0	0	0	0
CH-46D	9	5	5	4	5	5	6	7
CH-46E	25	28	26	28	28	30	30	24
CH-53D	0	5	8	9	7	6	8	8
CH-53E	0	18	20	17	20	19	18	19
EC-130G	0	0	0	0	0	0	0	0
EMER REPR	0	0	0	0	0	0	0	0
F-4E	5	10	14	13	14	13	14	14
F-4G	17	12	16	17	16	17	16	16
F-4S	0	0	0	0	0	0	0	0
H-60	0	0	0	0	10	10	10	10
HH-1	0	0	0	0	10	10	10	10
HH-46A	0	0	0	0	0	0	0	0
HH-46D	8	5	4	8	5	7	7	4
KC-130F	2	0	0	0	0	0	0	0
KC-130R	1	0	0	0	0	0	0	0
KC-130T	1	0	0	0	0	0	0	0

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Type/ Model/ Series	Units Throughput							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
LC-130F	0	0	0	0	0	0	0	0
LC-130R *	**N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
MH-53E	0	5	5	6	7	6	8	7
MH-53J	0	7	7	7	0	0	0	0
NCH-46A	0	0	0	0	0	0	0	0
OA-4M	0	18	0	0	0	0	0	0
OV-10A	0	0	0	0	0	0	0	0
OV-10D	0	0	0	0	0	0	0	0
QF-4N	6	6	6	6	6	6	6	6
RF-4B	5	0	0	0	0	0	0	0
RF-4C	0	8	9	9	9	9	9	9
RH-53D	0	0	4	3	2	4	2	3
TA-4F	0	1	0	0	0	0	0	0
TA-4J	20	9	0	0	0	0	0	0
TAV-8B	0	0	0	0	0	0	0	0
TC-130Q	0	0	0	0	0	0	0	0
UH-46A	0	0	0	0	0	0	0	0
UH-46D	3	1	2	2	3	2	1	3
YF-4J	0	0	0	0	0	0	0	0
Total:	109	147	136	137	150	152	153	148

*** Non-added units (not added in the budget process)**
**** Not Applicable**

1. Airframes, continued

Table 1.1.c: **Historic / Predicted Airframe Workload**

Type/ Model/ Series	Workload (DLMHs)							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
A-4E	0	0	0	17,524	5,471	0	0	0
A-4F	0	0	0	12,870	23,234	49,626	0	0
A-4M	0	0	0	21,813	10,942	21,884	0	0
ASPA-E/R	0	0	0	0	0	0	0	15,069
AV-8B	0	16,500	16,500	38,500	38,500	63,948	42,589	18,120
AV-8C	19,050	0	0	0	0	0	0	0
CH-46A	0	14,623	0	9,242	0	0	0	0
CH-46D	8,704	23,970	27,060	13,530	5,106	55,074	29,352	25,256
CH-46E	206,430	165,792	192,780	72,717	94,372	229,208	290,687	157,850
CH-53D	0	0	0	0	0	0	0	0
CH-53E	0	0	0	0	0	0	0	0
EC-130G	0	17,000	26,083	0	0	0	0	0
EMER REPR	44,997	69,140	63,833	72,977	90,538	138,729	146,985	74,522
F-4E	0	0	0	0	0	0	0	0
F-4G	0	0	0	0	0	0	12,409	0
F-4S	113,520	0	0	130,284	49,842	0	0	0
H-60	0	0	0	0	0	0	0	0
HH-1	0	0	0	0	0	0	0	0
HH-46A	0	19,761	18,460	9,230	0	0	0	0
HH-46D	0	6,982	0	0	0	18,738	52,390	54,812
KC-130F	34,000	34,000	137,616	68,808	34,324	36,199	95,185	67,360
KC-130R	17,000	68,000	34,404	68,808	17,162	70,523	16,120	32,240
KC-130T	0	17,000	0	0	0	0	0	14,167
LC-130F	0	16,500	16,500	0	16,500	16,500	14,850	0

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Type/ Model/ Series	Workload (DLMHs)							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
LC-130R	71,000	55,500	40,500	24,000	8,568	16,500	0	7,249
MH-53E	0	0	0	0	0	0	0	0
MH-53J	0	0	0	0	0	0	0	0
NCH-46A	0	0	0	4,621	0	0	0	0
OA-4M	0	0	0	0	0	0	0	0
OV-10A	24,315	35,610	21,498	25,560	36,078	81,201	0	0
OV-10D	0	3,708	0	18,530	22,575	13,145	4,115	0
QF-4N	44,116	33,084	52,305	135,950	97,434	47,592	76,585	91,902
RF-4B	102,733	0	76,041	16,898	0	0	0	0
RF-4C	0	0	0	0	0	0	0	0
RH-53D	0	0	0	0	0	0	0	0
TA-4F	0	0	0	4,166	10,942	5,471	0	0
TA-4J	0	0	0	4,185	76,594	195,535	103,300	87,850
TAV-8B	0	0	0	0	0	13,514	9,600	4,530
TC-130Q	0	0	17,202	17,202	0	0	0	0
UH-46A	4,845	9,986	0	4,705	0	0	0	0
UH-46D	4,369	18,820	9,410	9,410	10,212	19,292	17,833	12,628
YF-4J	0	0	0	0	0	0	15,495	0
Total:	695,079	625,976	750,192	801,530	648,394	1,092,679	927,495	663,555

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Table 1.1.d: **Historic / Predicted Airframe Workload** **R**

Type/ Model/ Series	Workload (DLMHs)							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
A-4E	0	0	0	0	0	0	0	0
A-4F	0	0	0	0	0	0	0	0
A-4M	0	0	0	0	0	0	0	0
ASPA-E/R	0	0	0	0	0	0	0	0
AV-8B	25,508	27,112	29,501	19,112	19,112	19,112	19,112	19,112
AV-8C	0	0	0	0	0	0	0	0
CH-46A	0	0	0	0	0	0	0	0
CH-46D	56,107	27,850	27,850	22,280	25,310	25,310	29,858	34,920
CH-46E	151,150	156,796	145,148	155,452	127,344	144,150	149,804	120,460
CH-53D	0	33,980	54,368	61,164	47,572	40,776	54,368	54,368
CH-53E	0	105,732	117,480	99,858	117,480	111,606	105,732	111,606
EC-130G	0	0	0	0	0	0	0	0
EMER REPR	68,738	132,037	140,190	162,190	132,037	132,037	132,037	132,037
F-4E	58,800	117,600	164,640	152,880	164,640	152,880	164,640	164,640
F-4G	199,920	141,120	188,160	199,920	188,160	199,920	188,160	188,160
F-4S	0	0	0	0	0	0	0	0
H-60	0	0	0	0	2,640	2,640	2,640	2,640
HH-1	0	0	0	0	2,170	2,170	2,170	2,170
HH-46A	0	0	0	0	0	0	0	0
HH-46D	48,368	27,850	22,280	44,560	22,740	31,836	31,836	18,192
KC-130F	27,588	0	0	0	0	0	0	0
KC-130R	13,146	0	0	0	0	0	0	0
KC-130T	13,146	0	0	0	0	0	0	0
LC-130F	0	0	0	0	0	0	0	0

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Table 1.1.d: **Historic / Predicted Airframe Workload**

Type/ Model/ Series	Workload (DLMHs)							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
A-4E	0	0	0	0	0	0	0	0
A-4F	0	0	0	0	0	0	0	0
A-4M	0	0	0	0	0	0	0	0
ASPA-E/R	0	0	0	0	0	0	0	0
AV-8B	25,508	27,112	29,501	19,112	19,112	19,112	19,112	19,112
AV-8C	0	0	0	0	0	0	0	0
CH-46A	0	0	0	0	0	0	0	0
CH-46D	56,107	27,850	27,850	22,280	25,310	25,310	29,858	34,920
CH-46E	151,150	156,796	145,148	155,452	127,344	144,150	149,804	120,460
CH-53D	0	33,980	54,368	61,164	47,572	40,776	54,368	54,368
CH-53E	0	105,732	117,480	99,858	117,480	111,606	105,732	111,606
EC-130G	0	0	0	0	0	0	0	0
EMER REPR	68,730	132,037	140,190	162,190	132,037	132,037	132,037	132,037
F-4E	58,800	117,600	164,640	152,880	164,640	152,880	164,640	164,640
F-4G	199,920	141,120	188,160	199,920	188,160	199,920	188,160	188,160
F-4S	0	0	0	0	0	0	0	0
H-60	0	0	0	0	2,640	2,640	2,640	2,640
HH-1	0	0	0	0	2,170	2,170	2,170	2,170
HH-46A	0	0	0	0	0	0	0	0
HH-46D	48,368	27,850	22,280	44,560	22,740	31,836	31,836	18,192
KC-130F	27,588	0	0	0	0	0	0	0
KC-130R	13,146	0	0	0	0	0	0	0
KC-130T	13,146	0	0	0	0	0	0	0
LC-130F	0	0	0	0	0	0	0	0
LC-130R	0	0	0	0	0	0	0	0

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Type/ Model/ Series	Workload (DLMHs)							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
LC-130R	7,249	6,069	6,069	0	0	0	0	0
MH-53E	0	32,805	32,805	39,366	45,927	39,366	52,488	45,927
MH-53J	0	52,500	52,500	52,500	0	0	0	0
NCH-46A	0	0	0	0	0	0	0	0
OA-4M	0	106,200	0	0	0	0	0	0
OV-10A	0	0	0	0	0	0	0	0
OV-10D	0	0	0	0	0	0	0	0
QF-4N	91,902	91,902	91,902	91,902	91,902	91,902	91,902	91,902
RF-4C	58,800	94,080	105,840	105,840	105,840	105,840	105,840	105,840
RH-53D	0	0	29,680	22,260	14,840	29,680	14,840	22,260
TA-4F	0	4,273	0	0	0	0	0	0
TA-4J	99,150	38,457	0	0	0	0	0	0
TAV-8B	0	0	0	0	0	0	0	0
TC-130Q	0	0	0	0	0	0	0	0
UH-46A	0	0	0	0	0	0	0	0
UH-46D	18,138	5,570	11,140	11,140	13,644	9,096	4,548	13,644
YF-4J	0	0	0	0	0	0	0	0
Total:	937,710	1,201,933	1,219,553	1,240,424	1,121,358	1,138,321	1,149,975	1,127,878

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Type/ Model/ Series	Workload (DLMHs)							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
MH-53E	0	32,805	32,805	39,366	45,927	39,366	52,488	45,927
MH-53J	0	52,500	52,500	52,500	0	0	0	0
NCH-46A	0	0	0	0	0	0	0	0
OA-4M	0	106,200	0	0	0	0	0	0
OV-10A	0	0	0	0	0	0	0	0
OV-10D	0	0	0	0	0	0	0	0
QF-4N	91,902	91,902	91,902	91,902	91,902	91,902	91,902	91,902
RF-4C	58,800	94,080	105,840	105,840	105,840	105,840	105,840	105,840
RH-53D	0	0	29,680	22,260	14,840	29,680	14,840	22,260
TA-4F	0	4,273	0	0	0	0	0	0
TA-4J	99,150	38,457	0	0	0	0	0	0
TAV-8B	0	0	0	0	0	0	0	0
TC-130Q	0	0	0	0	0	0	0	0
UH-46A	0	0	0	0	0	0	0	0
UH-46D	18,138	5,570	11,140	11,140	13,644	9,096	4,548	13,644
YF-4J	0	0	0	0	0	0	0	0
Total:	930,453	1,195,864	1,213,484	1,240,424	1,121,358	1,138,321	1,149,975	1,127,878

1. Airframes, continued

1.2 Given the current configuration and operation of the NADEP, provide the Core portion of the airframe production by Type/Model/Series that is programmed for the Fiscal Years (FY) requested in units throughput and in Direct Labor Man Hours (DLMHs).

Table 1.2.a: **Core Airframe Workload**

Type/ Model/ Series	Units Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AV-8B	9	10	8	8	8	8	8
CH-46E	13	13	13	13	13	13	13
CH-53D	4	3	5	2	3	4	3
CH-53E	18	19	17	20	19	18	19
F-4E	4	5	5	5	5	5	5
F-4G	12	16	17	16	17	16	16
10H-60	0	0	0	10	10	10	10
HH-1	0	0	0	10	10	10	10
MH-53J	7	7	7	0	0	0	0
RF-4C	8	9	9	9	9	9	9
TOTAL	75	82	81	93	94	93	93

Table 1.2.b: **Core Airframe Workload**

Type/ Model/ Series	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AV-8B	27,112	29,501	19,112	19,112	19,112	19,112	19,112
CH-46E	73,246	72,410	72,410	59,124	59,638	65,806	65,806
CH-53D	27,184	20,388	33,980	13,592	20,388	27,184	20,388
CH-53E	105,732	111,606	99,858	117,480	111,606	105,732	111,606
EMER REPR	100,448	108,601	130,601	100,448	100,448	100,448	100,448
F-4E	47,040	58,800	58,800	58,800	58,800	58,800	58,800
F-4G	141,120	188,160	199,920	188,160	199,920	188,160	188,160
H-60	0	0	0	2,640	2,640	2,640	2,640
HH-1	0	0	0	2,170	2,170	2,170	2,170
MH-53J	52,500	52,500	52,500	0	0	0	0
RF-4C	94,080	105,840	105,840	105,840	105,840	105,840	105,840
Total:	668,462	747,806	773,021	667,366	680,562	675,892	674,970

R

1.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, with no significant investment in capital equipment; and (c) no major Military Construction additional to that already approved and funded: what is the maximum extent to which operations, by commodity group, could be expanded for depot maintenance work at your activity, based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of direct labor hours (DLHs).

Table 1.3.a: **Maximum Potential Capacity** **R**

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:					
ROTARY	611,699	632,452	660,580	584,112	597,771
VSTOL	36,144	38,350	26,279	26,279	26,279
FIXED WING	666,692	734,434	722,296	745,816	734,056
Transport/Tanker/Bomber	0	0	0	0	0
Command and Control	0	0	0	0	0
Light Combat	0	0	0	0	0
Admin/Training	0	0	0	0	0
OTHER	405,818	498,782	581,086	487,884	349,355
AIRCRAFT COMPONENTS					
DYNAMIC COMPONENTS	350,457	350,457	350,457	350,457	350,457
AIRCRAFT STRUCTURES	32,664	32,664	32,664	32,664	32,664
HYDRAULIC/PNEUMATIC	215,518	236,994	236,994	236,994	236,994
INSTRUMENTS	65,328	65,328	65,328	65,328	65,328
LANDING GEAR	39,318	39,318	39,318	39,318	39,318
AVIATION ORDNANCE	10,311	10,311	10,311	10,311	10,311
AVIONICS/ELECTRONICS	167,051	167,051	167,051	167,051	167,051
APUs	264,342	264,342	264,342	264,342	264,342
OTHER	1,084,691	1,142,912	1,138,152	1,117,474	1,117,299

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COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
ENGINES (GAS TURBINE)					
AIRCRAFT	548,430	600,980	598,539	598,094	599,642
BLADES/VANES (Type 2)	135,014	135,014	135,014	135,014	135,014
SHIP	0	0	0	0	0
TANK	0	0	0	0	0
TOTAL	4,633,477	4,949,389	5,028,411	4,861,138	4,725,881

NOTE: Product engineering direct labor workload is not included in capacity index, utilization index, maximum potential capacity, or programmed workload in accordance with Department of Defense guidelines.

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1.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, optimum (repeat order manufacturing lead times) procurement, and maximum equipment support; and (c) no major MILCON additional to that already programmed: what is the maximum extent to which airframe operations could be expanded at this NADEP, based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of airframes and DLMHs that could be processed at this NADEP by type/model/series.

Table 1.3.a: **Maximum Potential Airframe Workload**

Type/ Model/ Series	Units Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AV-8B	12	13	11	11	11	11	11
CH-46D	7	6	5	7	7	8	10
CH-46E	38	34	36	38	40	40	33
HH-46D	7	5	10	7	9	9	6
UH-46D	1	3	3	4	3	1	4
CH-53D	7	10	12	8	7	9	9
CH-53E	25	26	22	23	21	20	23
MHJ-53E	7	6	8	8	7	9	8
MH53J	10	9	8	8	8	8	8
RH-53D	0	5	4	3	5	3	4
F-4E (AF)*	5	10	9	11	9	11	11
F-4G	16	21	22	22	23	21	22
F-4E (EGYPT)**	8	8	8	8	8	8	8
QF-4N	8	8	8	8	8	8	8
RF-4C	11	12	12	12	12	12	13
TA-4F	1	0	0	0	0	0	0
TF-4J	12	0	0	0	0	0	0
LC-130R	3	2	0	0	0	0	0
DRIVE IN PAINT	7	7	130	130	130	130	130
Total:	185	185	308	308	308	308	308

* INTERSERVICE R
** FMS R

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1. Airframes, continued

1.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, optimum (repeat order manufacturing lead times) procurement, and maximum equipment support; and (c) no major MILCON additional to that already programmed: what is the maximum extent to which airframe operations could be expanded at this NADEP, based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of airframes and DLMHs that could be processed at this NADEP by type/model/series.

Table 1.3.a: **Maximum Potential Airframe Workload**

Type/ Model/ Series	Units Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AV-8B	12	13	11	11	11	11	11
CH-46D	7	6	5	7	7	8	10
CH-46E	38	34	36	38	40	40	33
HH-46D	7	5	10	7	9	9	6
JH-46D	1	3	3	4	3	1	4
CH-53D	7	10	12	8	7	9	9
CH-53E	25	26	22	23	21	20	23
MHJ-53E	7	6	8	8	7	9	8
MH53J	10	9	8	8	8	8	8
RH-53D	0	5	4	3	5	3	4
F-4E	5	10	9	11	9	11	11
F-4G	16	21	22	22	23	21	22
F-4E	8	8	8	8	8	8	8
QF-4N	8	8	8	8	8	8	8
RF-4C	11	12	12	12	12	12	13
TA-4F	1	0	0	0	0	0	0
TF-4J	12	0	0	0	0	0	0
LC-130R	3	2	0	0	0	0	0
DRIVE IN PAINT	7	7	130	130	130	130	130
Total:	185	185	308	308	308	308	308

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Table 1.3.b: **Maximum Potential Airframe Workload**

Type/ Model/ Series	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AV-8B	36,144	38,350	26,279	26,279	26,279	26,279	26,279
CH-46D	38,990	33,420	27,850	35,434	35,434	39,808	49,890
CH-46E	212,800	189,822	199,872	172,824	192,200	199,720	165,627
HH-46D	38,990	27,850	55,700	31,836	40,932	40,932	27,288
UH-46D	5,570	16,710	16,710	18,192	13,644	4,548	18,192
CH-53D	47,572	67,960	81,552	54,368	47,572	61,164	61,164
CH-53E	146,850	152,724	129,228	135,102	123,354	117,480	135,102
MH-53E	45,927	39,366	52,488	52,488	45,927	59,049	52,488
MH53J	75,000	67,500	67,500	61,608	61,608	61,608	61,608
RH-53D	0	37,100	29,680	22,260	37,100	22,260	29,680
F-4E (AF) *	58,800	117,600	105,840	129,360	105,840	129,360	129,360
F-4G	188,160	246,960	258,720	258,720	270,480	246,960	258,720
F-4E (EQYPT) **	94,080	94,080	94,080	94,080	94,080	94,080	94,080
QF-4N	122,536	122,536	122,536	122,536	122,536	122,536	122,536
RF-4C	129,360	141,120	141,120	141,120	141,120	141,120	152,880
LC-130R	18,207	12,138	0	0	0	0	0
TA-4F	4,273	0	0	0	0	0	0
TA-4J	51,276	0	0	0	0	0	0
EMERG REPR	68,738	132,037	140,190	162,190	132,037	132,037	132,037
DRIVE IN PAINT	1,684	1,684	31,265	31,265	31,265	31,265	31,265
Total:	1,384,957	1,538,957	1,580,610	1,549,662	1,521,408	1,530,206	1,548,196

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Table 1.3.b: **Maximum Potential Airframe Workload**

Type/ Model/ Series	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AV-8B	36,144	38,350	26,279	26,279	26,279	26,279	26,279
CH-46D	38,990	33,420	27,850	35,434	35,434	39,808	49,890
CH-46E	212,800	189,822	199,872	172,824	192,200	199,720	165,627
HH-46D	38,990	27,850	55,700	31,836	40,932	40,932	27,288
UH-46D	5,570	16,710	16,710	18,192	13,644	4,548	18,192
CH-53D	47,572	67,960	81,552	54,368	47,572	61,164	61,164
CH-53E	146,850	152,724	129,228	135,102	123,354	117,480	135,102
MH-53E	45,927	39,366	52,488	52,488	45,927	59,049	52,488
MH53J	75,000	67,500	67,500	61,608	61,608	61,608	61,608
RH-53D	0	37,100	29,680	22,260	37,100	22,260	29,680
F-4E	58,800	117,600	105,840	129,360	105,840	129,360	129,360
F-4G	188,160	246,960	258,720	258,720	270,480	246,960	258,720
F-4E	94,080	94,080	94,080	94,080	94,080	94,080	94,080
QF-4N	122,536	122,536	122,536	122,536	122,536	122,536	122,536
RF-4C	129,360	141,120	141,120	141,120	141,120	141,120	152,880
LC-130R	18,207	12,138	0	0	0	0	0
TA-4F	4,273	0	0	0	0	0	0
TA-4J	51,276	0	0	0	0	0	0
EMERG REPR	68,738	132,037	140,190	162,190	132,037	132,037	132,037
DRIVE IN PAINT	1,684	1,684	31,265	31,265	31,265	31,265	31,265
Total:	1,384,957	1,538,957	1,580,610	1,549,662	1,521,408	1,530,206	1,548,196

1. Airframe, continued

1.4 Provide details of your calculations including assumptions on additional space utilized, major equipment required, production rates, and constraints that limit increased airframe workload at this NADEP.

Calculations are based on 60 available work sites (49 aircraft hangar stalls and eleven exterior sites (C-130 or H-53 only)) used for aircraft rework.

TAT will allow for the following:

C-130 - 4 per work stall per year
F-4 - 3 per work stall per year
AV-8 - 7 per work stall per year
H-46 - 5 per work stall per year
A-4 - 3 per work stall per year
H-53 - 2 per work stall per year

Maximum potential capacity on any T-M-S except C-130 can be swapped for any other T-M-S on an approximate one for one basis as workload mix may require.

Hangar space in paint hangar was also considered in calculating drive in paint workload. Increase in FY97 drive in paint workload is due to anticipated completion of FY94 Final Finish Milcon.

1.5 Given an environment unconstrained by funds or manning, what Industrial Plant Equipment (IPE) would you change (add, delete, or modify) to increase your NADEP's capability to perform airframe workload? What other investments in the industrial infrastructure would you make to increase airframe capabilities? Describe quantitatively how the changes above would increase your depot's capabilities. What would the associated costs be? What would be the payback period and return on investment?

Other than those items already planned in support of BRAC 93, Naval Aviation Depot Cherry Point would not make any additional facility or equipment investments based on economics/best business practices. Throughput/capacity could be increased by instituting a second shift. Associated costs would not be tangible but would include increased equipment maintenance costs.

1.6 Are there any environmental, legal, or otherwise limiting factors that inhibit further the development of airframe workload at this NADEP (AICUZ encroachment, pollutant discharge, etc.)?

No.

Mission Area

2. Air Launched Missiles

2.1 Given the current configuration and operation of the NADEP, provide the Missile/Guidance System production that was executed and is programmed for the Fiscal Years (FYs) requested in both Systems Worked (Tables 2.1.a and 2.1.b) and Direct Labor Man Hours (DLMHs) (Tables 2.1.c and 2.1.d).

Table 2.1.a: **Historic / Predicted Air Launched Missile Workload**

Missile/ Guidance System	Systems Worked (Units) Throughput							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
	NOT APPLICABLE *							
Total:								

* NADEP Cherry Point has no applicable responses involving missiles and missile workload.

Table 2.1.b: **Historic / Predicted Air Launched Missiles Workload**

Missile/ Guidance System	Systems Worked (Units) Throughput							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
	NOT APPLICABLE							
Total:								

2. Air Launched Missiles, continued

Table 2.1.c: **Historic / Predicted Air Launched Missile Workload**

Missile/ Guidance System	Workload (DLMHs)							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
	NOT APPLICABLE							
Total:								

Table 2.1.d: **Historic / Predicted Air Launched Missile Workload**

Missile/ Guidance System	Workload (DLMHs)							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
	NOT APPLICABLE							
Total:								

2. Air Launched Missiles, continued

2.2 Given the current configuration and operation of the NADEP, provide the Core portion of the Missile/Guidance System production that is programmed for the Fiscal Years (FYs) requested in both Systems Worked and Direct Labor Man Hours (DLMHs).

Table 2.2.a: **Core Air Launched Missile Workload**

Missile/ Guidance System	Systems Worked (Units) Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
	NOT APPLICABLE						
Total:							

Table 2.2.b: **Core Air Launched Missile Workload**

Missile/ Guidance System	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
	NOT APPLICABLE						
Total:							

2. Air Launched Missiles, continued

2.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, optimum (repeat order manufacturing lead times) procurement, and maximum equipment support; and (c) no major MILCON additional to that already programmed: what is the maximum extent to which this NADEP could expand Missile/Guidance System operations based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of systems worked and DLMHs that could be processed at this NADEP by missile / guidance system.

Table 2.3.a: **Maximum Potential Air Launched Missile Workload**

Missile/ Guidance System	Systems Worked (Units) Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
	NOT APPLICABLE						
Total:							

Table 2.3.b: **Maximum Potential Air Launched Missile Workload**

Missile/ Guidance System	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
	NOT APPLICABLE						
Total:							

2. Air Launched Missiles, continued

2.4 Provide details of your calculations including assumptions on additional space utilized, major equipment required, production rates, and constraints that limit increased air launched missile workload at this NADEP.

