DCN 299

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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

R

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	(R) 120,940	(R) 112,140	(R) 107,640	73,695
d. OTHER (SUB-TOTAL) *	900,748	875,422	935,452	878,788	871,268
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	900,748	875,422	935,452	878,788	871,268
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	(R) 299,013	121,780	51,199	65,252	36,841
b. AIRCRAFT STRUCTURES	56,426	47,222	42,620	55,147	40,874
c. HYDRAULIC/PNEUMATIC	30,199	22,361	26,959	31,309	27,648
d. INSTRUMENTS	94,703	122,455	144,252	108,227	99,399
e. LANDING GEAR	20,651	22,497	30,636	29,777	27,391

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DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

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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	73,695
d. OTHER (SUB-TOTAL) *	900,748	875,422	935,452	878,788	871,268
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	900,748	875,422	935,452	878,788	871,268
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	301,564	121,780	51,199	65,252	36,841
b. AIRCRAFT STRUCTURES	56,426	47,222	42,620	55,147	40,874
c. HYDRAULIC/PNEUMATIC	30,199	22,361	26,959	31,309	27,648
d. INSTRUMENTS	94,703	122,455	144,252	108,227	99,399
e. LANDING GEAR	20,651	22,497	30,636	29,777	27,391

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

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:					
ROTARY					
SUB-TOTAL ROTARY	0	0	0	0	0
VSTOL					
SUB-TOTAL VSTOL	0	0	0	0	0
FIXED WING					
C-2A	92,118	128,717	120,205	89,510	75,280
E-2C	207,024	222,242	176,421	181,987	143,907
TE-2C	0	21,896	0	0	0
ES-3A	15,869	11,749	11,833	38,696	12,671
S-3A	0	0	0	9,674	12,671
S-3B	128,609	119,020	107,885	98,002	205,376
F/A-18	407,889	347,885	435,165	433,640	401,604
SUB-TOTAL FIXED WING	851,509	851,509	851,509	851,509	851,509
Transport/Tanker/Bomber	NOT AVAILABLE				
Command and Control					
Light Combat					
Admin/Training					

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

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:					
ROTARY					
SUB-TOTAL ROTARY	0	0	0	0	0
VSTOL					
SUB-TOTAL VSTOL	0	0	0	0	0
FIXED WING					
C-2A	92,118	128,717	120,205	89,510	75,280
E-2C	207,024	222,242	176,421	181,987	143,907
TE-2C	0	21,896	0	0	0
ES-3A	15,869	11,749	11,833	38,696	121,671
S-3A	0	0	0	9,674	12,671
S-3B	128,609	119,020	107,885	98,002	205,376
F/A-18	407,889	347,885	435,165	433,640	401,604
SUB-TOTAL FIXED WING	851,509	851,509	851,509	851,509	960,509
Transport/Tanker/Bomber	NOT AVAILABLE				
Command and Control					
Light Combat					
Admin/Training					

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JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

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Table 1.1.a: **Capacity Index**

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:					
ROTARY	0	0	0	0	0
VSTOL	0	0	0	0	0
FIXED WING	851,509	851,509	851,509	851,509	851,509
Transport/Tanker/Bomber	NOT AVAILABLE				
Command and Control					
Light Combat					
Admin/Training					
OTHER	836,166	836,166	836,166	836,166	836,166
AIRCRAFT COMPONENTS					
DYNAMIC COMPONENTS	138,083	138,083	138,083	138,083	138,083
AIRCRAFT STRUCTURES	53,699	53,699	53,699	53,699	53,699
HYDRAULIC/PNEUMATIC	30,685	30,685	30,685	30,685	30,685
INSTRUMENTS	90,521	90,521	90,521	90,521	90,521
LANDING GEAR	19,945	19,945	19,945	19,945	19,945
AVIATION ORDNANCE	7,671	7,671	7,671	7,671	7,671
AVIONICS/ELECTRONICS	276,165	276,165	276,165	276,165	276,165

R

ACTIVITY UIC: N65888
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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	99,786	110,110	127,321	144,543	158,921
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	0	0	0	0	0
b. SHIP	118,451	93,623	87,464	105,963	103,583
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	15,446	15,446	19,566	24,545	26,466
b. Calibration (Type I)	32,121	40,654	40,654	40,654	40,654
c. TMDE	51,109	142,122	101,134	109,108	121,144
14. OTHER	(R) 305,568	362,182	369,128	369,693	365,254
15. MANUFACTURING	248,532	437,125	460,123	480,121	501,001
16. FLEET SUPPORT					
a. Product Support (Engineering)	(R)1,091,224	952,237	967,874	(R) 1,359,522	1,114,910
b. Voyage Repair	74,111	98,009	99,121	99,121	99,121
c. Customer Service	(R) 139,695	(R) 199,698	(R) 199,109	(R) 199,635	(R) 198,267
d. BRAC Transition	(R) 187,043	(R) 244,031	0	0	0
TOTAL	(R) 4,536,408	(R) 4,925,259	(R)4,767,639	(R) 5,287,578	(R)4,817,066

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

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ACTIVITY UIC: N65888
NORTH ISLAND

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	99,786	110,110	127,321	144,543	158,921
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	0	0	0	0	0
b. SHIP	118,451	93,623	87,464	105,963	103,583
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	15,446	15,446	19,566	24,545	26,466
b. Calibration (Type I)	32,121	40,654	40,654	40,654	40,654
c. TMDE	51,109	142,122	101,134	109,108	121,144
14. OTHER	304,152	362,182	369,128	369,693	365,254
15. MANUFACTURING	248,532	437,125	460,123	480,121	501,001
16. FLEET SUPPORT					
a. Product Support (Engineering)	1,115,400	952,237	967,874	1,359,386	1,114,910
b. Voyage Repair	74,111	98,009	99,121	99,121	99,121
c. Customer Service	140,112	199,715	199,126	199,615	198,263
d. BRAC Transition	191,020	244,053	0	0	0
TOTAL	4,566,113	4,928,218	4,777,076	5,290,657	4,817,062

*** 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
OTHER	836,166	836,166	836,166	836,166	836,166
AIRCRAFT COMPONENTS					
DYNAMIC COMPONENTS	138,083	138,083	138,083	138,083	138,083
AIRCRAFT STRUCTURES	53,699	53,699	53,699	53,699	53,699
HYDRAULIC/PNEUMATIC	30,685	30,685	30,685	30,685	30,685
INSTRUMENTS	90,521	90,521	90,521	90,521	90,521
LANDING GEAR	19,945	19,945	19,945	19,945	19,945
AVIATION ORDNANCE	7,671	7,671	7,671	7,671	7,671
AVIONICS/ELECTRONICS	276,165	276,165	276,165	276,165	276,165
APUs	1,534	1,534	1,534	1,534	1,534
OTHER	1,397,702	1,397,702	1,397,702	1,397,702	1,397,702
SUB-TOTAL A/C COMPONENTS	2,016,005	2,016,005	2,016,005	2,016,005	2,016,005
ENGINES (GAS TURBINE)					
AIRCRAFT	0	0	0	0	0
SHIPS					
LM2500GG	45,212	48,925	36,694	35,945	35,945
LM2500PT	17,692	13,979	26,210	26,959	26,959
BLADES/VANES (TYPE 2)	0	0	0	0	0
SUB-TOTAL ENGINES (GAS TURBINE)	62,904	62,904	62,904	62,904	62,904
TOTAL	3,766,584	3,766,584	3,766,584	3,766,584	3,766,584

Artisans work on multiple TMSs and are not bound to fixed work positions. Commodity groups are only available as fixed wing, R/W and VSTOL.

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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COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
OTHER	836,166	836,166	836,166	836,166	836,166
AIRCRAFT COMPONENTS					
DYNAMIC COMPONENTS	138,083	138,083	138,083	138,083	138,083
AIRCRAFT STRUCTURES	53,699	53,699	53,699	53,699	53,699
HYDRAULIC/PNEUMATIC	30,685	30,685	30,685	30,685	30,685
INSTRUMENTS	90,521	90,521	90,521	90,521	90,521
LANDING GEAR	19,945	19,945	19,945	19,945	19,945
AVIATION ORDNANCE	7,671	7,671	7,671	7,671	7,671
AVIONICS/ELECTRONICS	276,165	276,165	276,165	276,165	276,165
APUs	1,534	1,534	1,534	1,534	1,534
OTHER	1,397,702	1,397,702	1,397,702	1,397,702	1,397,702
SUB-TOTAL A/C COMPONENTS	2,016,005	2,016,005	2,016,005	2,016,005	2,016,005
ENGINES (GAS TURBINE)					
AIRCRAFT	0	0	0	0	0
SHIPS					
LM2500GG	45,212	48,925	36,694	35,945	35,945
LM2500PT	17,692	13,979	26,210	26,959	26,959
BLADES/VANES (TYPE 2)	0	0	0	0	0
SUB-TOTAL ENGINES (GAS TURBINE)	62,904	62,904	62,904	62,904	62,904
TOTAL	3,766,584	3,766,584	3,766,584	3,766,584	3,875,584

Artisans work on multiple TMSs and are not bound to fixed work positions. Commodity groups are only available as fixed wing, R/W and VSTOL.

R

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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COMMODITY GROUP	INDEX (DLH#)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
APUs	1,534	1,534	1,534	1,534	1,534
OTHER	1,397,702	1,397,702	1,397,702	1,397,702	1,397,702
ENGINES (GAS TURBINE)					
AIRCRAFT*	62,904	62,904	62,904	62,904	62,904
BLADES/VANES (Type 2)	0	0	0	0	0
TOTAL	3,766,584	3,766,584	3,766,584	3,766,584	3,766,584

Artisans work on multiple TMSs and are not bound to fixed work positions. Commodity groups are only available as fixed wing, R/W and VSTOL.

*** Shipboard engine LM2500**

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.

R

ACTIVITY UIC: N65888
NORTH ISLAND

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	95	91
(4) Admin/Training	96	(R) 100	(R) 100	(R) 95	89
d. OTHER (SUB-TOTAL) *	92	99	100	95	100
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	92	99	100	95	100
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	(R) 100	98	84	99	93
b. AIRCRAFT STRUCTURES	96	97	100	97	99
c. HYDRAULIC/PNEUMATIC	96	95	98	92	92
d. INSTRUMENTS	96	100	100	97	99
e. LANDING GEAR	96	97	90	92	93
f. AVIATION ORDNANCE	96	97	91	94	94
g. AVIONICS/ELECTRONICS	96	98	97	97	99
h. APUs	0	0	0	0	0
i. OTHER	99	94	99	99	95
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	0	0	0	0	0

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Revision

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	95	91
(4) Admin/Training	96	98	92	92	89
d. OTHER (SUB-TOTAL) *	92	99	100	95	100
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	92	99	100	95	100
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	99	98	84	99	93
b. AIRCRAFT STRUCTURES	96	97	100	97	99
c. HYDRAULIC/PNEUMATIC	96	95	98	92	92
d. INSTRUMENTS	96	100	100	97	99
e. LANDING GEAR	96	97	90	92	93
f. AVIATION ORDNANCE	96	97	91	94	94
g. AVIONICS/ELECTRONICS	96	98	97	97	99
h. APUs	0	0	0	0	0
i. OTHER	99	94	99	99	95
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	0	0	0	0	0

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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
AIRCRAFT AIRFRAMES:					
ROTARY	0	0	0	0	0
VSTOL	0	0	0	0	0
FIXED WING	70	94	93	114	87
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 (SUB-TOTAL)**	93	98	106	94	99
P-3 (All TMS) *	0	0	0	0	0
Emerg. Repair & Mods *	0	0	0	0	0
AIRCRAFT COMPONENTS					
DYNAMIC COMPONENTS	217	87	31	47	25
AIRCRAFT STRUCTURES	101	85	79	100	75
HYDRAULIC/PNEUMATIC	94	69	86	94	83
INSTRUMENTS	100	135	159	116	109
LANDING GEAR	99	109	138	138	128
AVIATION ORDNANCE	97	88	52	40	44
AVIONICS/ELECTRONICS	100	150	160	138	148
APUs	43	485	445	342	294
OTHER	100	129	114	118	119
ENGINES (GAS TURBINE)					
AIRCRAFT	0	0	0	0	0

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COMMODITY GROUP	INDEX %				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	95	99	99	98	99
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	99	100	98	97	100
b. Calibration (Type I)	98	98	98	98	98
c. TMDE	98	99	98	97	100
14. OTHER	(R) 100	100	100	100	100
15. MANUFACTURING	98	100	99	99	99
16. FLEET SUPPORT					
a. Product Support (Engineering)	(R) 100	100	100	(R) 103	100
b. Voyage Repair	99	100	99	99	99
c. Customer Service	(R) 100	(R) 100	100	100	100
d. BRAC Transition	(R) 100	(R) 100	0	0	0
TOTAL	(R) 97	(R) 99	(R) 98	(R) 98	(R) 98

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

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

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Revised

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
AIRCRAFT AIRFRAMES:					
ROTARY	0	0	0	0	0
VSTOL	0	0	0	0	0
FIXED WING	70	94	93	114	87
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	93	98	106	94	99
AIRCRAFT COMPONENTS					
DYNAMIC COMPONENTS	217	87	31	47	25
AIRCRAFT STRUCTURES	101	85	79	100	75
HYDRAULIC/PNEUMATIC	94	69	86	94	83
INSTRUMENTS	100	135	159	116	109
LANDING GEAR	99	109	138	138	128
AVIATION ORDNANCE	97	88	52	40	44
AVIONICS/ELECTRONICS	100	150	160	138	148
APUs	0	0	0	0	0
OTHER	100	129	114	118	119
ENGINES (GAS TURBINE)					
AIRCRAFT	0	0	0	0	0
BLADES/VANES (Type 2)	0	0	0	0	0
SHIP	107	90	90	117	117
TOTAL	96	112	108	110	105

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.

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
AIRCRAFT AIRFRAMES:					
ROTARY	0	0	0	0	0
VSTOL	0	0	0	0	0
FIXED WING	70	94	93	114	87
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	93	98	106	94	99
AIRCRAFT COMPONENTS					
DYNAMIC COMPONENTS	217	87	31	47	25
AIRCRAFT STRUCTURES	101	85	79	100	75
HYDRAULIC/PNEUMATIC	94	69	86	94	83
INSTRUMENTS	100	135	159	116	109
LANDING GEAR	99	109	138	138	128
AVIATION ORDNANCE	97	88	52	40	44
AVIONICS/ELECTRONICS	100	150	160	138	148
APUs	0	0	0	0	0
OTHER	100	129	114	118	119
ENGINES (GAS TURBINE)					
AIRCRAFT	0	0	0	0	0
BLADES/VANES (Type 2)	0	0	0	0	0
SHIP	107	90	90	117	117
TOTAL	1,178	1,134	1,108	1,116	1,034

R

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.

1. Capacity Utilization, continued

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**

COMMODITY GROUP	INDEX (%)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:					
ROTARY	0	0	0	0	0
VSTOL	0	0	0	0	0
FIXED WING	70	94	93	114	87
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	93	98	106	94	99
AIRCRAFT COMPONENTS					
DYNAMIC COMPONENTS	217	87	31	47	25
AIRCRAFT STRUCTURES	101	85	79	100	75
HYDRAULIC/PNEUMATIC	94	69	86	94	83
INSTRUMENTS	100	135	159	116	109
LANDING GEAR	99	109	138	138	128
AVIATION ORDNANCE	97	88	52	40	44
AVIONICS/ELECTRONICS	100	150	160	138	148
APUs	0	0	0	0	0
OTHER	100	129	114	118	119
ENGINES (GAS TURBINE)					
AIRCRAFT	0	0	0	0	0
BLADES/VANES (Type 2)	0	0	0	0	0
SHIP	107	90	90	117	117
TOTAL	96	112	108	110	104

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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COMMODITY GROUP	INDEX %				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	95	99	99	98	99
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	99	100	98	97	100
b. Calibration (Type I)	98	98	98	98	98
c. TMDE	98	99	98	97	100
14. OTHER	100	100	100	100	100
15. MANUFACTURING	98	100	99	99	99
16. FLEET SUPPORT					
a. Product Support (Engineering)	98	100	100	100	100
b. Voyage Repair	99	100	99	99	99
c. Customer Service	100	100	100	100	100
d. BRAC Transition	98	100	0	0	0
TOTAL	94	98	97	96	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
SHIP	107	90	90	117	117
TANK	0	0	0	0	0
BLADES/VANES (Type 2)	0	0	0	0	0
AIRCRAFT SERVICE SUPPORT					
CALIBRATION TYPE I	0	0	0	0	0
TMDE	0	0	0	0	0
OTHER	0	0	0	0	0
TOTAL	96	112	108	110	105

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.

R

*** P-3, Emergency Repair & Mods will not equal Other Sub-Total for utilization index because the sub-total also includes other miscellaneous categories.**

R

**** Due to the nature of indices, they cannot be summed or averaged but are calculated individually from workload and work positions.**

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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
AIRCRAFT AIRFRAMES:					
ROTARY	0	0	0	0	0
VSTOL	0	0	0	0	0
FIXED WING	1,173,877	1,173,877	1,173,877	1,173,877	1,173,877
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 *	1,308,000	1,308,000	1,308,000	1,308,000	1,308,000
AIRCRAFT COMPONENTS					
DYNAMIC COMPONENTS	150,176	124,488	124,488	124,488	124,488
AIRCRAFT STRUCTURES	243,048	243,048	243,048	243,048	243,048
HYDRAULIC/PNEUMATIC	183,768	183,768	183,768	183,768	183,768
INSTRUMENTS	434,720	466,336	529,568	529,568	529,568
LANDING GEAR	63,232	63,232	63,232	63,232	63,232
AVIATION ORDNANCE	27,664	27,664	27,664	27,664	27,664
AVIONICS/ELECTRONICS	823,992	910,936	997,880	997,880	997,880
APUs	0	0	0	0	0
OTHER	2,034,069	2,217,014	2,038,423	2,066,423	2,066,423
ENGINES (GAS TURBINE)					
AIRCRAFT	53,352	0	0	0	0

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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**

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
* Aircraft	1,173,877	1,173,877	1,173,877	1,173,877	1,173,877
Components	2,294,136	2,481,856	2,667,600	2,667,600	2,667,600
Engines	116,584	63,232	63,232	63,232	63,232
Manufacturing	409,032	409,032	409,032	409,032	409,032
A/C Serv Supp	1,798,262	1,878,240	1,966,144	2,059,144	2,059,144
* Modification	908,000	908,000	908,000	908,000	908,000
TOTAL	6,699,891	6,914,237	7,187,885	7,280,885	7,280,885

*** Maximum capacity for field modification and emergency repair is unlimited. The only restriction in this area is program funding.**

R

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.

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 (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	1,066,237	1,066,237	1,066,237	1,066,237
(4) Admin/Training	107,640	120,940	112,140	107,640	107,640
d. OTHER (SUB-TOTAL) *	1,324,435	1,325,524	1,312,000	1,312,000	1,312,000
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	1,324,435	1,325,524	1,312,000	1,312,000	1,312,000
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	299,013	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	529,568	529,568
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	563,160	563,160
h. APUs	0	0	0	0	0
i. OTHER	254,312	255,275	(R) 300,239	(R) 243,406	(R) 262,896

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COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
BLADES/VANES (Type 2)	0	0	0	0	0
SHIP	63,232	79,429	79,429	79,429	79,429
TANK	0	0	0	0	0
TOTAL	6,559,130	6,797,792	6,769,377	6,797,377	6,797,377

*** Maximum capacity for field modification and emergency repair is unlimited. The only restriction in this area is program funding.**

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.

1. Capacity Utilization, continued

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**

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
* Aircraft	1,173,877	1,173,877	1,173,877	1,173,877	1,173,877
Components	2,294,136	2,481,856	2,667,600	2,667,600	2,667,600
Engines	116,584	63,232	63,232	63,232	63,232
Manufacturing	409,032	409,032	409,032	409,032	409,032
A/C Serv Supp	1,798,262	1,878,240	1,966,144	2,059,144	2,059,144
* Modification	908,000	908,000	908,000	908,000	908,000
TOTAL	6,699,891	6,914,237	7,187,885	7,280,885	7,280,885

*** Maximum capacity for field modification and emergency repair is unlimited. The only restriction in this area is program funding.**

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.

Revision

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	1,066,237	1,066,237	1,066,237	1,066,237
(4) Admin/Training	107,640	120,940	112,140	107,640	107,640
d. OTHER (SUB-TOTAL) *	1,324,435	1,325,524	1,312,000	1,312,000	1,312,000
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	1,324,435	1,325,524	1,312,000	1,312,000	1,312,000
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	299,013	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	529,568	529,568
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	563,160	563,160
h. APUs	0	0	0	0	0
i. OTHER	254,312	255,275	471,348	456,563	433,163

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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	270,712	278,616	286,520	286,520	286,520
14. OTHER	244,500	435,378	454,815	474,100	497,500
15. MANUFACTURING	537,472	537,472	537,472	537,472	537,432
16. FLEET SUPPORT					
a. Product Support (Engineering)	1,091,224	1,145,000	1,225,000	(R)1,359522	1,318,000
b. Voyage Repair	106,704	106,704	106,704	106,704	106,704
c. Customer Service	139,695	199,698	(R) 199,109	(R) 199,635	(R) 198,267
d. BRAC Transition	187,043	244,031	0	0	0
TOTAL	7,359,963	7,647,792	7,679,377	7,772,377	7,772,337

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

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ACTIVITY UIC: N65888
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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	270,712	278,616	286,520	286,520	286,520
14. OTHER	244,500	435,378	454,815	474,100	497,500
15. MANUFACTURING	537,472	537,472	537,472	537,472	537,432
16. FLEET SUPPORT					
a. Product Support (Engineering)	1,091,224	1,145,000	1,225,000	1,318,000	1,318,000
b. Voyage Repair	106,704	106,704	106,704	106,704	106,704
c. Customer Service	139,695	199,698	28,000	28,000	28,000
d. BRAC Transition	187,043	244,031	0	0	0
TOTAL	7,359,963	7,647,792	7,679,377	7,772,377	7,772,337

*** 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**

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.

R.2

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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	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)*	67,852	73,616	81,150	74,554	79,502
(1) P-3 (All TMS)*	0	0	0	0	0
(2) Aircraft/Airframe Other*	67,852	73,616	81,150	74,554	79,502
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	19,811	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	11,369	12,720	14,934	18,883	20,085
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	3,951	11,430	8,218	9,095	10,694
14. OTHER	25,680	31,270	32,807	33,877	34,663
15. MANUFACTURING	23,377	42,834	46,089	49,484	53,484
16. FLEET SUPPORT					
a. Product Support (Engineering)	71,050	63,792	66,786	96,633	81,625
b. Voyage Repair	6,135	8,475	8,729	8,991	9,261
c. Customer Service	11,739	17,268	17,736	18,313	18,737
d. BRAC Transition	15,719	21,103	0	0	0
TOTAL	444,073	490,255	488,553	542,310	510,841

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

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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
AIRCRAFT AIRFRAMES:					
ROTARY	0	0	0	0	0
VSTOL	0	0	0	0	0
FIXED WING	60,513	84,105	86,012	108,364	85,216
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	79,779	86,109	95,703	87,591	94,252
AIRCRAFT COMPONENTS					
DYNAMIC COMPONENTS	51,795	21,298	7,928	12,273	6,696
AIRCRAFT STRUCTURES	9,380	8,131	7,817	10,104	7,861
HYDRAULIC/PNEUMATIC	5,020	3,768	4,831	5,442	4,977
INSTRUMENTS	15,743	21,784	26,411	19,809	19,191
LANDING GEAR	3,433	3,886	5,036	5,205	4,971
AVIATION ORDNANCE	1,294	1,204	726	581	662
AVIONICS/ELECTRONICS	36,011	51,693	60,734	50,847	54,957
APUs	116	1,325	1,255	993	879
OTHER	101,818	138,967	122,084	132,604	138,350
ENGINES (GAS TURBINE)					
AIRCRAFT	0	0	0	0	0
BLADES/VANES (Type 2)	0	0	0	0	0
SHIP	22,653	19,668	20,258	27,048	27,859
TANK	0	0	0	0	0
TOTAL	387,555	441,938	438,795	460,861	445,871

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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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**

COMMODITY GROUP	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:					
ROTARY	0	0	0	0	0
VSTOL	0	0	0	0	0
FIXED WING	60,513	84,105	86,012	108,364	85,216
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	79,779	86,109	95,703	88,016	94,689
AIRCRAFT COMPONENTS					
DYNAMIC COMPONENTS	51,795	21,298	7,928	12,273	6,696
AIRCRAFT STRUCTURES	9,380	8,131	7,817	10,104	7,861
HYDRAULIC/PNEUMATIC	5,020	3,768	4,831	5,442	4,977
INSTRUMENTS	15,743	21,784	26,411	19,809	19,191
LANDING GEAR	3,433	3,886	5,036	5,205	4,971
AVIATION ORDNANCE	1,294	1,204	726	581	662
AVIONICS/ELECTRONICS	36,011	51,693	60,734	50,847	54,957
APUs	116	1,325	1,255	993	879
OTHER	126,609	166,207	152,636	164,072	170,762
ENGINES (GAS TURBINE)					
AIRCRAFT	0	0	0	0	0
BLADES/VANES (Type 2)	0	0	0	0	0
SHIP	22,653	19,668	20,258	27,048	27,859
TANK	0	0	0	0	0
TOTAL	412,346	469,178	469,347	492,754	478,720

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.

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) *	827,678	869,621	932,063	833,716	868,480
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other*	827,678	869,621	932,063	833,716	868,480
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	299,013	119,487	43,184	64,902	34,379
b. AIRCRAFT STRUCTURES	54,150	45,620	42,578	53,431	40,362
c. HYDRAULIC/PNEUMATIC	28,981	21,140	26,314	28,777	25,555
d. INSTRUMENTS	90,882	122,214	143,860	104,767	98,532
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	99,139	103,990	126,246	142,716	150,466
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	0	0	0	0	0
b. SHIP	112,709	92,882	86,938	103,447	102,252
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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Table 3.1.b: **Programmed Workload** **R**

COMMODITY GROUP	DLMHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:					
ROTARY	0	0	0	0	0
VSTOL	0	0	0	0	0
FIXED WING	592,332	800,062	794,379	971,658	741,849
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	780,918	819,132	883,878	785,399	820,505
AIRCRAFT COMPONENTS					
DYNAMIC COMPONENTS	299,013	119,487	43,184	64,902	34,379
AIRCRAFT STRUCTURES	54,150	45,620	42,578	53,431	40,362
HYDRAULIC/PNEUMATIC	28,981	21,140	26,314	28,777	25,555
INSTRUMENTS	90,892	122,214	143,860	104,757	98,532
LANDING GEAR	19,818	21,799	27,430	27,523	25,523
AVIATION ORDNANCE	7,468	6,754	3,957	3,075	3,401
AVIONICS/ELECTRONICS	275,689	413,045	442,165	382,187	408,210
APUs	667	7,434	6,834	5,251	4,512
OTHER	1,102,506	1,482,202	1,255,354	1,303,277	1,322,055
ENGINES (GAS TURBINE)					
AIRCRAFT	0	0	0	0	0
BLADES/VANES (Type 2)	0	0	0	0	0
SHIP	67,200	56,700	56,700	73,500	73,500
TANK	0	0	0	0	0
TOTAL	3,319,624	3,915,589	3,726,633	3,803,737	3,598,383

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Table 3.1.b: **Programmed Workload**

COMMODITY GROUP	DLMHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:					
ROTARY	0	0	0	0	0
VSTOL	0	0	0	0	0
FIXED WING	592,332	800,062	794,379	971,658	741,849
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	780,918	819,132	883,878	789,207	824,313
AIRCRAFT COMPONENTS					
DYNAMIC COMPONENTS	299,013	119,487	43,184	64,902	34,379
AIRCRAFT STRUCTURES	54,150	45,620	42,578	53,431	40,362
HYDRAULIC/PNEUMATIC	28,981	21,140	26,314	28,777	25,555
INSTRUMENTS	90,882	122,214	143,860	104,757	98,532
LANDING GEAR	19,818	21,799	27,430	27,523	25,523
AVIATION ORDNANCE	7,468	6,754	3,957	3,075	3,401
AVIONICS/ELECTRONICS	275,689	413,045	442,165	382,187	408,210
APUs	667	7,434	6,834	5,251	4,512
OTHER	1,397,506	1,797,202	1,598,354	1,646,277	1,665,055
ENGINES (GAS TURBINE)					
AIRCRAFT	0	0	0	0	0
BLADES/VANES (Type 2)	0	0	0	0	0
SHIP	67,200	56,700	56,700	73,500	73,500
TANK	0	0	0	0	0
TOTAL	3,614,624	4,230,589	4,069,633	4,150,545	3,945,191

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ACTIVITY UIC: N65888
NORTH ISLAND

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	50,278	141,342	98,661	106,006	121,020
14. OTHER	305,568	361,598	368,325	369,260	366,825
15. MANUFACTURING	244,500	435,378	454,818	474,100	497,500
16. FLEET SUPPORT					
a. Product Support (Engineering)	1,091,224	952,152	967,796	1,359,522	1,114,934
b. Voyage Repair	73,000	98,000	98,000	98,000	98,000
c. Customer Service	139,695	199,698	199,109	199,635	198,267
d. BRAC Transition	187,043	244,031	0	0	0
TOTAL	4,410,848	4,867,741	4,694,429	5,163,269	4,713,317

*** 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
53,380	55,166	81,952	77,190	87,666

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ACTIVITY UIC: N65888
NORTH ISLAND

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	67,784 ~~53,966~~	86,228 ~~71,391~~	91,700 73,870	107,467 ~~90,973~~	77,683
(4) Admin/Training	6,546	12,714	12,142	11,391	7,534
d. OTHER (SUB-TOTAL)*	70,051 ~~67,852~~	75,985 ~~73,616~~	83,992 ~~81,150~~	76,222 ~~74,554~~	79,502
(1) P-3 (All TMS)*	0	0	0	0	0
(2) Aircraft/Airframe Other*	70,051 ~~67,852~~	75,985 ~~73,616~~	83,992 ~~81,150~~	76,222 ~~74,554~~	79,502
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	19,811	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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ACTIVITY UIC: N65888
NORTH ISLAND

COMMODITY GROUP	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
i. OTHER	11,369	12,720	14,934	18,883	20,085
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	3,951	11,430	8,218	9,095	10,694
14. OTHER	25,680	31,270	32,807	33,877	34,663
15. MANUFACTURING	23,377	42,834	46,089	49,484	53,484
16. FLEET SUPPORT					
a. Product Support (Engineering)	71,050	63,792	66,786	96,633	81,625
b. Voyage Repair	6,135	8,475	8,729	8,991	9,261
c. Customer Service	11,739	17,268	17,736	18,313	18,737
d. BRAC Transition	15,719	21,103	0	0	0
TOTAL	471,129 ~~444,073~~	519,418 ~~490,255~~	523,562 ~~488,555~~	562,882 ~~542,510~~	510,841

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

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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	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	663,565 ~~528,252~~	820,366 ~~679,122~~	846,907 ~~682,239~~	963,614 ~~869,518~~	676,264
(4)Admin/Training	64,080	120,940	112,140	102,140	65,585
d. OTHER (SUB-TOTAL) *	854,496 ~~827,678~~	897,685 ~~869,621~~	964,911 ~~932,063~~	852,372 ~~833,716~~	868,480
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other*	854,496 ~~827,678~~	897,685 ~~869,621~~	964,911 ~~932,063~~	852,372 ~~833,716~~	868,480
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	299,013	119,487	43,184	64,902	34,379
b. AIRCRAFT STRUCTURES	54,150	45,620	42,578	53,431	40,362
c. HYDRAULIC/PNEUMATIC	28,981	21,140	26,314	28,777	25,555
d. INSTRUMENTS	90,882	122,214	143,860	104,767	98,532
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	99,139	103,990	126,246	142,716	150,466
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	0	0	0	0	0
b. SHIP	112,709	92,882	86,938	103,447	102,252
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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R

ACTIVITY UIC: N65888
NORTH ISLAND

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	50,278	141,342	98,661	106,006	121,020
14. OTHER	305,568	361,598	368,325	369,260	366,825
15. MANUFACTURING	244,500	435,378	454,818	474,100	497,500
16. FLEET SUPPORT					
a. Product Support (Engineering)	1,091,224	952,152	967,796	1,359,522	1,114,934
b. Voyage Repair	73,000	98,000	98,000	98,000	98,000
c. Customer Service	139,695	199,698	199,109	199,635	198,267
d. BRAC Transition	187,043	244,031	0	0	0
TOTAL	4,572,365 ~~4,410,848~~	5,036,369 ~~4,867,741~~	4,891,945 ~~4,694,439~~	5,376,021 ~~5,163,269~~	4,713,317

*** 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
53,380	55,166	81,952	77,190	87,666

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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)

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.