NOT APPLICABLE

2.5 Given an environment unconstrained by funds or manning, what Industrial Plant Equipment (IPE) would you change (add, delete, or modify) to increase your NADEP's capability to perform air launched missile workload? What other investments in the industrial infrastructure would you make to increase missile workload? Describe quantitatively how the changes above would increase your depot's capabilities. What would the associated costs be? What would be the payback period and return on investment?

NOT APPLICABLE

2.6 Are there any environmental, legal, or otherwise limiting factors that inhibit further the development of missile workload at this NADEP (AICUZ encroachment, pollutant discharge, etc.)?

NOT APPLICABLE

Mission Area

3. Components

3.1 Given the current configuration and operation of the NADEP, provide the component production, by component type, that was executed in and is programmed for the Fiscal Years (FYs) requested in both components worked (Tables 3.1.a and 3.1.b) and Direct Labor Man Hours (DLMHs) (Tables 3.1.c and 3.1.d).

Table 3.1.a: **Historic / Predicted Component Workload**

Component Type		Units Throughput							
		FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
Dynamic Components		1,978	2,260	1,930	1,372	1,657	1,874	2,051	2,000
Engine Components		7,996	8,726	8,329	8,459	8,168	7,607	7,320	7,108
Blades / Vanes (Type 2) *		0	0	0	0	0	0	0	0
APU / Ground Generators		2,715	1,965	2,065	2,046	2,262	2,136	1,806	1,768
Aircraft Structural		630	468	514	467	315	335	519	544
Hydraulic / Pneumatic		4,515	3,520	3,615	3,445	3,513	3,305	3,347	3,239
Instruments		4,217	3,407	2,864	3,688	3,523	3,220	2,469	2,284
Landing Gear		920	781	530	438	596	442	609	882
Aviation Ordnance Equip		150	217	223	126	78	100	64	78
Avionics / Electronics		2,180	1,931	1,749	1,785	1,950	2,312	2,215	1,923
Ground & Shipboard Comm & Electronic Equip	Radar	0	0	0	0	0	0	0	0
	Radio Comm	0	0	0	0	0	0	0	0
	Wire Comm	0	0	0	0	0	0	0	0
	EW	0	0	0	0	0	0	0	0
	NAVAIDs	0	0	0	0	0	0	0	0
	E-O/NV	0	0	0	0	0	0	0	0
	SC / SS	0	0	0	0	0	0	0	0
Bearings		0	0	0	0	4	2	1	11
Other		2,086	1,960	1,993	2,215	2,301	2,292	2,141	2,216
	Total:	27,387	25,235	23,812	24,041	24,367	23,625	22,542	22,053

* NON ADD OTHER FUNDED WORKLOAD

NOTE: OTHER FUNDED - "Data not available to Commodity Detail" at NADOC. R

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Mission Area

3. Components

3.1 Given the current configuration and operation of the NADEP, provide the component production, by component type, that was executed in and is programmed for the Fiscal Years (FYs) requested in both components worked (Tables 3.1.a and 3.1.b) and Direct Labor Man Hours (DLMHs) (Tables 3.1.c and 3.1.d).

Table 3.1.a: **Historic / Predicted Component Workload**

Component Type		Units Throughput							
		FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
Dynamic Components		1,978	2,260	1,930	1,372	1,657	1,874	2,051	2,000
Engine Components		7,996	8,726	8,329	8,459	8,168	7,607	7,320	7,108
Blades / Vanes (Type 2) *		0	0	0	0	0	0	0	0
APU / Ground Generators		2,715	1,965	2,065	2,046	2,262	2,136	1,806	1,768
Aircraft Structural		630	468	514	467	315	335	519	544
Hydraulic / Pneumatic		4,515	3,520	3,615	3,445	3,513	3,305	3,347	3,239
Instruments		4,217	3,407	2,864	3,688	3,523	3,220	2,469	2,284
Landing Gear		920	781	530	438	596	442	609	882
Aviation Ordnance Equip		150	217	223	126	78	100	64	78
Avionics / Electronics		2,180	1,931	1,749	1,785	1,950	2,312	2,215	1,923
Ground & Shipboard Comm & Electronic Equip	Radar	0	0	0	0	0	0	0	0
	Radio Comm	0	0	0	0	0	0	0	0
	Wire Comm	0	0	0	0	0	0	0	0
	EW	0	0	0	0	0	0	0	0
	NAVAIDs	0	0	0	0	0	0	0	0
	E-O/NV	0	0	0	0	0	0	0	0
	SC / SS	0	0	0	0	0	0	0	0
Bearings		0	0	0	0	4	2	1	11
Other		2,086	1,960	1,993	2,215	2,301	2,292	2,141	2,216
	Total:	27,387	25,235	23,812	24,041	24,367	23,625	22,542	22,053

* NON ADD OTHER FUNDED WORKLOAD **R**

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Mission Area

3. Components

3.1 Given the current configuration and operation of the NADEP, provide the component production, by component type, that was executed in and is programmed for the Fiscal Years (FYs) requested in both components worked (Tables 3.1.a and 3.1.b) and Direct Labor Man Hours (DLMHs) (Tables 3.1.c and 3.1.d).

Table 3.1.a: **Historic / Predicted Component Workload**

Component Type		Units Throughput							
		FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
Dynamic Components		1,978	2,260	1,930	1,372	1,657	1,874	2,051	2,000
Engine Components		7,996	8,726	8,329	8,459	8,168	7,607	7,320	7,108
Blades / Vanes (Type 2)		0	0	0	0	0	0	0	0
APU / Ground Generators		2,715	1,965	2,065	2,046	2,262	2,136	1,806	1,768
Aircraft Structural		630	468	514	467	315	335	519	544
Hydraulic / Pneumatic		4,515	3,520	3,615	3,445	3,513	3,305	3,347	3,239
Instruments		4,217	3,407	2,864	3,688	3,523	3,220	2,469	2,284
Landing Gear		920	781	530	438	596	442	609	882
Aviation Ordnance Equip		150	217	223	126	78	100	64	78
Avionics / Electronics		2,180	1,931	1,749	1,785	1,950	2,312	2,215	1,923
Ground & Shipboard Comm & Electronic Equip	Radar	0	0	0	0	0	0	0	0
	Radio Comm	0	0	0	0	0	0	0	0
	Wire Comm	0	0	0	0	0	0	0	0
	EW	0	0	0	0	0	0	0	0
	NAVAIDs	0	0	0	0	0	0	0	0
	E-O/NV	0	0	0	0	0	0	0	0
	SC / SS	0	0	0	0	0	0	0	0
Bearings		0	0	0	0	4	2	1	11
Other		2,086	1,960	1,993	2,215	2,301	2,292	2,141	2,216
	Total:	27,387	25,235	23,812	24,041	24,367	23,625	22,542	22,053

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Table 3.1.b: **Historic / Predicted Component Workload**

Component Type		Units Throughput							
		FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Dynamic Components		2,042	1,390	2,282	2,020	1,695	1,458	1,291	1,289
Engine Components		7,781	6,634	6,108	5,167	5,864	5,378	4,978	4,981
Blades / Vanes (Type 2) *		1,835	2,766	3,043	3,347	3,679	4,053	4,454	4,896
APU / Ground Generators		2,713	2,944	3,319	3,408	3,019	2,906	2,786	2,786
Aircraft Structural		417	546	626	341	363	348	284	285
Hydraulic / Pneumatic		3,153	2,261	3,772	4,222	3,254	2,915	2,572	2,569
Instruments		2,204	2,173	2,250	1,050	925	840	775	779
Landing Gear		1,063	694	856	593	607	520	464	465
Aviation Ordnance Equip		102	95	302	51	50	45	42	42
Avionics / Electronics		1,601	1,588	1,471	741	765	706	632	626
Ground & Shipboard Comm & Electronic Equip	Radar	0	0	0	0	0	0	0	0
	Radio Comm	0	0	0	0	0	0	0	0
	Wire Comm	0	0	0	0	0	0	0	0
	EW	0	0	0	0	0	0	0	0
	NAVAIDs	0	0	0	0	0	0	0	0
	E-O/NV	0	0	0	0	0	0	0	0
	SC / SS	0	0	0	0	0	0	0	0
Bearings		1	9	7	6	7	7	4	5
Other		2,067	2,605	3,578	3,793	3,783	3,560	3,234	3,237
	Total:	23,144	20,939	24,571	21,392	20,332	18,683	17,062	17,064

*** NON ADD OTHER FUNDED WORKLOAD**

NOTE: OTHER FUNDED - "Data not available to Commodity Detail" at NADOC. R

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3. Components, continued

Table 3.1.b: **Historic / Predicted Component Workload**

Component Type		Units Throughput							
		FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Dynamic Components		2,042	1,390	2,282	2,020	1,695	1,458	1,291	1,289
Engine Components		7,781	6,634	6,108	5,167	5,864	5,378	4,978	4,981
Blades / Vanes (Type 2) *		1,835	2,766	3,043	3,347	3,679	4,053	4,454	4,896
APU / Ground Generators		2,713	2,944	3,319	3,408	3,019	2,906	2,786	2,786
Aircraft Structural		417	546	626	341	363	348	284	285
Hydraulic / Pneumatic		3,153	2,261	3,772	4,222	3,254	2,915	2,572	2,569
Instruments		2,204	2,173	2,250	1,050	925	840	775	779
Landing Gear		1,063	694	856	593	607	520	464	465
Aviation Ordnance Equip		102	95	302	51	50	45	42	42
Avionics / Electronics		1,601	1,588	1,471	741	765	706	632	626
Ground & Shipboard Comm & Electronic Equip	Radar	0	0	0	0	0	0	0	0
	Radio Comm	0	0	0	0	0	0	0	0
	Wire Comm	0	0	0	0	0	0	0	0
	EW	0	0	0	0	0	0	0	0
	NAVAIDs	0	0	0	0	0	0	0	0
	E-O/NV	0	0	0	0	0	0	0	0
	SC / SS	0	0	0	0	0	0	0	0
Bearings		1	9	7	6	7	7	4	5
Other		2,067	2,605	3,578	3,793	3,783	3,560	3,234	3,237
	Total:	23,144	20,939	24,571	21,392	20,332	18,683	17,062	17,064

*** NON ADD OTHER FUNDED WORKLOAD**

Table 3.1.c: Historic / Predicted Component Workload

Component Type		Workload (DLMHs)							
		FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
Dynamic Components		165,650	174,571	158,812	156,732	155,765	159,931	142,305	122,831
Engine Components		157,231	151,823	146,379	148,648	150,044	149,535	149,633	135,878
Blades / Vanes (Type 2) *		0	0	0	0	0	0	0	0
APU / Ground Generators		157,914	115,621	114,951	140,036	130,060	100,746	87,751	89,997
Aircraft Structural		19,513	12,647	19,088	18,915	10,595	10,297	17,278	21,230
Hydraulic / Pneumatic		82,052	57,264	65,234	61,614	64,830	62,937	59,660	37,019
Instruments		39,026	31,245	23,317	30,577	29,094	25,340	20,896	20,398
Landing Gear		23,488	20,396	12,065	14,148	19,514	18,569	21,228	26,394
Aviation Ordnance Eqmt		1,994	5,906	8,831	5,689	7,679	10,311	6,892	5,996
Avionics / Electronics		15,763	13,713	12,841	17,269	23,339	27,972	26,078	25,726
Ground & Shipboard Comm & Electronic Equip	Radar	0	0	0	0	0	0	0	0
	Radio Comm	0	0	0	0	0	0	0	0
	Wire Comm	0	0	0	0	0	0	0	0
	EW	0	0	0	0	0	0	0	0
	NAVAIDs	0	0	0	0	0	0	0	0
	E-O/NV	0	0	0	0	0	0	0	0
	SC / SS	0	0	0	0	0	0	0	0
Bearings		0	0	0	0	5	2	1	17
Other		25,558	25,350	24,881	29,119	38,655	31,939	29,797	25,450
	Total:	688,189	608,536	586,399	622,747	629,580	597,579	561,519	510,936

* NON ADD OTHER FUNDED WORKLOAD
NOTE: OTHER FUNDED - "Data not available to Commodity Detail" at NADOC. R

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Table 3.1.c: **Historic / Predicted Component Workload**

Component Type		Workload (DLMHs)							
		FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
Dynamic Components		165,650	174,571	158,812	156,732	155,765	159,931	142,305	122,831
Engine Components		157,231	151,823	146,379	148,648	150,044	149,535	149,633	135,878
Blades / Vanes (Type 2) *		0	0	0	0	0	0	0	0
APU / Ground Generators		157,914	115,621	114,951	140,036	130,060	100,746	87,751	89,997
Aircraft Structural		19,513	12,647	19,088	18,915	10,595	10,297	17,278	21,230
Hydraulic / Pneumatic		82,052	57,264	65,234	61,614	64,830	62,937	59,660	37,019
Instruments		39,026	31,245	23,317	30,577	29,094	25,340	20,896	20,398
Landing Gear		23,488	20,396	12,065	14,148	19,514	18,569	21,228	26,394
Aviation Ordnance Eqmt		1,994	5,906	8,831	5,689	7,679	10,311	6,892	5,996
Avionics / Electronics		15,763	13,713	12,841	17,269	23,339	27,972	26,078	25,726
Ground & Shipboard Comm & Electronic Equip	Radar	0	0	0	0	0	0	0	0
	Radio Comm	0	0	0	0	0	0	0	0
	Wire Comm	0	0	0	0	0	0	0	0
	EW	0	0	0	0	0	0	0	0
	NAVAIDs	0	0	0	0	0	0	0	0
	E-O/NV	0	0	0	0	0	0	0	0
	SC / SS	0	0	0	0	0	0	0	0
Bearings		0	0	0	0	5	2	1	17
Other		25,558	25,350	24,881	29,119	38,655	31,939	29,797	25,450
	Total:	688,189	608,536	586,399	622,747	629,580	597,579	561,519	510,936

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* NON ADD OTHER FUNDED WORKLOAD

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3. Components, continued

Table 3.1.c: **Historic / Predicted Component Workload**

Component Type		Workload (DLMHs)							
		FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
Dynamic Components		165,650	174,571	158,812	156,732	155,765	159,931	142,305	122,831
Engine Components		157,231	151,823	146,379	148,648	150,044	149,535	149,633	135,878
Blades / Vanes (Type 2)		0	0	0	0	0	0	0	0
APU / Ground Generators		157,914	115,621	114,951	140,036	130,060	100,746	87,751	89,997
Aircraft Structural		19,513	12,647	19,088	18,915	10,595	10,297	17,278	21,230
Hydraulic / Pneumatic		82,052	57,264	65,234	61,614	64,830	62,937	59,660	37,019
Instruments		39,026	31,245	23,317	30,577	29,094	25,340	20,896	20,398
Landing Gear		23,488	20,396	12,065	14,148	19,514	18,569	21,228	26,394
Aviation Ordnance Eqmt		1,994	5,906	8,831	5,689	7,679	10,311	6,892	5,996
Avionics / Electronics		15,763	13,713	12,841	17,269	23,339	27,972	26,078	25,726
Ground & Shipboard Comm & Electronic Equip	Radar	0	0	0	0	0	0	0	0
	Radio Comm	0	0	0	0	0	0	0	0
	Wire Comm	0	0	0	0	0	0	0	0
	EW	0	0	0	0	0	0	0	0
	NAVAIDs	0	0	0	0	0	0	0	0
	E-O/NV	0	0	0	0	0	0	0	0
	SC / SS	0	0	0	0	0	0	0	0
Bearings		0	0	0	0	5	2	1	17
Other		25,558	25,350	24,881	29,119	38,655	31,939	29,797	25,450
	Total:	688,189	608,536	586,399	622,747	629,580	597,579	561,519	510,936

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Table 3.1.d: **Historic / Predicted Component Workload**

Component Type		Workload (DLMHs)							
		FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Dynamic Components		105,766	64,594	156,235	125,534	117,334	98,488	86,437	85,128
Engine Components		166,760	130,749	120,358	104,255	115,690	106,817	98,713	98,854
Blades / Vanes (Type 2) *		13,270	20,000	22,000	24,200	26,600	29,300	32,200	35,400
APU / Ground Generators		119,134	130,666	134,796	131,102	127,277	122,703	117,464	117,467
Aircraft Structural		14,592	29,110	38,949	25,116	24,986	27,519	19,999	20,094
Hydraulic / Pneumatic		49,798	29,112	50,564	59,345	44,131	39,495	34,864	34,801
Instruments		22,689	21,194	22,675	14,338	12,741	11,320	10,372	10,420
Landing Gear		24,887	16,365	17,257	9,623	9,938	8,818	7,628	7,609
Aviation Ordnance Equip		12,749	8,537	9,563	2,472	2,488	2,502	2,474	2,474
Avionics / Electronics		22,015	18,018	18,096	10,107	8,805	8,201	7,371	7,312
Ground & Shipboard Comm & Electronic Equip	Radar	0	0	0	0	0	0	0	0
	Radio Comm	0	0	0	0	0	0	0	0
	Wire Comm	0	0	0	0	0	0	0	0
	EW	0	0	0	0	0	0	0	0
	NAVAIDs	0	0	0	0	0	0	0	0
	E-O / NV	0	0	0	0	0	0	0	0
	SC / SS	0	0	0	0	0	0	0	0
Bearings		2	17	13	11	14	14	8	10
Other		26,548	32,003	71,555	92,688	92,043	86,656	77,610	77,293
	Total:	564,940	480,365	640,061	574,591	555,447	512,533	462,940	461,462

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*** NON ADD OTHER FUNDED WORKLOAD**

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3. Components, continued

Table 3.1.d: **Historic / Predicted Component Workload**

Component Type		Workload (DLMHs)							
		FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Dynamic Components		105,766	64,594	156,235	125,534	117,334	98,488	86,437	85,128
Engine Components		166,760	130,749	120,358	104,255	115,690	106,817	98,713	98,854
Blades / Vanes (Type 2) *		13,270	20,000	22,000	24,200	26,600	29,300	32,200	35,400
APU / Ground Generators		119,134	130,666	134,796	131,102	127,277	122,703	117,464	117,467
Aircraft Structural		14,592	29,110	38,949	25,116	24,986	27,519	19,999	20,094
Hydraulic / Pneumatic		49,798	29,112	50,564	59,345	44,131	39,495	34,864	34,801
Instruments		22,689	21,194	22,675	14,338	12,741	11,320	10,372	10,420
Landing Gear		24,887	16,366	17,257	9,623	9,938	8,818	7,628	7,609
Aviation Ordnance Equip		12,749	8,537	9,563	2,472	2,488	2,502	2,474	2,474
Avionics / Electronics		22,015	18,018	18,096	10,107	8,805	8,201	7,371	7,312
Ground & Shipboard Comm & Electronic Equip	Radar	0	0	0	0	0	0	0	0
	Radio Comm	0	0	0	0	0	0	0	0
	Wire Comm	0	0	0	0	0	0	0	0
	EW	0	0	0	0	0	0	0	0
	NAVAIDs	0	0	0	0	0	0	0	0
	E-O / NV	0	0	0	0	0	0	0	0
	SC / SS	0	0	0	0	0	0	0	0
Bearings		2	17	13	11	14	14	8	10
Other		26,548	32,003	71,555	92,688	92,043	86,656	77,610	77,293
	Total:	564,940	480,365	640,061	574,591	555,447	512,533	462,940	461,462

*** NON ADD: HOURS IMBEDDED IN THE ENGINE COMPONENTS AND OTHER FUNDED COMPONENT PROGRAMS.**

3. Components, continued

3.2 Given the current configuration and operation of the NADEP, provide the Core portion of component production, by component type, that is programmed for the Fiscal Years (FYs) requested in both components worked and Direct Labor Man Hours (DLMHs).

Table 3.2.a: **Core Component Workload**

Component Type		Units Throughput						
		FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Dynamic Components		1,094	1,984	1,872	1,594	1,362	1,198	1,196
Engine Components		5,603	5,129	4,843	5,535	5,040	4,640	4,643
Blades / Vanes (Type 2) *		2,766	3,043	3,347	3,679	4,053	4,454	4,896
APU / Ground Generators		1,972	2,178	2,276	1,872	1,727	1,607	1,607
Aircraft Structural		319	379	341	363	348	284	285
Hydraulic / Pneumatic		1,948	3,044	4,200	3,226	2,886	2,544	2,541
Instruments		1,968	1,884	990	879	793	728	732
Landing Gear		515	578	582	596	509	453	454
Aviation Ordnance Equip		52	76	33	32	27	24	24
Avionics / Electronics		1,322	1,131	585	619	556	482	476
Ground & Shipboard Comm & Electronic Equip	Radar	0	0	0	0	0	0	0
	Radio Comm	0	0	0	0	0	0	0
	Wire Comm	0	0	0	0	0	0	0
	EW	0	0	0	0	0	0	0
	NAVAIDs	0	0	0	0	0	0	0
	E-O/NV	0	0	0	0	0	0	0
	SC / SS	0	0	0	0	0	0	0
Bearings		9	7	6	7	7	4	5
Other		1,903	2,632	3,275	3,288	3,051	2,725	2,728
	Total:	16,705	19,022	19,003	18,011	16,306	14,689	14,691

*** NON ADD OTHER FUNDED WORKLOAD**

3. Components, continued

Table 3.2.b: Core Component Workload

Component Type		Workload (DLMHs)						
		FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Dynamic Components		43,299	133,439	117,210	108,781	90,882	79,386	78,077
Engine Components		109,401	100,591	97,453	108,791	99,723	91,619	91,760
Blades / Vanes (Type 2) *		20,000	22,000	24,200	26,600	29,300	32,200	35,400
APU / Ground Generators		88,067	85,228	82,937	78,425	72,474	67,235	67,238
Aircraft Structural		18,431	28,344	25,116	24,986	27,519	19,999	20,094
Hydraulic / Pneumatic		24,931	42,575	58,984	43,211	38,565	34,045	33,981
Instruments		19,376	18,928	13,732	12,281	10,848	9,899	9,948
Landing Gear		9,447	8,861	9,387	9,698	8,572	7,382	7,363
Aviation Ordnance Equip		6,500	5,573	312	297	249	221	221
Avionics / Electronics		15,134	13,544	8,017	6,808	6,148	5,318	5,259
Ground & Shipboard Comm & Electronic Equip	Radar	0	0	0	0	0	0	0
	Radio Comm	0	0	0	0	0	0	0
	Wire Comm	0	0	0	0	0	0	0
	EW	0	0	0	0	0	0	0
	NAVAIDs	0	0	0	0	0	0	0
	E-O/NV	0	0	0	0	0	0	0
	SC / SS	0	0	0	0	0	0	0
Bearings		17	13	11	14	14	8	10
Other		23,642	58,721	86,406	85,884	80,324	71,278	70,961
	Total:	358,245	495,817	499,565	479,176	435,318	386,390	384,912

*** NON ADD OTHER FUNDED WORKLOAD**

R

3.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, optimum (repeat order manufacturing lead times) procurement, and maximum equipment support; and (c) no major MILCON additional to that already programmed: what is the maximum extent to which this NADEP could expand component operations based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of components and DLMHs that could be processed at this NADEP by component type.

Table 3.3.a: **Maximum Potential Component Workload** **R**

Component Type		Units Throughput						
		FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Dynamic Components		14,495	14,495	14,495	14,495	14,495	14,495	14,495
Engine Components		10,437	10,473	10,473	10,473	10,473	10,473	10,473
Blades / Vanes (Type 2)		51,928	51,928	51,928	51,928	51,928	51,928	51,928
APU / Ground Generators		10,519	10,519	10,519	10,519	10,519	10,519	10,519
Aircraft Structural		1,300	1,300	1,300	1,300	1,300	1,300	1,300
Hydraulic / Pneumatic		8,756	9,431	9,431	9,431	9,431	9,431	9,431
Instruments		2,600	2,600	2,600	2,600	2,600	2,600	2,600
Landing Gear		1,565	1,565	1,565	1,565	1,565	1,565	1,565
Aviation Ordnance Equip		410	410	410	410	410	410	410
Avionics / Electronics		2,312	2,312	2,312	2,312	2,312	2,312	2,312
Ground & Shipboard Comm & Electronic Equip	Radar	0	0	0	0	0	0	0
	Radio Comm	0	0	0	0	0	0	0
	Wire Comm	0	0	0	0	0	0	0
	EW	0	0	0	0	0	0	0
	NAVAIDs	0	0	0	0	0	0	0
	E-O/NV	0	0	0	0	0	0	0
	SC / SS	0	0	0	0	0	0	0
Bearings		11	11	11	11	11	11	11
Other		2,301	2,301	2,301	2,301	2,301	2,301	2,301
	Total:	106,634	107,345	107,345	107,345	107,345	107,345	107,345

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3. Components, continued

3.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, optimum (repeat order manufacturing lead times) procurement, and maximum equipment support; and (c) no major MILCON additional to that already programmed: what is the maximum extent to which this NADEP could expand component operations based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of components and DLMHs that could be processed at this NADEP by component type.

Table 3.3.a: **Maximum Potential Component Workload**

Component Type		Units Throughput						
		FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Dynamic Components		13,946	13,946	13,946	13,946	13,946	13,946	13,946
Engine Components		10,437	10,473	10,473	10,473	10,473	10,473	10,473
Blades / Vanes (Type 2)		51,928	54,005	56,255	58,701	61,370	64,292	67,507
APU / Ground Generators		10,519	10,519	10,519	10,519	10,519	10,519	10,519
Aircraft Structural		1,300	1,300	1,300	1,300	1,300	1,300	1,300
Hydraulic / Pneumatic		8,756	9,431	9,431	9,431	9,431	9,431	9,431
Instruments		2,600	2,600	2,600	2,600	2,600	2,600	2,600
Landing Gear		1,565	1,565	1,565	1,565	1,565	1,565	1,565
Aviation Ordnance Equip		410	410	410	410	410	410	410
Avionics / Electronics		1,113	1,113	1,113	1,113	1,113	1,113	1,113
Ground & ShipboardComm & Electronic Equip	Radar	0	0	0	0	0	0	0
	Radio Comm	0	0	0	0	0	0	0
	Wire Comm	0	0	0	0	0	0	0
	EW	0	0	0	0	0	0	0
	NAVAIDs	0	0	0	0	0	0	0
	E-O/NV	0	0	0	0	0	0	0
	SC / SS	0	0	0	0	0	0	0
Bearings		0	0	0	0	0	0	0
Other		1,702	1,702	1,702	1,702	1,702	1,702	1,702
	Total:	104,276	107,064	109,314	111,760	114,429	117,351	120,566

R

Table 3.3.b: **Maximum Potential Component Workload** R

Component Type		Workload (DLMHs)						
		FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Dynamic Components		364,263	364,263	364,263	364,263	364,263	364,263	364,263
Engine Components		263,198	263,198	263,198	263,198	263,198	263,198	263,198
Blades / Vanes (Type 2)		135,014	135,014	135,014	135,014	135,014	135,014	135,014
APU / Ground Generators		264,342	264,342	264,342	264,342	264,342	264,342	264,342
Aircraft Structural		32,664	32,664	32,664	32,664	32,664	32,664	32,664
Hydraulic / Pneumatic		154,158	175,634	175,634	175,634	175,634	175,634	175,634
Instruments		65,328	65,328	65,328	65,328	65,328	65,328	65,328
Landing Gear		39,318	39,318	39,318	39,318	39,318	39,318	39,318
Aviation Ordnance Equip		10,311	10,311	10,311	10,311	10,311	10,311	10,311
Avionics / Electronics		28,072	28,072	28,072	28,072	28,072	28,072	28,072
Ground & Shipboard Comm & Electronic Equip	Radar	0	0	0	0	0	0	0
	Radio Comm	0	0	0	0	0	0	0
	Wire Comm	0	0	0	0	0	0	0
	EW	0	0	0	0	0	0	0
	NAVAIDs	0	0	0	0	0	0	0
	E-O/NV	0	0	0	0	0	0	0
	SC / SS	0	0	0	0	0	0	0
Bearings		17	17	17	17	17	17	17
Other		58,394	58,394	58,394	58,394	58,394	58,394	58,394
	Total:	1,415,079	1,436,555	1,436,555	1,436,555	1,436,555	1,436,555	1,436,555

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3. Components, continued

Table 3.3.b: **Maximum Potential Component Workload**

Component Type		Workload (DLMHs)						
		FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Dynamic Components		350,457	350,457	350,457	350,457	350,457	350,457	350,457
Engine Components		263,198	263,198	263,198	263,198	263,198	263,198	263,198
Blades / Vanes (Type 2)		135,014	135,014	135,014	135,014	135,014	135,014	135,014
APU / Ground Generators		264,342	264,342	264,342	264,342	264,342	264,342	264,342
Aircraft Structural		32,664	32,664	32,664	32,664	32,664	32,664	32,664
Hydraulic / Pneumatic		215,518	236,994	236,994	236,994	236,994	236,994	236,994
Instruments		65,328	65,328	65,328	65,328	65,328	65,328	65,328
Landing Gear		39,318	39,318	39,318	39,318	39,318	39,318	39,318
Aviation Ordnance Equip		10,311	10,311	10,311	10,311	10,311	10,311	10,311
Avionics / Electronics		27,972	27,972	27,972	27,972	27,972	27,972	27,972
Ground & Shipboard Comm & Electronic Equip	Radar	0	0	0	0	0	0	0
	Radio Comm	0	0	0	0	0	0	0
	Wire Comm	0	0	0	0	0	0	0
	EW	0	0	0	0	0	0	0
	NAVAIDs	0	0	0	0	0	0	0
	E-O/NV	0	0	0	0	0	0	0
	SC / SS	0	0	0	0	0	0	0
Bearings		0	0	0	0	0	0	0
Other		42,783	42,783	42,783	42,783	42,783	42,783	42,783
	Total:	1,446,905	1,468,381	1,468,381	1,468,381	1,468,381	1,468,381	1,468,381

3. Components, continued

3.4 Provide details of your calculations including assumptions on additional space utilized, major equipment required, production rates, and constraints that limit increased component workload at this NADEP.

We based our maximum potential workload on the historical maximum produced in a single quarter (which occurred in FY84) which was 288,000 manhours, or an equivalent yearly rate of 1,152,000 manhours. We used workload mix in FY86 to determine what percentage of work was accomplished in each commodity group. We then prorated using 1,152,000 as the total workload manhours for components.

We assumed the following gains in work positions due to BRAC 93 related workload transitions:

Gain 49 work positions in 1995 in dynamic components area due to creation of new prop shop.

Gain 49 work positions in 1995 in hydraulic/pneumatic components area due to transition of hydraulics related workload.

Gain 14 work positions in 1996 in hydraulic/pneumatic components area due to the completion of the pneumatics related Milcon.

Each work position represents 1534 additional hours of potential capacity (1615 X 95% availability factor).

3.5 Given an environment unconstrained by funds or manning, what Industrial Plant Equipment (IPE) would you change (add, delete, or modify) to increase your NADEP's capability to perform component workload? What other investments in the industrial infrastructure would you make to increase component capabilities? Describe quantitatively how the changes above would increase your depot's capabilities. What would the associated costs be? What would be the payback period and return on investment?

Other than those items already planned in support of BRAC 93, Naval Aviation Depot Cherry Point would not make any additional facility or equipment investments based on economics/best business practices. Throughput/capacity could be increased by instituting a second shift. Associated costs would not be tangible but would include increased equipment maintenance costs.

3.6 Are there any environmental, legal, or otherwise limiting factors that inhibit further the development of component workload at this NADEP (AICUZ encroachment, pollutant discharge, etc.)?

No.

Mission Area

4. Engines

4.1 Given the current configuration and operation of the NADEP, provide the Engine Production, by engine type, that was executed in and is programmed for the Fiscal Years (FY) requested in both number of engines (units) worked (Tables 4.1.a and 4.1.b) and Direct Labor Man Hours (DLMHs) (Tables 4.1.c and 4.1.d).

Table 4.1.a: **Historic / Predicted Engine Workload** **R**

Engine Type	Units Throughput							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
ENG FLD TM	0	0	0	0	0	0	0	0
F402RR402	12	7	0	0	0	0	0	0
F402RR404	1	23	0	1	0	0	0	0
F402RR404A	5	0	10	0	0	0	0	0
F402RR406	13	20	38	8	9	2	0	0
F402RR406A	0	1	5	52	61	95	50	49
F402RR406B	0	0	0	0	0	0	0	1
F402RR408	0	0	0	0	0	0	0	0
J79GE10B	124	84	37	62	64	5	2	2
J79GE15E	0	0	0	0	0	0	3	0
J79GE17	0	0	0	0	0	0	6	12
J79GE17E	0	0	0	0	0	0	0	0
PT6T3BG*	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PT6T3BP	0	0	0	0	0	0	4	0
PT6T76G*	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PT6T76P	0	0	0	0	0	0	0	1
ST6T76G*	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ST6T76P	0	0	0	8	34	19	14	6
T400CP400B	1	0	0	0	0	0	0	0
T400CP400G *	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
T400CP400GNA*	0	0	0	0	0	0	0	0
T400CP400P	85	102	60	90	77	86	71	60

Mission Area

4. Engines

4.1 Given the current configuration and operation of the NADEP, provide the Engine Production, by engine type, that was executed in and is programmed for the Fiscal Years (FY) requested in both number of engines (units) worked (Tables 4.1.a and 4.1.b) and Direct Labor Man Hours (DLMHs) (Tables 4.1.c and 4.1.d).

Table 4.1.a: **Historic / Predicted Engine Workload**

Engine Type	Units Throughput							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
ENG FLD TM	0	0	0	0	0	0	0	0
F402RR402	12	7	0	0	0	0	0	0
F402RR404	1	23	0	1	0	0	0	0
F402RR404A	5	0	10	0	0	0	0	0
F402RR406	13	20	38	8	9	2	0	0
F402RR406A	0	1	5	52	61	95	50	49
F402RR406B	0	0	0	0	0	0	0	1
F402RR408	0	0	0	0	0	0	0	0
J79GE10B	124	84	37	62	64	5	2	2
J79GE15E	0	0	0	0	0	0	3	0
J79GE17	0	0	0	0	0	0	6	12
J79GE17E	0	0	0	0	0	0	0	0
PT6T3BG*	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PT6T3BP	0	0	0	0	0	0	4	0
PT6T76G*	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PT6T76P	0	0	0	0	0	0	0	1
ST6T76G*	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ST6T76P	0	0	0	8	34	19	14	6
T400CP400B	1	0	0	0	0	0	0	0
T400CP400G *	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
T400CP400GNA*	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
T400CP400P	85	102	60	90	77	86	71	60

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Engine Type	Units Throughput							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
T400CP401G	0	0	0	0	0	0	0	0
T400CP401P	8	11	3	0	0	0	0	0
T400WV402G	0	0	0	0	0	0	0	0
T400WV402P	18	6	21	6	5	33	24	8
T58GE10	68	84	71	26	15	27	29	39
T58GE100	0	0	0	0	0	10	39	2
T58GE16	50	49	31	62	44	76	85	52
T58GE400	20	22	12	10	9	11	10	10
T58GE402	0	0	1	63	62	69	106	59
T58GE5	0	0	0	13	31	20	0	0
T58GE8B	7	9	27	0	0	0	0	0
T58GE8F	126	49	45	49	23	75	76	30
T64GE100	0	0	0	0	0	0	0	0
T64GE413	0	0	0	0	0	0	0	6
T64GE415	0	0	0	0	0	0	0	0
T64GE416	0	0	0	0	0	0	1	14
T64GE7100	0	0	0	0	0	0	0	0
T74CP700	30	0	0	0	0	0	0	0
T76G10	36	28	21	32	28	6	25	0
T76G12	53	22	23	34	13	6	6	0
T76G417	0	2	0	0	0	0	0	0
T76G418	8	14	5	4	8	13	7	0
T76G419	8	5	3	4	4	18	7	0
T76G420	7	1	9	9	3	5	7	2
T76G421	2	6	9	9	4	4	10	3
Total:	682	545	431	542	494	580	582	356

* **Non-added units (not added in the budget process)**
** **Not Applicable**

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Engine Type	Units Throughput							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
T400CP401G	0	0	0	0	0	0	0	0
T400CP401P	8	11	3	0	0	0	0	0
T400WV402G	0	0	0	0	0	0	0	0
T400WV402P	18	6	21	6	5	33	24	8
T58GE10	68	84	71	26	15	27	29	39
T58GE100	0	0	0	0	0	10	39	2
T58GE16	50	49	31	62	44	76	85	52
T58GE400	20	22	12	10	9	11	10	10
T58GE402	0	0	1	63	62	69	106	59
T58GE5	0	0	0	13	31	20	0	0
T58GE8B	7	9	27	0	0	0	0	0
T58GE8F	126	49	45	49	23	75	76	30
T64GE100	0	0	0	0	0	0	0	0
T64GE413	0	0	0	0	0	0	0	6
T64GE415	0	0	0	0	0	0	0	0
T64GE416	0	0	0	0	0	0	1	14
T64GE7100	0	0	0	0	0	0	0	0
T74CP700	30	0	0	0	0	0	0	0
T76G10	36	28	21	32	28	6	25	0
T76G12	53	22	23	34	13	6	6	0
T76G417	0	2	0	0	0	0	0	0
T76G418	8	14	5	4	8	13	7	0
T76G419	8	5	3	4	4	18	7	0
T76G420	7	1	9	9	3	5	7	2
T76G421	2	6	9	9	4	4	10	3
Total:	682	545	431	542	494	580	582	356

* **Non-added units (not added in the budget process)**
** **Not Applicable**

Table 4.1.b: **Historic / Predicted Engine Workload** **R**

Engine Type	Units Throughput							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
ENG FLD TM	0	0	0	0	0	0	0	0
F402RR402	0	0	0	0	0	0	0	0
F402RR404	0	0	0	0	0	0	0	0
F402RR404A	0	0	0	0	0	0	0	0
F402RR406	0	0	0	0	0	0	0	0
F402RR406A	35	49	22	18	17	21	23	21
F402RR406B	0	0	0	0	0	0	0	0
F402RR408	3	13	21	22	28	29	32	30
J79GE10B	0	0	0	0	0	0	0	0
J79GE15E	0	0	0	0	0	0	0	0
J79GE17	5	32	37	31	39	39	39	39
J79GE17E	6	4	4	4	4	4	4	4
PT6T3BG *	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PT6T3BP	0	0	0	0	0	0	0	0
PT6T76G *	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PT6T76P	2	0	0	0	0	0	0	0
ST6T7GP	0	0	0	0	0	0	0	0
ST6T7GP	0	0	0	0	0	0	0	0
T400CP400B	0	0	0	0	0	0	0	0
T400CP400G *	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
T400CP400GNA	0	0	18	18	18	18	18	18
T400CP400P	65	70	68	69	62	57	69	60
T400CP401G*	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
T400CP401P	0	0	0	0	0	0	0	0
T400WV402G*	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
T400WV402P	0	0	0	0	0	0	0	0
T58GE10	47	23	42	46	28	40	39	44
T58GE100	0	0	0	0	0	0	0	0

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4. Engines, continued

Table 4.1.b: **Historic / Predicted Engine Workload**

Engine Type	Units Throughput							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
ENG FLD TM	0	0	0	0	0	0	0	0
F402RR402	0	0	0	0	0	0	0	0
F402RR404	0	0	0	0	0	0	0	0
F402RR404A	0	0	0	0	0	0	0	0
F402RR406	0	0	0	0	0	0	0	0
F402RR406A	35	49	22	18	17	21	23	21
F402RR406B	0	0	0	0	0	0	0	0
F402RR408	3	13	21	22	28	29	32	30
J79GE10B	0	0	0	0	0	0	0	0
J79GE15E	0	0	0	0	0	0	0	0
J79GE17	5	36	37	31	39	39	39	39
J79GE17E	6	0	4	4	4	4	4	4
PT6T3BG *	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PT6T3BP	0	0	0	0	0	0	0	0
PT6T76G *	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PT6T76P	2	0	0	0	0	0	0	0
ST6T7GP	0	0	0	0	0	0	0	0
ST6T7GP	0	0	0	0	0	0	0	0
T400CP400B	0	0	0	0	0	0	0	0
T400CP400G *	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
T400CP400GNA*	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
T400CP400P	65	70	68	69	62	57	69	60
T400CP401G*	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
T400CP401P	0	0	0	0	0	0	0	0
T400WV402G*	** N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
T400WV402P	0	0	0	0	0	0	0	0

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Engine Type	Units Throughput							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
T58GE16	79	57	73	62	44	51	41	61
T58GE400	11	10	10	16	12	7	13	18
T58GE402	49	46	28	23	10	11	12	10
T58GE5	0	0	0	0	0	0	0	0
T58GE8B	0	0	0	0	0	0	0	0
T58GE8F	0	8	9	9	4	1	6	4
T64GE100	0	42	30	18	21	21	21	21
T64GE413	11	19	19	23	14	22	16	16
T64GE415	1	2	1	2	3	0	1	1
T64GE416	26	38	51	43	37	49	42	42
T64GE7100	0	50	0	0	0	0	0	0
T74CP700	0	0	0	0	0	0	0	0
T76G10	0	0	0	0	0	0	0	0
T76G12	0	0	0	0	0	0	0	0
T76G417	1	0	0	0	0	0	0	0
T76G418	0	0	0	0	0	0	0	0
T76G419	0	0	0	0	0	0	0	0
T76G420	0	0	0	0	0	0	0	0
T76G421	0	0	0	0	0	0	0	0
Total:	341	463	433	404	341	370	376	389

* **Non-added units (not added in the budget process)**
** **Not Applicable**

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Engine Type	Units Throughput							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
T58GE10	47	23	42	46	28	40	39	44
T58GE100	0	0	0	0	0	0	0	0
T58GE16	79	57	73	62	44	51	41	61
T58GE400	11	10	10	16	12	7	13	18
T58GE402	49	46	28	23	10	11	12	10
T58GE5	0	0	0	0	0	0	0	0
T58GE8B	0	0	0	0	0	0	0	0
T58GE8F	0	8	9	9	4	1	6	4
T64GE100	0	42	30	18	21	21	21	21
T64GE413	11	19	19	23	14	22	16	16
T64GE415	1	2	1	2	3	0	1	1
T64GE416	26	38	51	43	37	49	42	42
T64GE7100	0	50	0	0	0	0	0	0
T74CP700	0	0	0	0	0	0	0	0
T76G10	0	0	0	0	0	0	0	0
T76G12	0	0	0	0	0	0	0	0
T76G417	1	0	0	0	0	0	0	0
T76G418	0	0	0	0	0	0	0	0
T76G419	0	0	0	0	0	0	0	0
T76G420	0	0	0	0	0	0	0	0
T76G421	0	0	0	0	0	0	0	0
Total:	341	463	415	386	323	352	358	371

* **Non-added units (not added in the budget process)**
** **Not Applicable**

4. Engines, continued

Table 4.1.c: **Historic / Predicted Engine Workload**

Engine Type	Workload (DLMHs)							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
ENG FLD TM	0	553	130	131	219	144	343	0
F402RR402	19,475	12,733	0	0	0	0	0	0
F402RR404	2,055	41,799	0	1,491	0	0	0	0
F402RR404A	8,700	0	18,855	0	0	0	0	0
F402RR406	26,715	38,580	61,425	11,928	12,228	2,982	0	0
F402RR406A	0	300	9,300	75,450	80,174	115,726	57,500	53,900
F402RR406B	0	0	0	0	0	0	0	1,100
F402RR408	0	0	0	0	0	0	0	0
J79GE10B	100,440	73,150	37,925	63,675	20,798	5,285	2,060	400
J79GE15E	0	0	0	0	0	0	5,467	0
J79GE17	0	0	0	0	0	0	10,056	20,112
J79GE17E	0	0	0	0	0	0	0	0
PT6T3BG	0	0	0	0	0	0	360	0
PT6T3BP	0	0	0	0	0	0	1,600	0
PT6T76G	0	0	0	0	0	0	0	225
PT6T76P	0	0	0	0	0	0	0	400
ST6T76G	0	0	0	540	2,595	1,350	1,815	495
ST6T76P	0	0	0	2,570	12,740	7,600	4,900	2,100
T400CP400B	290	0	0	0	0	0	0	0
T400CP400G	10,320	9,130	9,850	11,920	10,520	11,142	8,870	7,440
T400CP400GNA	0	0	0	0	0	0	0	0
T400CP400P	19,985	23,840	20,535	33,180	26,495	28,400	21,150	14,360
T400CP401G	287	1,075	215	0	0	0	0	0

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Engine Type	Workload (DLMHs)							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
T400CP401P	1,290	2,655	1,055	0	0	0	0	0
T400WV402G	1,535	570	2,460	1,060	845	750	1,500	540
T400WV402P	2,870	640	6,805	2,025	1,000	3,150	5,880	1,650
T58GE10	22,190	26,400	20,500	9,320	4,995	9,878	8,145	11,007
T58GE100	0	0	0	0	0	4,850	15,870	1,200
T58GE16	13,955	13,230	8,630	16,880	12,770	25,226	26,735	15,815
T58GE400	3,100	6,080	6,300	6,000	5,400	6,600	5,670	5,280
T58GE402	0	0	384	22,597	21,390	24,336	34,640	15,475
T58GE5	0	0	0	5,125	13,125	8,200	0	0
T58GE8B	3,500	4,500	8,880	0	0	0	0	0
T58GE8F	35,846	14,741	13,590	13,496	6,898	22,176	21,945	7,590
T64GE100	0	0	0	0	0	0	0	0
T64GE413	0	0	0	0	0	0	0	3,936
T64GE415	0	0	0	0	0	0	0	0
T64GE416	0	0	0	0	0	0	1,000	9,403
T64GE7100	0	0	0	0	0	0	0	0
T74CP700	7,880	0	0	0	0	0	0	0
T76G10	9,150	7,810	6,700	9,900	8,760	1,970	8,070	0
T76G12	12,020	6,220	7,010	10,730	3,510	1,970	1,815	0
T76G417	0	750	0	0	0	0	0	0
T76G418	2,000	4,035	1,585	1,210	2,320	2,420	2,335	0
T76G419	2,420	1,330	920	1,310	1,160	3,420	2,335	0
T76G420	1,820	300	3,175	3,075	925	1,078	2,100	560
T76G421	530	1,600	3,125	3,025	1,200	1,013	3,050	885
Total:	308,373	292,021	249,354	306,638	250,067	289,666	255,211	173,873

Table 4.1.d: **Historic / Predicted Engine Workload**

Engine Type	Workload (DLMHs)							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
ENG FLD TM	1,594	2,000	2,000	2,000	2,000	2,000	2,000	2,000
F402RR402	0	0	0	0	0	0	0	0
F402RR404	0	0	0	0	0	0	0	0
F402RR404A	0	0	0	0	0	0	0	0
F402RR406	0	0	0	0	0	0	0	0
F402RR406A	36,645	44,822	24,288	19,872	17,839	21,326	24,463	22,255
F402RR406B	0	0	0	0	0	0	0	0
F402RR408	2,286	8,580	16,884	17,688	22,512	23,316	25,728	24,120
J79GE10B	0	0	0	0	0	0	0	0
J79GE15E	0	0	0	0	0	0	0	0
J79GE17	8,400	55,872	62,160	52,080	65,520	65,520	65,520	65,520
J79GE17E	10,080	0	6,720	6,720	6,720	6,720	6,720	6,720
PT6T3BG	0	0	0	0	0	0	0	0
PT6T3BP	0	0	0	0	0	0	0	0
PT6T76G	225	0	0	0	0	0	0	0
PT6T76P	800	0	0	0	0	0	0	0
ST6T76G	0	0	0	0	0	0	0	0
ST6T76P	0	0	0	0	0	0	0	0
T400CP400B	0	0	0	0	0	0	0	0
T400CP400G	4,666	5,904	3,344	1,856	4,110	2,964	2,844	2,964
T400CP400GNA	0	0	3,240	3,240	3,240	3,240	3,240	3,240
T400CP400P	15,989	18,338	16,432	16,638	15,052	14,348	16,607	15,095
T400CP401G	0	0	0	0	0	0	0	0
T400CP401P	0	0	0	0	0	0	0	0
T400WV402G	0	0	0	0	0	0	0	0

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Engine Type	Workload (DLMHs)							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
T400WV402P	0	0	0	0	0	0	0	0
T58GE10	10,392	5,483	12,288	13,194	7,692	12,060	10,896	12,516
T58GE100	0	0	0	0	0	0	0	0
T58GE16	23,856	14,727	23,142	20,148	13,996	16,542	13,006	19,366
T58GE400	4,435	4,600	5,610	8,976	6,732	3,927	7,293	10,098
T58GE402	13,222	10,660	8,111	6,456	2,733	3,126	3,378	2,858
T58GE5	0	0	0	0	0	0	0	0
T58GE8B	0	0	0	0	0	0	0	0
T58GE8F	0	1,736	2,376	2,376	1,056	264	1,584	1,056
T64GE100	0	25,162	21,930	13,158	15,351	15,351	15,351	15,351
T64GE413	7,062	11,660	12,742	16,594	10,856	15,328	12,176	10,560
T64GE415	817	1,348	858	1,716	2,574	0	858	858
T64GE416	12,642	17,433	28,263	23,337	20,505	26,145	23,230	23,226
T64GE7100	0	34,820	0	0	0	0	0	0
T74CP700	0	0	0	0	0	0	0	0
T76G10	0	0	0	0	0	0	0	0
T76G12	0	0	0	0	0	0	0	0
T76G417	1,100	0	0	0	0	0	0	0
T76G418	0	0	0	0	0	0	0	0
T76G419	0	0	0	0	0	0	0	0
T76G420	0	0	0	0	0	0	0	0
T76G421	0	0	0	0	0	0	0	0
Total:	154,211	263,145	250,388	226,049	218,488	232,177	234,894	237,803

4. Engines, continued

4.2 Given the current configuration and operation of the NADEP, provide the Engine Production, by engine type, that is programmed for the Fiscal Years (FY) requested in both number of engines (units) worked and Direct Labor Man Hours (DLMHs).

Table 4.2.a: **Core Engine Workload**

Engine Type	Units Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
F402RR406A	49	22	18	17	21	23	21
F402RR408	13	21	22	28	29	32	30
J79GE17	32	37	31	39	39	39	39
T400CP400GNA	0	18	18	18	18	18	18
T400CP400P	36	34	32	32	34	34	34
T58GE10	4	8	7	2	10	4	6
T58GE16	42	38	39	44	36	42	40
T64GE100	42	30	18	21	21	21	21
T64GE413	6	6	6	6	6	6	6
T64GE415	2	1	2	3	0	1	1
T64GE416	6	6	6	6	6	6	6
T64GE7100	50	0	0	0	0	0	0
Total:	282	221	199	216	220	226	222

Table 4.2.b: **Core Engine Workload**

Engine Type	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
ENG FLD TM	2,000	2,000	2,000	2,000	2,000	2,000	2,000
F402RR406A	44,822	24,288	19,872	17,839	21,326	24,463	22,255
F402RR408	8,580	16,884	17,688	22,512	23,316	25,728	24,120
J79GE17	49,152	62,160	52,080	65,520	65,520	65,520	65,520
T400CP400G	2,700	0	0	0	0	0	0
T400CP400GNA	0	3,240	3,240	3,240	3,240	3,240	3,240
T400CP400P	12,900	10,025	9,480	9,480	10,025	10,025	10,025
T58GE10	1,360	3,312	2,898	828	4,140	1,656	2,484
T58GE16	11,112	12,612	13,266	13,996	12,144	13,270	13,200
T64GE100	25,162	21,930	13,158	15,351	15,351	15,351	15,351
T64GE413	4,248	5,172	5,172	5,172	5,172	5,172	5,172
T64GE415	1,348	858	1,716	2,574	0	858	858
T64GE416	3,618	4,410	4,410	4,410	4,410	4,410	4,410
T64GE7100	34,820	0	0	0	0	0	0
Total:	201,822	166,891	144,980	162,922	166,644	171,693	168,635

R

4.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, optimum (repeat order manufacturing lead times) procurement, and maximum equipment support; and (c) no major MILCON additional to that already programmed: what is the maximum extent to which this NADEP could expand engine operations based on the current and future planned work load mixes? Please provide your response in the absolute maximum number of engines (units throughput) and DLMHs that could be processed at this NADEP by engine type.