1. Bearings
2. Instruments
3. Radar
4. Navigation Electronics
5. Telecommunications/IFF
6. Rotating Electrical
7. Constant Speed Drives

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 LM-2500 marine gas turbine engine. The LM-2500 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

Geographic, continued

1. Location, continued

* 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.

Geographic, continued

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.

Geographic, continued

3. Environmental Restrictions, continued

(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 photographic processing. These units will require monitoring and recordkeeping under Tiered Permitting.

Special Navy programs relating to environmental considerations for NAVAVNDEPOT North Island are as follows:

Special Program	Environmental/Industrial Waste	Describe
Navy Environmental Leadership Program (NELP)	All Environmental Considerations	NAS North Island is one of two Naval installations that have been chosen as lead activities in the development and implementation of innovative technologies and management practices to promote environmental excellence. NAVAVNDEPOT North Island, as a tenant of NAS North Island, will make significant contributions in the areas of compliance and Pollution Prevention.

Geographic, continued

3. Environmental Restrictions, continued

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.

Geographic, continued

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

Geographic, continued

4. Other Collocated Activities, continued

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	"

Geographic, continued

4. Other Collocated Activities, continued

Collocated Customers	Describe Relationship
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

Collated Suppliers	Describe Relationship
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 Medical surveillance

Geographic, continued

4. Other Collated Activities, continued

Collocated Suppliers	Describe Relationship
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.

Geographic, continued

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.

Geographic, continued

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 LM-2500 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.

Facilities and Equipage, continued

6. Unique or Peculiar Facilities, continued

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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Facilities and Equipage, continued

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	
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	

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.**

CCN	Facility Type	Condition / Area (# KSF)			Comments
		Adequate	Substandard *	Inadequate	
211-70 through 211-76	Manufacturing and Repair Shops	306.4	0	0	
	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
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Facilities and Equipage, continued

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

Facilities and Equipage, continued

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 LM-2500 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 LM-2500 engine bearings. The facility includes a

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. 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 only 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.

class 100 clean room and equipped with gaging and measuring equipment valued at $1,020,890.

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 F-404, F-110 and LM-2500	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.

Facilities and Equipage, continued

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.

Facilities and Equipage, continued

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.

ACTIVITY UIC: N65888
NORTH ISLAND

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)*	452,470	528,849	436,949	482,370
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	452,470	528,849	436,949	482,370
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

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MEASURES OF MERIT

Workload and Capabilities

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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
AIRCRAFT AIRFRAMES:				
E-2C	208,814	164,584	207,666	125,374
ES-3A	11,039	11,039	44,156	0
F/A-18	126,188	128,812	131,100	131,100
S-3A	0	0	11,039	0
S-3B	111,830	100,647	111,830	167,745
TE-2C	20,573	0	0	0
EMERG REPAIR	293,632	315,632	271,591	271,591
AIRCRAFT COMPONENTS:				
Dynamic Components	55,912	34,449	64,816	34,293
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	7,434	6,834	5,251	4,512
Aircraft Structural	41,530	42,226	53,431	40,362
Hydraulic/Pneumatic	17,348	23,702	26,170	22,948
Instrument	91,908	129,127	97,656	91,414
Landing Gear	21,010	27,160	27,253	25,253

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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
AIRCRAFT AIRFRAMES:				
E-2C	208,814	164,584	207,666	125,374
ES-3A	11,039	11,039	44,156	0
F/A-18	126,188	128,812	131,100	131,100
S-3A	0	0	11,039	0
S-3B	111,830	100,647	111,830	167,745
TE-2C	20,573	0	0	0
EMERG REPAIR	293,632	315,632	271,591	271,591
AIRCRAFT COMPONENTS:				
Dynamic Components	55,912	34,449	64,816	34,293
Engine Components	33,817	28,163	27,872	26,677
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	7,434	6,834	5,251	4,512
Aircraft Structural	41,530	42,226	53,431	40,362
Hydraulic/Pneumatic	17,348	23,702	26,170	22,948
Instrument	91,908	129,127	97,656	91,414

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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**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:				
E-2C	208,814	164,584	207,666	125,374
ES-3A	11,039	11,039	44,156	0
F/A-18	126,188	128,812	131,100	131,100
S-3A	0	0	11,039	0
S-3B	111,830	100,647	111,830	167,745
TE-2C	20,573	0	0	0
EMERG REPAIR	293,632	315,632	271,591	271,591
AIRCRAFT COMPONENTS:				
Dynamic Components	55,912	34,790	64,816	34,293
Engine Components	16,153	10,499	10,208	9,013
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	7,434	6,834	5,251	4,512
Aircraft Structural	41,530	42,226	53,431	40,362
Hydraulic/Pneumatic	17,348	23,702	26,170	22,948
Instrument	86,012	123,231	91,760	85,518

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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	97,767	120,914	135,644	138,914
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	116,342	73,661	81,006	96,020
14. OTHER	300,830	301,781	305,129	304,262
15. MANUFACTURING	433,378	452,818	472,100	495,500
16. FLEET SUPPORT				
a. Product Support (Engineering)	228,116	371,302	625,513	588,019
b. Voyage Repair	98,000	98,000	98,000	98,000
c. Customer Service	172,977	169,421	171,301	170,813
d. BRAC Transition	0	0	0	0
Total:	2,890,597	3,109,876	3,390,444	3,306,146

* 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
Aviation Ordanance Equip	6,039	3,243	2,444	2,770
Avionics/Electronic	147,653	201,884	142,351	142,884
Bearings	356	341	292	247
Other	20,126	17,298	40,370	38,404
ENGINES (GAS TURBINE)				
LM2500G	44,100	44,100	42,000	42,000
LM2500T	12,600	12,600	31,500	31,500
Engine Components	33,817	28,163	27,872	26,677
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	40,000	40,000	40,000	40,000
Calibration Types II & III	116,342	73,661	81,006	96,020
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	55,166	81,952	77,190	87,666
Product Support	228,116	371,302	625,513	588,019
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	98,000	98,000	98,000	98,000
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	533,972	529,440	535,314	533,791
MANUFACTURING:	433,378	452,818	472,100	495,500
AIRCRAFT MODIFICATIONS:	113,714	170,862	122,533	168,076
FLEET TRAINING:	0	0	0	0
Total:	2,890,597	3,109,876	3,390,444	3,306,146

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NORTH ISLAND

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Landing Gear	21,010	27,160	27,253	25,253
Aviation Ordanance Equip	6,039	3,243	2,444	2,770
Avionics/Electronic	147,653	201,884	142,351	142,884
Bearings	356	341	292	247
Other	20,126	17,298	40,370	38,404
ENGINES (GAS TURBINE)				
LM2500G	44,100	44,100	42,000	42,000
LM2500T	12,600	12,600	31,500	31,500
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	40,000	40,000	40,000	40,000
Calibration Types II & III	116,342	73,661	81,006	96,020
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	55,166	81,952	77,190	87,666
Product Support	228,116	371,302	625,513	588,019
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	98,000	98,000	98,000	98,000
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	533,972	529,440	535,314	533,791
MANUFACTURING:	433,378	452,818	472,100	495,500
AIRCRAFT MODIFICATIONS:	113,714	170,862	122,533	168,076
FLEET TRAINING:	0	0	0	0
Total:	2,890,597	3,109,876	3,390,444	3,306,146

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ACTIVITY UIC: N65888
NORTH ISLAND

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Landing Gear	21,010	27,160	27,253	25,253
Aviation Ordanance Equip	6,039	3,243	2,444	2,770
Avionics/Electronic	139,632	193,863	134,330	134,863
Bearings	356	0	292	247
Other	19,974	17,146	40,218	38,252
ENGINES (GAS TURBINE)				
LM2500G	44,100	44,100	42,000	42,000
LM2500T	12,600	12,600	31,500	31,500
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	40,000	40,000	40,000	40,000
Calibration Types II & III	116,342	73,661	81,006	96,020
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	55,166	81,952	77,190	87,666
Product Support	228,116	371,302	625,513	588,019
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	98,000	98,000	98,000	98,000
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	533,972	529,440	535,314	533,791
MANUFACTURING:	433,378	452,818	472,100	495,500
AIRCRAFT MODIFICATIONS:	0	0	0	0
FLEET TRAINING:	0	0	0	0
Total:	2,745,150	2,907,281	3,236,178	3,106,337

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
AIRCRAFT AIRFRAMES:				
NONE	0	0	0	0
AIRCRAFT COMPONENTS:				
Dynamic Components	0	0	0	0
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	0	0	0	0
Aircraft Structural	0	0	0	0
Hydraulic/Pneumatic	790	790	790	790
Instrument	6,704	6,704	6,704	6,704
Landing Gear	0	0	0	0
Aviation Ordnance Equip	0	0	0	0
Avionics / Electronic	14,385	14,385	14,385	14,385
Bearings *	15,080	18,878	23,451	26,201
Other	0	0	0	0
ENGINES (GAS TURBINE)				
Engine Components	749	749	749	749
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	0	0	0	0
Calibration Types II & III	0	0	0	0

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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
AIRCRAFT AIRFRAMES:				
NONE	0	0	0	0
AIRCRAFT COMPONENTS:				
Dynamic Components	0	0	0	0
Engine Components	749	749	749	749
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	0	0	0	0
Aircraft Structural	0	0	0	0
Hydraulic/Pneumatic	790	790	790	790
Instrument	6,704	6,704	6,704	6,704
Landing Gear	0	0	0	0
Aviation Ordnance Equip	0	0	0	0
Avionics / Electronic	14,385	14,385	14,385	14,385
Bearings *	15,080	18,878	23,451	26,201
Other	0	0	0	0
ENGINES (GAS TURBINE)				
NONE	0	0	0	0
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	0	0	0	0

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Workload and Capabilities, continued

12. Core Capabilities (DoD), continued

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**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:				
NONE	0	0	0	0
AIRCRAFT COMPONENTS:				
Dynamic Components	0	0	0	0
Engine Components	18,413	18,413	18,413	18,413
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	0	0	0	0
Aircraft Structural	0	0	0	0
Hydraulic/Pneumatic	790	790	790	790
Instrument	12,600	12,600	12,600	12,600
Landing Gear	0	0	0	0
Aviation Ordnance Equip	0	0	0	0
Avionics / Electronic	22,406	22,406	22,406	22,406
Bearings	15,080	18,878	23,451	26,201
Other	152	152	152	152
ENGINES (GAS TURBINE)				
NONE	0	0	0	0

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	0	0	0	0
Product Support	0	0	0	0
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	0
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	4,000	4,000	4,000	4,000
MANUFACTURING:	0	0	0	0
AIRCRAFT MODIFICATIONS:	0	0	0	0
FLEET TRAINING:	0	0	0	0
Total:	26,628	26,628	26,628	26,628

* NON ADD: HOURS IMBEDDED IN OTHER PROGRAMS (I.E., ENGINES, AIRCRAFT, COMPONENTS AND OTHER FUNDED)

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Calibration Types II & III	0	0	0	0
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	0	0	0	0
Product Support	0	0	0	0
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	0
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	4,000	4,000	4,000	4,000
MANUFACTURING:	0	0	0	0
AIRCRAFT MODIFICATIONS:	0	0	0	0
FLEET TRAINING:	0	0	0	0
Total:	26,628	26,628	26,628	26,628

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* NON ADD: HOURS IMBEDDED IN OTHER PROGRAMS (I.E., ENGINES, AIRCRAFT, COMPONENTS AND OTHER FUNDED)

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ACTIVITY UIC: N65888
NORTH ISLAND

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	0	0	0	0
Calibration Types II & III	0	0	0	0
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	0	0	0	0
Product Support	0	0	0	0
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	0
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	50,000	50,000	50,000	50,000
MANUFACTURING:	0	0	0	0
AIRCRAFT MODIFICATIONS:	0	0	0	0
FLEET TRAINING:	0	0	0	0
Total:	119,441	123,239	127,812	130,562

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)*	452,470	528,849	436,949	482,370
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	452,470	528,849	436,949	482,370
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	97,767	120,914	135,644	138,914

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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
AIRCRAFT AIRFRAMES:				
E-2C	208,814	164,584	207,666	125,374
ES-3A	11,039	11,039	44,156	0
F/A-18	126,188	128,812	131,100	131,100
S-3A	0	0	11,039	0
S-3B	111,830	100,647	111,830	167,745
TE-2C	20,573	0	0	0
EMERG REPAIR	293,632	315,632	271,591	271,591
AIRCRAFT COMPONENTS:				
Dynamic Components	55,912	34,790	64,816	34,293
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	7,434	6,834	5,251	4,512
Aircraft Structural	41,530	42,226	53,431	40,362
Hydraulic/Pneumatic	17,348	23,702	26,170	22,948
Instrument	91,908	129,127	97,656	91,414
Landing Gear	21,010	27,160	27,253	25,253
Aviation Ordnance Equip	6,039	3,243	2,444	2,770
Avionics/Electronic	147,653	201,884	142,351	142,884
Bearings	356	0	292	247
Other	20,126	17,298	40,370	38,404
ENGINES (GAS TURBINE)				

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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
AIRCRAFT AIRFRAMES:				
E-2C	208,814	164,584	207,666	125,374
ES-3A	11,039	11,039	44,156	0
F/A-18	126,188	128,812	131,100	131,100
S-3A	0	0	11,039	0
S-3B	111,830	100,647	111,830	167,745
TE-2C	20,573	0	0	0
EMERG REPAIR	293,632	315,632	271,591	271,591
AIRCRAFT COMPONENTS:				
Dynamic Components	55,912	34,790	64,816	34,293
Engine Components	33,817	28,163	27,872	26,677
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	7,434	6,834	5,251	4,512
Aircraft Structural	41,530	42,226	53,431	40,362
Hydraulic/Pneumatic	17,348	23,702	26,170	22,948
Instrument	91,908	129,127	97,656	91,414
Landing Gear	21,010	27,160	27,253	25,253
Aviation Ordnance Equip	6,039	3,243	2,444	2,770
Avionics/Electronic	147,653	201,884	142,351	142,884
Bearings	356	0	292	247
Other	20,126	17,298	40,370	38,404

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Workload and Capabilities, continued

12. Core Capabilities (DoD), continued

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)**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:				
E-2C	208,814	164,584	207,666	125,374
ES-3A	11,039	11,039	44,156	0
F/A-18	126,188	128,812	131,100	131,100
S-3A	0	0	11,039	0
S-3B	111,830	100,647	111,830	167,745
TE-2C	20,573	0	0	0
EMERG REPAIR	293,632	315,632	271,591	271,591
AIRCRAFT COMPONENTS:				
Dynamic Components	55,912	34,790	64,816	34,293
Engine Components	16,153	10,499	10,208	9,013
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	7,434	6,834	5,251	4,512
Aircraft Structural	41,530	42,226	53,431	40,362
Hydraulic/Pneumatic	17,348	23,702	26,170	22,948
Instrument	86,012	123,231	91,760	85,518
Landing Gear	21,010	27,160	27,253	25,253
Aviation Ordnance Equip	6,039	3,243	2,444	2,770
Avionics/Electronic	139,632	193,863	134,330	134,863

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
LM2500G	44,100	44,100	42,000	42,000
LM2500T	12,600	12,600	31,500	31,500
Engine Components	33,817	28,163	27,872	26,677
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	40,000	40,000	40,000	40,000
Calibration Types II & III	116,342	73,661	81,006	96,020
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	55,166	81,952	77,190	87,666
Product Support	228,116	371,302	625,513	588,019
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	98,000	98,000	98,000	98,000
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	533,972	529,440	535,314	533,791
MANUFACTURING:	433,378	452,818	472,100	495,500
AIRCRAFT MODIFICATIONS:	113,714	170,862	122,533	168,076
FLEET TRAINING:	0	0	0	0
Total:	2,890,597	3,109,876	3,390,444	3,306,146

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ACTIVITY UIC: N65888
NORTH ISLAND

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
ENGINES (GAS TURBINE)				
LM2500G	44,100	44,100	42,000	42,000
LM2500T	12,600	12,600	31,500	31,500
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	40,000	40,000	40,000	40,000
Calibration Types II & III	116,342	73,661	81,006	96,020
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	55,166	81,952	77,190	87,666
Product Support	228,116	371,302	625,513	588,019
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	98,000	98,000	98,000	98,000
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	533,972	529,440	535,314	533,791
MANUFACTURING:	433,378	452,818	472,100	495,500
AIRCRAFT MODIFICATIONS:	113,714	170,862	122,533	168,076
FLEET TRAINING:	0	0	0	0
Total:	2,890,597	3,109,876	3,390,444	3,306,146

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Bearings	356	0	292	247
Other	19,974	17,146	40,218	38,252
ENGINES (GAS TURBINE)				
LM2500G	44,100	44,100	42,000	42,000
LM2500T	12,600	12,600	31,500	31,500
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	40,000	40,000	40,000	40,000
Calibration Types II & III	116,342	73,661	81,006	96,020
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	55,166	81,952	77,190	87,666
Product Support	228,116	371,302	625,513	588,019
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	98,000	98,000	98,000	98,000
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	533,972	529,440	535,314	533,791
MANUFACTURING:	433,378	452,818	472,100	495,500
AIRCRAFT MODIFICATIONS:	0	0	0	0
FLEET TRAINING:	0	0	0	0
Total:	2,745,150	2,907,281	3,236,178	3,106,337

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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	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)*	452,470	528,849	436,949	482,370
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	452,470	528,849	436,949	482,370
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	97,767	120,914	135,644	138,914

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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
AIRCRAFT AIRFRAMES:				
E-2C	208,814	164,584	207,666	125,374
ES-3A	11,039	11,039	44,156	0
F/A-18	126,188	128,812	131,100	131,100
S-3A	0	0	11,039	0
S-3B	111,830	100,647	111,830	167,745
TE-2C	20,573	0	0	0
EMERG REPAIR	293,632	315,632	271,591	271,591
AIRCRAFT COMPONENTS:				
Dynamic Components	55,912	34,449	64,816	34,293
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	7,434	6,834	5,251	4,512
Aircraft Structural	41,530	42,226	53,431	40,362
Hydraulic/Pneumatic	18,138	24,492	26,960	23,738
Instrument	98,612	135,831	104,360	98,118
Landing Gear	21,010	27,160	27,253	25,253
Aviation Ordnance Equip	6,039	3,243	2,444	2,770
Avionics/Electronic	162,038	216,269	156,736	157,269
Bearings	356	341	292	247
Bearings *	15,080	18,878	23,451	26,201

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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
AIRCRAFT AIRFRAMES:				
E-2C	208,814	164,584	207,666	125,374
ES-3A	11,039	11,039	44,156	0
F/A-18	126,188	128,812	131,100	131,100
S-3A	0	0	11,039	0
S-3B	111,830	100,647	111,830	167,745
TE-2C	20,573	0	0	0
EMERG REPAIR	293,632	315,632	271,591	271,591
AIRCRAFT COMPONENTS:				
Dynamic Components	55,912	34,449	64,816	34,293
Engine Components	34,566	28,912	28,621	27,426
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	7,434	6,834	5,251	4,512
Aircraft Structural	41,530	42,226	53,431	40,362
Hydraulic/Pneumatic	18,138	24,492	26,960	23,738
Instrument	98,612	135,831	104,360	98,118
Landing Gear	21,010	27,160	27,253	25,253
Aviation Ordnance Equip	6,039	3,243	2,444	2,770
Avionics/Electronic	162,038	216,269	156,736	157,269
Bearings	356	341	292	247

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Workload and Capacities, continued

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**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:				
E-2C	208,814	164,584	207,666	125,374
ES-3A	11,039	11,039	44,156	0
F/A-18	126,188	128,812	131,100	131,100
S-3A	0	0	11,039	0
S-3B	111,830	100,647	111,830	167,745
TE-2C	20,573	0	0	0
EMERG REPAIR	293,632	315,632	271,591	271,591
AIRCRAFT COMPONENTS:				
Dynamic Components	55,912	34,790	64,816	34,293
Engine Components	34,566	28,912	28,621	27,426
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	7,434	6,834	5,251	4,512
Aircraft Structural	41,530	42,226	53,431	40,362
Hydraulic/Pneumatic	18,138	24,492	26,960	23,738
Instrument	98,612	135,831	104,360	98,118
Landing Gear	21,010	27,160	27,253	25,253
Aviation Ordnance Equip	6,039	3,243	2,444	2,770
Avionics/Electronic	162,038	216,269	156,736	157,269

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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	116,342	73,661	81,006	96,020
14. OTHER	304,830	305,781	309,129	308,262
15. MANUFACTURING	433,378	452,818	472,100	495,500
16. FLEET SUPPORT				
a. Product Support (Engineering)	228,116	371,302	625,513	588,019
b. Voyage Repair	98,000	98,000	98,000	98,000
c. Customer Service	172,977	169,421	171,301	170,813
d. BRAC Transition	0	0	0	0
Total:	2,917,225	3,136,504	3,417,072	3,332,774

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

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ACTIVITY UIC: N65888
NORTH ISLAND

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Other	20,126	17,298	40,370	38,404
ENGINES (GAS TURBINE)				
LM2500G	44,100	44,100	42,000	42,000
LM2500T	12,600	12,600	31,500	31,500
Engine Components	34,566	28,912	28,621	27,425
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	40,000	40,000	40,000	40,000
Calibration Types II & III	116,342	73,661	81,006	96,020
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	55,166	81,952	77,190	87,666
Product Support	228,116	371,302	625,513	588,019
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	98,000	98,000	98,000	98,000
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	537,972	533,440	539,314	537,791
MANUFACTURING:	433,378	452,818	472,100	495,500
AIRCRAFT MODIFICATIONS:	113,714	170,862	122,533	168,076
FLEET TRAINING:	0	0	0	0
R Total:	2,917,225	3,136,504	3,417,072	3,332,773

*** NON ADD: HOURS ARE IMBEDDED IN OTHER PROGRAMS (I.E., ENGINES, COMPONENTS, AND OTHER PROGRAMS).**

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ACTIVITY UIC: N65888
NORTH ISLAND

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Bearings *	15,080	18,878	23,451	26,201
Other	20,126	17,298	40,370	38,404
ENGINES (GAS TURBINE)				
LM2500G	44,100	44,100	42,000	42,000
LM2500T	12,600	12,600	31,500	31,500
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	40,000	40,000	40,000	40,000
Calibration Types II & III	116,342	73,661	81,006	96,020
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	55,166	81,952	77,190	87,666
Product Support	228,116	371,302	625,513	588,019
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	98,000	98,000	98,000	98,000
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	537,972	533,440	539,314	537,791
MANUFACTURING:	433,378	452,818	472,100	495,500
AIRCRAFT MODIFICATIONS:	113,714	170,862	122,533	168,076
FLEET TRAINING:	0	0	0	0
Total:	2,902,145	3,117,626	3,393,621	3,306,573

*** NON ADD: HOURS ARE IMBEDDED IN OTHER PROGRAMS (I.E., ENGINES, COMPONENTS, AND OTHER PROGRAMS).**

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ACTIVITY UIC: N65888
NORTH ISLAND

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Bearings	356	0	292	247
Bearings *	15,080	18,878	23,451	26,201
Other	20,126	17,298	40,370	38,404
ENGINES (GAS TURBINE)				
LM2500G	44,100	44,100	42,000	42,000
LM2500T	12,600	12,600	31,500	31,500
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	40,000	40,000	40,000	40,000
Calibration Types II & III	116,342	73,661	81,006	96,020
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	55,166	81,952	77,190	87,666
Product Support	228,116	371,302	625,513	588,019
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	98,000	98,000	98,000	98,000
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	583,972	579,440	585,314	583,791
MANUFACTURING:	433,378	452,818	472,100	495,500
AIRCRAFT MODIFICATIONS:	0	0	0	0
FLEET TRAINING:	0	0	0	0
Total:	2,849,511	3,011,642	3,340,539	3,210,698

*** NON ADD: HOURS ARE IMBEDDED IN OTHER PROGRAMS (I.E., ENGINES, COMPONENTS, AND OTHER PROGRAMS).**

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

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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
AIRCRAFT AIRFRAMES:				
NONE	0	0	0	0
AIRCRAFT COMPONENTS:				
Dynamic Components	0	0	0	0
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	0	0	0	0
Aircraft Structural	0	0	0	0
Hydraulic/Pneumatic	1,817	1,817	1,817	1,817
Instrument	407	407	407	407
Landing Gear	180	180	180	180
Aviation Ordnance Equip	631	631	631	631
Avionics/Electronic	2,099	2,099	2,099	2,099
Bearings	0	0	0	0
Other	1,521	1,521	1,521	1,521
ENGINES (GAS TURBINE)				
Engine Components	1,326	1,326	1,326	1,326
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	0	0	0	0

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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
AIRCRAFT AIRFRAMES:				
NONE	0	0	0	0
AIRCRAFT COMPONENTS:				
Dynamic Components	0	0	0	0
Engine Components	1,326	1,326	1,326	1,326
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	0	0	0	0
Aircraft Structural	0	0	0	0
Hydraulic/Pneumatic	1,817	1,817	1,817	1,817
Instrument	407	407	407	407
Landing Gear	180	180	180	180
Aviation Ordnance Equip	631	631	631	631
Avionics/Electronic	2,099	2,099	2,099	2,099
Bearings	0	0	0	0
Other	1,521	1,521	1,521	1,521
ENGINES (GAS TURBINE)				
NONE	0	0	0	0
AIRCRAFT SERVICE SUPPORT:				

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Workload and Capabilities, continued

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**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:				
NONE	0	0	0	0
AIRCRAFT COMPONENTS:				
Dynamic Components	0	0	0	0
Engine Components	1,326	1,326	1,326	1,326
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	0	0	0	0
Aircraft Structural	0	0	0	0
Hydraulic/Pneumatic	1,817	1,817	1,817	1,817
Instrument	407	407	407	407
Landing Gear	180	180	180	180
Aviation Ordnance Equip	631	631	631	631
Avionics/Electronic	2,099	2,099	2,099	2,099
Bearings	0	0	0	0
Other	1,521	1,521	1,521	1,521
ENGINES (GAS TURBINE)				
NONE	0	0	0	0

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Calibration Types II & III	0	0	0	0
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	0	0	0	0
Product Support	50,000	50,000	50,000	50,000
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	0	0	0	0
MANUFACTURING:	2,000	2,000	2,000	2,000
AIRCRAFT MODIFICATIONS:	0	0	0	0
FLEET TRAINING:	0	0	0	0
Total:	59,981	59,981	59,981	59,981

See additional information on next page.

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ACTIVITY UIC: N65888
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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Calibration Type I	0	0	0	0
Calibration Types II & III	0	0	0	0
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	0	0	0	0
Product Support	50,000	50,000	50,000	50,000
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	0	0	0	0
MANUFACTURING:	2,000	2,000	2,000	2,000
AIRCRAFT MODIFICATIONS:	0	0	0	0
FLEET TRAINING:	0	0	0	0
Total:	59,981	59,981	59,981	59,981

See additional information on next page.

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ACTIVITY UIC: N65888
NORTH ISLAND

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	0	0	0	0
Calibration Types II & III	0	0	0	0
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	0	0	0	0
Product Support	0	0	0	0
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	
Software - Tactical	0	0	0	0
Software - Support Equip	28,000	23,500	24,000	25,500
Other	22,000	26,500	26,000	24,500
MANUFACTURING:	2,000	2,000	2,000	2,000
AIRCRAFT MODIFICATIONS:	0	0	0	0
FLEET TRAINING:	0	0	0	0
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.

Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:				
AIRCRAFT COMPONENTS:				
ENGINES (GAS TURBINE)				
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	NOT APPLICABLE			
Calibration Types II & III				
Support Equip TMDE				
Support Equip Non-Avionics				
Product Support				
Customer Service				
Field Teams				
Voyage Repairs				
Software - Tactical				
Software - Support Equip				
Other				
MANUFACTURING:				
AIRCRAFT MODIFICATIONS:				
FLEET TRAINING:				
Total:				

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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	116,342	73,661	81,006	96,020
14. OTHER	300,830	301,781	305,129	304,262
15. MANUFACTURING	433,378	452,818	472,100	495,500
16. FLEET SUPPORT				
a. Product Support (Engineering)	228,116	371,302	625,513	588,019
b. Voyage Repair	98,000	98,000	98,000	98,000
c. Customer Service	172,977	169,421	171,301	170,813
d. BRAC Transition	0	0	0	0
Total:	2,890,597	3,109,876	3,390,444	3,306,146

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

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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
AIRCRAFT AIRFRAMES:				
AIRCRAFT COMPONENTS:				
ENGINES (GAS TURBINE)				
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	NOT APPLICABLE			
Calibration Types II & III				
Support Equip TMDE				
Support Equip Non-Avionics				
Product Support				
Customer Service				
Field Teams				
Voyage Repairs				
Software - Tactical				
Software - Support Equip				
Other				
MANUFACTURING:				
AIRCRAFT MODIFICATIONS:				
FLEET TRAINING:				
Total:				

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:				
NONE	0	0	0	0
AIRCRAFT COMPONENTS:				
Dynamic Components	0	0	0	0
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	0	0	0	0
Aircraft Structural	0	0	0	0
Hydraulic/Pneumatic	0	0	0	0
Instrument	0	0	0	0
Landing Gear	0	0	0	0
Aviation Ordnance Equip	0	0	0	0
Avionics/Electronics	0	0	0	0
Bearings	0	0	0	0
Other	0	0	0	0
ENGINES (GAS TURBINE)				
Engine Components	0	0	0	0
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	0	0	0	0
Calibration Types II & III	25,000	25,000	25,000	25,000
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	0	0	0	0

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Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:				
NONE	0	0	0	0
AIRCRAFT COMPONENTS:				
Dynamic Components	0	0	0	0
Engine Components	0	0	0	0
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	0	0	0	0
Aircraft Structural	0	0	0	0
Hydraulic/Pneumatic	0	0	0	0
Instrument	0	0	0	0
Landing Gear	0	0	0	0
Aviation Ordnance Equip	0	0	0	0
Avionics/Electronics	0	0	0	0
Bearings	0	0	0	0
Other	0	0	0	0
ENGINES (GAS TURBINE)				
NONE	0	0	0	0
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	0	0	0	0

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Product Support	0	0	0	0
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	0
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	243,063	1,000	1,000	1,000
MANUFACTURING:	0	0	0	0
AIRCRAFT MODIFICATIONS:	0	0	0	0
FLEET TRAINING:	0	0	0	0
Total:	268,063	26,000	26,000	26,000

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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	25,000	25,000	25,000	25,000
14. OTHER	24,032	26,000	26,000	26,000
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	244,031	0	0	0
Total:	293,063	51,000	51,000	51,000

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Calibration Types II & III	25,000	25,000	25,000	25,000
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	0	0	0	0
Product Support	0	0	0	0
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	0
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	243,063	1,000	1,000	1,000
MANUFACTURING:	0	0	0	0
AIRCRAFT MODIFICATIONS:	0	0	0	0
FLEET TRAINING:	0	0	0	0
Total:	268,063	26,000	26,000	26,000

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:				
F/A-18	200,678	277,157	363,727	218,784
AIRCRAFT COMPONENTS:				
Dynamic Components	0	0	0	0
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	0	0	0	0
Aircraft Structural	0	0	0	0
Hydraulic/Pneumatic	0	0	0	0
Instrument	0	0	0	0
Landing Gear	0	0	0	0
Aviation Ordnance Equip	0	0	0	0
Avionics/Electronic	0	0	0	0
Bearings	0	0	0	0
Other	0	0	0	0
ENGINES (GAS TURBINE)				
Engine Components	0	0	0	0
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	0	0	0	0
Calibration Types II & III	0	0	0	0
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	0	0	0	0

Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:				
F/A-18	200,678	277,157	363,727	218,784
AIRCRAFT COMPONENTS:				
Dynamic Components	0	0	0	0
Engine Components	0	0	0	0
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	0	0	0	0
Aircraft Structural	0	0	0	0
Hydraulic/Pneumatic	0	0	0	0
Instrument	0	0	0	0
Landing Gear	0	0	0	0
Aviation Ordnance Equip	0	0	0	0
Avionics/Electronic	0	0	0	0
Bearings	0	0	0	0
Other	0	0	0	0
ENGINES (GAS TURBINE)				
NONE	0	0	0	0
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	0	0	0	0

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Product Support	0	0	0	0
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	0
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	0	0	0	0
MANUFACTURING:	0	0	0	0
AIRCRAFT MODIFICATIONS:	0	0	0	0
FLEET TRAINING:	0	0	0	0
Total:	200,678	277,157	363,727	218,784

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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	0	0	0	0
15. MANUFACTURING	2,000	2,000	2,000	2,000
16. FLEET SUPPORT				
a. Product Support (Engineering)	50,000	50,000	50,000	50,000
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	59,981	59,981	59,981	59,981

See additional information on next page.

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Calibration Types II & III	0	0	0	0
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	0	0	0	0
Product Support	0	0	0	0
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	0
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	0	0	0	0
MANUFACTURING:	0	0	0	0
AIRCRAFT MODIFICATIONS:	0	0	0	0
FLEET TRAINING:	0	0	0	0
Total:	200,678	277,157	363,727	218,784

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	120,940	112,140	102,140	65,585
d. OTHER (SUB-TOTAL)*	29,040	29,505	29,167	28,947
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	29,040	29,505	29,167	28,947
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	68,048	11,490	5,271	2,829
b. AIRCRAFT STRUCTURES	6,215	2,463	4,274	3,633
c. HYDRAULIC/PNEUMATIC	1,185	5	0	0
d. INSTRUMENTS	29,513	18,756	8,616	9,615
e. LANDING GEAR	609	90	90	90
f. AVIATION ORDNANCE	84	83	0	0
g. AVIONICS/ELECTRONICS	12,400	3,184	156	156
h. APUs	0	0	0	0
i. OTHER	4,702	3,811	5,551	10,031
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	2,454	1,825	2,150	2,536

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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
AIRCRAFT AIRFRAMES:				
ES-3A	0	0	0	11,039
S-3B	0	0	0	11,183
S-3A	0	0	0	11,039
C-2A	120,940	112,140	102,140	65,585
EMERG REPAIR	23,675	23,675	23,675	23,675
AIRCRAFT COMPONENTS:				
Dynamic Components	63,575	8,394	86	86
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	0	0	0	0
Aircraft Structural	4,090	352	0	0
Hydraulic/Pneumatic	1,185	5	0	0
Instrument	23,196	7,622	0	7
Landing Gear	610	90	90	90
Aviation Ordnance Equip	83	83	0	0
Avionics/Electronic	12,400	3,184	156	156
Bearings	0	0	0	0
Other	2,913	573	266	374
ENGINES (GAS TURBINE)				
Engine Components	289	0	0	0
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	0	0	0	0
Calibration Types II & III	0	0	0	0

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Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:				
ES-3A	0	0	0	11,039
S-3B	0	0	0	11,183
S-3A	0	0	0	11,039
C-2A	120,940	112,140	102,140	65,585
EMERG REPAIR	23,675	23,675	23,675	23,675
AIRCRAFT COMPONENTS:				
Dynamic Components	63,575	8,394	86	86
Engine Components	289	0	0	0
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	0	0	0	0
Aircraft Structural	4,090	352	0	0
Hydraulic/Pneumatic	1,185	5	0	0
Instrument	23,196	7,622	0	7
Landing Gear	610	90	90	90
Aviation Ordnance Equip	83	83	0	0
Avionics/Electronic	12,400	3,184	156	156
Bearings	0	0	0	0
Other	2,913	573	266	374
ENGINES (GAS TURBINE)				
NONE	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	32,736	36,544	34,131	32,563
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	26,721	29,688	28,334	27,454
d. BRAC Transition	0	0	0	0
Total:	334,647	249,584	219,880	216,700

* 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
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	0	0	0	0
Product Support	0	0	0	0
Customer Service	6,156	6,367	6,367	6,367
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	0
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	25,534	37,100	37,100	37,100
MANUFACTURING:	0	0	0	0
AIRCRAFT MODIFICATIONS:	0	0	0	0
FLEET TRAINING:	25,000	25,000	25,000	25,000
Total:	309,646	224,585	194,880	191,701

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	0	0	0	0
Calibration Types II & III	0	0	0	0
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	0	0	0	0
Product Support	0	0	0	0
Customer Service	6,156	6,367	6,367	6,367
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	0
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	25,534	37,100	37,100	37,100
MANUFACTURING:	0	0	0	0
AIRCRAFT MODIFICATIONS:	0	0	0	0
FLEET TRAINING:	25,000	25,000	25,000	25,000
Total:	309,646	224,585	194,880	191,701

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:				
NONE	0	0	0	0
AIRCRAFT COMPONENTS:				
Dynamic Components	0	0	0	0
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	0	0	0	0
Aircraft Structural	0	0	0	0
Hydraulic/Pneumatic	0	0	0	0
Instrument	0	0	0	0
Landing Gear	0	0	0	0
Aviation Ordnance Equip	0	0	0	0
Avionics/Electronic	0	0	0	0
Bearings	0	0	0	0
Other	0	0	0	0
ENGINES (GAS TURBINE)				
Engine Components	0	0	0	0
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	0	0	0	0
Calibration Types II & III	0	0	0	0
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	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
AIRCRAFT AIRFRAMES:				
NONE	0	0	0	0
AIRCRAFT COMPONENTS:				
Dynamic Components	0	0	0	0
Engine Components	0	0	0	0
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	0	0	0	0
Aircraft Structural	0	0	0	0
Hydraulic/Pneumatic	0	0	0	0
Instrument	0	0	0	0
Landing Gear	0	0	0	0
Aviation Ordnance Equip	0	0	0	0
Avionics/Electronic	0	0	0	0
Bearings	0	0	0	0
Other	0	0	0	0
ENGINES (GAS TURBINE)				
NONE	0	0	0	0
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	0	0	0	0
Calibration Types II & III	0	0	0	0
Support Equip TMDE	0	0	0	0

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Workload and Capabilities, continued

14. All Other Workloads (Above Core), continued

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:				
NONE	0	0	0	0
AIRCRAFT COMPONENTS:				
Dynamic Components	0	0	0	0
Engine Components	0	0	0	0
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	0	0	0	0
Aircraft Structural	0	0	0	0
Hydraulic/Pneumatic	0	0	0	0
Instrument	0	0	0	0
Landing Gear	0	0	0	0
Aviation Ordnance Equip	0	0	0	0
Avionics/Electronic	0	0	0	0
Bearings	0	0	0	0
Other	0	0	0	0
ENGINES (GAS TURBINE)				
NONE	0	0	0	0
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	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
15. MANUFACTURING	0	0	0	0
16. FLEET SUPPORT				
a. Product Support (Engineering)	674,036	546,494	684,009	476,915
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	1,062,147	920,203	1,051,609	834,078

* 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
Product Support	724,036	596,494	734,009	526,915
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	0
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	0	0	0	0
MANUFACTURING:	0	0	0	0
AIRCRAFT MODIFICATIONS:	388,111	373,709	367,600	357,163
FLEET TRAINING:	0	0	0	0
Total:	1,112,147	970,203	1,101,609	884,078

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ACTIVITY UIC: N65888
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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Support Equip Non-Avionics	0	0	0	0
Product Support	724,036	596,494	734,009	526,915
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	0
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	0	0	0	0
MANUFACTURING:	0	0	0	0
AIRCRAFT MODIFICATIONS:	388,111	373,709	367,600	357,163
FLEET TRAINING:	0	0	0	0
Total:	1,112,147	970,203	1,101,609	884,078

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ACTIVITY UIC: N65888
NORTH ISLAND

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Calibration Types II & III	0	0	0	0
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	0	0	0	0
Product Support	0	0	0	0
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	0
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	0	0	0	0
MANUFACTURING:	0	0	0	0
AIRCRAFT MODIFICATIONS:	1,178,892	1,058,455	1,101,609	884,078
FLEET TRAINING:	0	0	0	0
Total:	1,178,892	1,058,455	1,101,609	884,078

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NORTH ISLAND

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)*	417,151	403,214	396,767	386,110
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	417,151	403,214	396,767	386,110
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	68,048	11,490	5,271	2,829
b. AIRCRAFT STRUCTURES	6,215	2,463	4,274	3,633
c. HYDRAULIC/PNEUMATIC	3,002	1,822	1,817	1,817
d. INSTRUMENTS	29,920	19,163	9,023	10,022
e. LANDING GEAR	789	270	270	270
f. AVIATION ORDNANCE	715	714	631	631
g. AVIONICS/ELECTRONICS	14,499	5,283	2,255	2,255
h. APUs	0	0	0	0
i. OTHER	6,223	5,332	7,072	11,552
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	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
AIRCRAFT AIRFRAMES:				
F/A-18	200,678	277,157	363,727	218,784
ES-3A	0	0	0	11,039
S-3B	0	0	0	11,183
S-3A	0	0	0	11,039
C-2A	120,940	112,140	102,140	65,585
EMERG REPAIR	23,675	23,675	23,675	23,675
AIRCRAFT COMPONENTS:				
Dynamic Components	63,575	8,394	86	86
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	0	0	0	0
Aircraft Structural	4,090	352	0	0
Hydraulic/Pneumatic	3,002	1,822	1,817	1,817
Instrument	23,603	8,029	407	414
Landing Gear	790	270	270	270
Aviation Ordnance Equip	714	714	631	631
Avionics/Electronic	14,499	5,283	2,255	2,255
Bearings	0	0	0	0
Other	4,434	2,094	1,787	1,895
ENGINES (GAS TURBINE)				
Engine Components	1,615	1,326	1,326	1,326
AIRCRAFT SERVICE SUPPORT:				

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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
AIRCRAFT AIRFRAMES:				
F/A-18	200,678	277,157	363,727	218,784
ES-3A	0	0	0	11,039
S-3B	0	0	0	11,183
S-3A	0	0	0	11,039
C-2A	120,940	112,140	102,140	65,585
EMERG REPAIR	23,675	23,675	23,675	23,675
AIRCRAFT COMPONENTS:				
Dynamic Components	63,575	8,394	86	86
Engine Components	1,615	1,326	1,326	1,326
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	0	0	0	0
Aircraft Structural	4,090	352	0	0
Hydraulic/Pneumatic	3,002	1,822	1,817	1,817
Instrument	23,603	8,029	407	414
Landing Gear	790	270	270	270
Aviation Ordnance Equip	714	714	631	631
Avionics/Electronic	14,499	5,283	2,255	2,255
Bearings	0	0	0	0
Other	4,434	2,094	1,787	1,895
ENGINES (GAS TURBINE)				
NONE	0	0	0	0

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Workloads and Capabilities, continued

14. Other Workloads (Above Core), continued

Table 14.1.h: **Total Above Core Workload**

(Sum of Tables 14.1.a through 14.1.g)

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:				
F/A-18	200,678	277,157	363,727	218,784
ES-3A	0	0	0	11,039
S-3B	0	0	0	11,183
S-3A	0	0	0	11,039
C-2A	120,940	112,140	102,140	65,585
EMERG REPAIR	23,675	23,675	23,675	23,675
AIRCRAFT COMPONENTS:				
Dynamic Components	63,575	8,394	86	86
Engine Components	1,615	1,326	1,326	1,326
Blade/Vane (Type 2)	0	0	0	0
APU/Ground Generators	0	0	0	0
Aircraft Structural	4,090	352	0	0
Hydraulic/Pneumatic	3,002	1,822	1,817	1,817
Instrument	23,603	8,029	407	414
Landing Gear	790	270	270	270
Aviation Ordnance Equip	714	714	631	631
Avionics/Electronic	14,499	5,283	2,255	2,255
Bearings	0	0	0	0
Other	4,434	2,094	1,787	1,895
ENGINES (GAS TURBINE)				

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NORTH ISLAND

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	3,780	3,151	3,476	3,862
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	25,000	25,000	25,000	25,000
14. OTHER	56,768	62,544	60,131	58,563
15. MANUFACTURING	2,000	2,000	2,000	2,000
16. FLEET SUPPORT				
a. Product Support (Engineering)	724,036	596,494	734,009	526,915
b. Voyage Repair	0	0	0	0
c. Customer Service	26,721	29,688	28,334	27,454
d. BRAC Transition	244,031	0	0	0
Total:	2,119,644 ~~1,950,516~~	1,755,241 ~~1,557,925~~	1,858,949 ~~1,746,197~~	1,380,543

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

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ACTIVITY UIC: N65888
NORTH ISLAND

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	3,780	3,151	3,476	3,862
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	25,000	25,000	25,000	25,000
14. OTHER	56,768	62,544	60,131	58,563
15. MANUFACTURING	2,000	2,000	2,000	2,000
16. FLEET SUPPORT				
a. Product Support (Engineering)	724,036	596,494	734,009	526,915
b. Voyage Repair	0	0	0	0
c. Customer Service	26,721	29,688	28,334	27,454
d. BRAC Transition	244,031	0	0	0
Total:	1,950,516	1,557,925	1,746,197	1,380,543

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

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ACTIVITY UIC: N65888
NORTH ISLAND

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Calibration Type I	0	0	0	0
Calibration Types II & III	25,000	25,000	25,000	25,000
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	0	0	0	0
Product Support	724,036	596,494	734,009	526,915
Customer Service	6,156	6,367	6,367	6,367
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	0
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	318,597	88,100	88,100	88,100
MANUFACTURING:	2,000	2,000	2,000	2,000
AIRCRAFT MODIFICATIONS:	388,111	373,709	367,600	357,163
FLEET TRAINING:	25,000	25,000	25,000	25,000
Total:	1,950,515	1,557,926	1,746,197	1,380,544

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ACTIVITY UIC: N65888
NORTH ISLAND

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	0	0	0	0
Calibration Types II & III	25,000	25,000	25,000	25,000
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	0	0	0	0
Product Support	724,036	596,494	734,009	526,915
Customer Service	6,156	6,367	6,367	6,367
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	0
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	318,597	88,100	88,100	88,100
MANUFACTURING:	2,000	2,000	2,000	2,000
AIRCRAFT MODIFICATIONS:	388,111	373,709	367,600	357,163
FLEET TRAINING:	25,000	25,000	25,000	25,000
Total:	1,950,515	1,557,926	1,746,197	1,380,544

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ACTIVITY UIC: N65888
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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
NONE	0	0	0	0
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	0	0	0	0
Calibration Types II & III	25,000	25,000	25,000	25,000
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	0	0	0	0
Product Support	0	0	0	0
Customer Service	6,156	6,367	6,367	6,367
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	0
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Other	318,597	88,100	88,100	88,100
MANUFACTURING:	2,000	2,000	2,000	2,000
AIRCRAFT MODIFICATIONS:	1,178,892	1,058,455	1,101,609	884,078
FLEET TRAINING:	25,000	25,000	25,000	25,000
Total:	2,017,260	1,646,178	1,746,197	1,380,544

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

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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
AIRCRAFT AIRFRAMES:				
Rotary	0	0	0	0
VSTOL	0	0	0	0
Fixed Wing				
Transport/Tanker/Bomber	0	0	0	0
Command and Control	0	0	0	0
Light Combat	67,000	63,600	67,000	60,200
Admin/Training	0	0	0	0
Other (Sub-Total)	18,521	17,595	16,775	15,880
P-3 (All TMS) *	0	0	0	0
Emerg Repair & Mods *	18,521	17,595	16,775	15,880
AIRCRAFT COMPONENTS				
Dynamic Components	1,120	1,120	1,120	1,120
Aircraft Structural	7,100	7,100	7,100	7,100
Hydraulic/Pneumatic	0	0	0	0
Instrument	0	0	0	0
Landing Gear	0	0	0	0
Aviation Ordnance Equip	0	0	0	0
Avionics/Electronic	2,000	2,000	2,000	2,000
APUs	0	0	0	0

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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
AIRCRAFT AIRFRAMES				
Rotary	0	0	0	0
VSTOL	0	0	0	0
Fixed Wing	67,000	63,600	67,000	60,200
Other	0	0	0	0
AIRCRAFT COMPONENTS				
Dynamic Components	1,120	1,120	1,120	1,120
Aircraft Structural	7,100	7,100	7,100	7,100
Hydraulic/Pneumatic	0	0	0	0
Instrument	0	0	0	0
Landing Gear	0	0	0	0
Aviation Ordnance Equip	0	0	0	0
Avionics/Electronic	2,000	2,000	2,000	2,000
APUs	0	0	0	0
Other	0	0	0	0
ENGINE (GAS TURBINE)				
Aircraft	0	0	0	0
Blades/Vanes (Type 2)	0	0	0	0
Ship	56,700	56,700	56,700	56,700
AIRCRAFT SERVICE SUPPORT				

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Workload and Capabilities, continued

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**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Avionics Electronics:	9,880	9,880	9,880	9,880
Engines (Gase Turbine) Ship	11,856	11,856	11,856	11,856
Total:	21,736	21,736	21,736	21,736

NOTE: The workload shown in DLHs represents the maximum potential based on a one-shift, five-day, 40-hour week. It is exclusively for the unique/peculiar capability shown. It does not represent the overall total for this commodity group.

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NORTH ISLAND

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	23,743	26,447
b. Calibration (Type I)	40,000	40,000	40,000	40,000
c. TMDE	0	0	0	0
14. OTHER	98,000	98,000	98,000	98,000
15. MANUFACTURING	10,000	11,500	13,000	14,000
16. FLEET SUPPORT				
a. Product Support (Engineering)	3,952	3,952	3,952	3,952
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	319,829	320,786	329,390	325,399

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

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ACTIVITY UIC: N65888
NORTH ISLAND

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Other	0	0	0	0
ENGINE (GAS TURBINE)				
Aircraft	0	0	0	0
Ship	56,700	56,700	56,700	56,700
Tank	0	0	0	0
Blades/Vanes (Type 2)	0	0	0	0
AIRCRAFT SERVICE SUPPORT				
Calibration Type I	40,000	40,000	40,000	40,000
TMDE	0	0	0	0
OTHER	127,388	132,671	138,695	142,399
Total:	319,829	320,786	329,390	325,399

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

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ACTIVITY UIC: N65888
NORTH ISLAND

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Calibration Type I	40,000	40,000	40,000	40,000
Calibration Type II & III	0	0	0	0
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	0	0	0	0
Product Support	3,952	3,952	3,952	3,952
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	0
Software - Tactical	0	0	0	0
Software - Support Equip	0	0	0	0
Bearings (Other Funded)	15,080	18,878	23,451	26,200
Bearings (Reg)	356	341	292	247
Other	98,000	98,000	98,000	98,000
MANUFACTURING	10,000	11,500	13,000	14,000
AIRCRAFT MODIFICATIONS	18,521	17,595	16,775	15,880
Total:	319,829	320,786	329,390	325,399

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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	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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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
AIRCRAFT AIRFRAMES:				
Rotary	0	0	0	0
VSTOL	0	0	0	0
Fixed Wing				
Transport/Tanker/Bomber	0	0	0	0
Command and Control	0	0	0	0
Light Combat	0	0	0	0
Admin/Training	0	0	0	0
Other (Sub-Total)	0	0	0	0
P-3 (All TMS) *	0	0	0	0
Emerg Repair & Mods *	0	0	0	0
AIRCRAFT COMPONENTS				
Dynamic Components	0	0	0	0
Aircraft Structural	0	0	0	0
Hydraulic/Pneumatic	0	0	0	0
Instruments	0	0	0	0
Landing Gear	0	0	0	0
Aviation Ordnance	0	0	0	0
Aviation/Electronics	0	0	0	0
APUs	0	0	0	0
Other	0	0	0	0
ENGINES (GAS TURBINE)				
Aircraft	0	0	0	0
Ship	0	0	0	0

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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
AIRCRAFT AIRFRAMES:				
Rotary	0	0	0	0
VSTOL	0	0	0	0
Fixed Wing	0	0	0	0
Other	0	0	0	0
AIRCRAFT COMPONENTS				
Dynamic Components	0	0	0	0
Aircraft Structural	0	0	0	0
Hydraulic/Pneumatic	0	0	0	0
Instruments	0	0	0	0
Landing Gear	0	0	0	0
Aviation Ordnance	0	0	0	0
Aviation/Electronics	0	0	0	0
APUs	0	0	0	0
Other	0	0	0	0
ENGINES (GAS TURBINE)				
Aircraft	0	0	0	0
Blades/Vanes (Type 2)	0	0	0	0
SHIP	0	0	0	0
AIRCRAFT SERVICE SUPPORT				
Calibration Type I	0	0	0	0

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NORTH ISLAND

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
15. MANUFACTURING				
16. FLEET SUPPORT				
a. Product Support (Engineering)				
b. Voyage Repair				
c. Customer Service				
d. BRAC Transition				
Total:	60,000	68,000	68,000	68,000

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R

ACTIVITY UIC: N65888
NORTH ISLAND

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Tank	0	0	0	0
Blades/Vanes (Type 2)	0	0	0	0
AIRCRAFT SERVICE SUPPORT				
Calibration Type I	0	0	0	0
TMDE	0	0	0	0
Other	60,000	68,000	68,000	68,000
Total:	60,000	68,000	68,000	68,000

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

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ACTIVITY UIC: N65888
NORTH ISLAND

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Calibration TYPE II & III	0	0	0	0
Support Equip TMDE	0	0	0	0
Support Equip Non-Avionics	0	0	0	0
Product Support	0	0	0	0
Customer Service	0	0	0	0
Field Teams	0	0	0	0
Voyage Repairs	0	0	0	0
Software - Tactical	60,000	68,000	68,000	68,000
Software - Support Equip	0	0	0	0
Bearings (Other Funded)	0	0	0	0
Bearings Reg.	0	0	0	0
Other	0	0	0	0
MANUFACTURING:	0	0	0	0
AIRCRAFT MODIFICATIONS:	0	0	0	0
Total:	60,000	68,000	68,000	68,000

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Workload and Capabilities, continued

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**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
AIRCRAFT AIRFRAMES:				
AIRCRAFT COMPONENTS:				
ENGINES (GAS TURBINE)				
AIRCRAFT SERVICE SUPPORT:				
Calibration Type I	NOT AVAILABLE			
Calibration Types II & III				
Support Equip TMDE				
Support Equip Non-Avionics				
Product Support				
Customer Service				
Field Teams				
Voyage Repairs				
Software - Tactical				
Software - Support Equip				
Other				
MANUFACTURING:				
AIRCRAFT MODIFICATIONS:				
FLEET TRAINING:				
Total:				

Workload and Capabilities, continued

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.

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
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.

Workload and Capabilities, continued

17. Interface with Customers, continued

Service/Function	Describe Required Interface/Relationship/Benefit
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.

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	141,144 ~~0~~	164,668 ~~0~~	94,096 ~~0~~	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	401,693 ~~388,111~~	400,248 ~~373,709~~	386,256 ~~367,600~~	357,163
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	401,693 ~~388,111~~	400,248 ~~373,709~~	386,256 ~~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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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

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

[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.

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

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**

EXPENSE	FY 1990	FY 1991	FY 1992	FY 1993
AOC ($ K)	337,115	370,622	358,613	349,348
$ / DLH	75.58	82.66	91.46	91.72

[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.