Table 4.3.a: **Maximum Potential Engine Workload** **R**

Engine Type	Units Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
F402RR406A	90	58	51	43	47	47	46
F402RR406A/B	1	2	2	2	2	2	2
F402RR408	24	55	62	70	66	66	67
J79GE17E*	64	65	64	66	66	66	66
J79GE17E**	8	7	8	6	6	6	6
PT6T3B	4	4	4	4	8	8	4
PT6TPS	2	2	4	2	4	4	4
PT6TG**	2	2	4	2	4	4	4
T400CP400P	78	74	78	70	57	82	66
T400CP400P*	61	53	57	61	58	57	61
T400CP400G/NA	0	33	33	41	37	37	37
T400CP400G/AF*	49	45	49	53	49	49	49
T58GE10	84	144	162	150	192	186	174
T58GE16	204	246	216	234	246	198	240
T58GE100	84	48	54	78	72	72	60
T58GE400	36	36	54	66	30	60	72
T58GE402	162	96	78	54	54	54	36
T58GE8F	30	30	36	18	6	30	18

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4. Engines, continued

4.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, optimum (repeat order manufacturing lead times) procurement, and maximum equipment support; and (c) no major MILCON additional to that already programmed: what is the maximum extent to which this NADEP could expand engine operations based on the current and future planned work load mixes? Please provide your response in the absolute maximum number of engines (units throughput) and DLMHs that could be processed at this NADEP by engine type.

Table 4.3.a: **Maximum Potential Engine Workload**

Engine Type	Units Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
F402RR406A	90	58	51	43	47	47	46
F402RR406A/B	1	2	2	2	2	2	2
F402RR408	24	55	62	70	66	66	67
J79GE17E	64	65	64	66	66	66	66
J79GE17E	8	7	8	6	6	6	6
PT6T3B	4	4	4	4	8	8	4
PT6TPS	2	2	4	2	4	4	4
T400CP400P	78	74	78	70	57	82	66
T400CP400P	61	53	57	61	58	57	61
T58GE10	84	144	162	150	192	186	174
T58GE16	204	246	216	234	246	198	240
T58GE100	84	48	54	78	72	72	60
T58GE400	36	36	54	66	30	60	72
T58GE402	162	96	78	54	54	54	36
T58GE8F	30	30	36	18	6	30	18
T64GE100	86	55	37	45	41	41	45
T64GE413	37	37	45	29	45	33	33
T64GE415	4	2	4	8	0	4	4

R

ACTIVITY UIC: N65923
CHERRY POINT

Engine Type	Units Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
T64GE100	86	55	37	45	41	41	45
T64GE413	37	37	45	29	45	33	33
T64GE415	4	2	4	8	0	4	4
T64GE416	78	94	86	82	98	82	90
T76G418/419	8	8	8	12	8	8	12
Total:	1,196	1,196	1,196	1,196	1,196	1,196	1,196

* INTERSERVICE
** FMS

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ACTIVITY UIC: N65923
CHERRY POINT

Engine Type	Units Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
T64GE416	78	94	86	82	98	82	90
T76G418/419	8	8	8	12	8	8	12
Total:	1,145	1,116	1,110	1,100	1,106	1,106	1,106

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Table 4.3.b: **Maximum Potential Engine Workload**

Engine Type	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
F402RR406A	82,350	64,032	56,304	45,107	47,752	50,008	48,760
F402RR406A/B	1,100	2,200	2,200	2,200	2,200	2,200	2,200
F402RR408	15,840	44,110	49,848	56,280	53,064	53,064	53,868
J79GE17E*	99,328	109,200	107,520	110,880	110,880	110,880	110,880
J79GE17E**	12,416	11,760	13,440	10,080	10,080	10,080	10,080
PT6T3B	4,100	4,100	4,100	4,100	8,200	8,200	4,100
PT6TG	450	450	900	450	900	900	900
PT6TPS	800	800	1,600	800	1,600	1,600	1,600
T400CP400GNA	0	5,940	5,940	7,380	6,660	6,660	6,660
T400CP400G	8,820	8,100	8,820	9,540	8,820	8,820	8,820
T400CP400P	20,436	17,908	18,798	17,010	14,364	19,762	16,632
T400CP400P*	15,982	12,826	13,737	14,823	14,616	13,737	15,372
T58GE10	19,992	42,192	46,494	41,250	57,984	51,894	49,416
T58GE16	52,632	77,982	70,200	74,412	79,704	62,766	76,080
T58GE100	37,800	21,600	24,300	35,100	32,400	32,400	27,000
T58GE400	16,560	20,196	30,294	37,026	16,830	33,660	40,392
T58GE402	37,584	27,840	21,918	14,742	15,336	15,228	10,296
T58GE8F	6,510	7,920	9,504	4,752	1,584	7,920	4,752
T64GE100	51,514	40,205	27,047	32,895	29,971	29,971	32,895
T64GE413	22,718	24,827	32,445	22,475	31,365	25,113	21,780
T64GE415	2,696	1,716	3,432	6,864	0	3,432	3,432
T64GE416	35,802	52,076	46,698	45,428	52,332	45,346	49,770
T76GE418/419	3,000	3,000	3,000	4,500	3,000	3,000	4,500
Total:	548,430	600,980	598,539	598,094	599,642	596,641	600,185

* INTERSERVICE R
** FMS R

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Table 4.3.b: **Maximum Potential Engine Workload**

Engine Type	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
F402RR406A	82,350	64,032	56,304	45,107	47,752	50,008	48,760
F402RR406A/B	1,100	2,200	2,200	2,200	2,200	2,200	2,200
F402RR408	15,840	44,110	49,848	56,280	53,064	53,064	53,868
J79GE17E	99,328	109,200	107,520	110,880	110,880	110,880	110,880
J79GE17E	12,416	11,760	13,440	10,080	10,080	10,080	10,080
PT6T3B	4,100	4,100	4,100	4,100	8,200	8,200	4,100
PT6TG	450	450	900	450	900	900	900
PT6TPS	800	800	1,600	800	1,600	1,600	1,600
T400CP400GNA	0	5,940	5,940	7,380	6,660	6,660	6,660
T400CP400G	8,820	8,100	8,820	9,540	8,820	8,820	8,820
T400CP400P	20,436	17,908	18,798	17,010	14,364	19,762	16,632
T400CP400P	15,982	12,826	13,737	14,823	14,616	13,737	15,372
T58GE10	19,992	42,192	46,494	41,250	57,984	51,894	49,416
T58GE16	52,632	77,982	70,200	74,412	79,704	62,766	76,080
T58GE100	37,800	21,600	24,300	35,100	32,400	32,400	27,000
T58GE400	16,560	20,196	30,294	37,026	16,830	33,660	40,392
T58GE402	37,584	27,840	21,918	14,742	15,336	15,228	10,296
T58GE8F	6,510	7,920	9,504	4,752	1,584	7,920	4,752
T64GE100	51,514	40,205	27,047	32,895	29,971	29,971	32,895
T64GE413	22,718	24,827	32,445	22,475	31,365	25,113	21,780
T64GE415	2,696	1,716	3,432	6,864	0	3,432	3,432
T64GE416	35,802	52,076	46,698	45,428	52,332	45,346	49,770
T76GE418/419	3,000	3,000	3,000	4,500	3,000	3,000	4,500
Total:	548,430	600,980	598,539	598,094	599,642	596,641	600,185

4. Engines, continued

4.4 Provide details of your calculations including assumptions on additional space utilized, major equipment required, production rates, and constraints that limit increased engine workload at this NADEP.

Calculations were made utilizing existing engine assigned shop areas plus an additional 23,004 square feet made available through shop realignment (15,004) and utilization of building 1798 (8000).

4.5 Given an environment unconstrained by funds or manning, what Industrial Plant Equipment (IPE) would you change (add, delete, or modify) to increase your NADEP's capability to perform engine workload? What other investments in the industrial infrastructure would you make to increase engine capabilities? Describe quantitatively how the changes above would increase your depot's capabilities. What would the associated costs be? What would be the payback period and return on investment?

Other than those items already planned in support of BRAC 93, Naval Aviation Depot Cherry Point would not make any additional facility or equipment investments based on economics/best business practices. Throughput/capacity could be increased by instituting a second shift. Associated costs would not be tangible but would include increased equipment maintenance costs.

4.6 Are there any environmental, legal, or otherwise limiting factors that inhibit further the development of engine workload at this NADEP (AICUZ encroachment, pollutant discharge, etc.)?

No.

Mission Area

5. Aircraft Support Services

5.1 Identify the types of Aircraft Service Support, by Service Type, currently performed at this NADEP. Specify the level of effort at which this NADEP accomplishes the various services.

Table 5.1: **AIRCRAFT SUPPORT SERVICE** **R**

DLMHs								
TYPE	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
CALIB Type II & III	41,350	38,159	39,310	19,258	20,970	41,935	132,849	68,748
Support Equip - Non-avionics	89,310	138,416	222,758	130,578	42,232	94,952	114,738	131,785
Product Support	446,780	417,070	422,158	464,845	456,818	936,625	905,058	910,464
Customer Service	4,594	1,371	3,959	3,430	1,482	5,084	4,345	4,470
Voyage repair	0	0	0	0	0	0	0	0
Other	171,118	269,487	350,607	151,001	244,378	327,545	311,102	306,342
Total	753,152	864,503	1,038,792	769,112	765,880	**R** 1,406,141	1,468,092	1,421,809

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Mission Area

5. Aircraft Service Support

5.1 For workload in Aircraft Service Support, by Service Type, given the current configuration and operation of the NADEP, provide Units Throughput (where applicable) and Direct Labor Man Hours (DLMHs) expended in and programmed for the Fiscal Years (FYs) requested.

Table 5.1.a: **Historic / Predicted Aircraft Service Support Workload**

Service Type		Workload (Units throughput)							
		FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
Calibration Type I									
Calibration Types II & III									
Support Equip	TMDE	NOT AVAILABLE							
	Non-avionics								
Product Support									
Customer Service									
Field Teams									
Voyage Repairs									
Soft-ware	Tactical								
	Support Equip								
Other									
Total:									

N/A - NOT AVAILABLE

5. Aircraft Service Support, continued

Table 5.1.b: **Historic / Predicted Aircraft Service Support Workload**

Service Type		Workload (Units Throughput)							
		FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Calibration Type I									
Calibration Types II & III									
Support Equip	TMDE	NOT AVAILABLE							
	Non-avionics								
Product Support									
Customer Service									
Field Teams									
Voyage Repairs									
Soft-ware	Tactical								
	Support Equip								
Other									
Total:		0	0	0	0	0	0	0	0

5. Aircraft Service Support, continued

Table 5.1.c: **Historic / Predicted Aircraft Service Support Workload**

Service Type		Workload (DLMHs)							
		FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
Calibration Type I		0	0	0	0	0	0	0	0
Calibration Types II & III		52,735	66,132	57,823	45,597	41,350	38,159	39,310	19,258
Support Equip	TMDE	0	0	0	0	0	0	0	0
	Non-avionics	37,294	106,932	114,803	85,114	89,310	138,416	222,758	130,578
Product Support		242,947	252,777	310,544	380,528	446,780	417,070	422,158	464,845
Customer Service		8,261	6,465	7,182	6,130	4,594	1,371	3,959	3,430
Field Teams		N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Voyage Repairs		N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Software	Tactical	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Support Equip	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other		182,436	206,560	234,579	160,905	171,118	269,487	350,607	151,001
Total:		523,673	638,866	724,931	678,274	753,152	864,503	1,038,792	769,112

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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CHERRY POINT

Table 5.1.d: **Historic / Predicted Aircraft Service Support Workload** **R**

Service Type		Workload (DLMHs)							
		FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Calibration Type I		0	0	0	0	0	0	0	0
Calibration Types II & III		20,970	41,935	132,849	68,748	74,645	85,700	85,833	85,833
Sup-port Equip	TMDE	0	0	0	0	0	0	0	0
	Non-avionics	42,232	94,952	114,738	131,785	136,547	155,595	157,500	157,500
Product Support		456,818	936,625	905,058	910,464	930,265	826,243	816,638	816,638
Customer Service		1,482	5,084	4,345	4,470	4,470	4,470	4,470	4,470
Field Teams		N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Voyage Repairs		N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
t-e	Tactical	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Support Equip	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other		244,378	327,545	311,102	306,342	285,664	285,489	285,489	285,489
Total:		765,880	1,406,141	1,468,092	1,421,809	1,431,591	1,357,497	1,349,930	1,349,930

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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5. Aircraft Service Support, continued

Table 5.1.d: **Historic / Predicted Aircraft Service Support Workload**

Service Type		Workload (DLMHs)							
		FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Calibration Type I		0	0	0	0	0	0	0	0
Calibration Types II & III		20,970	41,935	132,849	68,748	74,645	85,700	85,833	85,833
Support Equip	TMDE	0	0	0	0	0	0	0	0
	Non-avionics	42,232	94,952	114,738	131,785	136,547	155,595	157,500	157,500
Product Support		456,818	936,625	905,058	910,464	930,265	826,243	816,638	816,638
Customer Service		1,482	5,084	4,345	4,470	4,470	4,470	4,470	4,470
Teams		N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Stage Repairs		N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Software	Tactical	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Support Equip	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other		244,378	372,545	311,102	306,342	285,664	285,489	285,489	285,489
Total:		765,880	1,451,141	1,468,092	1,421,809	1,431,591	1,357,497	1,349,930	1,349,930

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

5. Aircraft Service Support, continued

5.2 For workload in Aircraft Service Support, by Service Type, given the current configuration and operation of the NADEP, provide the Core portion, in Units Throughput (where applicable) and Direct Labor Man Hours (DLMHs) that is programmed for the Fiscal Years (FYs) requested.

Table 5.2.a: **Core Aircraft Service Support Workload**

Service Type		Workload (Units Throughput)						
		FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Calibration Type I								
Calibration Types II & III								
Support Equip	TMDE	NOT AVAILABLE						
	Non-avionics							
Product Support								
Customer Service								
Field Teams								
Voyage Repairs								
Soft-ware	Tactical							
	Support Equip							
Other								
Total:		0	0	0	0	0	0	0

5. Aircraft Service Support, continued

Table 5.2.b: **Core Aircraft Service Support Workload**

Service Type		Workload (DLMHs)						
		FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Calibration Type I		0	0	0	0	0	0	0
Calibration Types II & III		33,935	128,849	64,748	70,645	81,700	81,833	81,833
Support Equip	TMDE	0	0	0	0	0	0	0
	Non-avionics	14,000	17,500	17,500	17,500	17,500	17,500	17,500
Product Support		283,270	300,529	481,371	453,191	503,244	570,398	570,398
Customer Service		0	0	0	0	0	0	0
Field Teams		0	0	0	0	0	0	0
Voyage Repairs		0	0	0	0	0	0	0
Soft-ware	Tactical	0	0	0	0	0	0	0
	Support Equip	0	0	0	0	0	0	0
Other		236,442	244,770	238,217	249,839	249,670	249,670	249,670
Total:		567,647	691,648	801,836	791,175	852,114	919,401	919,401

5. Aircraft Service Support, continued

5.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, optimum (repeat order manufacturing lead times) procurement, and maximum equipment support; and (c) no major MILCON additional to that already programmed: what is the maximum extent to which you could expand Support Services based on your current/future planned workload mixes? Please provide your response in the absolute maximum number of units throughput (where applicable) and DLMHs that could be applied to support services at this NADEP by service type.

Table 5.3.a: **Maximum Potential Aircraft Service Support Workload**

Service Type		Workload (Units Throughput)						
		FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Calibration Type I								
Calibration Types II & III								
Sup-port Equip	TMDE	NOT AVAILABLE						
	Non-avionics							
Product Support								
Customer Service								
Field Teams								
Voyage Repairs								
Soft-ware	Tactical							
	Support Equip							
Other								
Total:		0	0	0	0	0	0	0

Table 5.3.b: **Maximum Potential Aircraft Service Support Workload** **R**

Service Type		Workload (DLMHs)						
		FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Calibration Type I		0	0	0	0	0	0	0
Calibration Types II & III		130,104	130,104	130,104	130,104	130,104	130,104	130,104
Support Equip	TMDE	8,975	8,975	8,975	8,975	8,975	8,975	8,975
	Non-avionics	181,042	211,727	211,727	211,727	211,727	211,727	211,727
Product Support		1,032,382	1,032,382	1,032,382	1,032,382	1,032,382	1,032,382	1,032,382
Customer Service		5,084	5,084	5,084	5,084	5,084	5,084	5,084
Field Teams		N.A	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Voyage Repairs		N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Soft-ware	Tactical	18,404	18,404	18,404	18,404	18,404	18,404	18,404
	Support Equip	36,120	36,120	36,120	36,120	36,120	36,120	36,120
Other		324,901	259,330	254,742	234,064	233,889	233,889	233,889
Total:		1,737,012	1,702,126	1,697,538	1,676,860	1,676,685	1,676,685	1,676,685

N.A. - NOT AVAILABLE

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5. Aircraft Service Support, continued

Table 5.3.b: **Maximum Potential Aircraft Service Support Workload**

Service Type		Workload (DLMHs)						
		FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Calibration Type I		0	0	0	0	0	0	0
Calibration Types II & III		130,104	130,104	130,104	130,104	130,104	130,104	130,104
Support Equip	TMDE	8,975	8,975	8,975	8,975	8,975	8,975	8,975
	Non-avionics	138,083	211,727	211,727	211,727	211,727	211,727	211,727
Product Support		1,032,382	1,032,382	1,032,382	1,032,382	1,032,382	1,032,382	1,032,382
Customer Service		5,084	5,084	5,084	5,084	5,084	5,084	5,084
Field Teams		N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Voyage Repairs		N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Soft-ware	Tactical	18,404	17,372	15,480	15,480	15,480	15,480	15,480
	Support Equip	29,240	34,400	36,120	36,120	36,120	36,120	36,120
Other		324,901	259,330	254,742	234,064	233,889	233,889	233,889
Total:		1,687,173	1,699,374	1,694,614	1,673,936	1,673,761	1,673,761	1,673,761

N.A. - NOT AVAILABLE

5. Aircraft Service Support, continued

5.4 Provide details of your calculations including assumptions on additional space utilized, major equipment required, production rates, and constraints that limit increased aircraft service support workload at this NADEP.

Calibration numbers were based on work positions dedicated to this function based on work performed in shops 94201 and 94203.

Avionics support equipment numbers were based on work positions dedicated to this function based on work performed in shop 94201.

Nonavionics support equipment numbers were based on work positions dedicated to this function being optimized within the current GSE complex, primarily building 4032.

Product support numbers were based on how many additional personnel could be accommodated in existing facilities assuming unlimited product support functions could be assigned to this activity.

5.5 Given an environment unconstrained by funds or manning, what Industrial Plant Equipment (IPE) would you change (add, delete, or modify) to increase your NADEP's capability to perform aircraft service support workload? What other investments in the industrial infrastructure would you make to increase service support capabilities? Describe quantitatively how the changes above would increase your depot's capabilities. What would the associated costs be? What would be the payback period and return on investment?

Other than those items already planned in support of BRAC 93, Naval Aviation Depot Cherry Point would not make any additional facility or equipment investments based on economics/best business practices. Throughput/capacity could be increased by instituting a second shift. Associated costs would not be tangible but would include increased equipment maintenance costs.

5.6 Are there any ultimate and overriding limiting factors to expansion of this NADEP's Aircraft Service Support? If so, what are they?

No.

5.7 Are there any environmental, legal,or otherwise limiting factors that inhibit further the development of aircraft service support workload at this NADEP (AICUZ encroachment, pollutant discharge, etc.)?

No.

Revised pg

Mission Area

6. Manufacturing

6.1 Given the current configuration and operation of the NADEP, provide the quantity of Manufacturing, by Manufacturing Process, that was executed in and programmed for the Fiscal Years (FY) requested in Direct Labor Man Hours (DLMHs).

Table 6.1.a: **Historic / Predicted Manufacturing Workload** **R**

Process	Workload (DLMHs)							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
DBOF NSF	7,707	6,509	7,636	7,567	6,460	7,662	10,530	14,523
DBOF OTHER	67,804	45,498	58,734	50,349	60,612	57,686	83,676	158,368
OTHER	63,270	65,369	84,503	109,839	110,775	0	0	0
Total:	138,781	117,376	150,873	167,755	177,847	65,348	94,206	172,891

Table 6.1.b: **Historic / Predicted Manufacturing Workload**

Process	Workload (DLMHs)							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
DBOF NSF	9,398	19,443	19,935	17,049	3,756	3,599	3,678	3,678
DBOF OTHER	97,181	86,308	121,240	116,866	24,413	23,396	23,905	23,905
OTHER	56,059	64,949	83,627	88,977	19,831	19,005	19,417	19,417
Total:	162,638	170,700	224,802	222,892	48,000	46,000	47,000	47,000

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Mission Area

6. Manufacturing

6.1 Given the current configuration and operation of the NADEP, provide the quantity of Manufacturing, by Manufacturing Process, that was executed in and programmed for the Fiscal Years (FY) requested in Direct Labor Man Hours (DLMHs).

Table 6.1.a: **Historic / Predicted Manufacturing Workload**

Process	Workload (DLMHs)							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
DBOF NSF	7,707	6,509	7,636	7,567	6,460	7,662	10,530	9,862
DBOF OTHER	67,804	45,498	58,734	50,349	60,612	57,686	83,676	107,672
OTHER	63,270	65,369	84,503	109,839	110,775	73,076	69,028	58,124
Total:	138,781	117,376	150,873	167,755	177,847	138,424	163,234	175,658

Table 6.1.b: **Historic / Predicted Manufacturing Workload**

Process	Workload (DLMHs)							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
DBOF NSF	9,398	19,443	19,935	17,049	3,756	3,599	3,678	3,678
DBOF OTHER	97,181	86,308	121,240	116,866	24,413	23,396	23,905	23,905
OTHER	56,059	64,949	83,627	88,977	19,831	19,005	19,417	19,417
Total:	162,638	170,700	224,802	222,892	48,000	46,000	47,000	47,000

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6.2 Given the current configuration and operation of the NADEP, provide the Core portion of the quantity of Manufacturing, by Manufacturing Process, that is programmed for the Fiscal Years (FY) requested in Direct Labor Man Hours (DLMHs).

Table 6.2: **Core Manufacturing Workload**

Process	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
DBOF NSF	19,443	19,935	17,049	3,756	3,599	3,678	3,678
DBOF OTHER	86,308	121,240	116,866	24,413	23,396	23,905	23,905
OTHER	64,349	83,027	88,377	19,231	18,405	18,817	18,817
Total:	170,100	224,202	222,292	47,400	45,400	46,400	46,400

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6. Manufacturing, continued

6.2 Given the current configuration and operation of the NADEP, provide the Core portion of the quantity of Manufacturing, by Manufacturing Process, that is programmed for the Fiscal Years (FY) requested in Direct Labor Man Hours (DLMHs).

Table 6.2: **Core Manufacturing Workload**

Process	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
DBOF NSF	19,443	19,935	17,049	3,756	3,599	3,678	3,678
DBOF OTHER	86,308	121,240	116,866	24,413	23,396	23,905	23,905
OTHER	64,349	83,027	88,377	19,231	18,405	18,817	18,817
Total:	170,100	224,202	222,292	47,400	45,400	46,400	46,400

6. Manufacturing, continued

6.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, optimum (repeat order manufacturing lead times) procurement, and maximum equipment support; and (c) no major MILCON additional to that already programmed: what is the maximum extent to which you could expand manufacturing operations based on current/future planned workload mixes? Please provide your response in the absolute maximum number of DLMHs that could be applied to manufacturing production at this NADEP by Manufacturing Process.

Table 6.3: **Maximum Potential Manufacturing Workload**

Process	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
DBOF NSF	26,998	26,231	23,316	23,316	23,316	23,316	23,316
DBOF OTHER	125,174	157,389	145,731	148,645	148,645	148,645	148,645
OTHER	93,268	107,840	122,413	119,499	119,499	119,499	119,499
Total:	245,440	291,460	291,460	291,460	291,460	291,460	291,460

6. Manufacturing, continued

6.4 Provide details of your calculations including assumptions on additional space utilized, major equipment required, production rates, and constraints that limit increased manufacturing workload at this NADEP.

We assumed the following gains in work positions due to BRAC 93 related workload transitions:

> Gain 30 work positions in 1995 in manufacturing related shops due to relocation of 30 pieces of equipment from closing depots. Each work position represents 1534 manhours in potential additional capacity.

6.5 Given an environment unconstrained by funds or manning, what Industrial Plant Equipment (IPE) would you change (add, delete, or modify) to increase your NADEP's capability to perform manufacturing workload? What other investments in the industrial infrastructure would you make to increase manufacturing capability? Describe quantitatively how the changes above would increase your depot's capability. What would the associated costs be? What would be the payback period and return on investment?