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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

R

ACTIVITY UIC: N65888
NORTH ISLAND

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
15. MANUFACTURING	0	0	0	0
16. FLEET SUPPORT				
a. Product Support (Engineering)	674,036	546,494	684,009	476,915
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	1,231,275 ~~1,062,147~~	1,117,519 ~~920,203~~	1,164,361 ~~1,051,609~~	834,078

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

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R

ACTIVITY UIC: N65888
NORTH ISLAND

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	341,833 ~~300,678~~	441,835 ~~277,157~~	457,823 ~~363,727~~	252,045
(4) Admin/Training	120,940	112,140	102,140	65,585
d. OTHER (SUB-TOTAL)*	445,135 ~~417,151~~	435,862 ~~403,214~~	415,423 ~~396,767~~	386,110
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	445,135 ~~417,151~~	435,862 ~~403,214~~	415,423 ~~396,767~~	386,110
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	68,048	11,490	5,271	2,829
b. AIRCRAFT STRUCTURES	6,215	2,463	4,274	3,633
c. HYDRAULIC/PNEUMATIC	3,002	1,822	1,817	1,817
d. INSTRUMENTS	29,920	19,163	9,023	10,022
e. LANDING GEAR	789	270	270	270
f. AVIATION ORDNANCE	715	714	631	631
g. AVIONICS/ELECTRONICS	14,499	5,283	2,255	2,255
h. APUs	0	0	0	0
i. OTHER	6,223	5,332	7,072	11,552
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0

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Costs, continued

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

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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

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Costs, continued

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

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

R.W. NEEL, CAPTAIN USN
NAME (Please type or print)

R.W. Neel
Signature

COMMANDING OFFICER
Title

5/20/94
Date

NAVAL AVIATION DEPOT NORTH ISLAND
Activity

BRAC-95 CERTIFICATION
Jacksonville
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

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 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

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. SAREERAM
NAME (Please type or print)

Signature

ACTING
Title

17 JUN 1994
Date

BRAC-95 CERTIFICATION
North Island
Data Call # 8 pg 63 (JCCC)

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 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

21 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

22JUN 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
North Island
Data Call # 8 pg 63 (June)

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

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North Island
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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
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.

MAJOR CLAIMANT LEVEL

DONALD V. BOECKER, RADM USN
~~W. C. BOWES, VADM, 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
North Island
Data Call # 8 REVISED 9, 19, 21-23, 31, 33, 40, 41, 48
55, 56, 62, 63, 68, -84, 85

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

Cert for Revised pg 9, 17, 21-23, 31, 33, 40-41, 48, 55-56, 62, 63, 68-84, 88

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.

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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

CAPTAIN R. W. NEEL
NAME (Please type or print)

R.W. Neel
Signature

Commanding Officer
Title

19 July 1994
Date

Naval Aviation Depot, North Island
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.

Susan B Dean
NAME (Please type or print)

Susan B Dean
Signature

Supv Bgm Analyst
Title

7-15-94
Date

Budget + Execution
Division

Depot Operations Directorate

NADOC
Activity

ORIGINAL CERTIFICATION IN THE
OWNER OPERATOR SECTION

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

Activity Commander

R. W. NEEL, CAPT, USN
Name

R D Macey for
Signature

Commanding Officer
Title

19 July 94
Date

Naval Aviation Depot North Island
Activity

DATA CALL 8, AMENDMENT, Q. 1.3.a/b + 4.1

BRAC-95 CERTIFICATION
North Island
Data Call # 8 AMENDMENT TWO

pg 7

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

DEPUTY ASSISTANT COMMANDER FOR AVIATION DEPOTS — 9-6-94
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.

NEXT ECHELON LEVEL (If applicable)

NAME (Please type or print) — Signature

ASSISTANT COMMANDER FOR LOGISTICS AND FLEET SUPPORT — 9-6-94
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.

MAJOR CLAIMANT LEVEL

NAME (Please type or print) — Signature

COMMANDER, NAVAL AIR SYSTEMS COMMAND — 7 Sep 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

NAME (Please type or print) — Signature

Title — 9/12/94
Date

BRAC-95 CERTIFICATION
North Island
Data Call # 8 AMENDMENT TWO pg 7

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

F C Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

9/2/94
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

Revision

BRAC-95 CERTIFICATION
JOINT CROSS SERVICE GROUP PORTION - NORTH ISLAND
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)

.ME (Please type or print)

Signature

10/7/94

Title

Date

BRAC-95 CERTIFICATION
JOINT CROSS SERVICE GROUP PORTION - NORTH ISLAND
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

THE FOLLOWING PAGES CONTAIN EITHER AMENDMENTS OR ARE ADDITIONAL PAGES TO BE INSERTED

DATA CALL # 8 - NADEP NORTH ISLAND

7 OCTOBER 1994

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

R

ertify that the information contained herein is accurate and complete to the best of my knowledge and ief.

NEXT ECHELON LEVEL (If applicable)

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

Robert W. Smith
Signature

ASSISTANT COMMANDER FOR AVIATION INDUSTIRAL 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

le

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)

W.C. Bowes
Signature

COMMANDER, NAVAL AIR SYSTEMS COMMAND
Title

11 Oct 94
Date
D.N.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)

J B Greene Jr
Signature

ACTING
Title

11 OCT 1994
Date

BRAC-95 CERTIFICATION
JOINT CROSS SERVICE GROUP PORTION - NORTH ISLAND
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

THE FOLLOWING PAGES CONTAIN EITHER AMENDMENTS OR ARE ADDITIONAL PAGES TO BE INSERTED

DATA CALL # 8 - NADEP NORTH ISLAND

11 OCTOBER 1994

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BRAC-95 CERTIFICATION
North Island
Data Call # 8 AMENDMENT FOUR

111

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(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
North Island
Data Call # 8 AMENDMENT FOUR

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

SUPERVISORY PROGRAM ANALYST
Title

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

F C Tillack
Signature

9/7/94
Date

BRAC-95 CERTIFICATION
North Island
Data Call # 8 AMENDMENT SIX

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

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)

B L Hawk
Signature

ASSISTANT COMMANDER FOR
LOGISTICS AND FLEET SUPPORT (ACTING)

9/20/94
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

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.

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

W. A. EARNER
E (Please type or print)

Signature

Title

9/29/94
Date

BRAC-95 CERTIFICATION
North Island
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
NADEP North Island
Data Call # 8, AMENDMENT # 12

'ertify that the information contained herein is accurate and complete to the best of my knowledge and ief.

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

'le

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
AME (Please type or print)

Signature

Title

10/19/94
Date

BRAC-95 CERTIFICATION
NADEP North Island
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

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

Assistant Commander for
Aviation Industrial Capabilities
Title

28 Dec 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

Title

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
Title

28 Dec 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

1/11/95
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) to this attachment 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

R.W. NEEL Capt, USN.
NAME (Please type or print)

R D Mason for
Signature Acting 28 Dec 94

Commanding Officer
Title

21 Dec 94
Date

Naval Aviation Depot North Island
Activity

Attachment Two

Document Separator

DATA CALL # 41

MILITARY VALUE

NAVAL AVIATION DEPOT

NORTH ISLAND

ORIGINAL

21 JULY 1994

DATA CALL WORK SHEET FOR MILITARY VALUE
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).

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.

DATA CALL WORK SHEET FOR MILITARY VALUE

NAVAL AVIATION DEPOTS

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Table of Acronyms

$	Dollars
%	Percent
#	Number
ACT	American College Test
AOB	Average on Board
ARC	Alcohol Rehabilitation Center
BAQ	Basic Allowance for Quarters
BEQ	Bachelor Enlisted Quarters
BOQ	Bachelor Officers Quarters
CAD/CAM	Computer Aided Design / Computer Aided Manufacturing
DoD	Department of Defense
DoDDS	Department of Defense Dependents Schools
DON	Department of the Navy
ESQD	Explosive Safety Quantity Distance
FSC	Family Service Center
FY	Fiscal Year
FYDP	Future Years Defense Plan
HS	High School
ITT	Information, Tickets and Tours
LF	Linear Feet
MH	Ma Hours
MLS	Multiple Listing Service
N / A	Not Applicable
NADEP	Naval Aviation Depot
NCIS	Naval Criminal Investigative Service
PN	Number of Personnel accommodated
POM	Program Objectives Memorandum
Qtr	Quarter
SAT	Scholastic Aptitude Test
SF	Square Feet
TY	Then Year
UIC	Unit Identification Code
VHA	Variable Housing Allowance
W/O	Without
WY	Work Years

DATA CALL WORK SHEET FOR MILITARY VALUE
NAVAL AVIATION DEPOTS

Primary UIC: N65886, NADEP North Island
(Use this Activity identification at the top of each page.)

Mission Area

1. Airframes

1.1 Identify the airframes currently worked at this NADEP, by type / model / series.

C-2A	E-2C	ES-3A
F/A-18A, B, C, D	S-3A	S-3B
TE-2C		

INFORMATION ON THIS PAGE CERTIFIED BY NADOC

1.2 Identify any specialized, unique or peculiar characteristics about the facilities, equipment, or skills at this NADEP for work on airframes. Specify those that are one of a kind within the Department of the Navy and/or the Department of Defense.

Our airframe repair expertise is borne from decades of experience at exceeding the perceived limits of depot maintenance.

This experience has translated into significant savings to DoD. Aircraft Service Life Extension Programs (F-4B/N, F-4J/S, RF-4B, C-2) and continued success at repair of previously unrepairable aircraft has contributed to our "Service to the Fleet" reputation. As the DoD has changed through force structure and budget downsizing, we are focused on continuous process improvement and efficient depot maintenance. What sets us apart is our ability to routinely do the "undoable." Recent examples include:

F/A-18 Center Barrel

The F/A-18A, B, C, D aircraft is assembled around the "center barrel" section. The forward and aft fuselage connect with and the wings attached to the center barrel. Replacement was thought to be technically and economically unreasonable. When some very low flight hour aircraft incurred unrepairable center barrel damage due to hard carrier landings, a second look was necessary. We proposed a repair process to replace the center barrel. This included four million dollars to design and build the tooling and two million dollars to do the actual repair with a total turnaround Time (TAT) of eighteen months. The private sector also made a proposal which called for sixteen million dollars to design and build the tooling alone. Their tooling TAT proposal was three years. We completed the tooling design, development, prototype repair, and flight testing for this "one of a kind" capability on schedule. Since then we have used this capability to complete a "tail swap" and are negotiating with an FMS customer for a center barrel replacement.

F/A-18 Tail Repair and Modification

The F/A-18 aircraft experienced design induced cracks in the structures (formers) that support both vertical tails. This design deficiency was determined to be covered under the aircraft warranty. Initially, the required repairs were performed by the prime contractor. We presented a proposal to develop Navy "organic" capability to perform the repair and complete the task for approximately fifty percent fewer man-hours per aircraft. Successful negotiations with the Naval Aviation Depot Operations Center (NADOC), Naval Air Systems Command, and the prime contractor resulted in a Memorandum of Agreement for North Island to accomplish this task. Positive management techniques, skilled artisans, and our commitment to Total Quality enabled us to complete this task on schedule, with a savings over-and-above our bid of approximately one hundred man-hours per aircraft.

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

SKILLS

The uniqueness of job skills associated with airframes are not necessarily attributable to job/series/title.

The uniqueness is inclusive in the personalities of the people that occupy these positions. The ability to accomplish the types of tasks such as the Center Barrel replacement and the Tail Swap are dependent on the personal attributes of these artisans.

We are the Depot Repair Point for:

- E-2 DoD unique
- C-2 DoD unique
- S-3 DoD unique in FY95 (upon implementing BRAC 93)
- F/A-18 DoD unique for ASPA, Center Barrel

We maintain airframe and airframe related skills that are not currently duplicatable in DoD or DoN.

The sophistication of the F/A-18A, B, C, D aircraft technology has required the development of highly technical artisan skills at NADEP North Island. Artisan skills have been developed for technical areas related to new aircraft structures, materials, electronics and embedded computers. Technical expertise includes composites, automatic test equipment, embedded software and bearings.

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

2. Air Launched Missiles

2.1 Identify the types of Missile / Guidance System production currently worked at this NADEP.

NOT APPLICABLE

2.2 Identify any special, unique or peculiar characteristics about the facilities, equipment, or skills at this NADEP for work on air-launched weapons. Specify those that are one of a kind within the Department of the Navy and/or the Department of Defense.

NOT APPLICABLE

Mission Area

3. Components

3.1 Identify the types of component production currently worked at this NADEP.

Dynamic Components	Engine Components	APU/Ground Generators
Aircraft Structural	Hydraulic/Pneumatic	Instruments
Landing Gear	Aviation Ordnance Equip	Avionics/Electronics
Bearings	Other Components	

INFORMATION ON THIS PAGE CERTIFIED BY NADOC

3.2 Identify any specialized, unique or peculiar characteristics about the facilities, equipment, or skills at this NADEP for work on components. Specify those that are one of a kind within the Department of the Navy and/or the Department of Defense.

NADEP North Island is home to a very diverse matrix of facilities, skills, and equipment specifically dedicated to the repair and refurbishment of aircraft components. Components are processed using these resources both for supply and concurrent support to the aircraft production lines. Examples of these diverse resources are:

E-2 Rotodome Range and Process - (TRAC-A Rotodome)

This NADEP is the only activity that can perform the complete work content under the same roof. Other activities can do individual phases but we can perform all phases of work processes which included:

- Phase 1 Metal and corrosion control
- Phase 2 Electrical tuning (range)
- Phase 3 Assembly and final sell (range)

Rotorblade Spin Tower

NADEP North Island's spin tower performs the dynamic spin balance for H-3/H-53/H-46/SH-60 helicopters. Equipment in the tower optically measures track excursion and measures torque to drive blades at nine degree pitch. This process ensures that each blade performs to close tolerances and ultimately reduces aircraft vibration.

12' x 48' Autoclave

This autoclave uses heat and pressure or vacuum to bond aircraft surfaces. The unit is computer controlled and has capacity for 60 programs, it can cure ten large items simultaneously.

C-Scan

This non-destructive test process allows detection of dis-bonding and voids on large aircraft surfaces. It uses ultra-sonic sound with water jets as a test vehicle.

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

12 Ton Vapor Cycle

We have an "I" Level capability to repair the E-2C 12 ton vapor cycle. There is only one other location on the east coast with this repair capability. We have the only west coast test facility and environmental controls to perform this work.

Bearing Refurbishment and Honing Program **R**

Our bearing facility is unique within DoN and performs certain processes not duplicated in DoD. NADEP North Island maintains Level II bearing refurbishment capability. Bearing refurbishment is classified in a four level process. Levels III (grinding) and IV (remanufacturing) are done exclusively by the original manufacturer. Level I (clean, inspect, test, preserve, pack) can be accomplished by all DoD aviation depots. Level II (Level I plus plating, honing, mix and match balls/rollers/cylinders) capability is restricted to one depot per service. In order to reduce/eliminate redundancy, Level II capability, at the line item level, typically resides at only one DoD depot. NADEP North Island has this DoD unique capability for over 150 individual bearings. Our bearing shop performs the following bearing processes for repairable and consumable item:

Level I Processing	Clean/inspect/test/preserve and pack
Level II Refurbishment	Includes Level I plus plating/honing/mix and match balls, roller, cylinders
Level III Grinding	Levels I and II plus the grinding of races
Level IV Remanufacturing	Original manufacturer only

We have capability for the following engine bearings:

TF30 TF34 T56 J52 T58 T64 J79 F110

LM2500 Fuel Flow Bench

We have a high and low pressure flow bench capable of testing LM2500 fuel controls and fuel pumps through all operating parameters.

Classified ECP Certification

We have the capability to perform ECP-87 for aircraft repair, ancillary equipment, component repair and new production installs. North Island is the only certified depot for both wet and dry processes for Lot 12 and above F/A-18 aircraft.

LM2500 Engine Test Cell

We maintain dual engine test cells capable of testing the LM2500 Marine Gas Turbine Engine through all operating parameters up to 9,100 RPM or 1,471 degrees fahrenheit.

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

12 Ton Vapor Cycle

We have an "I" Level capability to repair the E-2C 12 ton vapor cycle. There is only one other location on the east coast with this repair capability. We have the only west coast test facility and environmental controls to perform this work.

Bearing Refurbishment and Honing Program

Our bearing facility is unique within DoN and performs certain processes not duplicated in DoD. Our bearing shop performs the following bearing processes for repairable and consumable item:

Level I Processing	Clean/inspect/test/preserve and pack
Level II Refurbishment	Includes Level I plus plating/honing/mix and match balls, roller, cylinders
Level III Grinding	Levels I and II plus the grinding of races
Level IV Remanufacturing	Original manufacturer only

We have capability for the following engine bearings:

TF30 TF34 T56 J52 T58 T64 J79 F110

LM2500 Fuel Flow Bench

We have a high and low pressure flow bench capable of testing LM2500 fuel controls and fuel pumps through all operating parameters.

Classified ECP Certification

We have the capability to perform ECP-87 for aircraft repair, ancillary equipment, component repair and new production installs. North Island is the only certified depot for both wet and dry processes for Lot 12 and above F/A-18 aircraft.

LM2500 Engine Test Cell

We maintain dual engine test cells capable of testing the LM2500 Marine Gas Turbine Engine through all operating parameters up to 9,100 RPM or 1,471 degrees fahrenheit.

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

Revised Pg

ACTIVITY: N65888
NORTH ISLAND

SKILLS **R**

Our Level II Bearing Refurbishment Program requires special skills not found at any other Depot. Bearing Shop Artisans are WG-4850 series Bearing Reconditioners. NADEP North Island has nearly half of the bearing reconditioners in the Navy (post BRAC-93). This unique skill has been trained with a focus on Level II skills enhancement. Initial qualifications (WG-4850), focused training (Level II) and the hands-on experience of working with bearings processed at North Island exclusively, provide DoN and DoD with unique skills found no where else. All other skills fall within the standard job/series/title.

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

SKILLS

Our Bearing Refurbishment Program requires special skills not found at any other Depot. This shop area is manned by WG-4850 series Bearing Reconditioners. All other skills fall within the standard job/series/title.

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

4. Engines

4.1 Identify the types of engine production, by engine type, currently worked at this NADEP.

NADEP North Island accomplishes major repair, minor repair and modification of the LM2500 Marine Gas Turbine Engine (Naval ship propulsion system).

4.2 Identify any specialized, unique or peculiar characteristics about the facilities, equipment, or skills at this NADEP for work on engines. Specify those that are one of a kind within the Department of the Navy and/or the Department of Defense.

NADEP North Island has state-of-the-art test capability for turbo jet and turboshaft engines. Turbo jet engine test capability has modern overhead thrust system capable of engines up to 50,000 pound thrust class. Turboshaft test capability of up to 8,000 shaft horse power class. These test systems are quickly and economically adaptable to practically any engine in the Navy inventory.

NADEP North Island possesses a state-of-the-art high speed engine blade tip grinding capability which allows us to measure and grind rotor blade tips at high speed and with a great degree of accuracy by simulating actual engine operating speeds. This equipment is easily adaptable to almost any engine rotor configuration the Navy has.

NADEP North Island's bearing refurbishment facility is the only facility of its kind in the Navy. Our bearing refurbishment capability enables the Depot to recover critical main engine bearings that are otherwise unusable. This capability assists the Depot in-house, the fleet and supply activities in retaining assets and avoiding material expenditures.

Additionally, NADEP North Island is the only Navy depot which has a license for CODEP coating process. This capability allows us to re-apply the original manufacturer's protective coating to engine turbine section blades and vanes.

SKILLS

Being the only Navy Depot licensed to perform engine turbine blade CODEP processing, the job/series/title of these artisans certified to perform this process is not unique; however, the certification of the individuals is.

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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

TYPE	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
Calib Type I	90,087	90,119	64,984	41,249	30,088	31,378	40,000	40,000
Calib Type II & III	78,619	63,355	46,359	29,508	30,894	50,278	141,342	98,661
Support Equip Non-Avionics	93,321	55,232	41,107	18,668	15,321	53,380	55,166	81,952
Product Support	718,438	755,475	728,995	772,768	856,039	1,091,224	952,152	967,796
Customer Service	2,864	4,992	3,619	3,496	2,785	6,093	6,156	6,367
Voyage Repair	69,792	45,136	47,261	28,547	33,665	73,000	98,000	98,000
Software Tactical	0	0	0	0	0	0	0	0
Software Supt Equip	0	0	0	0	0	0	0	0
Other	449,321	421,451	472,186	373,386	480,028	682,887	856,569	621,540
Total	1,502,442	1,435,760	1,404,521	1,267,622	1,448,820	1,988,240	2,149,385	1,914,316

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5.2 Identify any specialized, unique or peculiar characteristics about the facilities, equipment, or skills at this NADEP for aircraft service support. Specify those that are one of a kind within the Department of the Navy and/or the Department of Defense.

This Depot provides an extensive menu of Aircraft Services Support. These services include:

- Calibration Laboratory, Type I
- Calibration Laboratory, Types II and III
- TMDE and Non-avionics Support Equipment
- Product Support (Engineering and Logistics)
- Fleet Customer Services
- Field Service Teams
- Voyage Repair Teams
- Tactical Software Support and Support Equipment Software

Highlights of these support services include:

Field Service

NADEP North Island is the largest of t Naval Aviation Depot Field Service Programs. The North Island Field Service Program provides In-Service-Repair (ISR), Aircraft Service Period Adjustment (ASPA), Paint and Corrosion Evaluation (PACE), Field Modification Team (FMT) services to the entire COMNAVAIRPAC aircraft inventory (approximately 1,800 aircraft), COMNAVAIRLANT (ASPA and other support for E-2, C-2, F/A-18), COMNAVRESFORCE (all facilities west of the Mississippi), FMS, NAVAIRSYSCOM RDT&E, U.S. Customs Service, U.S. Coast Guard and U.S. Border Patrol. NADEP North Island Field Service maintains permanent sites at NAS Miramar, NAS Lemoore, NAS Norfolk, MCAS El Toro, MCAS Tustin, MCAS Kaneohe Bay, NAS Barbers Point and NAS Whidbey Island. Additionally, NADEP North Island Field Teams frequently work at NAS Dallas, MCAS Camp Pendleton, NAF El Centro, MCAS Yuma, NAS Moffett Field, NAWC China Lake and NAS Fallon.

In FY-93 we completed 1,481 Aircraft Maintenance Inductions. To date in FY-94 we have completed 1,092. Aircraft serviced include the F-14, F/A-18, E-2, H-60, H-46, H-1, S-3, C-2, F-5, H-3, H-2, A-4, H-53, F-16, A-6, EA-6B, and the AV-8B.

One unique service we provide is the incorporation of the classified ECP-87 both in-house and in the field. Currently no other Department of the Navy or DoD activity/Depot is certified to perform the ECP.

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

Voyage Repair Teams

NADEP North Island is the largest of the Voyage Repair Teams (VRT), providing services to COMNAVAIRPAC, COMNAVSURFPAC, U.S. Coast Guard, Material Sealift Command and the Aviation Supply Office. North Island VRT operations are frequently extended to locations away from North Island (Naval Station San Diego 32nd Street, Naval Station Long Beach, Naval Station Alameda, Naval Station Pearl Harbor, Republic of Singapore, Guam, Sasebo, Japan and Yokosuka, Japan.

With the absorption of the NADEP Alameda VRT into the NADEP North Island VRT operations, NADEP North Island's VRT Program will be the most highly specialized and unique VRT operation in existence within the Department of the Navy and the DoD. The NADEP North Island VRT is a unique group of trade personnel that combine the knowledge, experience and talent of both aviation and shipboard/marine skills to provide maintenance and modification to the specialized air-capable ships of the U.S. Navy. This special pool of unique personnel is not duplicated anywhere else in the Department of the Navy or the DoD. The NADEP North Island VRT is the only operation of its kind in the Department of the Navy and the DoD that can perform the Laser Catapult Alignment and can lift, machine, rework and re-install both the 18" and 22" (fat cat) catapult systems on board U.S. Navy Aircraft Carriers.

In addition to the Catapult and Arresting Gear Maintenance, the VRT maintains, overhauls, reworks, installs and adjusts all types of Visual Landing Aids (VLA), Ships Glide Slope Indicators (SGSI) and Helicopter Optical Surveillance Systems (HOSS).

Type I Calibration Laboratory

Our Type I Laboratory is the exclusive Primary Standards Laboratory for DoN. In addition, we provide a number of unique calibration services to DoD. Included are:

- Ultra-sonic Interference Manometer, one of three world wide.
- Anechoic Chamber for metrology services, largest and most modern in DoD.
- Metrology Flow Laboratory, largest and most modern in DoD.
- Magnetics, currently the only such facility in DoD, will be certified as the "National Standard" by the National Institute of Standards Technology by year end (1994).

Engineering and Logistics

Our Product Support Directorate is the exclusive Cognizant Field Activity (CFA) for the F/A-18, C-2, E-2 and Navy T-38, F-5 and F-16 Adversary aircraft. We are the CFA for numerous

Automatic Test Equipment (ATE) systems including consolidated Automated Support Systems (CASS).

Examples of our unique engineering expertise includes:

- F/A-18 Center Barrel replacement. Our engineers pioneered this extremely complicated repair. The aircraft is separated at the wing attachment points. The forward and aft fuselage sections are removed, the "center barrel" section is replaced and the fuselage section and wings are reassembled. Our engineers designed the repair procedure, the tooling and the critical optical alignment devises necessary to ensure responsive support. This capability is unique to NADEP North Island. There is no equivalent capability in private industry or among our FMS customers flying the F/A-18.

Materials Engineering unique capabilities include:

- The only Naval activity with aircraft tire engineering capabilities.
- The only Naval activity with laser beam optical holographic equipment for aircraft tire testing.
- The only Naval activity with aeronautical anti-friction bearing engineering capability.
- The only West Coast Naval activity with X-ray diffraction residual stress equipment.
- The project leader for Naval Aviation Preservation Program (NAPP) which provides technical support for short, mid and long term storage of Naval aircraft and support equipment.

SKILLS

Our multi-skilled artisans, Ttechnicians and engineers enable the Aircraft Support Services Program to provide a wide range of services. These range from extensive field mods of various type/model/series aircraft to critical aircraft carrier catapult alignment and arresting gear repair. Additionally, repairs are routinely accomplished on Recover Assist Secure Traverse (R.A.S.T.) systems used on fleet vessels with deployed helicopters.

Consolidated Automated Support System (CASS)

NADEP North Island has been active in Automatic Test Equipment (ATE) engineering since the early 1970's. We have been the Navy's Common ATE Cognizant Field Activity (CFA) since 1983, and NAVAIR has designated us the Prospective CFA for its newest tester, the USM-636 CASS. CASS will eventually replace all existing Navy ATE systems. As CASS CFA, we will

maintain its configuration, implement product improvements, and respond to requests for assistance and information from fleet users. We currently maintain the CASS Acquisition Support Facility, a repository for the complete set of CASS engineering drawings.

NADEP North Island has also a sizeable group of engineers and technicians who design and develop TPSs to test Navy avionics units on CASS. We have been active in the CASS TPS development field since January 1990. The scope of our work extends from converting existing test programs from their old testers, to designing and building brand-new test programs for emerging avionics systems. We activley participate in the National Security industrial Association (NSIA) CASS User's Group to stay informed of the latest developments in automatic testing technology. We maintain a fully equipped software development center and ATE Engineering Laboratory, and have the only organically sited and operated CASS Test Integration Facility.

Our TPS In-Service Engineering group has maintained Navy I-level TPSs on numerous common and special-purpose ATE systems since 1976. We produce a continuous stream of engineering investigation reports, test program updates, test workaround procedures, and TPS Configuration Status Reports, and fill hundreds of orders for replacement of TPS software and documentation annually.

Highlighs of our participation in ATE engineering include:

- CASS Participating CFA
- CASS/Common ATE Engineering Experience

Discipline	Years Experience
24 Electronics Engineers	120 total
14 Electronics Technicians	140 total
Advanced Degree Engineers	2

- CASS TPS Development

  Active since January 1990
  Developing YPSs for AN/URC-107(V) JTIDS for Navy and Air Force Depot Repair Support
  Offloading TPSs for S-3 from VAST, and APG-65 Radar from RSTS to CASS
  Developing TPSs for ARC-210 Jam-Resistant Radio System

- CASS TPS Development Experience

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Discipline	Years Experience
50 Electronics Engineers	358 total
11 Electronics Technicians	153 total
Advanced Degree Engineers	1

- ATE TPS In-service Engineering

  Active since 1976
  Responsible for F/A-18 on ATS, HTS, RSTS and IATS
  Responsible for E-2C on CAT-IIID and RADCOM
  Responsible for ASN-92 CAINS and ASN-130 Inertial Navigation Systems on IMUTS-II

- ATE TPS In-service Engineering Experience

Discipline	Years Experience
54 Electronics Engineers	400 total
6 Electronics Technicians	120 total
Advanced Degree Engineers	1

- Software Development Center Capabilities

  LASAR version 6 Automatic Test Program Generator for digital avionics units
  Personal ATLAS Workstation (PAWS) Test Program Code and TRD Generator
  P-SPICE electronic circuit analysis software
  CASS TPS Development Package

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Mission Area

6. Manufacturing

6.1 Identify the types of manufacturing, by manufacturing process, currently performed at this NADEP.

Machining	Plating
Sheetmetal	Pattern
Tube/Hose	Welding
Chemical and Vibra Cleaning	Sandblast
Shot Peen	Paint
Non-destructive Inspection	Plasma Spray
Heat Treat	Foundry/Metal Form
Electrical Cables	

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6.2 Identify the manufacturing workload expended/planned to be expended for this NADEP during the period requested. Indicate in Direct Labor Man Hours (DLMHs) by funding source.

Table 6.2: **Predicted Manufacturing Workload**

Manufacturing (funding source)	DLMHs							
	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
[1] DBOF NSF	4,290	7,566	4,973	3,119	46,114	73,000	137,350	147,700
[2] DBOF OTHER	137,743	87,019	73,308	154,599	76,059	57,500	98,528	97,618
OTHER	81,864	33,530	20,157	20,186	19,868	114,000	199,500	209,500
Total	223,897	128,115	98,438	177,904	142,041	244,500	435,378	454,818

[1] Due to Navy funding changes NSF is now DBOF NSF.

[2] Due to Navy funding changes NIF is now DBOF OTHER.

NADOC IS CERTIFYING TOTALS ONLY. NADEP IS CERTIFYING BREAKOUT.

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6.3 Identify any specialized, unique or peculiar characteristics about the facilities, equipment, or skills at this NADEP for manufacturing work. Specify those that are one of a kind within the Department of the Navy and/or the Department of Defense.

NADEP North Island is home to a full scale, full service, manufacturing program housed in a dedicated facility. This facility is designed to provide the capability to fulfill the obligation of the Aviation Depots under Title 10 U.S.C. This obligation is to provide CORE manufacturing and LAST SOURCE OF REPAIR for assigned weapons systems.

While the actual facilities and equipment resident at NADEP are not significantly different from any other full service depot, the uniqueness comes from the application of the resident skills and technical expertise. For example, NADEP North Island is the only DoD source certified to manufacture F/A-18, E-2 and C-2 flight critical replacement parts. We maintain an extensive library of unique pre-planned manufacturing documents to support these operations, inclusive of Numerical Control Programming for close tolerance aircraft structural members, hydraulic/pneumatic tubing and wire harness testing. In the area of geographic uniqueness, NADEP is located in one of the most strictly controlled emissions environments in the United States. We are a leader in regional environmental compliance while maintaining the necessary manufacturing facilities such as a lead foundry, and a fully capable wet processing (cleaning and plating) facility, required to provide full manufacturing support.

The Regional Maintenance Center Capabilities Process Action Team is currently evaluating the consolidation of foundry and wet process requirements for the region at the NADEP as part of the Regional Maintenance Center concept.

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Mission Area

7. Modification

7.1 Identify, by type / model / series, the modification production currently worked at this NADEP.

NADEP North Island has an extensive modification production capability here at the Depot and world wide through the Field Service Program.

We accomplish most modifications performed at the Depot concurrent with SDLM or MCAPP requirements. Aircraft TMS supported locally include the F/A-18, F-14, E-2 and the C-2. Additionally, we are transitioning the S-3 aircraft here in support of BRAC 93.

Our Field Service Program is currently operating aircraft modification programs at the following locations by TMS:

NAS North Island		NAS Miramar		Camp Pendleton	
S-3B	H-3	F-14A	E-2	AH-1W	UH-1N
C-2	H-46	F-14D	T-2		
F/A-18A,B,C,D		F-16N	A-4		
H-60					

NAS Lemoore	NAWC China Lake		NAWC Pt Mugu	
F/A-18A,B,C,D	F/A-18A,B,C		F-14A	F/A-18A,B
	A-6	EA-6B	F-14D	H-1N
	H-1N			

NAS Fallon		NAF El Centro	NAS Dallas	
F/A-18A,B	F-5	F/A-18A	F-14A	F/A-18A
F-14A				

MCAS El Toro	MCAS Tustin		MCAS Kaneohe Bay	
F/A-18A,B,C,D	H-46	H-53	F/A-18A	H-53
H-46			H-46	

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NAS Whidbey Island		NAS Barbers Pt	
A-6	EA-6B	F/A-18A	H-3
P-3		P-3	

The NADEP North Island Voyage Repair Team (VRT) is currently operating and doing ship modifications at the current sites:

NAS North Island		NAS Alameda		NS 32nd Street			
CV	LHA	CVN	CV	AD	CGN	LHA	T-AFS
		AOE		AE	DD	LHD	
				AFS	DDG	LPD	
				CG	FFG	LSD	

Long Beach Naval Shipyard				NS Pearl Harbor		
CV	CG	FFG	LST	CG	DD	FFG
AO	DD	LHA		CGN	DDG	
AOR	DDG	LHD				

Yokosuka, Japan			Sasebo, Japan		Guam
DD	FFG	T-AO	LHA	LPA	AFS
DDG	LLC		LST	T-AO	

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7.2 Identify any specialized, unique or peculiar characteristics about the facilities, equipment, or skills at this NADEP for modification workload. Specify those that are one of a kind within the Department of the Navy and/or the Department of Defense.

NADEP North Island conducts a wide range of aircraft modifications concurrent with scheduled maintenance and as stand-alone requirements within the Depot facility. Many of these modifications are unique to DoN or are unique to the West Coast Operating Fleet. Examples include:

- E-2 Center Wing Section Mod
- F/A-18 Tail Mod
- F-14 Time Compliance Requirements (TCR) Mod
- ECP-87 Classified Mod

We operate the largest of the Naval Aviation Depot Field Service Programs. The Field Service Program provides In-Service-Repair (ISR), Aircraft Service period Adjustments (ASPA), Paint and Corrosion Evaluation (PACE) and Field Modification Team (FMT) services to the entire COMNAVAIRPAC, aircraft inventory (approximately 1,800 aircraft), COMNAVAIRLANT (ASPA and other support for E-2, C-2, F/A-18), COMNAVRESFORCE (all facilities west of the Mississippi), FMS, NAVAIRSYSCOM RDT&E, U.S. Customs Service, U.S. Coast Guard and U.S. Border Patrol. NADEP North Island Field Service maintains permanent sites at NAS Miramar, NAS Lemoore, NAS Norfolk, MCAS El Toro, MCAS Tustin, MCAS Kaneohe Bay, NAS Barbers Point and NAS Whidbey Island. Additionally, NADEP North Island Field Teams frequently work at NAS Dallas, MCAS Camp Pendleton, NAF El Centro, MCAS Yuma, NAS Moffett Field, NAWC China Lake and NAS Fallon.

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can perform the Laser Catapult Alignment and can lift, machine, rework and re-install both the 18" and 22" (fat cat) catapult systems on board U.S. Navy Aircraft Carriers.

In addition to the Catapult and Arresting Gear Maintenance, the VRT maintains, overhauls, reworks, installs and adjusts all types of Visual Landing Aids (VLA), Ships Glide Slope Indicators (SGSI) and Helicopter Optical Surveillance Systems (HOSS).

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8. Training

8.1 Identify the types of formal training, by Course Identification Number (CIN), currently performed at this NADEP.

The following detailed list identifies the types of formal training, by CIN, currently performed at the NADEP.

Course Number	Course Title
N-491-0016	Oil Analysis Operator (Spectrum Analysis) Coolanol Training
N-600-8014	Weight and Balance (Loadmaster)
N-602-0330	Hydraulic Components Repair
N-602-0420	Fuel Cell Repair
N-603-0310	Stud Helicoil Replacement
N-603-0320	E-2 Empennage Fiberglass Structural Repair
N-603-0340	Helo Cabin Enclosure and Fiberglass Repair
N-701-0003	Non-destructive Inspection Intermediate Level Operator
N-701-0004	Non-destructive Operator Eddy Current
N-701-0005	Non-destructive Inspection Technical Recertification (Intermediate Level)
N-701-0006	Non-destructive Inspection Specific Task
N-701-0007	Aircraft/Support Equipment Basic Weld Qualification
N-701-0008	Aircraft/Support Equipment Basic Weld Requalification
N-701-0009	Oxyfuel/Shielded Metal Arc Welder Certification
N-701-0010	Oxyfuel/Shielded Metal Arc Welder Recertification
N-701-0011	Non-destructive Inspection Operator (Organizational level)
N-701-0012	Radiation Safety Refresher Training
N-701-0013	Aircraft Corrosion Control
N-701-0014	Aircraft Paint Touch-up and Markings

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Course Number	Course Title
N-888-8880	Miscellaneous Technical Training Ariframes
N-888-8881	Miscellaneous Technical Training Power Plants
N-888-8882	Miscellaneous Technical Training Hydraulics
N-888-8883	Miscellaneous Technical Training Electricity/Electronics
N-888-8884	Miscellaneous Technical Training Ordnance

The following list identifies the categories of training provided to NADEP employees.

Course Number	Course Title
11000	Executive
15000	Management
20000	Supervisory
21000	Basic Supervisory
24000	Pre-supervisory
27000	Advanced Supervisory
30000	Legal, Medical, Scientific or Engineering
30BDP	Government Contract Law/PPM 302# DMET
34000	Education and Teaching
35000	Engineering
35110	Engineering and Administration
35150	Aeronautical Engineering
35310	Electrical Engineering
35350	Electronic Engineering
35450	Industrial Engineering

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Course Number	Course Title
35550	Mechanical Engineering
35610	Metallurgical engineering
35850	Safety Engineering
35940	Systems Engineering
35970	Value Engineering
36700	Public Health
36710	First Aid and CPR
38500	Mathematics
38900	Statistics
39910	Sociology
4000	Administration and Analysis
40BC0	ALMC Defense Small Purchase (ADV) B-4
40BD0	Advanced Contract Administration/PPM 304# DMET
40BDR	Principles of Contract Pricing
40BDQ	Management of Defense Acquisition Contracts (Basic)
40JR2	ALMC-LR Defense Basic Logistics Support Analysis
41100	Contract Administration and Negotiation
41500	Equal Opportunity
42100	Accounting
42400	Budgeting
42700	Financial Management
43000	Business Management
44000	Labor Relations
45000	Logistics

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Course Number	Course Title
45100	Supply Management
45200	Inventory Management
45700	Storage and Materials Handling
47000	Operations Research and Systems Analysis and Design
48000	Personnel Administration
48400	Career Planning
48300	Employee Development and Training
48500	Employee Management Relations and Services
48800	Performance Management
48900	Management Representative Training
49100	Production Management
49400	Project or Program Management
49QQL	Teamwork Skills
49QQS	Total Quality Leadership Data Analysis
49QQZ	Total Quality Leadership
50000	Specialty and Technical
51000	Automatic Data Processing
51100	ADP User Orientation
51200	Computer Assistance
51300	Computer Operating
51500	Computer Programming
51600	Computer Specialists Functions
53000	Communications
53300	Listening

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Course Number	Course Title
53500	Oral Communications
53750	Blueprint Reading
53900	Writing
55000	Investigation and Security
57500	Procurement Analysis
58000	Safety
58100	Aviation Safety
58200	Industrial Safety
60000	Clerical
61000	Correspondence Procedures and Telephone Techniques
62000	Filing
63000	Grammar
66000	Proofreading
67000	Secretarial Skills and Office Procedures
7000	Trade or Craft
71100	Aircraft Conditioning Equipment Mechanics
71200	Aircraft Electrician Skills
71400	Aircraft Launching and Arresting Devices Mechanics
71500	Aircraft Mechanics
71600	Aircraft Ordnance Systems Mechanics
73100	Electrical Equipment Repairs
73200	Electrician Skills
73700	Electronics Mechanics
73800	Electronics Mechanics (Maintenance)

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Course Number	Course Title
73900	Electroplating
74200	Equipment Mechanics
74300	Equipment Operating
75900	Machining
76200	Metal Fabricating
77200	Painting
78000	Soldering
78300	Sheet Metal Mechanics
78400	Sheet Metal Mechanics Aircraft
78800	Telephone Mechanics
79000	Test Mechanics Equipment/Aircrew Survival Equipment
80000	Orientation
80000LHV	HIV/AIDS Training
81000	Integrity and Efficiency for Non-supervisory Personnel
83000	EEO and Human Awareness
87000	Retirement Planning
83SXP	Prevention of Sexual Harassment
90000	Adult Basic Education

8.2 Identify any specialized, unique or peculiar characteristics about the facilities, equipment, or skills at this NADEP for formal training programs. Specify those that are one of a kind within the Department of the Navy and/or the Department of Defense.

The following are specialized, unique or have peculiar characteristics about the facilities, equipment or skills at this NADEP for formal training programs.

Course Number	Course Title
400 A9	Instructions (NAVAVNDEPOT)
500 C2	E-2/C-2 Schedule Depot Level Maintenance (SDLM)
500 C5	Age Expiration Program Depot (AEPD)
510 A4	Computer: MAPPER-PS (Production Status)
510 A5	Computer: MAPPER-SOR (Selected Operation Record)
510 B1	Computer: WIPICS
510 F8	Computer: Calibration l \PPER
510X A5	Silton-Bookmkan System Training (NADEP)
582 B4	F-14 Egress/Ejection Seat, Familiarization
700 AGW	E-2/C-2 Fuel System, Theory of Operation
700 AHU	F-14 GRU-7 Seat Installation/Removal/Arm/Disarm
700 AHV	F-14 GRU-7 CAD Removal/Installation
700 AHW	F-14 GRU-7 Seat Overhaul
700 AHX	F-14 GRU-7 Seat Components, Removal/Installation
700 AHY	F-14 GRU-7 Seat Component, TRM, Overhaul/Repair/Check and Test
700 AHZ	F-14 GRU-7 Seat Component, Drogue Gun, Overhaul/Repair/Check and Test
700 AJA	F-14 GRU-7 Survival Kit, Overhaul/Repair/Pack/Inspect
700 AJB	F-14 GRU-7 Seat Component, Ejection Gun, Overhaul/Repair
700 AJC	F-14 GRU-7 Personal and Drogue Parachutes, Inspection/Repair/Pack

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

Course Number	Course Title
700 AJD	F-14 GRU-7 Seat Component, Inertia Reel, Overhaul/Repair/Inspect/Test
700 AJE	F-14 GRU-7 Survival Kit Oxygen System, Rework/Overhaul/Check and Test
700 AJF	F-14 GRU-7 Aircraft Oxygen System/OBOGS, Rework/Check/Service/Repair
700 AJG	F-14 Naces Seat Installation/Removal/Arm/Disarm
700 AJH	F-14 Naces CAD Removal/Installation
700 AJJ	F-14 Naces Seat Overhaul
700 AJK	F-14 Naces Seat Components, Removal/Installation
700 AJL	F-14 Naces Seat Component, TRM, Overhaul/Repair/Check and Test
700 AJM	F-14 Naces Seat Component, Drogue Gun, Overhaul/Repair/Check and Test
700 AJN	F-14 Naces Survival Kit, Overhaul/Repair/Pack/Inspect
700 AJP	F-14 Naces Seat Component, Ejection Gun, Overhaul/Repair
700 AJQ	F-14 Naces Personal and Drogue Parachutes, Inspection/Repair/Pack
700 AJR	F-14 Naces Seat Component, Inertia Reel, Overhaul/Repair/Inspect/Test
700 AJS	F-14 Naces Survival Kit Oxygen System, Rework/Overhaul/Check and Test
700 AJT	F-14 Naces Aircraft Oxygen System/OBOGS, Rework/Check/Service/Repair
700 AJU	F/A-18 SJU-5/6 Seat Installation/Removal/Arm/Disarm
700 AJV	F/A-18 SJU-5/6 CAD Removal/Installation
700 AJW	F/A-18 SJU-5/6 Seat Overhaul
700 AJX	F/A-18 SJU-5/6 Seat Components, Removal/Installation
700 AJY	F/A-18 SJU-5/6 Seat Component, TRM, Overhaul/Repair/Check and Test
700 AJZ	F/A-18 SJU-5/6 Seat Component, Drogue Gun, Overhaul/Repair/Check and Test
700 AKA	F/A-18 SJU-5/6 Survival Kit, Overhaul/Repair/Pack/Inspect
700 AKB	F/A-18 SJU-5/6 Seat Component, Ejection Gun, Overhaul/Repair
700 AKC	F/A-18 SJU-5/6 Personal and Drogue Parachutes, Inspection/Repair/Pack

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

Course Number	Course Title
700 AKD	F/A-18 SJU-5/6 Seat Component, Inertia Reel, Overhaul/Repair/Inspect/Test
700 AKE	F/A-18 SJU-5/6 Survival Kit Oxygen System, Rework/Overhaul/Check and Test
700 AKF	F/A-18 SJU-5/6 Aircraft Oxygen System/OBOGS, Rework/Check/Service/Repair
700 AKG	F/A-18 Naces Seat Installation/Removal/Arm/Disarm
700 AKH	F/A-18 Naces CAD Removal/Installation
700 AKJ	F/A-18 Naces Seat Overhaul
700 AKK	F/A-18 Naces Seat Components, Removal/Installation
700 AKL	F/A-18 Naces Seat Component, TRM, Overhaul/Repair/Check and Test
700 AKM	F/A-18 Naces Seat Component, Drogue Gun, Overhaul/Repair/Check and Test
700 AKN	F/A-18 Naces Survival Kit, Overhaul/Repair/Pack/Inspect
700 AKP	F/A-18 Naces Seat Component, Ejection Gun, Overhaul/Repair
700 AKQ	F/A-18 Naces Personal and Drogue Parachutes, Inspection/Repair/Pack
700 AKR	F/A-18 Naces Seat Component, Inertia Reel, Overhaul/Repair/Inspect/Test
700 AKS	F/A-18 Naces Survival Kit Oxygen System, Rework/Overhaul/Check and Test
700 AKT	F/A-18 Naces Aircraft Oxygen System/OBOGS, Rework/Check/Service/Repair
700 AKU	F/A-18 Naces (I3)
700 AKV	S-3 CAD Removal/Installation
700 AKW	S-3 Seat Overhaul
700 AKX	S-3 Seat Components, Removal/Installation
700 AKY	S-3 Survival Kit, Overhaul/Repair/Pack/Inspect
700 AKZ	S-3 Seat Installation/Removal/Arm/Disarm
700 ALA	S-3 Seat Component, Inertia Reel, Overhaul/Repair/Inspect/Test
700 ALB	S-3 Survival Kit Oxygen System, Rework/Overhaul/Check and Test
700 ALC	S-3 Aircraft Oxygen System/OBOGS, Rework/Check/Service/Repair

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

Course Number	Course Title
700 ALD	F-4 Seat Installation/Removal/Arm/Disarm
700 ALE	F-4 CAD Removal/Installation
700 ALF	F-4 Seat Overhaul
700 ALG	F-4 Seat Components, Removal/Installation
700 ALH	F-4 Seat Component, TRM, Overhaul/Repair/Check and Test
700 ALJ	F-4 Seat Component, Drogue Gun, Overhaul/Repair/Check and Test
700 ALK	F-4 Survival Kit, Overhaul/Repair/Pack/Instpect
700 ALL	F-4 Seat Component, Ejection Gun, Overhaul/Repair
700 ALM	F-4 Personnel and Drogue Parachutes, Inspection/Repair/Pack
700 ALN	F-4 Seat Component, Inertia Reel, Overhaul/Repair/Inspect/Test
700 ALP	F-4 Survival Kit Oxygen System, Rework/Overhaul/Check and Test
700 ALQ	F-4 Aircraft Oxygen System/OBOGS, Rework/Check/Service/Repair
700 ALR	E-2/C-2 CAD Removal/Installation
700 ALS	E-2/C-2 Survival Kit, Overhaul/Repair/Pack/Inspect
700 ALT	E-2/C-2 Personnel and Drogue Parachutes, Inspection/Repair/Pack
700 ALU	E-2/C-2 Aircraft Oxygen Sytem/OBOGS, Rework/Check/Service Repair
700 ANM	Electronics: Engineering Change Proposal 351
700 ANN	Electronics: Photo Optics Light Rail
700 ANP	Electronics: RADCOM RIU (Radio Interference)
700 B1	Heat Damage
700 BB7	E-2/C-2 Wiring Inspection and Repair
700 CC5	F/A-18 Egress/Ejection Seat Familiarization
700 D5	E-2/C-2 Familiarization
700 D6	E-2/C-2 Technical Data

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The following detailed list identifies the types of formal training by course number that this NADEP has the capability to perform.

Course Number	Course Title
200 B1	Human Resources Management for Supervisors
210 A1	Supervision: Basic Management Skills
210 A2	Supervision: Employee Development
320 A1	Environmental Awareness
3597 A1	Value Engineering (PAVE)
383 A1	Chemistry, Basic (HAZ-WASTE)
385 A4	Mathematics, Basic
385 A5	Mathematics, Advanced
389 A1	Computer: Chart Talk
400 A1	Analytical Maintenance Program (AMP)
400 A3	Cost Control Manual
400 A5	Bar Coding
400 A7	Master Data Records (MDR)
400 A8	Technical Data: OPNAVINST 4790.2
400 B2	Feedback: Time and Attendance (SDAE)
400 B3	Workload Control Manual
400 B4	Work Documents I (OPDOCS)
400 B5	Work Documents II (Material)
415X A7	EEO: Employment Discrimination and Civil Rights
427 A2	Production Inventory Reports, M.I.S.
453 A1	Travel Indoctrination
460 A6	Certification; Standards

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Course Number	Course Title
485 A1	Beneficial Suggestion Evaluations
485X A1	Mid-Career Retirement Planning
485 B1	Pre-retirement Seminar
491 A2	Material Delay: Code G
491 A7	Production Control Procedures
4911 A3	Workload Programs, Depot
4915 A2	TQL: Statistical Process COntrol
4915 A3	TQL: Awareness
4915 F7	Q/A Audits and Process Reviews
4915 G1	Q/A Refresher Training
4915 G2	Q/A Indoctrination
494 A3	Establishing Depot Priorities
500 A2	Aviation Depot Level Repair (AVDLR)
500 A3	Disaster Preparedness (Emergency)
500 A9	Rotary Spares Inventory (RSI) (V-Pool) and Buy-off Schedule
500 B2	Aeronautical Publications
500 B4	Technical Data
500 B9	Workload Programs: Introduction to NADEP
500 D1	Safety: Hazardous Material Management
510 A2	ECAM/Parts Life Tracking
510 A8	Computer: NIMMS (Naval Industrial Mateiral Management System)
510 B2	Computer: MS-DOS (Introduction)
510 B3	Computer: Enable
510 B6	Computer: Haystack, Basic

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

Course Number	Course Title
510 C2	Computer: Formtool
510 C4	VAX Systems
510 C6	Computer: Chartmaster
510 C7	Computer: Feedback
510 C8	UADPS
510 C9	Computer: ALLIN1 Office Automation (OA)
510 G4	Capabiltiy Tracking System (CATS)
610 P5	Computer: Haystack, Advanced
510 Q7	Computer: MAPPER-QA (Quality Assurance)
530 A5	Standards of Conduct
530 A6	Ethics (Supervisory)
5375 A1	Blueprints Review
5375 A2	Blueprints Basic
539 A1	Correspondence, Naval
550 A2	Security: Initial Security Indoctrination
550 A3	Classified Materials
550 A4	Telephone Security
550 A5	Security: Refresher Briefing
550 A6	Security: Classified Information Brief
550 A7	Security: Counterespionage Briefing
550 A8	Security for Managers: Computer (ADP)
550 A9	Security: Computer (ADP)
550 B6	Testline Emergency Preparedness
582 A1	Safety: Right to Know

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Course Number	Course Title
582 A3	Safety: Back Injury Prevention
582 A4	Safety: Hazardous Waste
582 A5	Safety: Hearing Conservation
582 A7	Safety: Sight Conservation
582 A8	Safety: Supervisor's Role in NAVOSH
582 A9	Safety: New Supervisor's Role in NAVOSH
582 B1	Cockpit Safety
582 B2	Safety: Health Effects of Beryllium
582 B5	Safety: Lead
582 B6	Safety: Mercury
582 B7	Safety: Radiation
582 B8	Safety: Gas Free Monitoring
582 B9	Safety: Crane Hoist Operator
582 C1	Safety: Asbestos
582 C2	Safety: Respiratory Protection
582 C3	Safety: New Employee Orientation
582 C4	Safety: Ergonomics in the Workplace
582 C5	Safety: Personal Protective Equipment
582 C6	Safety: Work Center Representative
582 C8	Safety: Laser
582 D1	Safety: Confined Spaces Entry into Aircraft
582 D2	Safety: Electrical, Basic (Industrial)
582 D7	Safety Representative
585 A2	Safety: Explosive Safety, Basic

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Course Number	Course Title
600 A1	Logbooks/Records (Admin)
600X A2	Clerical Procedures
700 A2	Engines (Jet Propulsion)
700 A7	Locking Devices
700 A8	Oil Canning, Sheet Metal
700 A9	Fastener, Integrity Aircraft
700 AFU	Metal Bonding, Hot and Cold
700 AFY	E-2/C-2 Center Wing Sealing (CWS)
700 AFZ	F/A-18 Wing Sealing
700 AGC	Wing Sealing
700 AGD	Sheet Metal: Metal Handforming/Form Blocks
700 AGE	Drilling Close Tolerance Holes (Hole Quality)
700 AHQ	Soldering Refresher, Class "B"
700 AHR	Soldering Refresher, Class "C"
700 AHS	Soldering Refresher, Class "D"
700 AHT	Hydraulic Fluid Contamination (Familiarization)
700 ALV	Bearings, Antifriction (Evaluators)
700 ALW	Bearings, Antifriction (Barrier Film Applicators)
700 ALX	Bearings, Antifriction (Buffers and Polishers)
700 ALY	Acid Etch - Inconel 718
700 ALZ	Acid Etch - Flick's (Aluminum)
700 AMA	Acid Etch - Ammonium Persulfate (Steel)
700 AMB	Acid Etch - Titanium
700 AMC	Shot Peen

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

Course Number	Course Title
700 AMD	Plasma Spray Metallizing
700 AME	Ion Vapor Deposition (IVD)
700 AMF	Welding - Resistance (Spot and Seam) Welding
700 AMG	Welding - Oxyfuel Brazing (OFB)
700 AMH	Welding - Oxyfuel Welding (OFW)
700 AMJ	Welding - Shielded Metal Arc Welding (SMAW)
700 AMK	Welding - Submerged Arc Welding (SAW)
700 AML	Welding - Gas Tungsten Arc Welding (GTAW)
700 AMM	Welding - Gas Metal Arc Welding (GMAW)
700 AMN	Welding - Flux Cored Arc Welding (FCAW)
700 AMP	Welding - Plasma Arc Welding (PAW)
700 AMQ	Welding - Electron Beam Welding (EBW)
700 AMR	F-14 Wing Lug Coating
700 AMS	Composite Repair (Level 1)
700 AMT	Composite Repair (Level II)
700 AMU	Plastic Media Blast
700 AMV	Soldering Refresher Class "A"
700 AMW	Engine Test Cell Operator
700 AMX	Spin Tower Operator
700 AMY	Plating - Stylus Plating
700 AMZ	Plating - Electroplating Chromium
700 ANA	Plating - Electroless Nickel
700 ANB	Codep - Heat Treat
700 AND	Cryofit

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Course Number	Course Title
700 ANE	Permaswage
700 ANF	X-radiography (RT)
700 ANG	Real Time X-ray (Radioscopy) (Level II Only)
700 ANH	Automated Untrasonics (Squirter System) (Level II)
700 ANJ	Thermography
700 ANK	Bond Testing (Level I Only)
700 ANL	Barkenhausen (Level I Only)
700 B3	Corrosion
700 B4	Borescoping
700 B6	Technical Data: Power Plant
700 B7	Measuring Devices, Speicalized
700 B9	Measuring Devices, General
700 C1	F/A-18 Familiarization
700 CC8	Sheet Metal Shop Operations
700 D2	F-14 Familiarization
700 DD2	Forklift Operation
700 E4	Tools and Tool Control
700 E8	Electrical Safety, Aircraft
700 G1	F/A-18 Technical Data
700 G5	Tire and Wheel Safety, Aircraft
700 G6	GSE Nitrogen Cart
700 G8	Ground Handling and Safety
700 G9	Foreign Object Damage (FOD)
700 HH8	Over and Above Cost Tracking Systems

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Course Number	Course Title
700 J5	F/A-18 Fuel Systems
700 J6	F/A-18 Flight Controls
700 K1	F/A-18 C/D Upgrade Training
700 K7	F/A-18 Secondary Power
700 L1	Schematics - Electrical Wiring Diagram
700 L8	Aircraft Safety: General
700 LL8	Micro-Min Soldering
700 M1	Technical Data: MIL-W-5088 Handbook
700 M2	Technical Data: NAVAIR-01-505 Manual
700 M3	Electro-magnetic Interference and Electro-static Discharge
700 M6	Soldering
700 N4	Test Line Operations and Procedures
700 N5	E-2/C-2 Kapton wire/Spec-55
700 N7	E-2/C-2 Wave Guides/Antennas
700 NN7	Acid Etch - Schantz Reagent
700 NN8	Liquid Penetrant, Level I (PT)
700 NN9	Liquid Penetrant Refresher (PT)
700 PP1	Magnetic Particle, Level I (MT)
700 PP2	Magnetic Particle Refresher (MT)
700 PP3	Eddy Current, Level I (ET)
700 PP4	Eddy Current Refresher (ET)
700 PP5	Liquid Penetrant, Level II (PT)
700 PP6	Magnetic Particle, Level II (MT)
700 PP7	Eddy Current, Level II (ET)

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Course Number	Course Title
700 PP8	Ultrasonics, Level I (UT)
700 PP9	Ultrasonics, Level II (UT)
700 QQ1	Ultrasonics Refresher (UT)
700 QQ5	Codep - Application
700 S2	Layout and Layout Tools
700 S5	Engine Lathe
700 S8	Band Saws and Power Saws
700 SS3	Patch Test Analysis of Hydraulics
700 U2	Numerical Control Principles
700 U5	Fluid Particle/Fuel Contamination and Fluid Test
700 V6	Cold Work, Aircraft Airframes and Metal
83SXP00	EEO: Prevention of Sexual Harassment (Employee)
83SXP01	EEO: Prevention of Sexual Harassment (Supervisor)

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Features and Facilities

9. Facility Measures

9.1 Identify, by three digit Category Code Number (CCN), *all facilities* at this activity, and their current condition and area in thousands of square feet (KSF). Duplicate the table as necessary to report all facilities of any tenants for whom your activity serves as host.