Other than those items already planned in support of BRAC 93, Naval Aviation Depot Cherry Point would not make any additional facility or equipment investments based on economics/best business practices. Throughput/capacity could be increased by instituting a second shift. Associated costs would not be tangible but would include increased equipment maintenance costs.

6.6 Are there any environmental, legal, or otherwise limiting factors that inhibit further the development of manufacturing workload at this NADEP (AICUZ encroachment, pollutant discharge, etc.)?

> No.

Mission Area

7. Modifications

7.1 Given the current configuration and operation of the NADEP, identify the modification production workload, by Type / Model / Series, that was executed in and is programmed for the Fiscal Years (FY) requested in both modifications worked (number of aircraft modifications incorporated as units throughput) (Tables 7.1.a and 7.1.b) and Direct Labor Man Hours (DLMHs) (Tables 7.1.c and 7.1.d).

Table 7.1.a: **Historic / Predicted Modifications Workload**

Type/ Model/ Series	Number of Aircraft Modifications Incorporated							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1993	FY 1993
	INFORMATION NOT AVAILABLE							
Total:								

Table 7.1.b: **Historic / Predicted Modifications Workload**

Type/ Model/ Series	Number of Aircraft Modifications Incorporated							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
	INFORMATION NOT AVAILABLE							
Total:								

7. Modifications, continued

Table 7.1.c: **Historic / Predicted Modifications Workload**

Type/ Model/ Series	Workload (DLMHs)							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
AV-8	N.A.	N.A.	N.A.	N.A.	34,362	51,543	63,394	48,464
C-130	N.A.	N.A.	N.A.	N.A.	75,696	114,566	37,286	77,333
F-4	N.A.	N.A.	N.A.	N.A.	817	1,225	0	0
A-4	N.A.	N.A.	N.A.	N.A.	2,456	3,685	11,719	2,648
H-46	N.A.	N.A.	N.A.	N.A.	32,870	60,500	215,721	147,314
OV-10	N.A.	N.A.	N.A.	N.A.	105,497	159,246	7,236	0
ENG F402	N.A.	N.A.	N.A.	N.A.	2,778	6,126	19,765	33,933
H-53	N.A.	N.A.	N.A.	N.A.	0	0	0	0
Total:	N.A.	N.A.	N.A.	N.A.	254,476	396,891	355,121	309,692

N.A. - NOT AVAILABLE

Revised pg

Table 7.1.d: **Historic / Predicted Modifications Workload** R

Type/ Model/ Series	Workload (DLMHs)							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AV-8	45,140	120,991	46,720	10,657	11,596	14,484	9,684	8,484
C-130	60,984	16,536	36,473	76,785	22,800	27,000	0	0
F-4	0	0	0	0	0	0	0	0
A-4	0	0	0	0	0	0	0	0
H-46	116,449	115,653	166,931	162,676	104,824	0	0	0
OV-10	0	0	0	0	0	0	0	0
ENG F402	31,371	24,695	21,084	20,958	21,000	20,244	22,999	0
H-53	9,417	16,466	27,109	50,303	45,957	36,073	18,860	19,569
ENGT58	0	2,812	15,096	29,452	0	0	0	0
ENGT64	0	38,242	51,648	58,800	0	0	0	0
Total:	263,361	335,395	365,061	409,631	206,177	97,801	51,543	28,053

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Table 7.1.d: **Historic / Predicted Modifications Workload**

Type/ Model/ Series	Workload (DLMHs)							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AV-8	45,140	120,991	46,720	10,657	11,596	14,484	9,684	8,484
C-130	60,984	16,536	36,473	76,785	22,800	27,000	0	0
F-4	0	0	0	0	0	0	0	0
A-4	0	0	0	0	0	0	0	0
H-46	116,449	115,653	166,931	162,676	104,824	0	0	0
OV-10	0	0	0	0	0	0	0	0
ENG F402	31,371	24,695	21,084	20,958	21,000	20,244	22,999	22,999
H-53	9,417	16,466	27,109	50,303	45,957	36,073	18,860	19,569
ENGT58	0	2,812	15,096	29,452	29,452	29,452	29,452	29,452
ENGT64	0	38,242	51,648	58,800	58,800	58,800	58,800	58,800
Total:	263,361	335,395	365,061	409,631	294,429	186,053	139,795	139,304

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7.2 Given the current configuration and operation of the NADEP, identify the Core portion of the modification production workload, by Type / Model / Series, that is programmed for the Fiscal Years (FY) requested in both modifications worked (number of aircraft modifications incorporated as units throughput) and Direct Labor Man Hours (DLMHs).

Table 7.2.a: **Core Modification Workload**

Type/ Model/ Series	Numbers of Aircraft Modifications Incorporated						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
	INFORMATION NOT AVAILABLE						
Total:	0	0	0	0	0	0	0

Table 7.2.b: **Core Modifications Workload** R

Type/ Model/ Series	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AV-8	16,753	8,483	2,161	3,259	6,402	3,389	2,970
H-46	16,014	30,311	32,985	29,464	0	0	0
ENGF402	3,419	3,828	4,250	5,903	8,948	8,050	0
H-53	2,280	4,922	10,200	12,918	15,945	6,601	6,849
ENGT58	389	2,741	5,972	0	0	0	0
ENGT64	5,295	9,378	11,923	0	0	0	0
Total:	44,150	59,663	67,491	51,544	31,295	18,040	9,819

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7. Modifications, continued

7.2 Given the current configuration and operation of the NADEP, identify the Core portion of the modification production workload, by Type / Model / Series, that is programmed for the Fiscal Years (FY) requested in both modifications worked (number of aircraft modifications incorporated as units throughput) and Direct Labor Man Hours (DLMHs).

Table 7.2.a: **Core Modification Workload**

Type/ Model/ Series	Numbers of Aircraft Modifications Incorporated						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
	NOT APPLICABLE						
Total:	0	0	0	0	0	0	0

Table 7.2.b: **Core Modifications Workload**

Type/ Model/ Series	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
	NOT APPLICABLE						
Total:	0	0	0	0	0	0	0

7. Modifications, continued

7.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, optimum (repeat order manufacturing lead times) procurement, and maximum equipment support; and (c) no major MILCON additional to that already programmed: what is the maximum extent to which this NADEP could expand modification operations based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of modifications and DLMHs that could be processed at this NADEP by type, model, and series.

Table 7.3.a: **Maximum Potential Modification Workload**

Type/ Model/ Series	Numbers of Aircraft Modifications Incorporated						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
	NOT AVAILABLE						
Total:	0	0	0	0	0	0	0

Table 7.3.b: **Maximum Potential Modifications Workload**

Type/ Model/ Series	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AV-8	120,991	46,720	10,657	11,596	14,484	9,684	8,484
C-130	16,536	36,473	76,785	22,800	27,000	0	0
F-4	0	0	0	0	0	0	0
A-4	0	0	0	0	0	0	0
H-46	115,653	166,931	162,676	104,824	0	0	0
OV-10	0	0	0	0	0	0	0
F402	24,695	21,084	20,958	21,000	20,244	22,999	22,999
H-53	16,466	27,109	50,303	45,957	36,073	18,860	19,569
T58	2,812	15,096	29,452	29,452	29,452	29,452	29,452
T64	38,242	51,648	58,800	58,800	58,800	58,800	58,800
Total:	335,395	365,061	409,631	294,429	186,053	139,795	139,304

7. Modifications, continued

7.4 Provide details of your calculations including assumptions on additional space utilized, major equipment required, production rates, and constraints that limit increased aircraft modification workload at this NADEP.

No additional potential workload was shown in this category. All maximum potential workload relating to airframes was included in question 1.

7.5 Given an environment unconstrained by funds or manning, what Industrial Plant Equipment (IPE) would you change (add, delete, or modify) to increase your NADEP's capability to perform aircraft modifications? What other investments in the industrial infrastructure would you make to increase your aircraft modification capability? Describe quantitatively how the changes above would increase your depot's capability. What would the associated costs be? What would be the payback period and return on investment?

Other than those items already planned in support of BRAC 93, Naval Aviation Depot Cherry Point would not make any additional facility or equipment investments based on economics/best business practices. Throughput/capacity could be increased by instituting a second shift. Associated costs would not be tangible but would include increased equipment maintenance costs.

7.6 Are there any environmental, legal, or otherwise limiting factors that inhibit further the development of modification workload at this NADEP (AICUZ encroachment, pollutant discharge, etc.)?

No.

R

Mission Area

8. Training

8.1 Given the current configuration and operation of the NADEP, identify the formal training workload, by Course Identification Number (CIN), that was executed in and is programmed for the Fiscal Years (FYs) requested in both number of students (units throughput) (Tables 8.1.a and 8.1.b) and in Direct Labor Man Hours (DLMHs) (Tables 8.1.c and 8.1.d) expended by the NADEP in providing the class.

Table 8.1.a: **Historic / Predicted Training Workload** **R**

CIN	Number of Students Throughput							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
N-701-0013	161	140	107	157	169	133	236	162
N-701-0014	90	87	56	110	118	78	133	112
N-701-0007	0	25	20	24	36	25	40	53
N-701-0008	0	23	38	39	32	25	39	10
N-701-0009	1	17	24	16	46	23	41	34
N-701-0003	13	30	9	20	0	0	0	1
N-701-0004	0	0	0	8	0	0	0	0
N-701-0006	5	7	5	2	0	1	1	1
N-701-0005	17	22	16	13	12	15	4	5
N-701-0010	0	0	0	16	11	10	11	5
N-701-0011	0	0	0	20	6	6	20	11
N-701-0012	0	0	0	0	9	0	4	2
N-888-8880	42	42	16	10	3	1	7	15
N-888-8883	14	0	0	0	6	0	0	9
N-701-0015	0	0	34	126	60	10	26	0
N-603-0503	13	6	9	4	5	6	26	4
N-600-8013	0	0	0	0	5	7	11	0

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Mission Area

8. Training

8.1 Given the current configuration and operation of the NADEP, identify the formal training workload, by Course Identification Number (CIN), that was executed in and is programmed for the Fiscal Years (FYs) requested in both number of students (units throughput) (Tables 8.1.a and 8.1.b) and in Direct Labor Man Hours (DLMHs) (Tables 8.1.c and 8.1.d) expended by the NADEP in providing the class.

Table 8.1.a: **Historic / Predicted Training Workload**

CIN	Number of Students Throughput							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
N-701-0013	161	140	108	160	170	140	240	200
N-701-0014	98	80	56	112	120	80	130	120
N-701-0007	0	25	22	25	35	25	40	60
N-701-0008	0	23	41	28	30	25	40	10
N-701-0009	1	17	23	29	45	25	40	40
N-701-0003	13	30	9	20	0	0	0	1
N-701-0004	0	0	0	0	0	0	0	0
N-701-0006	5	7	5	0	0	1	1	1
N-701-0005	17	22	16	0	12	15	4	5
N-701-0010	0	0	1	1	11	10	13	5
N-701-0011	0	0	0	0	6	6	25	16
N-701-0012	0	0	0	0	9	0	4	2
N-888-8880	37	43	16	0	4	1	7	15
N-888-8883	14	0	0	0	6	0	0	0
N-701-0015	0	0	34	0	60	0	0	9
N-603-0503	13	6	9	0	5	6	26	4
N-600-8013	0	0	0	0	5	7	11	0
N-670-0100	4	1	2	2	6	1	2	2

R

ACTIVITY UIC: N65923
CHERRY POINT

CIN	Number of Students Throughput							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
N-670-0100	4	1	2	2	6	1	2	2
N-602-7093	19	10	10	17	18	8	9	3
N-600-8014	0	0	0	0	0	0	0	0
N-701-0024	0	2	0	1	0	0	0	0
N-100-3182	47	70	47	7	0	2	0	0
N-100-3187	27	19	13	0	0	2	0	0
N-100-3933	20	48	0	0	0	0	0	0
N-601-0002	5	7	16	10	6	9	0	0
N-602-0053	0	10	6	4	11	0	0	1
N-602-0056	33	28	16	10	6	0	8	7
N-602-7092	5	5	13	10	6	6	39	1
N-652-2168	6	0	3	0	2	0	5	0
N-652-2169	0	0	0	0	2	0	1	0
N-601-6139	3	1	1	8	0	0	16	2
N-601-6141	11	8	4	4	5	0	1	10
N-602-0017	15	5	1	7	14	8	10	4
N-602-0037	15	9	5	8	9	5	5	1
N-602-0052	7	3	4	7	10	0	0	0
N-601-0053	6	0	2	0	0	0	0	0
N-601-0044	2	2	2	0	4	0	0	8
N-601-0444	0	0	7	4	2	0	0	0
N-601-6135	8	3	2	9	0	0	0	0
N-601-6137	0	2	0	1	9	0	1	9
N-701-0302	0	0	2	0	1	0	0	0
N-888-8881	5	0	4	0	0	0	0	0

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ACTIVITY UIC: N65923
CHERRY POINT

CIN	Number of Students Throughput							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
N-602-7093	19	10	10	17	18	8	9	3
N-600-8014	0	0	0	0	14	0	20	0
N-701-0024	0	2	0	0	0	0	0	0
N-100-3182	48	71	47	0	1	2	0	0
N-100-3187	27	19	13	0	0	2	0	0
N-100-3933	20	48	0	0	0	0	0	0
N-601-0002	5	7	16	10	6	9	0	0
N-602-0053	0	10	0	4	11	0	0	0
N-602-0056	33	28	16	10	5	0	8	7
N-602-7092	5	5	13	10	6	6	40	1
N-652-2168	6	0	3	0	2	0	5	0
N-652-2169	0	0	0	0	2	0	1	0
N-601-6139	3	1	1	0	0	0	18	2
N-601-6141	11	8	4	0	5	0	1	10
N-602-0017	13	5	1	7	14	8	10	4
N-602-0037	15	9	5	8	9	5	5	0
N-602-0052	7	3	4	7	10	0	0	0
N-601-0053	5	0	6	0	0	0	0	0
N-601-0044	2	2	2	0	7	0	0	0
N-601-0444	0	0	7	0	2	0	0	8
N-601-6135	8	3	2	0	0	0	0	0
N-601-6137	0	2	0	0	9	0	1	9
N-701-0302	0	0	2	0	1	0	0	0
N-888-8881	5	0	4	0	0	0	0	0
N-102-1065	1	0	0	0	0	0	0	0
N-701-0000	30	0	0	0	0	0	0	0

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ACTIVITY UIC: N65923
CHERRY POINT

CIN	Number of Students Throughput							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
N-102-1065	0	0	0	0	0	0	0	0
N-701-0000	21	0	0	0	0	0	0	0
N-701-0001	23	0	0	0	0	0	0	0
N-701-0002	7	6	1	1	0	0	0	0
N-603-0310	8	8	5	17	0	0	0	0
N-600-8015	56	27	45	19	14	0	20	0
N-750-0017	13	10	24	14	19	8	0	0
N-602-0046	0	0	1	12	0	0	0	0
Total:	722	683	570	737	662	389	716	472

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ACTIVITY UIC: N65923
CHERRY POINT

CIN	Number of Students Throughput							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
N-701-0001	23	0	0	0	0	0	0	0
N-701-0002	7	6	0	0	6	4	0	0
N-603-0310	9	8	5	0	0	0	0	0
N-600-8015	56	27	45	19	0	10	0	0
N-750-0017	0	0	24	17	19	8	0	0
N-602-0046	0	0	0	12	0	0	0	0
Total:	721	668	572	498	671	404	701	534

Table 8.1.b: **Historic / Predicted Training Workload**

CIN	Number of Students Throughput							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
N-701-0013	150	182	182	182	182	182	182	182
N-701-0014	100	113	113	113	113	113	113	113
N-701-0007	40	45	45	45	45	45	45	45
N-701-0008	2	27	27	27	27	27	27	27
N-701-0009	20	40	40	40	40	40	40	40
0N-701-0003	1	4	4	4	4	4	4	4
N-701-0004	1	1	1	1	1	1	1	1
N-701-0006	0	1	1	1	1	1	1	1
N-701-0005	6	7	7	7	7	7	7	7
N-701-0010	4	8	8	8	8	8	8	8
N-701-0011	9	11	11	11	11	11	11	11
N-701-0012	0	3	3	3	3	3	3	3
N-888-8880	0	5	5	5	5	5	5	5
N-888-8883	0	1	1	1	1	1	1	1
N-701-0015	0	14	14	14	14	14	14	14
N-603-0503	7	8	8	8	8	8	8	8
N-600-8013	7	5	5	5	5	5	5	5
N-670-0100	0	3	3	3	3	3	3	3
N-602-7093	6	11	11	11	11	11	11	11
N-600-8014	0	7	7	7	7	7	7	7
N-701-0024	8	1	1	1	1	1	1	1
N-100-3182	1	1	1	1	1	1	1	1
N-100-3187	1	1	1	1	1	1	1	1
N-100-3933	4	1	1	1	1	1	1	1
N-601-0002	0	5	5	5	5	5	5	5

ACTIVITY UIC: N65923
CHERRY POINT

CIN	Number of Students Throughput							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
N-602-0053	0	3	3	3	3	3	3	3
N-602-0056	6	6	6	6	6	6	6	6
N-602-7092	7	13	13	13	13	13	13	13
N-652-2168	4	2	2	2	2	2	2	2
N-652-2169	0	1	1	1	1	1	1	1
N-601-6139	1	4	4	4	4	4	4	4
N-601-6141	6	3	3	3	3	3	3	3
N-602-0017	7	9	9	9	9	9	9	9
N-602-0037	0	5	5	5	5	5	5	5
N-602-0052	0	4	4	4	4	4	4	4
N-601-0053	0	0	0	0	0	0	0	0
N-601-0044	0	1	1	1	1	1	1	1
N-601-0444	4	2	2	2	2	2	2	2
N-601-6135	2	0	0	0	0	0	0	0
N-601-5137	0	4	4	4	4	4	4	4
N-701-0302	1	0	0	0	0	0	0	0
N-888-8881	2	0	0	0	0	0	0	0
N-102-0165	0	0	0	0	0	0	0	0
N-701-0000	0	0	0	0	0	0	0	0
N-701-0001	0	0	0	0	0	0	0	0
N-701-0002	0	2	2	2	2	2	2	2
N-603-0310	0	0	0	0	0	0	0	0
0N-600-8015	0	6	6	6	6	6	6	6
N-750-0017	0	9	9	9	9	9	9	9
N-602-0046	0	2	2	2	2	2	2	2
Total:	407	581	581	581	581	581	581	581

8. Training, continued

Table 8.1.c: **Historic / Predicted Training Workload**

CIN	Workload (DLMHs)							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
N-701-0013	3,752	3,684	3,428	5,390	3,402	2,561	2,538	3,088
N-701-0014	2,373	2,104	1,663	3,706	2,407	1,461	1,383	1,853
N-701-0007	0	650	651	842	699	472	419	922
N-701-0008	0	650	1,320	1,011	605	472	419	156
N-701-0009	17	527	686	1,011	901	472	419	618
N-701-0003	349	790	343	674	0	0	0	16
N-701-0004	0	0	0	0	0	0	0	0
N-701-0006	87	176	17	0	0	15	7	16
N-701-0005	349	615	514	0	242	273	44	74
N-701-0010	0	0	17	17	215	184	140	74
N-701-0011	0	0	0	0	121	111	265	247
N-701-0012	0	0	0	0	175	0	44	33
N-888-8880	873	1,229	514	0	81	15	74	231
N-888-8883	349	0	0	0	121	0	0	0
N-701-0015	0	0	1,028	0	1,197	0	0	140
N-603-0503	349	176	343	0	94	111	272	58
N-600-8013	0	0	0	0	94	125	118	0
N-670-0100	87	18	17	17	121	15	24	33
N-602-7093	524	263	343	674	457	148	96	49
N-600-8014	0	0	0	0	269	0	215	0
N-701-0024	0	18	0	0	0	0	0	0
N-100-3182	1,134	1,861	1,405	0	13	37	0	0
N-100-3187	698	492	514	0	0	37	0	0
N-100-3933	524	1,264	0	0	0	0	0	0
N-601-0002	87	176	480	337	121	162	0	0

ACTIVITY UIC: N65923
CHERRY POINT

CIN	Workload (DLMHs)							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
N-602-0053	0	263	0	135	215	0	0	0
N-602-0056	873	790	480	337	94	0	81	107
N-602-7092	87	123	514	337	121	66	419	16
N-652-2168	87	0	34	0	40	0	51	0
N-652-2169	0	0	0	0	40	0	7	0
N-601-6139	87	18	17	0	0	0	154	33
N-601-6141	349	176	51	0	94	0	7	156
N-602-0017	349	123	17	236	269	148	103	58
N-602-0037	349	176	69	270	175	88	51	0
N-602-0052	175	53	69	236	202	0	0	0
N-601-0053	87	0	171	0	0	0	0	0
N-601-0044	35	18	17	0	134	0	0	0
N-601-0444	0	0	171	0	40	0	0	124
N-601-6135	175	53	17	0	0	0	0	0
N-601-6137	0	18	0	0	175	0	7	132
N-701-0302	0	0	17	0	13	0	0	0
N-888-8881	87	0	69	0	0	0	0	0
N-102-1065	17	0	0	0	0	0	0	0
N-701-0000	873	0	0	0	0	0	0	0
N-701-0001	524	0	0	0	0	0	0	0
N-701-0002	175	176	0	0	121	74	0	0
N-603-0310	175	176	69	0	0	0	0	0
N-600-8015	1,395	702	1,355	640	0	184	0	0
N-750-0017	0	0	720	570	378	148	0	0
N-602-0046	0	0	0	404	0	0	0	0
Total:	17,451	17,558	17,140	16,844	13,446	7,379	7,357	8,234

Table 8.1.d: **Historic / Predicted Training Workload**

CIN	Workload (DLMHs)							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
N-701-0013	2,565	4,012	4,399	2,279	2,279	2,279	2,279	2,279
N-701-0014	1,707	2,481	2,717	1,405	1,405	1,405	1,405	1,405
N-701-0007	680	985	1,078	558	558	558	558	558
N-701-0008	35	588	644	333	333	333	333	333
N-701-0009	340	882	966	500	500	500	500	500
N-701-0003	14	90	98	51	51	51	51	51
N-701-0004	14	26	28	14	14	14	14	14
N-701-0006	0	26	28	14	14	14	14	14
N-701-0005	104	153	168	87	87	87	87	87
N-701-0010	69	179	196	101	101	101	101	101
N-701-0011	153	243	266	138	138	138	138	138
N-701-0012	0	64	70	36	36	36	36	36
N-888-8880	0	115	126	65	65	65	65	65
N-888-8883	0	26	28	14	14	14	14	14
N-701-0015	0	307	336	174	174	174	174	174
N-603-0503	118	179	196	101	101	101	101	101
N-600-8013	118	115	126	65	65	65	65	65
N-670-0100	0	64	70	36	36	36	36	36
N-602-7093	104	243	266	138	138	138	138	138
N-600-8014	0	153	168	87	87	87	87	87
N-701-0024	139	26	28	14	14	14	14	14
N-100-3182	14	26	28	14	14	14	14	14
N-100-3187	14	26	28	14	14	14	14	14
N-100-3933	69	26	28	14	14	14	14	14
N-601-0002	0	115	126	65	65	65	65	65
N-602-0053	0	64	70	36	36	36	36	36
N-602-0056	104	128	140	72	72	72	72	72
N-602-7092	118	281	308	159	159	159	159	159

CIN	Workload (DLMHs)							
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
N-652-2168	69	38	42	22	22	22	22	22
N-652-2169	0	26	28	14	14	14	14	14
N-601-6139	14	90	98	51	51	51	51	51
N-601-6141	104	64	70	36	36	36	36	36
N-602-0017	118	192	210	109	109	109	109	109
N-602-0037	0	115	126	65	65	65	65	65
N-602-0052	0	90	98	51	51	51	51	51
N-601-0053	0	0	0	0	0	0	0	0
N-601-0044	0	26	28	14	14	14	14	14
N-601-0444	69	38	42	22	22	22	22	22
N-601-6135	35	0	0	0	0	0	0	0
N-601-6137	0	90	98	51	51	51	51	51
N-701-0302	14	0	0	0	0	0	0	0
N-888-8881	35	0	0	0	0	0	0	0
N-102-1065	0	0	0	0	0	0	0	0
N-701-0000	0	0	0	0	0	0	0	0
N-701-0001	0	0	0	0	0	0	0	0
N-701-0002	0	38	42	22	22	22	22	22
N-603-0310	0	0	0	0	0	0	0	0
N-600-8015	0	128	140	72	72	72	72	72
N-750-0017	0	192	210	109	109	109	109	109
N-602-0046	0	38	42	22	22	22	22	22
Total:	6,937	12,788	14,004	7,244	7,244	7,244	7,244	7,244

8. Training, continued

8.2 Given the current configuration and operation of the NADEP, identify the Core portion of formal training workload, by Course Identification Number (CIN), that is programmed for the Fiscal Years (FYs) requested in both number of students (units throughput) and in Direct Labor Man Hours (DLMHs) expended by the NADEP in providing the class.

Table 8.2.a: **Core Training Workload**

CIN	Numbers of Students Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
	NOT APPLICABLE						
Total:	0	0	0	0	0	0	0

Table 8.2.b: **Core Training Workload**

CIN	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
	NOT APPLICABLE						
Total:	0	0	0	0	0	0	0

8.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, optimum (repeat order manufacturing lead times) procurement, and maximum equipment support; and (c) no major MILCON additional to that already programmed: what is the maximum extent to which this NADEP could expand the formal training conducted, based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of students and DLMHs that could be accomplished at this NADEP.

Table 8.3.a: **Maximum Potential Training Workload** R

CIN	Number of Students Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
N-701-0013	592	592	592	592	592	592	592
N-701-0014	363	363	363	363	363	363	363
N-701-0007	144	144	144	144	144	144	144
N-701-0008	86	86	86	86	86	86	86
N-701-0009	129	129	129	129	129	129	129
N-701-0003	13	13	13	13	13	13	13
N-701-0004	3	3	3	3	3	3	3
N-701-0006	4	4	4	4	4	4	4
N-701-0005	22	22	22	22	22	22	22
N-701-0010	26	26	26	26	26	26	26
N-701-0011	36	36	36	36	36	36	36
N-701-0012	9	9	9	9	9	9	9
N-888-8880	17	17	17	17	17	17	17
N-888-8883	4	4	4	4	4	4	4
N-701-0015	45	45	45	45	45	45	45
N-603-0503	26	26	26	26	26	26	26
N-600-8013	17	17	17	17	17	17	17
N-670-0100	9	9	9	9	9	9	9
N-602-7093	36	36	36	36	36	36	36
N-600-8014	22	22	22	22	22	22	22
N-701-0024	4	4	4	4	4	4	4
N-100-3182	3	3	3	3	3	3	3

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8. Training, continued

8.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, optimum (repeat order manufacturing lead times) procurement, and maximum equipment support; and (c) no major MILCON additional to that already programmed: what is the maximum extent to which this NADEP could expand the formal training conducted, based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of students and DLMHs that could be accomplished at this NADEP.

Table 8.3.a: **Maximum Potential Training Workload**

CIN	Number of Students Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
N-701-0013	1,183	1,183	1,183	1,183	1,183	1,183	1,183
N-701-0014	726	726	726	726	726	726	726
N-701-0007	288	288	288	288	288	288	288
N-701-0008	172	172	172	172	172	172	172
N-701-0009	258	258	258	258	258	258	258
N-701-0003	26	26	26	26	26	26	26
N-701-0004	7	7	7	7	7	7	7
N-701-0006	7	7	7	7	7	7	7
N-701-0005	45	45	45	45	45	45	45
N-701-0010	52	52	52	52	52	52	52
N-701-0011	71	71	71	71	71	71	71
N-701-0012	19	19	19	19	19	19	19
N-888-8880	34	34	34	34	34	34	34
N-888-8883	7	7	7	7	7	7	7
N-701-0015	90	90	90	90	90	90	90
N-603-0503	52	52	52	52	52	52	52
N-600-8013	34	34	34	34	34	34	34
N-670-0100	19	19	19	19	19	19	19
N-602-7093	71	71	71	71	71	71	71
N-600-8014	45	45	45	45	45	45	45
N-701-0024	7	7	7	7	7	7	7

CIN	Number of Students Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
N-100-3187	4	4	4	4	4	4	4
N-100-3933	3	3	3	3	3	3	3
N-601-0002	17	17	17	17	17	17	17
N-602-0053	9	9	9	9	9	9	9
N-602-0056	19	19	19	19	19	19	19
N-602-7092	41	41	41	41	41	41	41
N-652-2168	5	5	5	5	5	5	5
N-652-2169	4	4	4	4	4	4	4
N-601-6139	13	13	13	13	13	13	13
N-601-6141	9	9	9	9	9	9	9
N-602-0017	28	28	28	28	28	28	28
N-602-0037	17	17	17	17	17	17	17
N-602-0052	13	13	13	13	13	13	13
N-601-0053	0	0	0	0	0	0	0
N-601-0044	3	3	3	3	3	3	3
N-601-0444	6	6	6	6	6	6	6
N-601-6135	0	0	0	0	0	0	0
N-601-6137	13	13	13	13	13	13	13
N-701-0302	0	0	0	0	0	0	0
N-888-8881	0	0	0	0	0	0	0
N-102-1065	0	0	0	0	0	0	0
N-701-0000	0	0	0	0	0	0	0
N-701-0001	0	0	0	0	0	0	0
N-701-0002	5	5	5	5	5	5	5
N-603-0310	0	0	0	0	0	0	0
N-600-8015	19	19	19	19	19	19	19
N-750-0017	28	28	28	28	28	28	28
N-602-0046	6	6	6	6	6	6	6
Total:	1,872	1,872	1,872	1,872	1,872	1,872	1,872

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CIN	Number of Students Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
N-100-3182	7	7	7	7	7	7	7
N-100-3187	7	7	7	7	7	7	7
N-100-3933	7	7	7	7	7	7	7
N-601-0002	34	34	34	34	34	34	34
N-602-0053	19	19	19	19	19	19	19
N-602-0056	37	37	37	37	37	37	37
N-602-7092	82	82	82	82	82	82	82
N-652-2168	11	11	11	11	11	11	11
N-652-2169	7	7	7	7	7	7	7
N-601-6139	26	26	26	26	26	26	26
N-601-6141	19	19	19	19	19	19	19
N-602-0017	56	56	56	56	56	56	56
N-602-0037	34	34	34	34	34	34	34
N-602-0052	26	26	26	26	26	26	26
N-601-0053	0	0	0	0	0	0	0
N-601-0044	7	7	7	7	7	7	7
N-601-0444	11	11	11	11	11	11	11
N-601-6135	0	0	0	0	0	0	0
N-601-6137	26	26	26	26	26	26	26
N-701-0302	0	0	0	0	0	0	0
N-888-8881	0	0	0	0	0	0	0
N-102-1065	0	0	0	0	0	0	0
N-701-0000	0	0	0	0	0	0	0
N-701-0001	0	0	0	0	0	0	0
N-701-0002	11	11	11	11	11	11	11
N-603-0310	0	0	0	0	0	0	0
N-600-8015	37	37	37	37	37	37	37
N-750-0017	56	56	56	56	56	56	56
N-602-0046	11	11	11	11	11	11	11
Total:	3,744	3,744	3,744	3,744	3,744	3,744	3,744

Table 8.3.b: **Maximum Potential Training Workload** R

CIN	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
N-701-0013	7,385	7,385	7,385	7,385	7,385	7,385	7,385
N-701-0014	4,526	4,526	4,526	4,526	4,526	4,526	4,526
N-701-0007	1,795	1,795	1,795	1,795	1,795	1,795	1,795
N-701-0008	1,072	1,072	1,072	1,072	1,072	1,072	1,072
N-701-0009	1,608	1,608	1,608	1,608	1,608	1,608	1,608
N-701-0003	162	162	162	162	162	162	162
N-701-0004	37	37	37	37	37	37	37
N-701-0006	50	50	50	50	50	50	50
N-701-0005	274	274	274	274	274	274	274
N-701-0010	324	324	324	324	324	324	324
N-701-0011	449	449	449	449	449	449	449
N-701-0012	112	112	112	112	112	112	112
N-888-8880	212	212	212	212	212	212	212
N-888-8883	50	50	50	50	50	50	50
N-701-0015	561	561	561	561	561	561	561
N-603-0503	324	324	324	324	324	324	324
N-600-8013	212	212	212	212	212	212	212
N-670-0100	112	112	112	112	112	112	112
N-602-7093	449	449	449	449	449	449	449
N-600-8014	274	274	274	274	274	274	274
N-701-0024	50	50	50	50	50	50	50
N-100-3182	37	37	37	37	37	37	37
N-100-3187	50	50	50	50	50	50	50
N-100-3933	37	37	37	37	37	37	37
N-601-0002	212	212	212	212	212	212	212
N-602-0053	112	112	112	112	112	112	112
N-602-0056	237	237	237	237	237	237	237
N-602-7092	511	511	511	511	511	511	511

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Table 8.3.b: **Maximum Potential Training Workload**

CIN	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
N-701-0013	5,510	5,510	5,510	5,510	5,510	5,510	5,510
N-701-0014	3,406	3,406	3,406	3,406	3,406	3,406	3,406
N-701-0007	1,352	1,352	1,352	1,352	1,352	1,352	1,352
N-701-0008	808	808	808	808	808	808	808
N-701-0009	1,212	1,212	1,212	1,212	1,212	1,212	1,212
N-701-0003	123	123	123	123	123	123	123
N-701-0004	35	35	35	35	35	35	35
N-701-0006	35	35	35	35	35	35	35
N-701-0005	211	211	211	211	211	211	211
N-701-0010	246	246	246	246	246	246	246
N-701-0011	334	334	334	334	334	334	334
N-701-0012	88	88	88	88	88	88	88
N-888-8880	158	158	158	158	158	158	158
N-888-8883	35	35	35	35	35	35	35
N-701-0015	421	421	421	421	421	421	421
N-603-0503	246	246	246	246	246	246	246
N-600-8013	158	158	158	158	158	158	158
N-670-0100	88	88	88	88	88	88	88
N-602-7093	334	334	334	334	334	334	334
N-600-8014	211	211	211	211	211	211	211
N-701-0024	35	35	35	35	35	35	35
N-100-3182	35	35	35	35	35	35	35
N-100-3187	35	35	35	35	35	35	35
N-100-3933	35	35	35	35	35	35	35
N-601-0002	158	158	158	158	158	158	158
N-602-0053	88	88	88	88	88	88	88
N-602-0056	176	176	176	176	176	176	176
N-602-7092	386	386	386	386	386	386	386

CIN	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
N-652-2168	62	62	62	62	62	62	62
N-652-2169	50	50	50	50	50	50	50
N-601-6139	162	162	162	162	162	162	162
N-601-6141	112	112	112	112	112	112	112
N-602-0017	349	349	349	349	349	349	349
N-602-0037	212	212	212	212	212	212	212
N-602-0052	162	162	162	162	162	162	162
N-601-0053	0	0	0	0	0	0	0
N-601-0044	37	37	37	37	37	37	37
N-601-0444	75	75	75	75	75	75	75
N-601-6135	0	0	0	0	0	0	0
N-601-6137	162	162	162	162	162	162	162
N-701-0302	0	0	0	0	0	0	0
N-888-8881	0	0	0	0	0	0	0
N-102-1065	0	0	0	0	0	0	0
N-701-0000	0	0	0	0	0	0	0
N-701-0001	0	0	0	0	0	0	0
N-701-0002	62	62	62	62	62	62	62
N-603-0310	0	0	0	0	0	0	0
N-600-8015	237	237	237	237	237	237	237
N-750-0017	349	349	349	349	349	349	349
N-602-0046	75	75	75	75	75	75	75
Total:	23,340	23,340	23,340	23,340	23,340	23,340	23,340

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CIN	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
N-652-2168	53	53	53	53	53	53	53
N-652-2169	35	35	35	35	35	35	35
N-601-6139	123	123	123	123	123	123	123
N-601-6141	88	88	88	88	88	88	88
N-602-0017	263	263	263	263	263	263	263
N-602-0037	158	158	158	158	158	158	158
N-602-0052	123	123	123	123	123	123	123
N-601-0053	0	0	0	0	0	0	0
N-601-0044	35	35	35	35	35	35	35
N-601-0444	53	53	53	53	53	53	53
N-601-6135	0	0	0	0	0	0	0
N-601-6137	123	123	123	123	123	123	123
N-701-0302	0	0	0	0	0	0	0
N-888-8881	0	0	0	0	0	0	0
N-102-1065	0	0	0	0	0	0	0
N-701-0000	0	0	0	0	0	0	0
N-701-0001	0	0	0	0	0	0	0
N-701-0002	53	53	53	53	53	53	53
N-603-0310	0	0	0	0	0	0	0
N-600-8015	176	176	176	176	176	176	176
N-750-0017	263	263	263	263	263	263	263
N-602-0046	53	53	53	53	53	53	53
Total:	17,558	17,558	17,558	17,558	17,558	17,558	17,558

8. Training, continued

8.4 Provide details of your calculations including assumptions on additional space utilized, major equipment required, production rates, and constraints that limit increased formal training at this NADEP.

The maximum number of students (8.3.a) is dependent upon the length of each course. Rather than try to answer this question for each CIN, we have calculated a total maximum capacity based on the following assumptions:

8 hour day, 5 day week, 52 week year
Average length of class - 160 hours or 4 weeks
There are 288 classroom positions
Can process 288 students every 4 weeks or
Can process (288 X 13) students or 3744 in one year
This can also be expressed as 3744 X 160 training hours per class or 599,040 training hours

Maximum potential training workload (8.3.b) is based on maximum historical workload (1987)

8.5 Given an environment unconstrained by funds or manning, what equipment would you change (add, delete, or modify) to increase your NADEP's capability to accomplish formal training? What other investments in the industrial infrastructure would you make to increase your training capability? Describe quantitatively how the changes above would increase your depot's capability. What would the associated costs be? What would be the payback period and return on investment?

Other than those items already planned in support of BRAC 93, Naval Aviation Depot Cherry Point would not make any additional facility or equipment investments based on economics/best business practices. Throughput/capacity could be increased by instituting a second shift. Associated costs would not be tangible but would include increased equipment maintenance costs.

8.6 Are there any environmental, legal, or otherwise limiting factors that inhibit further the development of training workload at this NADEP (AICUZ encroachment, pollutant discharge, etc.)?

No.

R

Mission Area

9. Workload Summary

9.1 Predicted Workload Variance. Bring forward the information from Tables "#.1" and "#.3" of Sections 1 through 8 above into the Tables below and calculate the variance between projected and potential workloads.

Table 9.1.a: **PREDICTED WORKLOAD VARIANCE FOR FY 1995** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	147	185	38	1,201,933	1,384,957	183,024
Air Missiles	0	0	0	0	0	0
Components	20,939	106,634	85,695	480,365	1,415,079	934,714
Engines	463	1,196	733	263,145	548,430	285,285
Aircraft Service Support	N.A.	N.A.	N.A.	1,406,141	1,737,012	330,871
Manufacturing	N / A	N / A	N / A	170,700	245,440	74,740
Modifications	N.A.	N.A.	N.A.	335,395	335,395	0
Training	581	1,872	1,291	12,788	23,340	10,552
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,870,467	5,689,653	1,819,186

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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Mission Area

9. Workload Summary

9.1 Predicted Workload Variance. Bring forward the information from Tables "#.1" and "#.3" of Sections 1 through 8 above into the Tables below and calculate the variance between projected and potential workloads.

Table 9.1.a: **PREDICTED WORKLOAD VARIANCE FOR FY 1995** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	147	185	38	1,201,933	1,384,957	183,024
Air Missiles	0	0	0	0	0	0
Components	20,939	104,276	83,337	480,365	1,446,905	966,540
Engines	463	1,145	682	263,145	548,430	285,285
Aircraft Service Support	N.A.	N.A.	N.A.	1,406,141	1,687,173	281,032
Manufacturing	N / A	N / A	N / A	170,700	245,440	74,740
Modifications	N.A.	N.A.	N.A.	335,395	335,395	0
Training	581	3744	3,163	12,788	17558	4,770
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,870,467	5,665,858	1,795,391

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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Mission Area

9. Workload Summary

9.1 Predicted Workload Variance. Bring forward the information from Tables "#.1" and "#.3" of Sections 1 through 8 above into the Tables below and calculate the variance between projected and potential workloads.

Table 9.1.a: **PREDICTED WORKLOAD VARIANCE FOR FY 1995**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	147	185	38	1,195,864	1,384,957	189,093
Air Missiles	0	0	0	0	0	0
Components	23,705	104,276	80,571	480,365	1,446,905	966,540
Engines	463	1,145	682	263,145	548,430	285,285
Aircraft Service Support	N.A.	N.A.	N.A.	1,451,141	1,687,173	236,032
Manufacturing	N / A	N / A	N / A	170,700	245,440	74,740
Modifications	N.A.	N.A.	N.A.	335,395	335,395	0
Training	581	3744	3,163	12,788	17558	4,770
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,909,398	5,665,858	1,756,460

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

Table 9.1.b: **PREDICTED WORKLOAD VARIANCE FOR FY 1996** R

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	136	185	49	1,219,553	1,538,957	319,404
Air Missiles	0	0	0	0	0	0
Components	24,571	107,345	82,774	640,061	1,436,555	796,494
Engines	433	1,196	763	250,388	600,980	350,592
Aircraft Service Support	N.A.	N.A.	N.A.	1,468,092	1,702,126	234,034
Manufacturing	N / A	N / A	N / A	224,802	291,460	66,658
Modifications	N.A.	N.A.	N.A.	365,061	365,061	0
Training	581	1,872	1,291	14,004	23,340	9,336
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,181,961	5,958,479	1,776,518

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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Table 9.1.b: **PREDICTED WORKLOAD VARIANCE FOR FY 1996** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	136	185	49	1,219,553	1,538,957	319,404
Air Missiles	0	0	0	0	0	0
Components	24,571	107,064	82,493	640,061	1,468,381	828,320
Engines	433	1,116	683	250,388	600,980	350,592
Aircraft Service Support	N.A.	N.A.	N.A.	1,468,092	1,699,374	231,282
Manufacturing	N / A	N / A	N / A	224,802	291,460	66,658
Modifications	N.A.	N.A.	N.A.	365,061	365,061	0
Training	581	3,744	3,163	14,004	17,558	3,554
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,181,961	5,981,771	1,799,810

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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9. Workload Summary, continued

Table 9.1.b: **PREDICTED WORKLOAD VARIANCE FOR FY 1996**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	136	185	49	1,213,484	1,538,957	325,473
Air Missiles	0	0	0	0	0	0
Components	27,614	107,064	79,450	640,061	1,468,381	828,320
Engines	415	1,116	701	250,388	600,980	350,592
Aircraft Service Support	N.A.	N.A.	N.A.	1,468,092	1,699,374	231,282
Manufacturing	N / A	N / A	N / A	224,802	291,460	66,658
Modifications	N.A.	N.A.	N.A.	365,061	365,061	0
Training	581	3,744	3,163	14,004	17,558	3,554
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,175,892	5,981,771	1,805,879

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

R

ACTIVITY UIC: N65923
CHERRY POINT

Table 9.1.c: **PREDICTED WORKLOAD VARIANCE** FOR FY 1997 **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	137	308	171	1,240,424	1,580,610	340,186
Air Missiles	0	0	0	0	0	0
Components	21,392	107,345	85,953	574,591	1,436,555	861,964
Engines	404	1,196	792	226,049	598,539	372,490
Aircraft Service Support	N.A.	N.A.	N.A.	1,421,809	1,697,538	275,729
Manufacturing	N / A	N / A	N / A	222,892	291,460	68,568
Modifications	N.A.	N.A.	N.A.	409,631	409,631	0
Training	581	1,872	1,291	7,244	23,340	16,096
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,102,640	6,037,673	1,935,033

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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Table 9.1.c: **PREDICTED WORKLOAD VARIANCE** FOR FY 1997 **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	137	308	171	1,240,424	1,580,610	340,186
Air Missiles	0	0	0	0	0	0
Components	21,392	109,314	87,922	574,591	1,468,381	893,790
Engines	404	1,110	706	226,049	598,539	372,490
Aircraft Service Support	N.A.	N.A.	N.A.	1,421,809	1,694,614	272,805
Manufacturing	N / A	N / A	N / A	222,892	291,460	68,568
Modifications	N.A.	N.A.	N.A.	409,631	409,631	0
Training	581	3,744	3,163	7,244	17,558	10,314
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,102,640	6,060,793	1,958,153

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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9. Workload Summary, continued

Table 9.1.c: **PREDICTED WORKLOAD VARIANCE** FOR FY 1997

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	137	308	171	1,240,424	1,580,610	340,186
Air Missiles	0	0	0	0	0	0
Components	24,741	109,314	84,573	574,591	1,468,381	893,790
Engines	386	1,110	724	226,049	598,539	372,490
Aircraft Service Support	N.A.	N.A.	N.A.	1,421,809	1,694,614	272,805
Manufacturing	N / A	N / A	N / A	222,892	291,460	68,568
Modifications	N.A.	N.A.	N.A.	409,631	409,631	0
Training	581	3,744	3,163	7,244	17,558	10,314
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,102,640	6,060,793	1,958,153

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

R

Table 9.1.d: **PREDICTED WORKLOAD VARIANCE FOR FY 1998** R

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	150	308	158	1,121,358	1,549,662	428,304
Air Missiles	0	0	0	0	0	0
Components	20,332	107,345	87,013	555,447	1,436,555	881,108
Engines	341	1,196	855	218,488	598,094	379,606
Aircraft Service Support	N.A.	N.A.	N.A.	1,431,591	1,676,860	245,269
Manufacturing	N / A	N / A	N / A	48,000	291,460	243,460
Modifications	N.A.	N.A.	N.A.	206,177	294,429	88,252
Training	581	1,872	1,291	7,244	23,340	16,096
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,588,305	5,870,400	2,282,095

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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Table 9.1.d: **PREDICTED WORKLOAD VARIANCE FOR FY 1998** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	150	308	158	1,121,358	1,549,662	428,304
Air Missiles	0	0	0	0	0	0
Components	20,332	111,760	91,428	555,447	1,468,381	912,934
Engines	341	1,100	759	218,488	598,094	379,606
Aircraft Service Support	N.A.	N.A.	N.A.	1,431,591	1,673,936	242,345
Manufacturing	N / A	N / A	N / A	48,000	291,460	243,460
Modifications	N.A.	N.A.	N.A.	206,177	294,429	88,252
Training	581	3,744	3,163	7,244	17,558	10,314
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,588,305	5,893,520	2,305,215

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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9. Workload Summary, continued

Table 9.1.d: **PREDICTED WORKLOAD VARIANCE FOR FY 1998**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	150	308	158	1,121,358	1,549,662	428,304
Air Missiles	0	0	0	0	0	0
Components	24,011	111,760	87,749	555,447	1,468,381	912,934
Engines	323	1,100	777	218,488	598,094	379,606
Aircraft Service Support	N.A.	N.A.	N.A.	1,431,591	1,673,936	242,345
Manufacturing	N / A	N / A	N / A	48,000	291,460	243,460
Modifications	N.A.	N.A.	N.A.	294,429	294,429	0
Training	581	3,744	3,163	7,244	17,558	10,314
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,676,557	5,893,520	2,216,963

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

R

ACTIVITY UIC: N65923
CHERRY POINT

Table 9.1.e: **PREDICTED WORKLOAD VARIANCE FOR FY 1999** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	152	308	156	1,138,321	1,521,408	383,087
Air Missiles	0	0	0	0	0	0
Components	18,683	107,345	88,662	512,533	1,436,555	924,022
Engines	370	1,196	826	232,177	599,642	367,465
Aircraft Service Support	N.A.	N.A.	N.A.	1,357,497	1,676,685	319,188
Manufacturing	N / A	N / A	N / A	46,000	291,460	245,460
Modifications	N.A.	N.A.	N.A.	97,801	186,053	88,252
Training	581	1,872	1,291	7,244	23,340	16,096
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,391,573	5,735,143	2,343,570

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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Table 9.1.e: **PREDICTED WORKLOAD VARIANCE FOR FY 1999** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	152	308	156	1,138,321	1,521,408	383,087
Air Missiles	0	0	0	0	0	0
Components	18,683	114,429	95,746	512,533	1,468,381	955,848
Engines	370	1,106	736	232,177	599,642	367,465
Aircraft Service Support	N.A.	N.A.	N.A.	1,357,497	1,673,761	316,264
Manufacturing	N / A	N / A	N / A	46,000	291,460	245,460
Modifications	N.A.	N.A.	N.A.	97,801	186,053	88,252
Training	581	3,744	3,163	7,244	17,558	10,314
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,391,573	5,758,263	2,366,690

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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9. Workload Summary, continued

Table 9.1.e: **PREDICTED WORKLOAD VARIANCE FOR FY 1999**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	152	308	156	1,138,321	1,521,408	383,087
Air Missiles	0	0	0	0	0	0
Components	22,736	114,429	91,693	512,533	1,468,381	955,848
Engines	352	1,106	754	232,177	599,642	367,465
Aircraft Service Support	N.A.	N.A.	N.A.	1,357,497	1,673,761	316,264
Manufacturing	N / A	N / A	N / A	46,000	291,460	245,460
Modifications	N.A.	N.A.	N.A.	186,053	186,053	0
Training	581	3,744	3,163	7,244	17,558	10,314
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,479,825	5,758,263	2,278,438

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

R

ACTIVITY UIC: N65923
CHERRY POINT

Table 9.1.f: **PREDICTED WORKLOAD VARIANCE FOR FY 2000** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	153	308	155	1,149,975	1,530,206	380,231
Air Missiles	0	0	0	0	0	0
Components	17,062	107,345	90,283	462,940	1,436,555	973,615
Engines	376	1,196	820	234,894	596,641	361,747
Aircraft Service Support	N.A.	N.A.	N.A.	1,349,930	1,676,685	326,755
Manufacturing	N / A	N / A	N / A	47,000	291,460	244,460
Modifications	N.A.	N.A.	N.A.	51,543	139,795	88,252
Training	581	1,872	1,291	7,244	23,340	16,096
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,303,526	5,694,682	2,391,156

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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Table 9.1.f: **PREDICTED WORKLOAD VARIANCE FOR FY 2000** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	153	308	155	1,149,975	1,530,206	380,231
Air Missiles	0	0	0	0	0	0
Components	17,062	117,351	100,289	462,940	1,468,381	1,005,441
Engines	376	1,106	730	234,894	596,641	361,747
Aircraft Service Support	N.A.	N.A.	N.A.	1,349,930	1,673,761	323,831
Manufacturing	N / A	N / A	N / A	47,000	291,460	244,460
Modifications	N.A.	N.A.	N.A.	51,543	139,795	88,252
Training	581	3,744	3,163	7,244	17,558	10,314
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,303,526	5,717,802	2,414,276

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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9. Workload Summary, continued

Table 9.1.f: PREDICTED WORKLOAD VARIANCE FOR FY 2000

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	153	308	155	1,149,975	1,530,206	380,231
Air Missiles	0	0	0	0	0	0
Components	21,516	117,351	95,835	462,940	1,468,381	1,005,441
Engines	358	1,106	748	234,894	596,641	361,747
Aircraft Service Support	N.A.	N.A.	N.A.	1,349,930	1,673,761	323,831
Manufacturing	N / A	N / A	N / A	47,000	291,460	244,460
Modifications	N.A.	N.A.	N.A.	139,795	139,795	0
Training	581	3,744	3,163	7,244	17,558	10,314
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,391,778	5,717,802	2,326,024

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

R

ACTIVITY UIC: N65923
CHERRY POINT

Table 9.1.g: **PREDICTED WORKLOAD VARIANCE FOR FY 2001** R

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	148	308	160	1,127,878	1,548,196	420,318
Air Missiles	0	0	0	0	0	0
Components	17,064	107,345	90,281	461,462	1,436,555	975,093
Engines	389	1,196	807	237,803	600,185	362,382
Aircraft Service Support	N.A.	N.A.	N.A.	1,349,930	1,676,685	326,755
Manufacturing	N / A	N / A	N / A	47,000	291,460	244,460
Modifications	N.A.	N.A.	N.A.	28,053	139,304	111,251
Training	581	1,872	1,291	7,244	23,340	16,096
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,259,370	5,715,725	2,456,355

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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Table 9.1.g: **PREDICTED WORKLOAD VARIANCE FOR FY 2001** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	148	308	160	1,127,878	1,548,196	420,318
Air Missiles	0	0	0	0	0	0
Components	17,064	120,566	103,502	461,462	1,468,381	1,006,919
Engines	389	1,106	717	237,803	600,185	362,382
Aircraft Service Support	N.A.	N.A.	N.A.	1,349,930	1,673,761	323,831
Manufacturing	N / A	N / A	N / A	47,000	291,460	244,460
Modifications	N.A.	N.A.	N.A.	28,053	139,304	111,251
Training	581	3,744	3,163	7,244	17,558	10,314
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,259,370	5,738,845	2,479,475

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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9. Workload Summary, continued

Table 9.1.g: **PREDICTED WORKLOAD VARIANCE FOR FY 2001**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	148	308	160	1,127,878	1,548,196	420,318
Air Missiles	0	0	0	0	0	0
Components	21,960	120,566	98,606	461,462	1,468,381	1,006,919
Engines	371	1,106	735	237,803	600,185	362,382
Aircraft Service Support	N.A.	N.A.	N.A.	1,349,930	1,673,761	323,831
Manufacturing	N / A	N / A	N / A	47,000	291,460	244,460
Modifications	N.A.	N.A.	N.A.	139,304	139,304	0
Training	581	3,744	3,163	7,244	17,558	10,314
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,370,621	5,738,845	2,368,224

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

9.2 Core Workload Variance. Bring forward the information from Tables "#.2" and "#.3" of Sections 1 through 8 above into the Tables below and calculate the variance between projected and potential workloads.