Table 9.1: **Facility Conditions**

CCN	Facility Type	Condition			Comments
		Adequate	Substandard	Inadequate	
111	Helicopter Landing Pad	1.1			
116	A/C Compass Calibrate Pad	1.6			
141	Liquid Oxygen/Nitrogen Facilities	1.5			
171	Academic Inst. Building	11.8			
124	A/C Ready Fuel Storage			140.0	
211	Maintenance - Aircraft/Component	3,926.1	110.4	183.6	
218	Shipboard Aircraft Support Equipment Facilities		21.5		
411	Diesel Fuel Storage	0.7			
421	Small Arms Pyrotechnic	0.3			
441	General Warehouse	10.4	0.2		
610	Administrative Office	291.4	28.2	1.5	
730	Lunch/Locker Room	1.2			
	Activity TOTAL:	4,246.1	160.3	325.1	

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9.2 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 in Table 9.1, above, where inadequate facilities are identified provide the following information:

a. Facility type:

	CODE
Engine Preparation and Storage	211-22
Metal components Shop	211-32
Non-metal components Shop	211-33
Electronic Systems Components	211-33
Support Equipment Rework	211-61
Ground Support Equipment Rework	211-63
Material and Equipment Storage/Staging	Cans
Maintenance Aircraft Spares Storage	Cans
Plant Services	Cans
Underground Fuel Storage Tanks	Tanks

b. What makes it inadequate?

The inadequate facilities can be attributable to the use of Aircraft Preservation Units (APCUs) better known as Cans. These units were procured around 1945 and were for the purpose of storing Aircraft after the War.

These structures are temporary and have not been designed as a building but are on the real property inventory. Most have no foundation, heating, ventilation, lighting, telephone communication, proper means of egress or good walking surfaces. None have seismic bracing, insulation, water and fire protection or alarm systems.

The original units were of metal construction with wooden floors. Over a period of time these units were relocated onto paved areas and provided with asphalt berms around them and ramps at the doors to provide protection from rain water. In some instances they were placed on footings, provided with concrete floors, lights and electricity., taking on the appearance of a metal building.

The fuel storage tanks are single wall tanks which do not meet environmental compliance. These tanks are scheduled to be removed and replaced within the next year.

c. What use is being made of the facility?

A few of the APCUs (Cans) are used for light shops such as engine helo-blade preservation/shipping canning, can repair, aircraft component repair support shops and ground

support equipment support shops. These are found in CCNs: 211-22, 211-32, 211-33, 211-42, 211-61 and 211-63.

The remaining APCUs (Cans) are used for storage in support of CCNs 211-95, 211-96 and 211-97.

The fuel storage tanks support engine test operation CCNs 211-83.

d. What is the cost to upgrade the facility to substandard?

Each of the APCUs (Cans) would cost approximately $80,000 to upgrade to substandard. Each APCU (Can) is approximately 3,250 square feet. One APCU (Can) is 13,000 square feet and is on a foundation with proper flooring. It would cost approximately $60,000 to upgrade. Cost to remove and replace the fuel storage tanks is approximately $80,000.

e. What other use could be made of the facility and at what cost?

The current use for the Cans is the best use. Storage and light shop work. The Facility Planning Documents note: "Cans (C) will be retained to satisfy the BFR although they are shown inadequate." Fortunately the climate in San Diego, CA allows the use of these temporary structures. Current use of fuel storage tanks are the only use.

f. Current improvement plans and programmed funding:

None for the Cans at this time. Desire is to incorporate these functions into permanent facilities during consolidation of like facilities. The fuel storage tanks are being removed and replaced using environmental funds.

g. Has this facility condition resulted in C3 or C4 designation on your BASEREP?

No, these are not primary facilities and do not impact the aircraft maintenance effort. They are defined as inadequate only because of the definition in the Shore Facilities Planning System.

9.3 What is the largest T/M/S aircraft in the USN/USMC inventory (projected through 2001) that can be worked in your facility?

Largest Aircraft = S3

What is the maximum number of these aircraft that can be accommodated simultaneously?

Maximum # = 59

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Features and Facilities

10. Stand Alone Features

10.1 Identify the support (police, fire protection, etc.) now provided by the host Naval or Marine Corps activity. Add any additional applicable factors. Identify what factors would be needed by your activity if the host facility is closed.

Table 10.1: **Support Facilities**

Support	Currently Obtained from:	Needed if Host Closes?
Police	NAS North Island	Yes
Security	NAS North Island	Yes
Fire	NAS North Island	Yes
Cafeteria	NAS North Island	Yes
Parking	NAS North Island	Yes
Recreation Services	NAS North Island	Yes
Aircraft Refueling Sources	NAS North Island	Yes
Air Traffic Control	NAS North Island	Yes
Aerodrome Tower	NAS North Island	Yes
Runways and Taxiways	NAS North Island	Yes
Crash Rescue	NAS North Island	Yes
Civilian Personnel Services	NAS North Island	Yes

Costs

11. Investments

11.1. List the project number, description, funding year, and value of the *capital improvements at your base completed (beneficial occupancy) during FY 1988 to FY 1994.* Indicate if the capital improvement is a result of BRAC realignments or closures.

Table 11.1: **Capital Improvement Expenditure** **R**

Project	Description	Fund Year	Value ($K)
FACILITIES			
*TOTAL FY 88	*Total Facilities Capital Improvements	FY-88	R 1,662
*TOTAL FY 89	*Total Facilities Capital Improvements	FY-89	R 1,336
C90MC00025A	Security Card Key	FY-90	29
C90MC00030A	Testline Security Fence	FY-90	187
C90MC00031A	Rehab 700 Office	FY-90	141
C90MC00034A	Eating Area	FY-90	162
C90MC00037A	Roof Safety	FY-90	16
C90MC00043A	Lox Shelter	FY-90	59
C90MC00047A	Single Building Controller	FY-90	180
C91MC00084A	Emergency/Hazardous Warning System,	FY-91	36
C91MC00085A	Fire No. 5685 Cmp. Room	FY-91	64
C91MC00086A	Vent Office	FY-91	27
C91MC00091A	Construction 680 Office	FY-91	83
C91MC00092A	Construction ATE Engineering Office	FY-91	144
C91MC00094A	Expand X-ray Facility	FY-91	35
C91MC00095A	Replace A/C Vent (Building 472)	FY-91	66
C91MC00098A	TACNAV	FY-91	100

Costs

11. Investments

11.1. List the project number, description, funding year, and value of the *capital improvements at your base completed (beneficial occupancy) during FY 1988 to FY 1994.* Indicate if the capital improvement is a result of BRAC realignments or closures.

Table 11.1: **Capital Improvement Expenditure**

Project	Description	Fund Year	Value ($K)
FACILITIES			
	No Data Available	FY-88	
	No Data Available	FY-89	
C90MC00025A	Security Card Key	FY-90	29
C90MC00030A	Testline Security Fence	FY-90	187
C90MC00031A	Rehab 700 Office	FY-90	141
C90MC00034A	Eating Area	FY-90	162
C90MC00037A	Roof Safety	FY-90	16
C90MC00043A	Lox Shelter	FY-90	59
C90MC00047A	Single Building Controller	FY-90	180
C91MC00084A	Emergency/Hazardous Warning System,	FY-91	36
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C91MC00092A	Construction ATE Engineering Office	FY-91	144
C91MC00094A	Expand X-ray Facility	FY-91	35
C91MC00095A	Replace A/C Vent (Building 472)	FY-91	66
C91MC00098A	TACNAV	FY-91	100

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Final Pg

ACTIVITY: N65888
NORTH ISLAND

Project	Description	Fund Year	Value ($K)
C91MC00099A	Remove Wall	FY-91	62
C91MC00102A	Relocate 610 Office	FY-91	94
C91MC00105A	Cooling Tower (Building 379)	FY-91	56
C91MC00109A	Restroom	FY-91	33
C91MC00110A	Space Relocation	FY-91	51
C91MC00122A	Office 682	FY-91	15
C91MC00125A	Battery Charge Area	FY-91	65
C91MC00133A	CASS Equipment (Building 378)	FY-91	34
C91MC00136A	ASKARS Security	FY-91	16
C91MC00138A	MCP and CCC (Building 463)	FY-91	63
C92MC00162A	Vent for Office	FY-92	109
C92MC00164A	Catwalk/Whirl Tower	FY-92	16
C92MC00172A	A/C Support Office	FY-92	63
C92MC00177A	Helo Blade Storage	FY-92	19
C92MC00184A	Mod Avionics Hanger	FY-92	148
C93MC00201A	Hazardous Waste Berm	FY-93	80
C93MC00223A	Relocate Machine Shop from 90	FY-93	137
C94MC234A	PMB Fall Protector	FY-94	30
C94MC00236A	Platform ASKARS	FY-94	50
C94MC00239A	Consolidate and Modernize NDT	FY-94	111
C94MC00248A	Install Security Fence	FY-94	28
SUB-TOTAL FACILITIES			R 5,607
EQUIPMENT			
*TOTAL FY 88	*Total Capital Equipment	FY-88	R 8,830

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Project	Description	Fund Year	Value ($K)
C91MC00099A	Remove Wall	FY-91	62
C91MC00102A	Relocate 610 Office	FY-91	94
C91MC00105A	Cooling Tower (Building 379)	FY-91	56
C91MC00109A	Restroom	FY-91	33
C91MC00110A	Space Relocation	FY-91	51
C91MC00122A	Office 682	FY-91	15
C91MC00125A	Battery Charge Area	FY-91	65
C91MC00133A	CASS Equipment (Building 378)	FY-91	34
C91MC00136A	ASKARS Security	FY-91	16
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C93MC00223A	Relocate Machine Shop from 90	FY-93	137
C94MC234A	PMB Fall Protector	FY-94	30
C94MC00236A	Platform ASKARS	FY-94	50
C94MC00239A	Consolidate and Modernize NDT	FY-94	111
C94MC00248A	Install Security Fence	FY-94	28
SUB-TOTAL FACILITIES			2,609
EQUIPMENT			
	No Data Available	FY-89	

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ACTIVITY: N65888
NORTH ISLAND

Project	Description	Fund Year	Value ($K)
*TOTAL FY 89	*Total Capital Equipment	FY-89	R 4,419
C90DL00022B	MIS	FY-90	256
C90DL00065B	MRP II COMM EQUIPMENT	FY-90	64
C90EL00008B	KENWAY STOR/DIST SYS	FY-90	5,916
C90EL00009A	MACHINE CENTER	FY-90	7
C90ES00010A	LATHE, TOOLROOM	FY-90	401
C90ES00011A	PRODUCTION CHILLER	FY-90	36
C90ES00013B	PALLET TRUCK, E TYPE	FY-90	28
C90ES00014B	PALLET TRUCK, EE	FY-90	13
C90ES00015B	FORKLIFT, GAS SOLID	FY-90	87
C90ES00018A	TESTER, FLASH POINT	FY-90	12
C90ES00048A	AUTO WIRE ANALYZER	FY-90	21
C90ES00049A	ULTRATHIN FIBERSCOPE	FY-90	13
C90ES00050A	S.E.M. ACCESSORIES	FY-90	17
C90ES00051A	EDDY CURRENT SCANNER	FY-90	17
C90ES00052A	X-RAY FLUORESCENCE	FY-90	25
C90ES00053A	BLAST CLEANING MACHINE	FY-90	27
C90ES00055A	SEWING MACHINE	FY-90	18
C90ES00056A	AIRBORNE PARTICLE	FY-90	9
C90ES00057A	SKIDLESS PROFILOMETR	FY-90	8
C90ES00058A	SERIES 8000 TEST EQ	FY-90	10
C90ES00059A	DRAFTMASTER II PLOTR	FY-90	6
C90ES00060A	DRAFTMASTER II PLOTR	FY-90	6
C90ES00061A	SCALES/AIRCRAFT/WGHT	FY-90	59

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

Project	Description	Fund Year	Value ($K)
	No Data Available	FY-90	
C90DL00022B	MIS	FY-90	256
C90DL00065B	MRP II COMM EQUIPMENT	FY-90	64
C90EL00008B	KENWAY STOR/DIST SYS	FY-90	5,916
C90EL00009A	MACHINE CENTER	FY-90	7
C90ES00010A	LATHE, TOOLROOM	FY-90	401
C90ES00011A	PRODUCTION CHILLER	FY-90	36
C90ES00013B	PALLET TRUCK, E TYPE	FY-90	28
C90ES00014B	PALLET TRUCK, EE	FY-90	13
C90ES00015B	FORKLIFT, GAS SOLID	FY-90	87
C90ES00018A	TESTER, FLASH POINT	FY-90	12
C90ES00048A	AUTO WIRE ANALYZER	FY-90	21
C90ES00049A	ULTRATHIN FIBERSCOPE	FY-90	13
C90ES00050A	S.E.M. ACCESSORIES	FY-90	17
C90ES00051A	EDDY CURRENT SCANNER	FY-90	17
C90ES00052A	X-RAY FLUORESCENCE	FY-90	25
C90ES00053A	BLAST CLEANING MACHINE	FY-90	27
C90ES00055A	SEWING MACHINE	FY-90	18
C90ES00056A	AIRBORNE PARTICLE	FY-90	9
C90ES00057A	SKIDLESS PROFILOMETR	FY-90	8
C90ES00058A	SERIES 8000 TEST EQ	FY-90	10
C90ES00059A	DRAFTMASTER II PLOTR	FY-90	6
C90ES00060A	DRAFTMASTER II PLOTR	FY-90	6
C90ES00061A	SCALES/AIRCRAFT/WGHT	FY-90	59

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Project	Description	Fund Year	Value ($K)
C90ES00062A	KARDEX AUTO FILE SYS	FY-90	13
C90ES00063A	DIELECTRIC VOLT TESTER	FY-90	9
C90ES00064C	SPECTROMOBILE	FY-90	55
C91EL00072A	MACHINE CENTER	FY-91	642
C91EL00101A	RELOCATE MODULES	FY-91	743
C91EL00129B	MACHINE CNTR PH II	FY-91	620
C91ES00067B	ENDOTHRMIC GENERATOR	FY-91	94
C91ES00068A	ID/OD GAGE	FY-91	184
C91ES00070A	CNC ENGRAVING	FY-91	119
C91ES00071B	FORKLIFT, GAS, SOLID	FY-91	99
C91ES00073A	CC SECURITY SYSTEM	FY-91	6
C91ES00074A	PORTABLE MILL	FY-91	90
C91ES00075B	HEAVY DUTY ENG LATHE	FY-91	123
C91ES00078A	6HPUV SPECTOPHOTOMTR	FY-91	25
C91ES00079A	DRILL PRESS, RADIAL	FY-91	5
C91ES00080A	L/P H/V PAINT SYSTEM	FY-91	157
C91ES00081A	LATHE, TOOLROOM	FY-91	276
C91ES00082A	X-RAY DARK ROOM	FY-91	28
C91ES00087A	RPR/ALTER TACNAV LAB	FY-91	63
C91ES00097A	MICRO HARDNESS TESTER	FY-91	19
C91ES00100A	SCOOTER, 4 WHEEL, 6ED	FY-91	8
C91ES00103A	CONTOURREADER	FY-91	24
C91ES00104A	MUTOH "E" SZ PLOTTER	FY-91	5
C91ES00108A	LABORATORY OVEN	FY-91	7

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

ACTIVITY: N65888
NORTH ISLAND

Project	Description	Fund Year	Value ($K)
C91ES00111A	BAND SAW BLADE WELD	FY-91	8
C91ES00113A	RIDER SCRUBBER	FY-91	22
C91ES00117A	COMPARTOR GAGING SYS	FY-91	18
C91ES00118A	MINI BEARING GAGE	FY-91	8
C91ES00119A	VACUUM EVAPORATOR	FY-91	17
C91ES00120A	WHEEL ELECT CARRIER	FY-91	39
C91ES00121A	PRECISION SAW	FY-91	7
C91ES00123A	EDDY CURRENT SCAN	FY-91	16
C91ES00126A	HOISTING SYSTEMS	FY-91	32
C91ES00127A	FREEZER SYSTEM	FY-91	44
C91ES00128A	APERTURE RDR/PRINTER	FY-91	22
C91ES00134B	IMH SYS P00007 MOD	FY-91	350
C91ES00135A	STILL IMAGE VIDEO SY	FY-91	38
C91ES00137A	CASS EQUIP INSTALL	FY-91	300
C91KL00069B	MINI GRAPHIC SYSTEM	FY-91	75
C91KL00131C	FRAG COMPUTER SYSTEM	FY-91	399
C92DS00144A	MGMT INFO SYSTEM	FY-92	90
C92EL00161A	CHROME SCRUBBER SYS	FY-92	651
C92EL00187A	MACHINE CENTER RETRO	FY-92	794
C92EL00190A	AIRCRAFT PMB	FY-92	831
C92ES00140A	INSTALL FALL PROTECT	FY-92	11
C92ES00141A	INSTALL BRIDGE CRANE	FY-92	7
C92ES00146A	X-RAY FLUORESCENCE	FY-92	21
C92ES00147B	SALT BATH CONVERSION	FY-92	102

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

Project	Description	Fund Year	Value ($K)
C92ES00148B	POWER SUPPLY TESTER	FY-92	115
C92ES00149A	BEARING FLUSH GAGE	FY-92	99
C92ES00150B	MAG PARTICLE INSPECT	FY-92	31
C92ES00153A	CHUCK, PWR OPERATED	FY-92	29
C92ES00154A	ENDOTHERMIC GENERATR	FY-92	9
C92ES00156B	PEDESTAL COMPARATOR	FY-92	31
C92ES00158A	BARFEED SY W/PWR CK	FY-92	49
C92ES00165A	HD FILING SYSTEM	FY-92	28
C92ES00171B	IMH SYS P00008	FY-92	63
C92ES00176A	INSTALL ENGRAVER	FY-92	5
C92ES00178A	LATHES INSTALLATION	FY-92	12
C92ES00179A	INSTALL BLAST MACHN	FY-92	8
C92ES00180A	INSTALL LAB OVEN	FY-92	1
C92ES00181A	INSTALL VAST STATION	FY-92	53
C92ES00182A	CLOSED CIRCUIT TV SY	FY-92	64
C92ES00183A	MACHINE CENTER	FY-92	7
C92ES00185A	LEAK DETECTOR	FY-92	24
C92ES00186A	INSTALL MICRO X-RAY	FY-92	10
C92ES00188A	INSTALL EQ SECURE RM	FY-92	42
C92ES00189A	INSTALL BLAST MCHN	FY-92	6
C92ES00191A	EQ BRIDGE CRANE/SLAB	FY-92	43
C92ES00194A	INSTALL MACHINE CNTR	FY-92	7
C92ES00195A	EQ CONSTR SECURITY	FY-92	19
C92ES00197A	INSTALL C.C. TV SYS	FY-92	16

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

Project	Description	Fund Year	Value ($K)
C93ES00208B	INSTALL ELEC POWER	FY-93	37
C93ES00209A	FORKLIFT, GAS, PNEU	FY-93	56
C93ES00210A	CENTER-HOLE GRINDER	FY-93	80
C93ES00211A	JIG GRINDER	FY-93	563
C93ES00212A	STORAGE UNITS	FY-93	151
C93ES00213B	CAPS EQUIP UPGRADE	FY-93	22
C93ES00214B	VIDEO PROBE	FY-93	40
C93ES00215A	HORIZ SURFACE GRINDER	FY-93	92
C93ES00216A	PARTICLE ANALYZER SY	FY-93	18
C93ES00217A	MINI AXIAL PLAY GAGE	FY-93	43
C93ES00218A	TORQUE TESTER	FY-93	45
C93ES00219A	N/C HD FABRICAT CNTR	FY-93	129
C93ES00222A	INSTALL READ/PRINTER	FY-93	1
C93ES00224A	FORKLIFT, GAS, SOLID	FY-93	37
C93ES00311A	HAZARDOUS WASTE ENCLOSURE	FY-93	220
C93EL00206A	CNC SHOT PEENING	FY-93	1,833
C93ES00198A	AIR CONDITION TACNAV	FY-93	65
C93ES00199A	APERTURE READ/PRINTER	FY-93	47
C93ES00200A	STORAGE UNITS	FY-93	58
C93ES00202A	BEARING DRY/DEGR SYS	FY-93	162
C93ES00205B	LAB EQUIP REQMTS	FY-93	18
C93ES00207A	MICROFILM READ/PRINT	FY-93	43
C94ES00229A	EQUIP INSTALLATIONS	FY-94	95
C94ES00230A	COLOR PROCESSOR	FY-94	21

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ACTIVITY: N65888
NORTH ISLAND

Project	Description	Fund Year	Value ($K)
C94ES00231C	WASH PAD CONTAINMENT	FY-94	30
C94ES00233A	FORKLIFT DIESEL PNEU	FY-94	134
C94ES00235B	PRESSURE WASHERS	FY-94	125
C94ES00238A	ELECTRONIC BADGE SYS	FY-94	30
C94ES00254B	P/O FRAG COMPUTER SY	FY-94	4
C94ES00255A	INSTALL SCRUBBER	FY-94	9
C94ES00256C	TRUCK/HASMAT VEHICLE	FY-94	100
C94ES00257C	TRUCK/HASMAT VACUUM	FY-94	150
C94ES00258A	SCRUBBER MOD	FY-94	6
C94ES00259A	STAIRWAY CHAIRLIFT	FY-94	35
C94ES00260A	ARCHITECT & ENGINEER	FY-94	41
C94ES00261A	ELECTRIC BOOM LIFT	FY-94	41
C94KL00227C	EDMICS	FY-94	1,800
C94KL00228C	CAD II	FY-94	818
C94KL00253B	DESKTOP PUBLISH SYS	FY-94	375
SUB-TOTAL EQUIPMENT			35,966
TOTAL FACILITIES & EQUIPMENT			41,573

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*** Only totals are avilabile for FY-88, FY-89. Totals are available through automated system reports. Individual project information is not retained after four years.**

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

Project	Description	Fund Year	Value ($K)
C94ES00231C	WASH PAD CONTAINMENT	FY-94	30
C94ES00233A	FORKLIFT DIESEL PNEU	FY-94	134
C94ES00235B	PRESSURE WASHERS	FY-94	125
C94ES00238A	ELECTRONIC BADGE SYS	FY-94	30
C94ES00254B	P/O FRAG COMPUTER SY	FY-94	4
C94ES00255A	INSTALL SCRUBBER	FY-94	9
C94ES00256C	TRUCK/HASMAT VEHICLE	FY-94	100
C94ES00257C	TRUCK/HASMAT VACUUM	FY-94	150
C94ES00258A	SCRUBBER MOD	FY-94	6
C94ES00259A	STAIRWAY CHAIRLIFT	FY-94	35
C94ES00260A	ARCHITECT & ENGINEER	FY-94	41
C94ES00261A	ELECTRIC BOOM LIFT	FY-94	41
C94KL00227C	EDMICS	FY-94	1,800
C94KL00228C	CAD II	FY-94	818
C94KL00253B	DESKTOP PUBLISH SYS	FY-94	375
SUB-TOTAL EQUIPMENT			22,717
TOTAL FACILITIES & EQUIPMENT			25,326

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11.2. List the project number, description, funding year, and value of the *non-BRAC related capital improvements planned* for years FY 1995 through FY 1997.

Table 11.2: **Planned Capital improvements**

Project	Description	Fund Year	Value ($K)
FACILITIES			
C95MC00264A	Recycle/Treat Water	FY-95	40
C95MC00265A	Construction Engineering Offices	FY-95	250
C95MC00268A	Modernize Lighting	FY-95	110
C95MC00270A	Hazardous Waste Sites	FY-95	150
C96MC00279A	Relocate Blast Booth	FY-96	299
C96MC00280A	Drop Tank Shop Wall	FY-96	30
C96MC00281A	Miscellaneous Mod Projects 25-50K	FY-96	250
C96MC00282A	General Test Stand Facility	FY-96	150
C96MC00295A	Modernize Lighting	FY-96	201
C96MC00302A	Relocate paint Booth	FY-96	299
C97MC00276A	Install Substation	FY-97	250
C97MC00278A	Construction Fire Wall	FY-97	200
C97MC00297A	Miscellaneous Mod Projects 25-50K	FY-97	250
C97MC00301A	Install Substation	FY-97	250
SUB-TOTAL FACILITIES			2,729
EQUIPMENT			
C95DS00269B	INTELLIGENCE SOFTWARE	FY-95	99
C95EL00267B	ASKARS UPGRADE	FY-95	950
C95ES00271A	$25K-$50K EQUIPMENT	FY-95	200
C95ES00272A	EQUIP INSTALLATIONS	FY-95	200

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Project	Description	Fund Year	Value ($K)
C95ES00273A	CNC 10" LATHE	FY-95	140
C96KL00284B	VAX1 REPLACEMENT	FY-96	450
C96KL00285B	DSAE/ASKARS TANDEM	FY-96	700
C96KL00288B	DEF MESSAGE SYS UPGRADE	FY-96	200
C96DL00292B	RELATIONAL DATA BASE SOFTWARE	FY-96	250
C96ES00207A	VERTICAL MACH CENTER VMC200	FY-96	465
C96ES00286A	SMALL VERTICAL GRINDER	FY-96	288
C96ES00290A	$25K-$50K EQUIPMENT	FY-96	300
C96ES00291A	EQUIPMENT INSTALLATIONS	FY-96	200
C96ES00294A	VECTOR NETWORK ANALYZER	FY-96	140
C96ES00287A	IPA CLEAN/DEGREASE SYSTEM	FY-96	101
C97ES00303A	CNC 18" LATHE	FY-97	489
C97ES00304A	LARGE VERTICAL GRINDER	FY-97	460
C97ES00305A	UNIVERSAL CYLINDRICAL GRINDER	FY-97	345
C97ES00306A	$25K-$50K EQUIPMENT	FY-97	300
C97ES00307A	EQUIPMENT INSTALLATIONS	FY-97	200
C97KL00299B	ROHR TANDEM UPGRADE	FY-97	100
SUB-TOTAL EQUIPMENT			6,577
TOTAL FACILITIES & EQUIPMENT			9,306

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11.3 List the project number, description, funding year, and value of the *BRAC related capital improvements planned* for FY 1995 through FY 1999.

Table 11.3: **Planned BRAC Capital improvements**

Project	Description	Fund Year	Value
BIT 93-463	Building 463 - Alterations and repairs to building, utilities and air conditioning for Avionics	FY-95	$300K MC $500K RPR
BIT 93-378	Building 378 - Alterations and repairs to building, utilities and air conditioning. Special foundations	FY-95	$300K MC $750K RPR
BIT 93-65	Building 68 - Alterations to building and utilities. Construct wall to separate foundry from shops.	FY-95	$300K MC $400K RPR
BIT 93-379	Building 379 - Alterations to building and utilities for hydraulic and pneumatic transitions.	FY-96	$300K MC $500K RPR
BIT 93-M1/M5	Alterations, construct walls, modify lighting for administrative/engineering transitions.	FY-96	$200K MC $200K RPR
BIT 93-472	Building 472 - Alterations to building, utilities, ventilation and material handling for large components.	FY-97	$300K MC $700K RPR
TOTAL			$4,750(K)

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11.4 Identify by Investment Category Code and Name (e.g. 05-Training Facilities; 14-Administration) the actual investment at your activity, to include all MCON, maintenance and repair, installed equipment, and minor construction, in thousands of dollars ($ K) over the period FY 1990 through FY 1994 for all your facilities. Report separately all other Class 2 equipment investments. The following table should include your responses to questions 11.1-11.3 above.

Table 11.4: **Historic Investment Summary** **R**

FY-1990

Investment Category	$ K
06	**R** 3,603
12	**R** 1,036
14	**R** 275
Other (specify)	0
Equipment (other than Class 2)	0
Activity TOTAL	**R** 4,914

FY-1991

Investment Category	$ K
06	5,497
12	**R** 959
14	**R** 803
Other (specify)	0
Equipment (other than Class 2)	0
Activity TOTAL	**R** 7,259

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11.4 Identify by Investment Category Code and Name (e.g. 05-Training Facilities; 14-Administration) the actual investment at your activity, to include all MCON, maintenance and repair, installed equipment, and minor construction, in thousands of dollars ($ K) over the period FY 1990 through FY 1994 for all your facilities. Report separately all other Class 2 equipment investments. The following table should include your responses to questions 11.1-11.3 above.

Table 11.4: **Historic Investment Summary**

FY-1990

Investment Category	$ K
06	3,520
12	789
14	134
Other (specify)	0
Equipment (other than Class 2)	0
Activity TOTAL	4,443

FY-1991

Investment Category	$ K
06	5,497
12	696
14	195
Other (specify)	0
Equipment (other than Class 2)	0
Activity TOTAL	6,388

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FY-1992 **R**

Investment Category	$ K
06	5,304
12	**R** 244
14	19
Other (specify)	0
Equipment (other than Class 2)	0
Activity TOTAL	**R** 5,567

FY-1993

Investment Category	$ K
06	4,006
Other (specify)	0
Equipment (other than Class 2)	0
Activity TOTAL	4,006

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FY-1992

Investment Category	$ K
06	5,304
12	172
14	19
Other (specify)	0
Equipment (other than Class 2)	0
Activity TOTAL	5,495

FY-1993

Investment Category	$ K
06	4,006
Other (specify)	0
Equipment (other than Class 2)	0
Activity TOTAL	4,006

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

FY-1994

Investment Category	$ K
06	3,052
12	50
Other (specify)	0
Equipment (other than Class 2)	0
Activity TOTAL	3,102

11.5 What is the total planned investment, in thousands of dollars ($ K), over the period FY 1995 through FY 2001?

Total planned Investments = $ 25,483 K **R**

11.6 Provide a list of all other documented major facility deficiencies not addressed in 11.1-11.3 (e.g. major repairs) and the estimated cost to rectify each at this activity. Identify the reduction in operating costs anticipated in relation to each deficiency correction.