Table 9.2.a: **CORE WORKLOAD VARIANCE FOR FY 1995** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	75	185	110	668,462	1,384,957	716,495
Air Missiles	0	0	0	0	0	0
Components	16,705	106,634	89,929	358,245	1,415,079	1,056,834
Engines	282	1,196	914	201,822	548,430	346,608
Aircraft Service Support	N.A.	N.A.	N.A.	567,647	1,737,012	1,169,365
Manufacturing	N / A	N / A	N / A	170,100	245,440	75,340
Modifications	N.A.	N.A.	N.A.	44,150	335,395	291,245
Training	0	1,872	1,872	0	23,340	23,340
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,010,426	5,689,653	3,679,227

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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9.2 Core Workload Variance. Bring forward the information from Tables "#.2" and "#.3" of Sections 1 through 8 above into the Tables below and calculate the variance between projected and potential workloads.

Table 9.2.a: **CORE WORKLOAD VARIANCE FOR FY 1995** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	75	185	110	668,462	1,384,957	716,495
Air Missiles	0	0	0	0	0	0
Components	16,705	104,276	87,571	358,245	1,446,905	1,088,660
Engines	282	1,145	863	201,822	548,430	346,608
Aircraft Service Support	N.A.	N.A.	N.A.	567,647	1,687,173	1,119,526
Manufacturing	N / A	N / A	N / A	170,100	245,440	75,340
Modifications	N.A.	N.A.	N.A.	44,150	335,395	291,245
Training	0	3744	3,744	0	17,558	17,558
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,010,426	5,665,858	3,655,432

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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9. Workload Summary, continued

9.2 Core Workload Variance. Bring forward the information from Tables "#.2" and "#.3" of Sections 1 through 8 above into the Tables below and calculate the variance between projected and potential workloads.

Table 9.2.a: **CORE WORKLOAD VARIANCE FOR FY 1995**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	75	185	110	668,462	1,384,957	716,495
Air Missiles	0	0	0	0	0	0
Components	16,705	104,276	87,571	358,245	1,446,905	1,088,660
Engines	282	1,145	863	201,822	548,430	346,608
Aircraft Service Support	N.A.	N.A.	N.A.	567,647	1,687,173	1,119,526
Manufacturing	N / A	N / A	N / A	170,100	245,440	75,340
Modifications	N.A.	N.A.	N.A.	0	335,395	335,395
Training	0	3744	3,744	0	17,558	17,558
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	1,966,276	5,665,858	3,699,582

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

R

Table 9.2.b: **CORE WORKLOAD VARIANCE FOR FY 1996** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	82	185	103	747,806	1,538,957	791,151
Air Missiles	0	0	0	0	0	0
Components	19,022	107,345	88,323	495,817	1,436,555	940,738
Engines	221	1,196	975	166,891	600,980	434,089
Aircraft Service Support	N.A.	N.A.	N.A.	691,648	1,702,126	1,010,478
Manufacturing	N / A	N / A	N / A	224,202	291,460	67,258
Modifications	N.A.	N.A.	N.A.	59,663	365,061	305,398
Training	0	1,872	1,872	0	23,340	23,340
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,386,027	5,958,479	3,572,452

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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Table 9.2.b: CORE WORKLOAD VARIANCE FOR FY 1996 R

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	82	185	103	747,806	1,538,957	791,151
Air Missiles	0	0	0	0	0	0
Components	19,022	107,064	88,042	495,817	1,468,381	972,564
Engines	221	1,116	895	166,891	600,980	434,089
Aircraft Service Support	N.A.	N.A.	N.A.	691,648	1,699,374	1,007,726
Manufacturing	N / A	N / A	N / A	224,202	291,460	67,258
Modifications	N.A.	N.A.	N.A.	59,663	365,061	305,398
Training	0	3,744	3,744	0	17,558	17,558
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,386,027	5,981,771	3,595,744

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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9. Workload Summary, continued

Table 9.2.b: **CORE WORKLOAD VARIANCE FOR FY 1996**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	82	185	103	747,806	1,538,957	791,151
Air Missiles	0	0	0	0	0	0
Components	19,022	107,064	88,042	495,817	1,468,381	972,564
Engines	221	1,116	895	166,891	600,980	434,089
Aircraft Service Support	N.A.	N.A.	N.A.	691,648	1,699,374	1,007,726
Manufacturing	N / A	N / A	N / A	224,202	291,460	67,258
Modifications	N.A.	N.A.	N.A.	0	365,061	365,061
Training	0	3,744	3,744	0	17,558	17,558
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,326,364	5,981,771	3,655,407

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

R

Table 9.2.c: **CORE WORKLOAD VARIANCE FOR FY 1997** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	81	308	227	773,021	1,580,610	807,589
Air Missiles	0	0	0	0	0	0
Components	19,003	107,345	88,342	499,565	1,436,555	936,990
Engines	199	1,196	997	144,980	598,539	453,559
Aircraft Service Support	N.A.	N.A.	N.A.	801,836	1,697,538	895,702
Manufacturing	N / A	N / A	N / A	222,292	291,460	69,168
Modifications	N.A.	N.A.	N.A.	67,491	409,631	342,140
Training	0	1,872	1,872	0	23,340	23,340
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,509,185	6,037,673	3,528,488

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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Table 9.2.c: **CORE WORKLOAD VARIANCE FOR FY 1997** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	81	308	227	773,021	1,580,610	807,589
Air Missiles	0	0	0	0	0	0
Components	19,003	109,314	90,311	499,565	1,468,381	968,816
Engines	199	1,110	911	144,980	598,539	453,559
Aircraft Service Support	N.A.	N.A.	N.A.	801,836	1,694,614	892,778
Manufacturing	N / A	N / A	N / A	222,292	291,460	69,168
Modifications	N.A.	N.A.	N.A.	67,491	409,631	342,140
Training	0	3,744	3,744	0	17,558	17,558
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,509,185	6,060,793	3,551,608

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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9. Workload Summary, continued

Table 9.2.c: **CORE WORKLOAD VARIANCE FOR FY 1997**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	81	308	227	773,021	1,580,610	807,589
Air Missiles	0	0	0	0	0	0
Components	19,003	109,314	90,311	499,565	1,468,381	968,816
Engines	199	1,110	911	144,980	598,539	453,559
Aircraft Service Support	N.A.	N.A.	N.A.	801,836	1,694,614	892,778
Manufacturing	N / A	N / A	N / A	222,292	291,460	69,168
Modifications	N.A.	N.A.	N.A.	0	409,631	409,631
Training	0	3,744	3,744	0	17,558	17,558
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,441,694	6,060,793	3,619,099

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

R

Table 9.2.d: **CORE WORKLOAD VARIANCE FOR FY 1998** R

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	93	308	215	667,366	1,549,662	882,296
Air Missiles	0	0	0	0	0	0
Components	18,011	107,345	89,334	479,176	1,436,555	957,379
Engines	216	1,196	980	162,922	598,094	435,172
Aircraft Service Support	N.A.	N.A.	N.A.	791,175	1,676,860	885,685
Manufacturing	N / A	N / A	N / A	47,400	291,460	244,060
Modifications	N.A.	N.A.	N.A.	51,544	294,429	242,885
Training	0	1,872	1,872	0	23,340	23,340
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,199,583	5,870,400	3,670,817

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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Table 9.2.d: CORE WORKLOAD VARIANCE FOR FY 1998 R

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	93	308	215	667,366	1,549,662	882,296
Air Missiles	0	0	0	0	0	0
Components	18,011	111,760	93,749	479,176	1,468,381	989,205
Engines	216	1,100	884	162,922	598,094	435,172
Aircraft Service Support	N.A.	N.A.	N.A.	791,175	1,673,936	882,761
Manufacturing	N / A	N / A	N / A	47,400	291,460	244,060
Modifications	N.A.	N.A.	N.A.	51,544	294,429	242,885
Training	0	3,744	3,744	0	17,558	17,558
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,199,583	5,893,520	3,693,937

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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9. Workload Summary, continued

Table 9.2.d: **CORE WORKLOAD VARIANCE FOR FY 1998**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	93	308	215	667,366	1,549,662	882,296
Air Missiles	0	0	0	0	0	0
Components	18,011	111,760	93,749	479,176	1,468,381	989,205
Engines	216	1,100	884	162,922	598,094	435,172
Aircraft Service Support	N.A.	N.A.	N.A.	791,175	1,673,936	882,761
Manufacturing	N / A	N / A	N / A	48,000	291,460	243,460
Modifications	N.A.	N.A.	N.A.	0	294,429	294,429
Training	0	3,744	3,744	0	17,558	17,558
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,148,639	5,893,520	3,744,881

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

R

ACTIVITY UIC: N65923
CHERRY POINT

Table 9.2.e: **CORE WORKLOAD VARIANCE FOR FY 1999** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	94	308	214	680,562	1,521,408	840,846
Air Missiles	0	0	0	0	0	0
Components	16,306	107,345	91,039	435,318	1,436,555	1,001,237
Engines	220	1,196	976	166,644	599,642	432,998
Aircraft Service Support	N.A.	N.A.	N.A.	852,114	1,676,685	824,571
Manufacturing	N / A	N / A	N / A	45,400	291,460	246,060
Modifications	N.A.	N.A.	N.A.	31,295	186,053	154,758
Training	0	1,872	1,872	0	23,340	23,340
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,211,333	5,735,143	3,523,810

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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Table 9.2.e: CORE WORKLOAD VARIANCE FOR FY 1999 R

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	94	308	214	680,562	1,521,408	840,846
Air Missiles	0	0	0	0	0	0
Components	16,306	114,429	98,123	435,318	1,468,381	1,033,063
Engines	220	1,106	886	166,644	599,642	432,998
Aircraft Service Support	N.A.	N.A.	N.A.	852,114	1,673,761	821,647
Manufacturing	N / A	N / A	N / A	45,400	291,460	246,060
Modifications	N.A.	N.A.	N.A.	31,295	186,053	154,758
Training	0	3,744	3,744	0	17,558	17,558
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,211,333	5,758,263	3,546,930

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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9. Workload Summary, continued

Table 9.2.e: **CORE WORKLOAD VARIANCE FOR FY 1999**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	94	308	214	680,562	1,521,408	840,846
Air Missiles	0	0	0	0	0	0
Components	16,306	114,429	98,123	435,318	1,468,381	1,033,063
Engines	220	1,106	886	166,644	599,642	432,998
Aircraft Service Support	N.A.	N.A.	N.A.	852,114	1,673,761	821,647
Manufacturing	N / A	N / A	N / A	46,000	291,460	245,460
Modifications	N.A.	N.A.	N.A.	0	186,053	186,053
Training	0	3,744	3,744	0	17,558	17,558
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,180,638	5,758,263	3,577,625

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

R

ACTIVITY UIC: N65923
CHERRY POINT

Table 9.2.f: **CORE WORKLOAD VARIANCE FOR FY 2000** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	93	308	215	675,892	1,530,206	854,314
Air Missiles	0	0	0	0	0	0
Components	14,689	107,345	92,656	386,390	1,436,555	1,050,165
Engines	226	1,196	970	171,693	596,641	424,948
Aircraft Service Support	N.A.	N.A.	N.A.	919,401	1,676,685	757,284
Manufacturing	N / A	N / A	N / A	46,400	291,460	245,060
Modifications	N.A.	N.A.	N.A.	18,040	139,795	121,755
Training	0	1,872	1,872	0	23,340	23,340
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,217,816	5,694,682	3,476,866

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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Table 9.2.f: CORE WORKLOAD VARIANCE FOR FY 2000 R

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	93	308	215	675,892	1,530,206	854,314
Air Missiles	0	0	0	0	0	0
Components	14,689	117,351	102,662	386,390	1,468,381	1,081,991
Engines	226	1,106	880	171,693	596,641	424,948
Aircraft Service Support	N.A.	N.A.	N.A.	919,401	1,673,761	754,360
Manufacturing	N / A	N / A	N / A	46,400	291,460	245,060
Modifications	N.A.	N.A.	N.A.	18,040	139,795	121,755
Training	0	3,744	3,744	0	17,558	17,558
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,217,816	5,717,802	3,499,986

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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9. Workload Summary, continued

Table 9.2.f: CORE WORKLOAD VARIANCE FOR FY 2000

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	93	308	215	675,892	1,530,206	854,314
Air Missiles	0	0	0	0	0	0
Components	14,689	117,351	102,662	386,390	1,468,381	1,081,991
Engines	226	1,106	880	171,693	596,641	424,948
Aircraft Service Support	N.A.	N.A.	N.A.	919,401	1,673,761	754,360
Manufacturing	N / A	N / A	N / A	47,000	291,460	244,460
Modifications	N.A.	N.A.	N.A.	0	139,795	139,795
Training	0	3,744	3,744	0	17,558	17,558
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,200,376	5,717,802	3,517,426

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

R

ACTIVITY UIC: N65923
CHERRY POINT

Table 9.2.g: **CORE WORKLOAD VARIANCE FOR FY 2001** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	93	308	215	674,970	1,548,196	873,226
Air Missiles	0	0	0	0	0	0
Components	14,691	107,345	92,654	384,912	1,436,555	1,051,643
Engines	222	1,196	974	168,635	600,185	431,550
Aircraft Service Support	N.A.	N.A.	N.A.	919,401	1,676,685	757,284
Manufacturing	N / A	N / A	N / A	46,400	291,460	245,060
Modifications	N.A.	N.A.	N.A.	9,819	139,304	129,485
Training	0	1,872	1,872	0	23,340	23,340
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,204,137	5,715,725	3,511,588

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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Table 9.2.g: **CORE WORKLOAD VARIANCE FOR FY 2001** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	93	308	215	674,970	1,548,196	873,226
Air Missiles	0	0	0	0	0	0
Components	14,691	120,566	105,875	384,912	1,468,381	1,083,469
Engines	222	1,106	884	168,635	600,185	431,550
Aircraft Service Support	N.A.	N.A.	N.A.	919,401	1,673,761	754,360
Manufacturing	N / A	N / A	N / A	46,400	291,460	245,060
Modifications	N.A.	N.A.	N.A.	9,819	139,304	129,485
Training	0	3,744	3,744	0	17,558	17,558
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,204,137	5,738,845	3,534,708

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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9. Workload Summary, continued

Table 9.2.g: **CORE WORKLOAD VARIANCE FOR FY 2001**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	93	308	215	674,970	1,548,196	873,226
Air Missiles	0	0	0	0	0	0
Components	14,691	120,566	105,875	384,912	1,468,381	1,083,469
Engines	222	1,106	884	168,635	600,185	431,550
Aircraft Service Support	N.A.	N.A.	N.A.	919,401	1,673,761	754,360
Manufacturing	N / A	N / A	N / A	46,400	291,460	245,060
Modifications	N.A.	N.A.	N.A.	0	139,304	139,304
Training	0	3,744	3,744	0	17,558	17,558
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,194,318	5,738,845	3,544,527

[1] This workload is not duplicative of any previously reported workload. Detail all production categorized as "other".

N.A. - NOT AVAILABLE
N/A - NOT APPLICABLE

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Features and Capabilities

10 Facility Measures

10.1 For the following Category Code Numbers (CCN), provide the adequate, substandard, and inadequate facility quantities in thousands of square feet (KSF) per condition category within each entry.

Table 10.1.a: **Facility Conditions** **R**

CCN	Facility Type	Condition			Comments
		Adequate	Substandard	Inadequate	
211-03	Corrosion Control Hangar (SubTotal)	0	0	0	
211-04 thru 211-07	Maintenance Hangar (SubTotal)	0	0	0	
211-11	Corrosion Control	29	0	5	
211-12	Paint & Finishing	0	36	0	
211-13	A/C Non-Destructive Test	4	2	0	
211-14	A/C Rework	167	0	0	
211-10 thru 211-14	Overhaul/Repair/ Corrosion Shops (SubTotal)	200	38	5	
211-22	Engine Prep & Storage	8	0	0	
211-23	Engine Examination & Evaluation	9	0	0	
211-24	Dedicated Engine Overhaul	88	0	0	
211-25	Jet Engine Overhaul	11	0	6	
211-27	Turbine Engine Overhaul	18	0	0	
211-20 thru 211-27	Aircraft Engine Shops (SubTotal)	134	0	6	
Table 10.1.a Total		334	38	11	

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Features and Capabilities

10 Facility Measures

10.1 For the following Category Code Numbers (CCN), provide the adequate, substandard, and inadequate facility quantities in thousands of square feet (KSF) per condition category within each entry.

Table 10.1.a: **Facility Conditions**

CCN	Facility Type	Condition			Comments
		Adequate	Substandard	Inadequate	
211-03	Corrosion Control Hangar (SubTotal)	0	0	0	
211-04 thru 211-07	Maintenance Hangar (SubTotal)	0	0	0	
211-11	Corrosion Control	29	0	5	
211-12	Paint & Finishing	0	36	0	
211-13	A/C Non-Destructive Test	4	2	0	
211-14	A/C Rework	167	0	0	
211-10 thru 211-14	Overhaul/Repair/ Corrosion Shops (SubTotal)	202	38	5	
211-22	Engine Prep & Storage	8	0	0	
211-23	Engine Examination & Evaluation	9	0	0	
211-24	Dedicated Engine Overhaul	88	0	0	
211-25	Jet Engine Overhaul	11	0	6	
211-27	Turbine Engine Overhaul	18	0	0	
211-20 thru 211-27	Aircraft Engine Shops (SubTotal)	134	0	6	
Table 10.1.a Total		336	38	11	

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Table 10.1.b: **Facility Conditions** R

CCN	Facility Type	Condition			Comments
		Adequate	Substandard	Inadequate	
211-31	Dedicated A/C Engine Overhaul	71	7	0	
211-32	Metal Component	44	0	0	
211-33	Non-Metal Component	71	0	0	
211-34	Dynamic Component	49	0	0	
211-35	Hydraulic Component	31	0	0	
211-36	Electrical Component	11	0	0	
211-37	Turbine Access	36	0	0	
211-38	Pneumatic Oxygen	1	0	0	
211-30 thru 211-39	Engine Accessory and Component Shops (SubTotal)	314	7	0	
211-41	Dedicated Elec Communication	4	0	0	
211-42	Electrical Systems Component	22	0	0	
211-43	Inertial Qual OH	16	0	0	
211-44	Non-Inertial Qual	7	0	0	
211-40 thru 211-44	Electronics/ Avionics Shops (SubTotal)	49	0	0	
211-52	A/C Weapon Overhaul	4	0	0	
211-50 thru 211-53	Aircraft Weapons Shops (SubTotal)	4	0	0	
211-62	Support Equipment Calibration	11	0	0	
211-63	Ground Support Equipment	39	0	0	

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10. Facility Measures, continued

Table 10.1.b: **Facility Conditions**

CCN	Facility Type	Condition			Comments
		Adequate	Substandard	Inadequate	
211-31	Dedicated A/C Engine Overhaul	71	7	0	
211-32	Metal Component	44	0	0	
211-33	Non-Metal Component	71	0	0	
211-34	Dynamic Component	49	0	0	
211-35	Hydraulic Component	31	0	0	
211-36	Electrical Component	11	0	0	
211-37	Turbine Access	36	0	0	
211-38	Pneumatic Oxygen	1	0	0	
211-30 thru 211-39	Engine Accessory and Component Shops (SubTotal)	314	7	0	
211-41	Dedicated Elec Communication	4	0	0	
211-42	Electrical Systems Component	22	0	0	
211-43	Inertial Qual OH	16	0	0	
211-44	Non-Inertial Qual	7	0	0	
211-40 thru 211-44	Electronics/ Avionics Shops (SubTotal)	48	0	0	
211-52	A/C Weapon Overhaul	4	0	0	
211-50 thru 211-53	Aircraft Weapons Shops (SubTotal)	4	0	0	
211-62	Support Equipment Calibration	11	0	0	

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ACTIVITY UIC: N65923
CHERRY POINT

CCN	Facility Type	Condition			Comments
		Adequate	Substandard	Inadequate	
211-64	Ground Support Equipment	12	0	0	
211-60 thru 211-64	Support Equipment Shops (SubTotal)	62	0	0	
211-71	Dedicated Manufacture & Repair	34	0	0	
211-72	Metal Fab/Manufacture	40	0	0	
211-73	Metal Treat Shop	44	0	0	
211-76	Misc Parts/Component	15	0	0	
211-70 thru 211-76	Manufacturing and Repair Shops (SubTotal)	133	0	0	
	Table 10.1.b Total	562	7	0	

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CCN	Facility Type	Condition			Comments
		Adequate	Substandard	Inadequate	
211-63	Ground Support Equipment	39	0	0	
211-64	Ground Support Equipment	12	0	0	
211-60 thru 211-64	Support Equipment Shops (SubTotal)	62	0	0	
211-71	Dedicated Manufacture & Repair	34	0	0	
211-72	Metal Fab/Manufacture	40	0	0	
211-73	Metal Treat Shop	44	0	0	
211-76	Misc Parts/Component	15	0	0	
211-70 thru 211-76	Manufacturing and Repair Shops (SubTotal)	133	0	0	
Table 10.1.b Total		561	7	0	

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Table 10.1.c: **Facility Conditions** R

CCN	Facility Type	Condition			Comments
		Adequate	Substandard	Inadequate	
211-83	Engine Test Cell	29	3	0	
211-84	Helo Blade Test	2	0	0	
211-94	A/C Power Check	3	0	1	
211-98	A/C Acoustical Enclosure	7	0	0	
211-80 thru 211-89 211-92 211-94 211-98	Test and Calibration Shops and Facilities (SubTotal)	41	3	1	
211-93	Engineering Lab	13	0	0	
211-97	Plant Ser for A/C Overhaul	36	17	0	
211-90 211-93 211-97	Other Support (SubTotal)	49	17	0	
211-95	Mat & Equip Sta	8	0	0	
211-96	Maint A/C Spare	1,445	6	25	
211-99	Hazardous Material Storage	12	0	0	
211-95 211-96 211-99	Storage Facilities (SubTotal)	1,465	6	25	
	Table 10.1.c Total	1,555	26	26	
	Table 10.1.a Total	334	38	11	
	Table 10.1.b Total	562	7	0	
Activity Total		2,451	71	37	

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10. Facility Measures, continued

Table 10.1.c: **Facility Conditions**

CCN	Facility Type	Condition			Comments
		Adequate	Substandard	Inadequate	
211-83	Engine Test Cell	29	3	0	
211-84	Helo Blade Test	2	0	0	
211-94	A/C Power Check	3	0	1	
211-98	A/C Acoustical Enclosure	7	0	0	
211-80 thru 211-89 211-92 211-94 211-98	Test and Calibration Shops and Facilities (SubTotal)	41	3	1	
211-93	Engineering Lab	13	0	0	
211-97	Plant Ser for A/C Overhaul	36	17	0	
211-90 211-93 211-97	Other Support (SubTotal)	49	17	0	
211-95	Mat & Equip Sta	8	0	0	
211-96	Maint A/C Spare	1445	6	25	
211-99	Hazardous Material Storage	12	0	0	
211-95 211-96 211-99	Storage Facilities (SubTotal)	164	6	25	
	Table 10.1.c Total	254	26	26	
	Table 10.1.a Total	336	38	11	
	Table 10.1.b Total	561	7	0	
Activity Total		1,151	71	37	

10. Facility Measures, continued

10.2 In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories identified in Tables 10.1.a through 10.1.c, above where inadequate facilities are identified provide the following information:

a. Facility type/code:
b. What makes it inadequate?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard?
e. What other use could be made of the facility and at what cost?
f. Current improvement plans and programmed funding:
g. Has this facility condition resulted in C3 or C4 designation on your BASEREP?