Table 11.6: **Facility Deficiencies**

Deficiency	Cost to Correct ($ K)	Result of Corrections
* There are no major repairs and/or deficiencies (greater than $1M) requiring correction at this NADEP.		

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

FY-1994

Investment Category	$ K
06	3,052
12	50
Other (specify)	0
Equipment (other than Class 2)	0
Activity TOTAL	3,102

11.5 What is the total planned investment, in thousands of dollars ($ K), over the period FY 1995 through FY 2001?

Total planned Investments = $ 25,485 K

11.6 Provide a list of all other documented major facility deficiencies not addressed in 11.1-11.3 (e.g. major repairs) and the estimated cost to rectify each at this activity. Identify the reduction in operating costs anticipated in relation to each deficiency correction.

Table 11.6: **Facility Deficiencies**

Deficiency	Cost to Correct ($ K)	Result of Corrections
* There are no major repairs and/or deficiencies (greater than $1M) requiring correction at this NADEP.		

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

12. Cost of Shipments

12.1 Identify the cost to the DON to ship Not Ready For Issue (NRFI) engines and components to this NADEP for repair and the subsequent return to the customer, in thousands of dollars ($ K) for the period requested.

Current accounting procedures for transportation costs do not track these costs by receiving activity (e.g., NADEP). Rather, costs are tracked by shipping category and general classes of material. Total DON shipment costs for engines and components are provided below for FY91, FY92 and FY 93. FY90 data is not available.

See Table 12.1 on following page

Table 12.1: Costs for Engines & Components Shipments

Data Description: Transportation costs are stored in NAVMTO filed by Transportation Account Code (TAC). The data provided reflects the cost of second-destination transportation by all modes of shipment for aircraft engines (4V-cog, TAC N_10) and for aviation repairables (7R-cog, TACs NASO, N929, N935 and N_17).

TAC	USED FOR
N110,N117	"N" Requisitions (Shore Activities - RFI)
N210,N217	"V" Requisitions (LANTFLT Activities - RFI)
N310,N317	"R" Requisitions (PACFLT Activities - RFI)
N410,N417	Redistribution Order by Inventory Manager - RFI
N510,N517,	Retrograde, Returns of Carcasses to Repair Site, and Disposal Moves (NRFI)
NASO	Shipment of Repaired Aviation Material From Repair Site to Supply or End-User (RFI)

FY 1991		FY 1992		FY 1993	
TAC	AMOUNT	TAC	AMOUNT	TAC	AMOUNT
N110	5,555,884	N110	5,108,525	N110	5,350,571
N117	12,786,963	N117	10,719,706	N117	7,801,989
N210	504,310	N210	380,580	N210	335,774
N217	5,635,448	N217	3,397,142	N217	1,635,189
N310	510,627	N310	973,598	N310	1,618,533
N317	6,223,324	N317	5,031,022	N317	5,125,207
N410	57,579	N410	42,091	N410	16,132
N417	136,179	N417	530,677	N417	147,005
N510	3,273,450	N510	2,266,417	N510	2,576,433
N517	3,967,292	N517	2,566,562	N517	2,761,509
N929	8,142,657	N929	3,688,342	N929	2,660,590
N935	7,661,175	N935	3,366,865	N935	2,340,323
NASCO	N/A	NASO	N/A	NASO	36,103
TOTALS	54,454,888		38,071,527		32,405,358

DATA REFLECTS ENTIRE NAVY ENGINE/COMPONENT PROGRAM DOLLARS (6 DEPOTS)

INFORMATION ON THIS PAGE CERTIFIED BY ASO

12.2 Identify the per-flight hour costs, by type/model/series, in thousands of dollars ($ K), expended at this NADEP for the period requested.

Table 12.2: **Flight Hour Costs**

Type/Model/Series	Per-Flight Hour Cost $ K (IAW OPNAV N889E Data)			
	FY 1990	FY 1991	FY 1992	FY 1993
F-14	1.804	2.434	2.299	2.375
F/A-18	1.253	1.899	1.485	1.892
E-2C	1.236	1.696	1.460	1.550
C-2A	.637	.840	.677	.888
CH-46E	.739	0	.948	0
HH-46D	.739	0	0	0
UH-46A	739	0	0	0

INFORMATION ON THIS PAGE CERTIFIED BY OPNAV

12.3 Identify the costs, in thousands of dollars ($ K), to the DON to transport non-flyable aircraft to the depot for repair.

Current Navy accounting procedures for transportation costs do not track these costs by receiving activities (e.g., NADEP's). Rather, costs are tracked by shipping categories and general classes of material. The table below provides the cost of transportation for non-flyable aircraft for FY90-FY94 (through 31 May 1994).

Table 12.3: **Costs for Aircraft Shipments**

	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994 (01 Oct-31 Mar)
$ K	205.8	1,032.2	911.6	593.4	20.4

DATA REFLECTS NAVY NON-FLYABLE AIRCRAFT SHIPMENT PROGRAM DOLLARS (6 DEPOTS)

INFORMATION ON THIS PAGE CERTIFIED BY ASO

12.4 Identify the total annual Man Hours (MHs) of effort expended at this NADEP to administer, manage, or supervise these shipment transportation functions.

Table 12.4: **Shipment Transportation Management**

*	FY 1990	FY 1991	FY 1992	FY 1993
MHs	0	0	0	0

* Shipment transportation management, supervision, and administration is contracted to Public Works Center, San Diego.

12.5 Identify the impact on the transportation process, for all functional areas, if the host air station was closed, or otherwise inoperable.

There will be the loss of services provided by the parent Air Station, should it close. However, our transportation services are provided by the Public Works Command who presently has a compound for vehicles located at Building 49, on-board NAS North Island to support us. The vehicle compound may have to be relocated outside of the Air Station which would effect transportation support and response time on special transportation requests.

13. Labor Rates

13.1 Provide the following actual rates per hour, less direct materials, for your activity for FY 1993 and for FY 1997. Reproduce the table as necessary if reporting different rate structures for different functional areas, specifying the functional areas represented in each table.

Table 13.1: **Labor Rates ($)**

	FY 1993	FY 1997
Direct Labor Rate (less materials)	22.85	25.54
Production Expense	27.92	21.15
Overhead (G&A)	13.11	12.26
Fully Burdened Rate	63.88	58.95

SOURCE: DONIBIS 5 July 1994

13. Labor Rates

13.1 Provide the following actual rates per hour, less direct materials, for your activity for FY 1993 and for FY 1997. Reproduce the table as necessary if reporting different rate structures for different functional areas, specifying the functional areas represented in each table.

Table 13.1: **Labor Rates ($)**

	FY 1993	FY 1997
Direct Labor Rate (less materials)	22.85	24.63
Production Expense	28.55	24.92
Overhead (G&A)	13.11	13.13
Fully Burdened Rate	64.51	62.68

SOURCE: DONIBIS 5 July 1994

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14. Resource Employment

14.1 Identify the total Direct Labor Man Hours (DLMHs) expended in each of the following functional areas and program support areas at this activity. Provide the current (FY 1993) capability (notional normal work week of 1-8-5) and the capability if operating a full second shift at the maintenance depot.

Table 14.1: **Functional Areas Performance Distribution**

Functional Areas	FY 1993	2nd Shift
Airframes	1,209,223	1,209,223
Air Launched Missiles	N/A	N/A
Components	578,714	578,714
Engines	122,667	122,667
Aircraft Service Support	429,228	429,228
Manufacturing	137,410	137,410
Modifications	387,858	387,858
Training	12,100	12,100
Other (specify) *	866,586	866,586

* GSE, Calibration, PSD

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	1,625	1,596	1,500	1,500	1,515	1,515	1,645	1,592
Reserved	1,191	1,112	805	805	1,442	1,442	1,565	1,515
TOTAL	2,816	2,708	2,305	2,305	2,957	2,957	3,210	3,107
2nd Shift	2,816	2,708	2,305	2,305	2,957	2,957	3,210	3,107

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**

	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
Manned	1,625	1,596	1,500	1,500	1,258	1,258	1,258	1,258
Reserved	1,191	1,112	805	805	1,197	1,197	1,197	1,197
TOTAL	2,816	2,708	2,305	2,305	2,455	2,455	2,455	2,455
2nd Shift	2,816	2,708	2,305	2,305	2,455	2,455	2,455	2,455

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Strategic Concerns

15. Location Factors

15.1 List, and indicate the distance in road-miles from your activity, all Interstate Highways, airports of embarkation, seaports of embarkation, and cargo rail terminals serving your activity.

Facility	Mobilization Role	Distance
Amtrak, Conrail, Santa Fe Railway	Transportation of passengers and freight	6 miles
Lindbergh Field	International airport	9 miles
Brown Field	Local airport	9 miles
NAS Miramar	Military Naval Air Station, air logistics support	20 miles
PWC San Diego	Supply transportation, e.g., bus/truck/sedan	4 miles
Interstate Highways I15, I5, I8	Major interstate highways	I15 - 40 miles I8 - 10 miles I5 - 3 miles
Fleet and Industrial Supply Center, NAS North Island	Ready force coordination, Seaport embarkation	3 miles
Gillespie Field	Local airport	15 miles
Montgomery Field	Local airport	15 miles
NOLF Imperial Beach	Personnel/freight shore-ship transfer	10 miles
Broadway Pier	Freight/provision onload	6 miles
Naval Station, 32nd Street	Personnel/freight/provision onload	3 miles

15.2 Is your activity serviced by rail trackage providing direct access to commercial rail network? If not, identify the road-miles separating your facility from the nearest railhead access.

No - 6 miles to railhead.

15.3 Does your NADEP have the capability to off-load an aircraft from a ship and/or a barge at the base where you are located?

Yes

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15.4 Has this NADEP been chosen to be a part of the Navy's Regional Maintenance Concept? If so, provide the details as currently known. If so, what other DON industrial activities (both intermediate and depot level) are located within a 25 mile range of your activity?

As the largest government owned industrial activity in the region, NADEP North Island is actively involved in the Regional Maintenance Center concept for the southwest region. The NADEP is currently participating in, and chairing, a number of Process Action Teams (PAT) and Quality management Boards.

The initial meetings of the Capabilities PAT focused on the potential consolidation candidates in the region. These candidates were then classified by their potential for consolidation and ranked into three categories. These categories were identified as high, medium, and low potential. The high and medium candidates are in the analysis process with preliminary reports due in the June/July timeframe. The low potential candidates will follow.

The NADEP currently has members seated on the Capabilities PAT and numerous sub-PATs such as:

- Calibration
- Contracting
- Non-destructive Testing/Metal Identification
- Fluid Analysis
- Plating
- Wood Working
- Pattern Making
- Small Boat and Craft Repair
- Electronic and Mechanical Calibration
- Diesel Engine Repair
- Foundry and Pattern
- Paint and Paint Removal
- Underwater Ships Husbandry
- Gas Turbine Engines
- Fiberglass Repair
- Flex Hose Manufacturing
- Contracts
- Sail Loft
- Sheetmetal
- Micro Mini Repair

The purpose of these sub-PATs is to identify areas for consolidation of similar processes and reduction of infrastructure.

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These PATs are actively involved in defining the roles and responsibilities as well as the inter-relationships of each activity to their customers and suppliers. Additionally, each PAT is providing a cost benefit analysis, based on life cycle costs, to support any consolidation proposals.

Other DoN industrial activities within a 25 mile radius include:

- SIMA San Diego
- AIMD North Island
- AIMD Miramar
- NAB Coronado O&R

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15.5 Specify any special strategic importance or military value considerations of your activity accruing from its geographical location. Include the number of major customer activities located within a 100 mile radius.

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 world wide. 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 by 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 ten grounded flights per year due to weather. This is of significant importance to maintaining customer aircraft delivery schedules.

Major customers within a 100 mile radius include: **R**

- FISC San Diego
- PWC San Diego
- MCAS Tustin
- NAF El Centro
- NAF San Clemente
- NAS North Island
- MCAS Camp Pendelton
- NAB Coronado
- NAS Miramar
- MCAS El Toro
- Naval Station San Diego
- Commander Naval Air Force Pacific
- Commander Naval Surface Force Pacific
- Commander Naval Fighter Weapons School
- Commander Naval Flight Demonstration Team (Blue Angles) F/A-18)
- Commander Naval Sea Support Center
- Commander Fighter Wing Pacific
  - VF124 (F-14)
  - VF126 (F-14)
  - NAVFITWEPSCOL (ADVERSARY, F-5, F-16)
- Commander Early Warning Wing Pacific
  - VX4 (Multiple Type Acft (RDT&E))
  - VAW 110 (E-2)
- Commander Helicopter Support Wing Pacific
  - HS 10 (H-3)
- Commander Helicopter Anti-Submarine Warfare Pacific
  - HSL 37 (H-60)
  - HSL 41 (H-60)
  - HSL 43 (H-60)
  - HSL 45 (H-60)
  - HSL 47 (H-60)
  - HSL 48 (H-60)
  - HSL 51 (H-60)

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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 by 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.

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Major customers within a 100 mile radius include:

- FISC San Diego
- PWC San Diego
- MCAS Tustin
- NAF El Centro
- NAF San Clemente
- NAS North Island
- MCAS Camp Pendelton
- NAB Coronado
- NAS Miramar
- MCAS El Toro
- Naval Station San Diego
- Commander Naval Sea Support Center
- Commander Fighter Wing Pacific
- Commander Early Warning Wing Pacific
- Commander Naval Air Force Pacific
- Commander Naval Surface Force Pacific
- Commander Helicopter Support Wing Pacific
- Commander Helicopter Anti Submarine Warfare pacific
- Commander Sea Control Wing Pacific

- Commander Naval Fighter Weapons School
- Commander Naval Flight Demonstration Team (Blue Angles)

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- Commander Sea Control Wing Pacific
  - VS 41 (S-3)
- Commander Carrier Air Wing Two
  - VF 2 (F-14)
  - VFA 137 (F/A-18)
  - VFA 151 (F/A-18)
  - VA 145 (A-6)
  - VAW 116 (E-2)
  - VAQ 131 (EA-6)
  - VS 38 (S-3)
  - HS 14 (H-3)
- Commander Carrier Air Wing Eleven
  - VF 213 (F-14)
  - VFA 22 (F/A-18)
  - HS 6 (H-3)
  - VFA 94 (F/A-18)
  - VMFA 314 (F/A-18)
  - VA 95 (A-6)
  - VAW 117 (E-2)
  - VAQ135 (EA-6)
  - VS 29 (S-3)
- Commander Carrier Air Wing Fourteen
  - VF 11 (F-14)
  - VF 31 (F-14)
  - HS 8 (H-3)
  - VFA 25 (F/A-18)
  - VFA 113 (F/A-18)
  - VA 196 (A-6)
  - VAW 113 (E-2)
  - VAQ 139 (EA-6)
  - VS 35 (S-3)
- Commander Carrier Air Wing Fifteen
  - VF 51 (F-14)
  - VF 111 (F-14)
  - HS 4 (H-3)
  - VFA 27 (F/A-18)
  - VFA 97 (F/A-18)
  - VA 52 (A-6)
  - VAW 114 (E-2)
  - VAQ 134 (EA-6)
  - VS 37 (S-3)
- Commander Marine Air Group Eleven
  - VMFA 212 (F/A-18)
  - VMFA 232 (F/A-18)
  - VMFA 235 (F/A-18)
  - VMFA 314 (F/A-18)
  - VMFA 323 (F/A-18)
  - VMFA 121 (F/A-18)
  - VMFA 242 (F/A-18)
  - VMFA 225 (F/A-18)
  - VMFAT 101 (F/A-18)
  - VMGR 352 (C-130)
- Commander Marine Air Group Thirteen
  - VMA 214 (AV-8)
  - VMA 311 (AV-8)
  - VMA 512 (AV-8)
  - VMA 211 (AV-8)
- Commander Marine Air Group Sixteen
  - HMM 268 (H-46)
  - HMM 166 (H-46)
  - HMM 164 (H-46)
  - HMM 163 (H-46)
  - HMM 161 (H-46)
  - HMH 363 (H-53)
  - HMH 465 (H-53)
  - HMH 361 (H-53)
  - HMH 462 (H-53)
  - HMH 466 (H-53)
  - HMT 302 (H-53)
- Commander Marine Air Group Forty Six
  - VMFA 134 (F/A-18)
- Commander Marine Air Group Thirty Nine
  - HMLA 169 (H-1)
  - HMLA 267 (H-1)
  - HMLA 367 (H-1)
  - HMLA 369 (H-1)
  - HMT 303 (H-1)

- Commander Carrier Air Wing Two
- Commander Carrier Air Wing Eleven
- Commander Carrier Air Wing Fourteen
- Commander Carrier Air Wing Fifteen
- Commander Marine Air Group Eleven
- Commander Marine Air Group Thirteen
- Commander Marine Air Group Sixteen
- Commander Marine Air Group Forty Six
- Commander Marine Air Group Thirty Nine

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16. Contingency and Mobilization Features

16.1 Identify the covered and uncovered, storage and industrial space at this NADEP which is currently surplus to the planned need, expressed in thousands of square feet (K SF).

Table 16.1: **Surplus Storage**

K SF	Covered	Uncovered
Storage *		
Industrial *		

* No surplus at this time due to BRAC 93.

16.2 Identify any additional space in these categories programmed to be available by FY 2001.

No surplus projected due to BRAC 93.

16.3 Identify the amount of the potentially available space, from other DoD or commercial activity, aviation-industrial, within a one-hour drive of this NADEP. Include any physical restrictions (e.g. road limitations) that might apply, should those facilities be used for facility augmentation or in an emergency.

Rohr Corporation, General Dynamics and Teledyne Ryan Aeronautical all have facilities within a one half hour drive of NADEP North Island. The amount of potentially available space is not known. There are no physical restrictions on use of such commercial space with NADEP North Island's present T/M/S workload.

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17. Weather

17.1 Identify the percent of the planned work schedule at this facility (averaged by month) that was interrupted by local weather or climatic conditions for the period FY 1990 through FY 1993 (i.e. how many man-days were lost annually, by month, because of hurricane, tornado, earthquake, blizzard, below freezing temperatures, or other performance-impinging natural conditions?).

Table 17.1.a: **Impact of Weather on Operations**

*	January	February	March	April	May	June
Average % Schedule Interrupted	0	0	0	0	0	0

Table 17.1.b: **Impact of Weather on Operations**

*	July	August	September	October	November	December
Average % Schedule Interrupted	0	0	0	0	0	0

* Tables are indicative of all years.

There is no man day loss at this activity due to weather. First test flights are subject to VFR flight restrictions. Aircraft log books indicate an annual average of ten first flight groundings due to weather. There is no man day loss associated with these groundings.

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Customers

18. Major Customers of the NADEP

18.1 For the listed Fiscal Years (FY), provide the breakout of planned expenditures in DLMHs by the following categories: work for DON assets; work for other DoD agencies; work for other Federal Government agencies; all other work including support to the commercial sector; and the total planned DLMHs workload.

Table 18.1: **Historic and Predicted Workload by Customer**

Customer	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
DON	3,798,016	3,642,555	3,545,289	3,179,311	3,247,673	4,263,338	4,781,082	4,607,770
Other DoD (specify)								
ARMY	0	0	18,068	0	0	15,725	0	0
AIR FORCE	44,001	52,826	41,180	38,302	56,862	63,253	22,518	22,518
COAST GUARD	34,975	8,008	974	196	117	3,593	110	110
OTHER	4,519	3,305	3,746	2,870	2,641	4,000	4,000	4,000
Other Federal Agency (specify)	0	0	0	0	0	0	0	
Commercial								
General Electric	795	0	0	0	0	0	0	0
SIKORSKY	0	0	159	0	0	0	0	0
Other (specify)								
FMS	21,221	20,872	49,955	53,233	35,786	60,939	59,981	59,981
MISC	0	0	0	0	58	0	50	50
Total	3,903,527	3,727,566	3,659,371	3,273,912	3,343,137	4,410,848	4,867,741	4,694,429

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18.2 For the listed Fiscal Years (FY), provide the breakout of planned expenditures in DLMHs by commodity group (i.e. Type/Model/Series or major component, as reported in sections 1 through 8) for each of the customer groups reported in Table 18.1, in DLMHs.

Table 18.2.a: **Historic and Predicted Workload Breakout**
Customer: DON

Commodity Type	Workload (DLMHs)							
	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
Airframes	986,794	776,386	965,099	787,189	665,867	887,598	1,117,369	1,133,686
Air Launched Missiles	0	0	0	0	0	0	0	0
Components	573,722	625,779	548,559	434,724	509,553	621,148	551,425	534,679
Engines	219,593	211,409	92,982	78,072	65,931	67,200	56,700	56,700
Aircraft Service Support	1,481,433	1,414,343	1,375,845	1,239,640	1,418,896	1,934,240	2,095,385	1,860,316
Manufacturing	223,897	128,115	98,438	177,904	142,041	242,500	433,378	452,818
Modifications	297,408	471,487	450,[illegible]3	449,671	435,364	485,652	501,825	544,571
Training	15,169	15,036	13,953	12,111	10,021	25,000	25,000	25,000
Total	3,798,016	3,642,555	3,545,289	3,179,311	3,247,673	4,263,338	4,781,082	4,607,770

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Table 18.2.b: **Historic and Predicted Workload Breakout**
Customer: Other DoD (Specify)

R

Commodity Type	Workload (DLMHs)							
	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
Airframes								
COAST GUARD	17,798	0	0	0	0	0	0	0
Air Launched Missiles	0	0	0	0	0	0	0	0
Components								
AIR FORCE	19,486	18,921	14,280	16,522	23,997	63,253	22,518	22,518
COAST GUARD	1,507	1,623	974	196	117	3,593	110	110
ARMY	0	0	18,068	0	0	15,725	0	0
Engines								
AIR FORCE	24,515	33,905	26,900	21,780	32,865	0	0	0
COAST GUARD	15,670	6,385	0	0	0	0	0	0
Aircraft Service Support								
OTHER (R)	4,519	3,305	3,746	2,870	2,641	4,000	4,000	4,000
Manufacturing	0	0	0	0	0	0	0	0
Modifications	0	0	0	0	0	0	0	0
Training	0	0	0	0	0	0	0	0
Total	83,495	64,139	63,968	41,368	59,620	86,571	26,628	26,628

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Table 18.2.b: **Historic and Predicted Workload Breakout**
Customer: Other DoD (Specify)

Commodity Type	Workload (DLMHs)							
	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
Airframes								
COAST GUARD	17,798	0	0	0	0	0	0	0
Air Launched Missiles	0	0	0	0	0	0	0	0
Components								
AIR FORCE	19,486	18,921	14,280	16,522	23,997	63,253	22,518	22,518
COAST GUARD	1,507	1,623	974	196	117	3,593	110	110
ARMY	0	0	18,068	0	0	15,725	0	0
Engines								
AIR FORCE	24,515	33,905	26,900	21,780	32,865	0	0	0
COAST GUARD	15,670	6,385	0	0	0	0	0	0
Aircraft Service Support								
COAST GUARD	4,519	3,305	3,746	2,870	2,641	4,000	4,000	4,000
Manufacturing	0	0	0	0	0	0	0	0
Modifications	0	0	0	0	0	0	0	0
Training	0	0	0	0	0	0	0	0
Total	83,495	64,139	63,968	41,368	59,620	86,571	26,628	26,628

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Table 18.2.c: **Historic and Predicted Workload Breakout**
Customer: Other Federal Agencies

Commodity Type	Workload (DLMHs)							
	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
Airframes	0	0	0	0	0	0	0	0
Air Launched Missiles	0	0	0	0	0	0	0	0
Components	0	0	0	0	0	0	0	0
Engines	0	0	0	0	0	0	0	0
Aircraft Service Support	0	0	0	0	0	0	0	0
Manufacturing	0	0	0	0	0	0	0	0
Modifications	0	0	0	0	0	0	0	0
Training	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

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Table 18.2.d: **Historic and Predicted Workload Breakout**
Customer: Commercial

Commodity Type	Workload (DLMHs)							
	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
Airframes	0	0	0	0	0	0	0	0
Air Launched Missiles	0	0	0	0	0	0	0	0
Components	0	0	0	0	0	0	0	0
Engines								
GENERAL ELECTRIC	795	0	0	0	0	0	0	0
SKIORSKY	0	0	159	0	0	0	0	0
Aircraft Service Support	0	0	0	0	0	0	0	0
Manufacturing	0	0	0	0	0	0	0	0
Modifications	0	0	0	0	0	0	0	0
Training	0	0	0	0	0	0	0	0
Total	795	0	159	0	0	0	0	0

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Table 18.2.e: **Historic and Predicted Workload Breakout**
Customer: Other

Commodity Type	Workload (DLMHs)							
	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
Airframes								
FMS	0	0	16,906	22,000	0	0	0	0
Air Launched Missiles	0	0	0	0	0	0	0	0
Components								
FMS	2,731	2,760	8,119	6,121	8,503	8,939	7,981	7,981
OTHER	0	0	0	0	58	0	50	50
Engines	0	0	0	0	0	0	0	0
Aircraft Service Support	18,490	18,112	24,930	25,112	27,283	50,000	50,000	50,000
Manufacturing								
FMS	0	0	0	0	0	2,000	2,000	2,000
Modifications	0	0	0	0	0	0	0	0
Training	0	0	0	0	0	0	0	0
Total	21,221	20,872	49,955	53,233	35,844	60,939	60,031	60,031

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Customers

19. Support of the Operating Forces

19.1 Identify all functions and activities this depot performs in direct support of the active operating forces. Include any support provided to non-DON activities (be specific).

The NADEP North Island Field Service and Voyage Repair Programs provide direct on-site/in the field support to numerous elements of the active operating forces. NADEP North Island FMT and ISR teams are currently located at 11 CONUS sites and at three forward deployed sites, performing depot level emergency repairs to operating Navy and Marine Corps aircraft in support of mission tasks, operational tasks and training.

- Mediterranean Carrier Battle Group support (USS Saratoga)
- Indian Ocean/Persian Gulf Carrier Battle Group P&E/ISR Team
- USS Independence/Carrier Air Group 5 (forward deployed)

Non-Department of the Navy support is provided in the following ways:

U.S. Air Force	Crash damage estimates/repair, H-60 hard landing, NAS Moffett Field
U.S. Customs	Aircraft and Helicopter repair estimates, repairs and paint/corrosion control
U.S. Border Patrol	Helicopter repair estimates, repairs, paint and corrosion control

Frequent support of FMS activities are also provided in the following ways

Australia	F/A-18 Crash Damage/ISR
Canada	F/A-18 Crash Damage/ISR
Egypt	E-2 ASPA Inspections
Egypt	E-2 SDLM Technical Assist
Israel	E-2 ASPA Inspections
Republic of Singapore	E-2 SDLM Technical Assist
Japan	E-2 Technical Assist

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19.2 Identify all functions and activities this depot performs in direct support of the reserve forces. Include any support provided to non-DON activities (be specific).

The menu of support services described in 19.1 are also available to the reserve forces. We have a COMNAVAIRESFOR Liaison Officer in our Director of Operations staff to ensure responsive support to our reserve customers.

Environment and Encroachment

20. Environmental Considerations

20.1 What are the environmental restrictions to expansion or production at this NADEP?

Environmental regulations attendant to operations at NADEP North Island include regulations pertaining to industrial waste water, hazardous wastes, and hazardous air pollutants.

Currently there are no environmental restrictions which limit the quantity of industrial waste water generated by NADEP North Island operations. Requirements mandate that industrial waste waters be managed and treated to prohibit releases to the environment and maintain compliance with discharge limitations identified in the NPDES permit held by PWC North Island. NADEP North Island has reduced the generation of industrial waste waters by 86 percent (based on a 1989 baseline). This has been accomplished via an aggressive pollution prevention and water conservation program. Commencement of operations of Source Treatment Units (STUs) at the NADEP's largest remaining sources of industrial waste water in calendar year 1994 coupled with other reduction initiatives are anticipated to eliminate all industrial waste water discharges by calendar year 1996. Initiatives attendant to the elimination of industrial waste water discharges have anticipated future expansion in design considerations to eliminate potential inhibition production. No environmental restrictions to expansion or production exist at this NADEP with regard to industrial waste water discharges.

There are no regulations which limit the quantity of hazardous waste generated by NADEP North Island processes. Existing regulations require adherence to strict identification, handling, and management of hazardous waste streams. NADEP North Island has developed a quality two-fold approach to management of hazardous waste streams to assure that there are no environmental restrictions which will limit production or expansion at NADEP processes: (1) Extensive Standardized Procedure to the Management of Hazardous Waste, and (2) Development and Implementation of Extensive Pollution Prevention Practices. Management of hazardous waste generated by NADEP North Island's operations is performed in strict accordance with all pertinent environmental regulations as detailed in NADEP North Island's Hazardous Waste Management Plan. Additionally, waste management practices provide all recordkeeping and data elements to perform regulatory reporting including Emergency Planning and Community Right to Know Act (EPCRA) reporting. NADEP North Island established a working Hazardous Waste Minimization Plan in 1990. This plan is a working document developed in accordance with the California Hazardous Waste Source Reduction and Management Review Act of 1989 (California Senate Bill 14). The NADEP established a Hazardous Waste Minimization Team in 1991. This team, presently known as the NADEP Environmental Council, is responsible for implementing pollution prevention projects in accordance with NADEP's Hazardous Waste Minimization Plan. To date, pollution prevention project implementation has resulted in a 67 percent decrease in the

generation of hazardous waste based upon a 1987 baseline. No environmental restrictions to expansion or production exist at this NADEP with regard to hazardous waste generation.

NAS North Island is a single stationary source of air pollution emissions. NADEP North Island, as a tenant activity of NAS North Island, contributes to the air emissions attributable to the stationary source (NAS North Island). NAS/NADEP North Island are located in the San Diego Air Basin. The air basin is in attainment with National Ambient Air Quality Standards (NAAQS) for lead (Pb), sulfur dioxide (SQ2), oxides of nitrogen (NOx), and respirable particulate matter (PM-10). The air basin in Non-Attainment (moderate) with NAAWS for carbon monoxide (CO) and Non-Attainment (severe) with NAAWS for ozone. Indications are that the San Diego Air Basin will be reclassified as serious Non-Attainment for ozone indicating an improvement in air quality for the region. NAS/NADEP North Island are required to provide emission offsets and implement Lowest Achievable Emission Rate (LAER) technology for new or modified emission units which are sources of Non-Attainment pollutants or their precursors. The largest sources of Non-Attainment pollutants at NADEP North Island are permitted emission units which are not limited by permit condition. These units are operating far below maximum design capacity and no environmental restrictions to expansion or production exists.

Additionally, NADEP North Island is aggressively pursuing establishment of Emission Reduction Credits to be used as emission offsets for potential new sources of Non-Attainment pollutant emissions.

Naval Aviation Depot North Island anticipates being in full compliance with Maximum Achievable Control Technology (MACT) Standards being promulgated under the 1990 Clean Air Act and no environmental restrictions to expansion or production attendant to toxic air contaminants is anticipated.

20.2 Describe the undeveloped acreage or waterfront, cranes, centrifuges, autoclaves, wind tunnels, interior and exterior aircraft storage areas, etc. that are unique to this NADEP. Specify those that are one of a kind within the Department of the Navy and/or the Department of Defense.

Unique facilities and equipment identified in Tab B:

- Special Facilities and Equipment
- Facilities/Equipment Capability Form

NADEP has no undeveloped acreage or waterfront. Those are Naval Air Station North Island real property responsibility.

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20.3 Identify any specific facilities, programs, or capabilities in regard to the handling and disposal of hazardous materials/wastes at this activity.

NADEP North Island has centralized the receipt and storage of all hazardous materials through the establishment of a centralized Hazardous Material Storage Facility. The facility is a state-of-the-art, 13,000 square foot facility providing complete segregation, secondary containment, and fire protection for all Hazardous Materials. A Hazardous Material Control and Management (HMC&M) program has been developed around the centralized storage concept. The HMC&M program is overseen by an HMC&M Committee supported by members from Materials Management, Environmental Planning, Materials Engineering and Safety. This committee oversees direction for requesting and authorizing hazardous materials, enforces and oversees a Hazardous materials Authorized List (HAUL), implements procedure to track the distribution of hazardous materials to production shops, and assures implementation of Hazard Communication Training. Hazardous material usage data is utilized continuously to provide for "right sizing," identify less hazardous substitute materials, and provide information necessary to complete section 312 reporting under Title III of the Superfund Amendment and Reauthorization Act (SARA).

NADEP North Island has developed and implemented a Hazardous Waste Management Plan that provides for identification, containment, labeling and tracking of all containerized and bulk hazardous waste streams. This plan provides detailed procedure for waste management practices at the production shops, waste pick-up and transfer procedures, and waste inspection and staging at NADEP central hazardous waste berm. Additionally, NADEP North Island's hazardous waste management program provides for detailed recordkeeping of the weight, type, and generating process for all hazardous waste streams. This information is integrated with NADEP North Island's Hazardous Waste Profiling System which provides detailed chemical and physical data for each waste stream. NADEP North Island's hazardous waste management program provides for complete "cradle to grave" tracking of all hazardous waste and generates all data necessary to perform release reporting required by the Emergency Planning and community Right to Know Act (EPCRA). NADEP North Island has recently commenced upgrading of centralized hazardous waste storage facilities to provide for a state-of-the-art facility exceeded all regulatory requirements. Additionally, a comprehensive Business and Emergency Response Plan detailing layouts of all shop level hazardous material storage units, hazardous waste accumulation units, spill and emergency response equipment, fire control systems, and means of egress was developed in calendar year 1993. This plan was developed internally, is readily updated, and provides all information required by the Local Emergency Planning Committee.

NADEP North Island's hazardous waste information systems are used to identify and target hazardous waste streams for minimization based upon quantity and toxicity. Pollution Prevention initiatives are identified and ranked according to a prioritization matrix established within NADEP North Island's Hazardous Waste Minimization Plan as discussed in section 20.1.

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21. Encroachment Considerations

21.1 Identify any ground, industrial noise, approach channel, waterway, harbor, bridge height, turning basin, ESQD, HERO, airspace or other encroachments of record at your activity.

Table 22.1: **Encroachments of Record**

Encroachments	Date Recorded	Current Status
None		

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Quality of Life - QUALITY OF LIFE RESPONSES PROVIDED BY HOST ACTIVITIES. THIS DATA SHOULD BE USED FOR REFERENCE ONLY. REFER TO HOST ACTIVITY DATA CALL RESPONSES FOR OFFICIAL DATA.

22. Military Housing - Family Housing

22.1 Do you have mandatory assignment to on-base housing?

No

22.2 For military family housing in your locale, provide the following information:

Table 22.2: **Available Military Family Housing**

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	194	194	0	0
Officer	3	341	341	0	0
Officer	1 or 2	24	24	0	0
Enlisted	4+	1,605	1,605	0	0
Enlisted	3	2,853	2,853	0	0
Enlisted	1 or 2	2,648	2,648	0	0
Mobile Homes		0	0	0	0
Mobile Home Lots		108	108	0	0

22.3 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 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?
NOT APPLICABLE

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22.4 Complete the following table for the military housing waiting list. Report Number on list as of 31 March 1994.

Table 22.4: **Military Housing Waiting List**

Pay Grade	Number of Bedrooms	Number on List	Average Wait
O-6/7/8/9	1	0	N/A
	2	0	N/A
	3	0	N/A
	4+	28	18-19 months
O-4/5	1	0	N/A
	2	16	11-12 months
	3	92	18-19 months
	4+	38	19-20 months
O-1/2/3/CWO	1	0	N/A
	2	141	30-31 months
	3	67	13-14 months
	4+	38	23-24 months
E7-E9	1	0	N/A
	2	72	22-23 months
	3	185	23-24 months
	4+	127	36-37 months
E1-E6	1	50	8-9 months
	2	1,684	16-17 months
	3	1,575	27-28 months
	4+	722	23-24 months

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22.5 What do you consider to be the top five factors driving the demand for base housing? Does it vary by grade category? If so provide details.

Table 22.5: **Housing Demand Factors**

	Top Five Factors Driving the Demand for Base Housing
1	COST - San Diego is one of the most expensive areas within the United States in which to live. Average monthly rental rates exceed Maximum Allowable Housing Cost (MAHC) for most military pay grades. Generally, E1-E6 personnel can only afford to rent homes in high crime neighborhoods. E1-E3 personnel can afford only one bedroom homes. E4-E6 personnel can afford two bedroom homes. Four bedroom homes are out of reach for all but 04 and above personnel. A December 1992 market analysis indicates this problem will worsen within the next five years. The average price of a single family home in 1993 was $219,609 - well beyond the means of most military families.
2	SECURITY - Due to the high cost of housing in San Diego, many families are forced to live in high crime areas. Gang activity and other types of crime common to major metropolitan areas are prevalent within the region. Security is a primary concern of service members whose families must fend for themselves during deployments.
3	PROXIMITY TO WORK/LOCATION - Military family housing sites are located within minutes of all eleven major military installations in the San Diego area. Many service members prefer to reside close to work to limit commute time, save money, and facilitate rapid recall. Most housing sites are located close to support facilities such as family service centers, commissary and exchange facilities. Some sites are particularly desirable due to their location. The housing sites on Coronado, for example, have the longest waiting lists due to the quiet atmosphere and outstanding schools located there.
4	COMMUNITY SUPPORT - Many service members and their dependents cite the strong bond and support they receive from military neighbors as a primary reason for applying for family housing. This is especially important to families with sponsors attached to afloat commands.
5	QUALITY OF FACILITIES - San Diego offers many different types of homes. Age, style, amenities, location varies from one site to another. Single family, duplex, townhomes and apartment style homes are available. Many new sites have been acquired through the "Direct Purchase Program." The program enables the government to purchase entire communities from developers. These military housing communities blend in with other civilian homes as they were constructed to be rental or sales properties.

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22.6 What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)?

79%

22.7 Provide the utilization rate for family housing for FY 1993.

Table 22.7: **Family Housing Utilization**

Type of Quarters	Utilization Rate (%)
Adequate	98.39
Substandard	N/A
Inadequate	N/A

22.8 As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 98% (or vacancy over 2%), is there a reason?

No

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23. Military Housing - Bachelor Quarters

23.1 Provide the utilization rate for Bachelor Enlisted Quarters(BEQs) for FY 1993.

Table 23.1: **BEQ Utilization**

Type of Quarters	Utilization Rate
Adequate	90%
Substandard	0
Inadequate	0

23.2 As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

Fluctuations due to deploying squadrons/detachments continue to affect overall average. Occupancy is below 95% due to rehabilitation of spaces, deploying units and unit integrity.

23.3 Calculate the Average on Board (AOB) for Geographic Bachelors (GB) as follows:

$$AOB = \frac{(\#\ GB) \times (\text{average } \#\text{ of days in barracks})}{365}$$

AOB = 261 *

* NOTE: NADEP geographic bachelors are in the host Air Station numbers. The host Air Station, NAS North Island provides these facilities.

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23.4 Indicate in the following chart the percentage of Geographic Bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Table 23.4: **Reasons for Geographic Separation (BEQ)**

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	14	18%	
Spouse Employment (non-military)	10	13%	
Other	50	69%	Marital Problems
* TOTAL	74	100%	

* NOTE: NADEP geographic bachelors are in the host Air Station numbers. The host Air Station, NAS North Island, provides these facilities.

23.5 How many enlisted Geographic Bachelors (GB) do not live on base?

GB Off-Base = *

* NOTE: NADEP geographic bachelors are included in the host Air Station numbers. The host Air Station, NAS North Island, was unable to determine this number.

23.6 Provide the utilization rate for Bachelor Officers Quarters (BOQs) for FY 1993.

Table 23.6: **BOQ Utilization**

Type of Quarters	Utilization Rate
Adequate	85%
Substandard	0
Inadequate	0

23.7 As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

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Fluctuations due to deploying squadrons/detachments continue to affect overall average. Occupancy is below 95% due to rehabilitation of spaces and deploying units.

23.8 Calculate the Average on Board (AOB) for Geographic Bachelors as follows:

$$AOB = \frac{(\#\ GB \times average\ \#\ days\ in\ barracks)}{365}$$

AOB = 395 *

* NOTE: NADEP geographic bachelors are in the host Air Station numbers. The host Air Station, NAS North Island, provides these facilities.

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23.9 Indicate in the following chart the percentage of Geographic Bachelors by category of reasons for family separation. Provide comments as necessary.

Table 23.9: **Reasons for Geographic Separation (BOQ)**

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	6	33	Own home or awaiting housing
Spouse Employment (non-military)	8	45	
Other	4	22	Marital problems
TOTAL	18	100	

23.10 How many officer Geographic Bachelors do not live on base?

GB Off-Base = *

* NOTE: NADEP geographic bachelors are included in the host Air Station numbers. The host Air Station, NAS North Island, was unable to determine this number.

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24. MWR Facilities

24.1 For on-base MWR facilities available, complete the following table for each separate location. These are spaces designed for a particular use. A single building might contain several facilities, each of which should be listed separately. For off-base government-owned or leased recreation facilities, indicate their distance from your base. If there are any facilities not listed, include them at the bottom of the table.

LOCATION NAS North Island DISTANCE N/A

Table 24.1.a: **MWR Facilities Summary**

Facility	Unit of Measure	Total	Profitable (Y/N / N/A)
Auto Hobby	Indoor Bays	24	Yes
	Outdoor Bays	27	Yes
Arts/Crafts	SF	N/A	N/A
Wood Hobby	SF	16,320	Yes
Bowling	Lanes	24	Yes
Enlisted Club (Surf Club - All hands)	SF	5,896	Yes
Officers Club (Island Club - All hands)	SF	29,121	No
Library	SF	5,926	N/A
Library	Books	22,687	N/A
Theater	Seats	1,600	Yes
ITT	SF	1,900	No
Museum/Memorial	SF	N/A	N/A
Pool (indoor)	Lanes	N/A	N/A
Pool (outdoor) (Island Club)	Lanes	None	N/A
Pool (outdoor) (Crews Pool)	Lanes	6	N/A
Beach	LF	4,500	N/A
Swimming Ponds	Each	N/A	N/A
Tennis Court	Each	12	N/A

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Table 24.1.b: **MWR Facilities Summary**

Facility	Unit of Measure	Total	Profitable (Y/N / N/A)
Volleyball court (outdoor)	Each	10	N/A
Basketball court (outdoor)	Each	3	N/A
Racquetball court	Each	8	N/A
Golf Course	Holes	18	Yes
Driving Range	Tee Boxes	24	No
Gymnasium	SF	12,514	N/A
Fitness Center, Building 277	SF	6,366	N/A
Fitness Center, Building 766	SF	3,782	N/A
Marina	Berths	N/A	N/A
Stables	Stalls	N/A	N/A
Softball Field	Each	6	N/A
Football Field	Each	6	N/A *
Soccer Field	Each	N/A	N/A
Youth Center	SF	N/A	N/A
Squash Court	Each	2	N/A

* Serves as multi-use fields.

24.2 Is your library part of a regional interlibrary loan program? Yes, with other Navy commands in the local geographic area only.

25. Base Family Support Facilities and Programs

25.1 Complete the following table on the availability of child care in a child care center on your base.

Table 25.1: **Child Care Availability**

Age Category	Capacity (# of Children)	SF			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
0-6 Months	7		*		157	360 +
6-12 Months	12		*		157	360 +
12-24 Months	61		*		121	360 +
24-36 Months	52		*		136	180 +
3-5 Years	93		*		99	180 +

*** This is host Air Station data. Total square footage is 14,682. Adequacy by age breakdown is not available.**

25.2 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 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?

NOT APPLICABLE

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25.3 If you have a waiting list, describe what programs or facilities, other than those sponsored by your command, are available to accommodate those on the list.

Family home care at 32nd Street Naval Station; private child care; civilian community child care.

25.4 How many "certified home care providers" are registered at your base?

= None

25.5 Are there other military child care facilities within 30 minutes of the base?

Yes

State owner and capacity (e.g. 60 children, 0-5 years).

Naval Station San Diego	399
Naval Training Center	200
Naval Amphibious Base	98
Naval Submarine Base	79
NAS Miramar	266

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25.6 Complete the following table for services available on your base. If you have any services not listed, include them at the bottom.

Table 25.6: **Available Services**

Service	Unit of Measure	Quantity
Exchange	SF	58,146
Gas Station	SF	5,520
Auto Repair	SF	2,427
Auto Parts Store	SF	418
Commissary	SF	48,700
Mini-Mart (Touch N Go)	SF	5,553
Package Store	SF	7,613
Fast Food Restaurants	Each	12
Bank/Credit Union	Each	1
Family Service Center	SF	7,800
Laundromat (coin operated)	SF	1,901
Dry Cleaners (pick-up and drop point only)	Each	1
ARC	PN	None
Chapel	PN *	400
FSC Classroom/Auditorium	PN	50
Uniform Shop/Visual Merchandise/Small Retail Store/Tailor Shop	SF	25,003
Admin Spaces/Video Rental	SF	7,100
Maintenance/Vending/Food Warehouse	SF	20,932
Navy Lodge (45 rooms) (each room can accommodate 5 people)	Each	2
Navy Lodge Laundromat	SF	776

* Number of people the Chapel holds.

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26. Metropolitan Areas

26.1 Identify proximate major metropolitan areas closest to your base (provide at least three):

Table 26.1: **Proximate Metropolitan Areas**

City	Distance (Miles)
Chula Vista	13
San Diego	4
Escondido	39

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27. VHA Rates

27.1 Identify the Standard Rate VHA Data for Cost of Living in your area:

Table 27.1: **VHA Rates**

Paygrade	With Dependents	Without Dependents
E1	218.36	122.17
E2	211.66	133.11
E3	206.44	152.11
E4	228.51	159.48
E5	261.55	182.62
E6	301.89	205.51
E7	339.62	235.92
E8	352.67	266.02
E9	358.64	272.25
W1	391.25	297.14
W2	386.[illegible]4	303.02
W3	386.73	314.37
W4	403.06	357.37
O1E	386.83	286.94
O2E	348.23	277.68
O3E	414.92	351.02
O1	345.66	254.71
O2	332.79	260.12
O3	342.83	288.64
O4	411.69	358.00
O5	454.49	375.85
O6	477.20	394.99
O7	486.52	395.29

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28. Off-base Housing Rental and Purchase

28.1 Fill in the following table for average rental costs in the area for the period 1 April 1993 through 31 March 1994.

Table 28.1: **Recent Rental Rates**

Type of Rental	Average Monthly Rent		Average Monthly Utilities Cost
	Annual High	Annual Low	
Efficiency	*		
Apartment (1-2 Bedroom)	*		
Apartment (3+ Bedroom)	*		
Single Family Home (3 Bedroom)	*		
Single Family Home (4+ Bedroom)	*		
Town House (2 Bedroom)	*		
Town House (3+ Bedroom)	*		
Condominium (2 Bedroom)	*		
Condominium (3+ Bedroom)	*		

* NOTE: Information is not available in this format.

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28.2 What was the rental occupancy rate in the community as of 31 March 1994?

Table 28.2: **Rental Occupancy Rate**

Type Rental	Occupancy Rate (%)
Efficiency	*
Apartment (1-2 Bedroom)	*
Apartment (3+ Bedroom)	*
Single Family Home (3 Bedroom)	*
Single Family Home (4+ Bedroom)	*
Town House (2 Bedroom)	*
Town House (3+ Bedroom)	*
Condominium (2 Bedroom)	*
Condominium (3+ Bedroom)	*

* NOTE: Information is not available .n this format.

28.3 What are the median costs for homes in the area?

Table 28.3: **Regional Home Costs**

Type of Home	Median Cost
Single Family Home (3 Bedroom)	*
Single Family Home (4+ Bedroom)	*
Town House (2 Bedroom)	*
Town House (3+ Bedroom)	*
Condominium (2 Bedroom)	*
Condominium (3+ Bedroom)	*

* NOTE: Information is not available in this format.

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28.4 For calendar year 1993, from the local MLS listings, provide the number of 2, 3, and 4 bedroom homes available for purchase. Use only homes for which monthly payments would be within 90 to 110 percent of the E5 BAQ and VHA for your area.

Table 28.4: **Housing Availability**

Month	Number of Bedrooms		
	2	3	4+
January *			
February *			
March *			
April *			
May *			
June *			
July *			
August *			
September *			
October *			
November *			
December *			
April 1994	223	24	3

* NOTE: 1993 Historical data not available. Numbers provided above reflect current availabilities. Information provided by REMAX METRO.

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28.5 Describe the principle housing cost drivers in your local area.

Cost drivers below were identified in a December 1992 market analysis prepared by Robert D. Heihaus, Inc.

Housing cost is closely correlated with location, amount of land and number of bedrooms. Southern California coastal regions are among the most costly in CONUS. Temperatures in both the summer and winter are moderated by nearby waters of the Pacific Ocean. Average daily maximum temperatures are approximately 65 degrees fahrenheit during the winter and 75 degrees fahrenheit during the summer. Temperatures below freezing rarely occur. Annual rainfall averages approximately nine inches. Although most households are likely to prefer housing close to the amenities associated with coastal communities, the cost of housing in these communities is generally higher than locations further inland.

A well-developed regional road transportation system of interstate, state and county highways serves the area, as does a system of causeways linking the mainland with Coronado and North Island. Air service is available at San Diego International Airport(Lindbergh Field), Montgomery Field, and Romona Airport. Passenger and freight rail service are provided by Amtrak and the Santa Fe Railroad, respectively. Bus and trolley services are available within the area for local transportation.

San Diego has a diversified economic base characterized by several key elements:

- A wide range of manufacturing and service activities
- A large military presence
- An active tourism sector
- An educational complex consisting of campuses of both the University of California and California State University systems as well as five other private Universities and Colleges
- A growing research and development sector specializing in health care services

Local forecasts of population growth indicate expected increases through 1996 averaging 2.1 percent annually. Both the job and population projections reflect a reduction in expected growth compared to the rapid rates of the past two decades.

The major industry sections in the county are the services sector, the wholesale and retail trade sectors and the civilian government. A mild recovery is projected for the county with employment increasing slowly.

29. Sea-Shore Opportunities

29.1 For the top five sea intensive ratings in the principle warfare community your base supports, provide the following:

Table 29.1: **Sea Shore Opportunities**

Rating	# Sea Billets in Local Area	# Shore Billets in Local Area
AB	17	0
MM	30	19
AME	55	50
AO	133	109
RM	12	35

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30. Commuting Distances

30.1 Complete the following table for the average one-way commute for the five largest concentrations of military and civilian personnel living off-base.

Table 30.1: **Commuting Distances**

Location	% Employees	Distance (mi)	Time (min)
San Diego (1912)	57	8	20
Chula Vista (486)	15	19	25
Spring Valley (208)	6	16	25
Imperial Beach (166)	5	12	23
La Mesa (147)	4	16	25

These figures were obtained through a survey completed at NAS North Island and compiled by Commuter Computer Organization. The length of commute time was predicted upon the fact there was freeway access in and out of the top five areas.

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31. Regional Educational Opportunities

Complete the tables below to indicate the civilian educational opportunities available to service members stationed at your activity and their dependents:

31.1 List the local educational institutions which offer programs available to dependent children. Indicate the school type (e.g. DoDDS, private, public, parochial, etc.), grade level (e.g. pre-school, primary, secondary, etc.), what students with special needs the institution is equipped to handle, cost of enrollment, and for high schools only, the average SAT/ACT score of the class that graduated in 1993 and the number of students in that class who enrolled in college in the fall of 1994.

Table 31.1: **Educational Opportunities**

Institution	Type	Grade Level(s)	Special Education Available	Annual Enrollment Cost/Student	SAT/ACT Score	% HS to College	Source of Info
San Diego Unified School District	Public	K-12	Yes	$3,800 Enrollment of military dependents is 15,291 students			San Diego Unified School District
Warner Union Elementary School District	Public	K-8		$3,800 Enrollment is 264 students	UNKN	UNKN	San Diego County Office of Education
Sweetwater Union High School District	Public	9-12	Yes	$3,800 Enrollment is 28,828 students	UNKN	UNKN	Sweetwate r Union High School District
South Bay Union Elementary School District	Public	K-6	Yes	$3,800 Enrollment is 9,785 students			South Bay Union District

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Institution	Type	Grade Level(s)	Special Education Available	Annual Enrollment Cost/Student	SAT/ACT Score	% HS to College	Source of Info
San Ysidro Elementary School District	Public	K-8	Yes	$3,800 Enrollment is 3,834 students			San Ysidro School District
Chula Vista Elementary School District	Public	K-6	Yes	$3,800 Enrollment is 18,581 students			Chula Vista Elem. School District
Del Mar Union Elementary School District	Public	K-6	Yes	$3,800 Enrollment is 1,264 students			Del Mar Union District
Santee Elementary School District	Public	K-8	Yes	$3,800 Enrollment is 8,200 students			Santee Elem. School District
Lemon Grove Elementary School District	Public	K-8	Yes	$3,800 Enrollment is 4,280 students			Lemon Grove Elem. School District
National Elementary School District	Public	K-6	Yes	$3,800 Enrollment is 6,141 students			National Elem. School District
Valley Center Union Elementary School District	Public	K-8	Yes	$3,800 Enrollment is 2,400 students			Valley Center School District
Sante Fe Christian School	Private	K-12	No	$3,883 to $5,478			Sante Fe Christian School

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Institution	Type	Grade Level(s)	Special Education Available	Annual Enrollment Cost/Student	SAT/ACT Score	% HS to College	Source of Info
Cajon Valley Union Elementary School District	Public	K-8	Yes	$3,800 Enrollment is 18,357 students			Cajon Valley School District
Alpine Union Elementary School District	Public	K-8	Yes	$3,800 Enrollment is 2,110 students			Alpine School District
Dehesa Elementary School District	Public	K-6	Yes	$3,800 Enrollment is 194 students			Dehesa School District
Cardiff Elementary School District	Public	K-6	Yes	$3,800 Enrollment is 942 students			Cardiff School District
Bonsall Union Elementary School District	Public	K-8	Yes	$3,800 Enrollment is 1,238 students			Bonsall Union School District
Solana Beach Elementary School District	Public	K-6	Yes	$3,800 Enrollment is 2,040 students			Solana Beach School District
Rancho Santa Fe Elementary School District	Public	K-8	Yes	$3,800 Enrollment is 576 students			Rancho Santa Fe School District
Vallecitos Elementary School District	Public	K-8	Yes	$3,800 Enrollment is 246 students			Vallecitos School District

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Institution	Type	Grade Level(s)	Special Education Available	Annual Enrollment Cost/Student	SAT/ACT Score	% HS to College	Source of Info
Spencer Valley Elementary School District	Public	K-8	No	$3,800 Enrollment is 31 students			Spencer Valley School District
Pauma Elementary School District	Public	K-8	Yes	$3,800 Enrollment is 400 students			Pauma School District
Encinitas Union Elementary School District	Public	K-6	Yes	$3,800 Enrollment is 4,834 students			Encinitas School District
Escondido Union High School District	Public	9-12	Yes	$3,800 Enrollment is 6,400 students	UNKN	UNKN	Same as above
Fallbrook Union High School District	Public	9-12	Yes	$3,800 Enrollment is 2,284 students	UNKN	UNKN	Same as above
Julian Union High School District	Public	9-12		$3,800 Enrollment is 265 students	UNKN	UNKN	Same as above
San Dieguito Union High School District	Public	9-12		$3,800 Enrollment is 7,303 students	UNKN	UNKN	Same as above
Borrego Springs Unified School District	Public	K-8, 9-12		$3,800 Enrollment is 443 students			

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Institution	Type	Grade Level(s)	Special Education Available	Annual Enrollment Cost/Student	SAT/ACT Score	% HS to College	Source of Info
Mountain Empire Unified School District	Public	K-6, 7-8, 9-12		$3,800 Enrollment is 2,000 students			
Oceanside Unified School District	Public	K-6, 7-8, 9-12		$3,800 Enrollment is 18,056 students			
Ramona Unified School District	Public	K-6, 7-8, 9-12		$3,800 Enrollment is 6,500 students			
San Marcos Unified School District	Public	K-6, 7-8, 9-12		$3,800 Enrollment is 10,189 students			
Vista Unified School District	Public	K-6, 7-8, 9-12	Yes	$3,800 Enrollment is 20,700 students			
Carlsbad Unified School District	Public	K-6, 7-8, 9-12		$3,800 Enrollment is 6,791 students			
Coronado Unified School District	Public	K-6, 7-8, 9-12		$3,800 Enrollment is 2,321 students			
Grossmont Union High School District	Public	9-12	Yes	$3,800 Enrollment is 15,673 students			
Fallbrook Union Elementary School District	Public	K-8, 9-12		$3,800 Enrollment is 5,715 students			

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Institution	Type	Grade Level(s)	Special Education Available	Annual Enrollment Cost/Student	SAT/ACT Score	% HS to College	Source of Info
Jamul-Dulzura Union Elementary School District	Public	K-8, 9-12		$3,800 Enrollment is 1,230 students			
Julian Union Elementary School District	Public	K-8, 9-12		$3,800 Enrollment is 515 students			
Lakeside Union Elementary School District	Public	K-8, 9-12		$3,800 Enrollment is 4,903 students			
La Mesa-Spring Valley	Public	K-8, 9-12 Preschools		$3,800 Enrollment is 13,992 students			
San Diego Hebrew Day School	Private	Preschool through high school		$5,400 (K-3); $5,750 (4-6); $6,200 (7-9)			
St. Augustine High	Private	9-12		$3,930 to $4,680			
Warren Walker	Private	Preschool through 6	No	$5,070			
San Diego Jewish Academy	Private	K-9	No	$6,200 to $6,810			
Luthern High School	Private	9-12	No	$3,000 to $3,550			
St. Therese	Private	preschool through 8		$1,900 to $2,600			

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Institution	Type	Grade Level(s)	Special Education Available	Annual Enrollment Cost/Student	SAT/ACT Score	% HS to College	Source of Info
La Jolla County Day School	Private	preschool through 12		$8,000 (preschool through 4); $8,425 (5-8); $8,750 (