211-11 Corrosion Control
This function is currently located in Building 424 which was built in 1947. This facility currently has two repair projects under way at this time. They are:

R22-94 Repair Electrical Service for a cost of $7,000.
R24-89 Repairs to Building 424 for a cost of $220,000.
Upon completion of these projects this building will be upgraded from inadequate to substandard condition. This facility is being used for its intended purpose of corrosion control.

211-25 Jet Engine Overhaul
This function is currently located in Building 421 which was built in 1944. A repair project was completed in April '93 for the repair of the roof. Upon completion of this project this facility should have been upgraded from inadequate to substandard. The project was:

R68-89 Repair Roof Building 421 for a cost of $33,433.
We are currently using this facility for a Jet Engine Overhaul Shop.

211-94 A/C Power Check

This structure is an exhaust deflector used for the run up of aircraft. It is currently used only when other run up facilities are unavailable.

211-96 Maintenance Aircraft Spare
The inadequate space under this category code is made up of 9 aircraft storage containers which are used for storage of aircraft spares.

R

10.3 Identify the facility and equipment values for your activity in the Table below, as executed and budgeted for the period requested. As applied herein:

- Maintenance of Real Property (MRP) is the budgetary term gathering the expenses or budget requirements for facility work and includes recurring maintenance, major repairs and minor construction (non-MILCON) inclusive of all Major Claimant funded Special Projects. It is the amount of funds spent on or budgeted for maintenance and repair of real property assets to maintain the facility in satisfactory operating condition. For purposes of this Data Call, MRP includes all M1/R1 and M2/R2 expenditures.
- Current Plant Value (CPV) refer to incorporates Class 2 Real Property and is the hypothetical dollar amount required to replace a Class 2 facility in kind at today's dollars (e.g.: the cost today to replace an existing wood frame barracks with another barracks, also wood frame).

- Acquisition Cost of Equipment (ACE) reports the total cumulative acquisition cost of all "Personal Property" equipment which includes the cost of installed equipments directly related to mission execution (such as lab test equpiment). Class 2 installed capital equipment which is integral to the facility should not be reported as ACE.

Table 10.3: **Expenditures and Equipment Values** **R**

FY	MRP ($ K)	CPV ($ K)	ACE ($ K)
1986	4,829	N.A.	13,868,450
1987	4,289	N.A.	13,381,670
1988	4,599	N.A.	* 25,208,860
1989	3,739	267,837	** 15,905,631
1990	2,998	273,856	** 17,097,528
1991	3,637	284,702	** 10,803,282
1992	5,011	287,791	** 4,469,000
1993	5,711	293,079	5,986,000
1994	7,076	306,398	5,136,000
1995	10,265	325,218	3,623,000
1996	9,978	334,889	3,209,000
1997	8,481	363,018	3,000,000

N.A. - NOT AVAILABLE
* Includes NEAC
** Includes NEAC & RAMP

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10. Facility Measures, continued

10.3 Identify the facility and equipment values for your activity in the Table below, as executed and budgeted for the period requested. As applied herein:

- Maintenance of Real Property (MRP) is the budgetary term gathering the expenses or budget requirements for facility work and includes recurring maintenance, major repairs and minor construction (non-MILCON) inclusive of all Major Claimant funded Special Projects. It is the amount of funds spent on or budgeted for maintenance and repair of real property assets to maintain the facility in satisfactory operating condition. For purposes of this Data Call, MRP includes all M1/R1 and M2/R2 expenditures.

- Current Plant Value (CPV) refer to incorporates Class 2 Real Property and is the hypothetical dollar amount required to replace a Class 2 facility in kind at today's dollars (e.g.: the cost today to replace an existing wood frame barracks with another barracks, also wood frame).

- Acquisition Cost of Equipment (ACE) reports the total cumulative acquisition cost of all "Personal Property" equipment which includes the cost of installed equipments directly related to mission execution (such as lab test equpiment). Class 2 installed capital equipment which is integral to the facility should not be reported as ACE.

Table 10.3: **Expenditures and Equipment Values**

FY	MRP ($ K)	CPV ($ K)	ACE ($ K)
1986	4,829	N.A.	13,868,450
1987	4,289	N.A.	13,381,670
1988	4,599	N.A.	* 25,208,860
1989	3,739	267,837	** 15,905,631
1990	2,952	273,856	** 17,097,528
1991	3,357	284,702	** 10,803,282
1992	4,986	287,791	** 4,469,000
1993	5,838	293,079	5,986,000
1994	5,575	304,007	5,136,000
1995	5,504	324,543	3,623,000
1996	6,095	335,033	3,209,000
1997	6,416	363,900	3,000,000

N.A. - NOT AVAILABLE
* Includes NEAC
** Includes NEAC & RAMP

Revised pg

11. Manpower Factors

11.1 For the following Shops and Work Stations, provide your most current work force summary broken out in the categories below. Add other critical Shops/Work Stations and their work force make-up below the listed facility types.

Table 11.1: **Manpower Factors** **R**

Facility Type	Work Force Breakout			
	Management	Leadingmen	Journeymen	Apprentices
Corrosion Control Hangar	0	0	0	0
Maintenance Hangar	0	0	0	0
Overhaul / Repair / Corrosion Shops	5	25	450	0
Aircraft Engine Shops	4	10	191	0
Engine Accessory and Component Shops	9	24	474	0
Electronics / Avionics Shops	0	2	45	1
Aircraft Weapons Shops	0	0	2	0
Support Equipment Shops	2	7	161	2
Manufacturing and Repair Shops	0	7	125	0
Test and Calibration Shops	0	2	56	0
Storage Facilities	6	9	76	8
Activity Total	26	86	1,580	11

Features and Capabilities

11. Manpower Factors

11.1 For the following Shops and Work Stations, provide your most current work force summary broken out in the categories below. Add other critical Shops/Work Stations and their work force make-up below the listed facility types.

Table 11.1: **Manpower Factors**

Facility Type	Work Force Breakout			
	Management	Leadingmen	Journeymen	Apprentices
Corrosion Control Hangar	0	0	0	0
Maintenance Hangar	0	0	0	0
Overhaul / Repair / Corrosion Shops	5	25	450	0
Aircraft Engine Shops	4	10	191	0
Engine Accessory and Component Shops	9	24	474	0
Electronics / Avionics Shops	0	2	45	1
Aircraft Weapons Shops	0	0	2	0
Support Equipment Shops	2	7	161	2
Manufacturing and Repair Shops	0	7	125	0
Test and Calibration Shops	0	2	56	0
Storage Facilities	6	9	76	8
Activity Total	26	86	1,589	11

Features and Capabilities

12. Space for Industrial Support

12.1 Identify space available for expansion by building type for those facility category code numbers (CCNs) (five digits) that are most important to your mission. An activity's expansion capability is a function of its ability to reconfigure / rehabilitate existing underutilized facilities to accept new or increased requirements.

Table 12.1: **Space Available for Expansion**

Building ID / Type	CCN	Installation Space (KSF)			Total
		Adequate	Substandard	Inadequate	
B137/PERM	211-73	0	0	4,218	4,218
B133/PERM	211-73	0	0	1,924	1,924
B1798/PERM	441-10	5,515	0	0	5,515
	Total:	5,515	0	6,142	11,657

12.2 Expansion Potential. For the spaces identified above as available for expansion, identify what may be the appropriate uses for those spaces.

B137/PERM Space will be used for Aircraft Propeller Shop expansion.

B133/PERM Space will be used to accomodate Machine Shop expansion in B133.

B1798/PERM Space will be used for F402 Engine Shop expansion.

Revised pg

12.3 What is the actual quantity in total SF of applicable floor space in appropriate structures for facilities to perform industrial support functions? What is the planned requirement (to support planned aircraft maintenance and modification over the next five years) in total SF of applicable floor space in appropriate structures for facilities to perform industrial support functions? Given the foregoing, what is the surplus physical space in total SF of applicable floor space in appropriate structures for facilities to perform industrial support functions?

Table 12.3: **Industrial Support Physical Space** **R**

Categories of Space	Actual Capacity (SF)	Required Capacity (SF)	Surplus Capacity (SF)
Office, warehouse, and external storage for procurement, storage, security, issue, packaging, and shipment, etc.	195,566	212,556	0
Office space for command, management, and administrative, etc.	178,103	221,303	0
Office space for drafting, work planning, engineering, and computer aided design, etc.	5,900	5,900	0
Storage for technical manuals and drawings of equipment and components for life-cycle management, etc.	4,944	4,944	0
Activity Total	384,513	444,703	0

12. Space for Industrial Support, continued

12.3 What is the actual quantity in total SF of applicable floor space in appropriate structures for facilities to perform industrial support functions? What is the planned requirement (to support planned aircraft maintenance and modification over the next five years) in total SF of applicable floor space in appropriate structures for facilities to perform industrial support functions? Given the foregoing, what is the surplus physical space in total SF of applicable floor space in appropriate structures for facilities to perform industrial support functions?

Table 12.3: **Industrial Support Physical Space**

Categories of Space	Actual Capacity (SF)	Required Capacity (SF)	Surplus Capacity (SF)
Office, warehouse, and external storage for procurement, storage, security, issue, packaging, and shipment, etc.	195,566	212,556	0
Office space for command, management, and administrative, etc.	178,103	221,303	0
Office space for drafting, work planning, engineering, and computer aided design, etc.	5,900	5,900	0
Storage for technical manuals and drawings of equipment and components for life-cycle management, etc.	4,944	4,944	0
Activity Total	385,503	444,703	0

12. Physical Space for Industrial Support

12.4 Identify in the table below the real estate resources which have the potential to facilitate future development and for which you are the plant account holder or into which, though a tenant, your activity could reasonably expect to expand. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, etc. The unit of measure is acres. Developed area is defined as land currently with buildings, roads, and utilities where further development is not possible without demolition of existing improvements. Include in "Restricted" areas that are restricted for future development due to environmental constraints (e.g. wetlands, landfills, archaeological sites), operational restrictions (e.g. ESQD arcs, HERO, HERP, HERF, AICUZ, ranges) or cultural resources restrictions. Identify the reason for the restriction when providing the acreage in the table. Specify any "Other" entry (e.g. "submerged lands").

Table 12.4: **Real Estate Resources**

Site Location: MCAS CHERRY POINT, N.C.

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	*			
Operational	*			
Training	*			
R & D	N/A			
Supply & Storage	*			
Admin	*			
Housing	N/A			
Recreational	N/A			
Navy Forestry Program	N/A			
Navy Agricultural Outlease Program	N/A			
Hunting/Fishing Programs	N/A			
Other	N/A			
Total:	52.21	14.46	0	37.75

***There are currently 52 acres available for expansion. They may be apportioned to any of these categories.**
N/A - Not Applicable

13. Facility Limitations

13.1 Provide the maximum number of units that can be simultaneously worked in the present NADEP facilities. Provide the maximum number of units that could be simultaneously worked in the NADEP if it were expanded to maximum production capability.

Table 13.1: **Production Maximums** **R**

Commodity Type	Number of Units Simultaneously Worked		
	Present Configuration	Maximum Production	Limiting Factors
Airframes	67	69	
Missiles	N/A	N/A	
Components	R 14,396	R 20,819	
Engines	90	140	
Aircraft Service Support	N/A	N/A	
Manufacturing	0	0	
Modifications	0	0	
Training	N/A	288	

N/A - NOT APPLICABLE.

Airframe numbers include 3 paint stalls for present configuration and 5 stalls for maximum configuration (based on FY94 programmed Milcon).

Revised Pg

13. Facility Limitations

13.1 Provide the maximum number of units that can be simultaneously worked in the present NADEP facilities. Provide the maximum number of units that could be simultaneously worked in the NADEP if it were expanded to maximum production capability.

Table 13.1: **Production Maximums** **R**

Commodity Type	Number of Units Simultaneously Worked		
	Present Configuration	Maximum Production	Limiting Factors
Airframes	67	69	
Missiles	N/A	N/A	
Components	4,045	R 10,468	
Engines	90	140	
Aircraft Service Support	N/A	N/A	
Manufacturing	0	0	
Modifications	0	0	
Training	N/A	288	

N/A - NOT APPLICABLE.

Airframe numbers include 3 paint stalls for present configuration and 5 stalls for maximum configuration (based on FY94 programmed Milcon).

Features and Capabilities

13. Facility Limitations

13.1 Provide the maximum number of units that can be simultaneously worked in the present NADEP facilities. Provide the maximum number of units that could be simultaneously worked in the NADEP if it were expanded to maximum production capability.

Table 13.1: **Production Maximums**

Commodity Type	Number of Units Simultaneously Worked		
	Present Configuration	Maximum Production	Limiting Factors
Airframes	67	69	
Missiles	N/A	N/A	
Components	4,045	0	
Engines	90	140	
Aircraft Service Support	N/A	N/A	
Manufacturing	0	0	
Modifications	0	0	
Training	N/A	288	

N.A. - NOT APPLICABLE.

Airframe numbers include 3 paint stalls for present configuration and 5 stalls for maximum configuration (based on FY94 programmed Milcon).

13.2 What recruiting, staffing, hiring limits, apprenticeship training, industrial work standards, promotion policies, personnel support facilities, etc., constrain the productive output of the facility?

NONE

Features and Capabilities

14. Regional Maintenance Concept

14.1 If applicable, describe your activity's role, relationships, and functions under the Regional Maintenance Concept (RMC). Based on your current workload mix and capabilities, provide details on anticipated annual throughput associated with the RMC (workload transfers both in and away from your activity). For gained workload, report only workload projected in addition to workload identified previously in this Data Call. Utilize the applicable Joint Cross Service Group-Depot Maintenance Commodities Group List (provided at the beginning of this Data Call) as a base line for grouping workload. Add additional categories/commodity areas as required. Provide your answer by Units Throughput (as applicable) and Direct Labor Man Hours in the tables below. Identify the activity from which or into which the workload is expected to transfer in the last column.

Table 14.1: **Workload Transfers Resulting From RMC**

Commodity Group	Workload (Units Throughput)							Losing / Gaining Activity
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	
	SEE NOTE BELOW							
Total:								

NOTE: We are not able to provide any meaningful data for the requested chart at this time. We are currently in the process of answering various data calls and have hosted a site evaluation and are continuing to participate in various discussions and meetings which will eventually determine our level of involvement in the RMC.

14. Regional Maintenance Concept, *continued*

Table 14.2: **Workload Transfers Resulting From RMC**

Commodity Group	Workload (DLMHs)							Losing / Gaining Activity
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	
	SEE NOTE BELOW							
Total:								

NOTE: We are not able to provide any meaningful data for the requested chart at this time. We are currently in the process of answering various data calls and have hosted a site evaluation and are continuing to participate in various discussions and meetings which will eventually determine our level of involvement in the RMC.

14. Resource Employment, continued

14.2 Identify the manned, reserved, and second shift work stations at this activity for the period requested. Report in number of work stations.

Table 14.2.: **Work Stations Capability Data** **R**

	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
Manned	1,158	1,187	1,216	1,216	1,465	1,465	1,400	1,394
Reserved	828	857	1,097	1,097	1,457	1,457	1,393	1,387
TOTAL	1,986	2,044	2,313	2,313	2,922	2,922	2,793	2,781
2nd Shift	1,986	2,044	2,313	2,313	2,922	2,922	2,793	2,781

BRAC-95 CERTIFICATION
Cherry Point
Data Call # 8 page 70 (June)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

ROBERT L. JORDAN, CAPT, USN
NAME (Please type or print)

Signature

DEPUTY ASSISTANT COMMANDER
FOR AVIATION DEPOTS
Title

21/Jan/94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

BRUCE L. HAWK, CAPT, USN
NAME (Please type or print)

Signature

ASSISTANT COMMANDER FOR
LOGISTICS AND FLEET SUPPORT (ACTING)
Title

21 - June 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

W.C. BOWES, VADM, USN
NAME (Please type or print)

Signature

COMMANDER,
NAVAL AIR SYSTEMS COMMAND
Title

22 JUN 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

R. R. SAREERAM
NAME (Please type or print)

Signature

Acting
Title

28 JUN 1994
Date

BRAC-95 CERTIFICATION
Cherry Point
Data Call # 8 page 70 (JWG

F. C. TILLACK
NAME (Please type or print)

F C Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

6/21/94
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

BRAC-95 CERTIFICATION

Data Call # 8

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

ROBERT L. JORDAN, CAPT, USN
NAME (Please type or print)

Signature

DEPUTY ASSISTANT COMMANDER FOR AVIATION DEPOTS
Title

7 JUN 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

BRUCE L. HAWK, CAPT USN
NAME (Please type or print)

Signature

ASSISTANT COMMANDER FOR LOGISTICS AND FLEET SUPPORT (ACTING)
Title

7 Jun 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

W. C. BOWES, VADM, USN
NAME (Please type or print)

Signature

COMMANDER, NAVAL AIR SYSTEMS COMMAND
Title

8 JUN 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

R. R. SAKEERAM
NAME (Please type or print)

Signature

ACTING
Title

17 JUN 1994
Date

BRAC-95 CERTIFICATION

Data Call # 8

F. C. TILLACK
NAME (Please type or print)

F C Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

6/1/94
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

BRAC-95 CERTIFICATION
Cherry Point
Data Call # 8 REVISED

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

ROBERT L. JORDAN, CAPT, USN
NAME (Please type or print)

Signature

DEPUTY ASSISTANT COMMANDER FOR AVIATION DEPOTS
Title

8/1/94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

WILLIAM J. TINSTON, JR, RADM USN
NAME (Please type or print)

Signature

ASSISTANT COMMANDER FOR LOGISTICS AND FLEET SUPPORT
le

8/1/94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

DONALD V. BOECKER, RADM USN
NAME (Please type or print)

Signature

COMMANDER, NAVAL AIR SYSTEMS COMMAND
Title (ACTING)

2 Aug 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

Signature

Title

8/10/94
Date

BRAC-95 CERTIFICATION
Cherry Point
Data Call # 8 REVISED

F. C. TILLACK
NAME (Please type or print)

F C Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

7-28-94
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

BRAC-95 CERTIFICATION
Data Call # 8

ertify that the information contained herein is accurate and complete to the best of my knowledge and elief.

KEN L. MYERS
NAME (Please type or print)

K L Myers
Signature

Director
Title

14 July 1994
Date

Depot Corporate Planning Directorate
Division

Naval Aviation Depot Operations Center
Activity

ORIGINAL CERTIFICATION IN THE
OWNER OPERATOR SECTION

BRAC-95 CERTIFICATION
Data Call # 8

- ·rtify that the information contained herein is accurate and complete to the best of my knowledge and :f.

Susan B Dean
NAME (Please type or print)

Susan B Dean
Signature

Supv Bjm Analyst
Title

7-15-94
Date

Budget + Execution
Division

Depot Operations Directorate

NADOC
Activity

ORIGINAL CERTIFICATION IN THE
OWNER OPERATOR SECTION

BRAC-95 CERTIFICATION
DATA CALL #08 - CAPACITY ANALYSIS

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

GUY M. VANDER LINDEN
NAME (Please type or print)

Signature

Commanding Officer
Title

27 July 1994
Date

Naval Aviation Depot Cherry Pt
Activity

Document Separator

BRAC-95 CERTIFICATION
JOINT CROSS SERVICE GROUP PORTION - CHERRY POINT
Data Call # 8 AMENDMENT TEN

rtify that the information contained herein is accurate and complete to the best of my knowledge and :f.

NEXT ECHELON LEVEL (If applicable)

ROBERT W. SMITH, RADM USN
NAME (Please type or print)

Robert W. Smith
Signature

ASSISTANT COMMANDER FOR AVIATION INDUSTRIAL CAPABILITIES
Title

7 OCT 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

NAME (Please type or print)

Signature

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

W.C. BOWES, VADM USN
NAME (Please type or print)

Signature

COMMANDER, NAVAL AIR SYSTEMS COMMAND
Title

7 Oct 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

10/7/94
Date

BRAC-95 CERTIFICATION
JOINT CROSS SERVICE GROUP PORTION - CHERRY POINT
Data Call # 8 AMENDMENT TEN

F. C. TILLACK
NAME (Please type or print)

F C Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

10/7/94
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

Document Separator

BRAC-95 CERTIFICATION
Cherry Point
Data Call # 8 AMENDMENT FOUR

110

I certify that the information contained herein is accurate and complete to the best of my knowledge and lief.

NEXT ECHELON LEVEL (If applicable)

ROBERT W. SMITH, RADM(S) USN
NAME (Please type or print)

Robert W. Smith
Signature

DEPUTY ASSISTANT COMMANDER FOR AVIATION DEPOTS
Title

15 Sep 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

WILLIAM J. TINSTON, JR. RADM USN
NAME (Please type or print)

Signature

ASSISTANT COMMANDER FOR LOGISTICS AND FLEET SUPPORT
'le

16 Sept 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

W. C. BOWES, VADM USN
NAME (Please type or print)

Signature

COMMANDER, NAVAL AIR SYSTEMS COMMAND
Title

19 Sept 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

Signature

Title

9/29/94
Date

BRAC-95 CERTIFICATION
Cherry Point
Data Call # 8 AMENDMENT FOUR

F. C. TILLACK
NAME (Please type or print)

F C Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

9/7/94
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

BRAC-95 CERTIFICATION
Cherry Point
Data Call # 8 AMENDMENT FIVE

110

I certify that the information contained herein is accurate and complete to the best of my knowledge and lief.

NEXT ECHELON LEVEL (If applicable)

ROBERT W. SMITH, RADM(S) USN
NAME (Please type or print)

Signature

DEPUTY ASSISTANT COMMANDER FOR AVIATION DEPOTS
Title

15 Sep 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

WILLIAM J. TINSTON, JR. RADM USN
NAME (Please type or print)

Signature

ASSISTANT COMMANDER FOR LOGISTICS AND FLEET SUPPORT
'le

16 Sept 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

W.C. BOWES, VADM USN
NAME (Please type or print)

Signature

COMMANDER, NAVAL AIR SYSTEMS COMMAND
Title

19 Sept 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

Signature

Title

9/29/94
Date

BRAC-95 CERTIFICATION
Cherry Point
Data Call # 8 AMENDMENT FIVE

F. C. TILLACK
NAME (Please type or print)

F. C. Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

9/14/94
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

BRAC-95 CERTIFICATION
DATA CALL #08 - CAPACITY ANALYSIS
REVISED

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

GUY M. VANDER LINDEN
NAME (Please type or print)

Signature

Commanding Officer
Title

8 August 1994
Date

Naval Aviation Depot Cherry Pt
Activity

ENCLOSURE (1)

BRAC-95 CERTIFICATION
Cherry Point
Data Call # 8 AMENDMENT SIX

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

R.W. Smith RADM(S), USN
NAME (Please type or print)

Robert W. Smith
Signature

DEPUTY ASSISTANT COMMANDER FOR AVIATION DEPOTS
Title

20 SEP 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

BRUCE L. HAWK, CAPT USN
NAME (Please type or print)

Signature

ASSISTANT COMMANDER FOR LOGISTICS AND FLEET SUPPORT (ACTING)

9/23/94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

W.C. BOWES, VADM USN
NAME (Please type or print)

Signature

COMMANDER, NAVAL AIR SYSTEMS COMMAND
Title

21 Sep 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

Signature

Title

9/29/94
Date

BRAC-95 CERTIFICATION
Cherry Point
Data Call # 8 AMENDMENT SIX

R. W. WIMMER
NAME (Please type or print)

Signature

ACTING, SUPERVISORY PROGRAM ANALYST
Title

9/20/94
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

BRAC-95 CERTIFICATION
Cherry Point
Data Call # 41 AMENDMENT TEN

12

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

NAME (Please type or print) — Signature: Ray Ellalat

ASSISTANT COMMANDER FOR FOR AVIATION DEPOTS
Title — Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

NAME (Please type or print) — Signature

ASSISTANT COMMANDER FOR LOGISTICS AND FLEET SUPPORT
Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print) — Signature

COMMANDER, NAVAL AIR SYSTEMS COMMAND — 27 NOV 94
Title — Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
E (Please type or print) — Signature

Title — 12/14/94
Date

BRAC-95 CERTIFICATION
Cherry Point
Data Call # 41 AMENDMENT TEN

12

F. C. TILLACK
NAME (Please type or print)

F C Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

11/8/94
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

BRAC-95 CERTIFICATION
Cherry Point
Data Call # 8 AMENDMENT THIRTEEN

I certify that the information contained herein is accurate and complete to the best of my knowledge and ›f.

NEXT ECHELON LEVEL (If applicable)

NAME (Please type or print) — Signature: Ray Ellalati

ASSISTANT COMMANDER FOR FOR AVIATION DEPOTS
Title — Date

NAVAL AIR SYSTEMS COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

NAME (Please type or print) — Signature

ASSISTANT COMMANDER FOR LOGISTICS AND FLEET SUPPORT
Date

..AVAL AIR SYSTEMS COMMAND
Activity

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MAJOR CLAIMANT LEVEL

NAME (Please type or print) — Signature

COMMANDER, NAVAL AIR SYSTEMS COMMAND
Title — Date: 27 Nov 94

NAVAL AIR SYSTEMS COMMAND
Activity

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DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
IE (Please type or print) — Signature

Title — Date: 12/14/94

BRAC-95 CERTIFICATION
Cherry Point
Data Call # 8 AMENDMENT THIRTEEN

F. C. TILLACK
NAME (Please type or print)

F C Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

11/8/94
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BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity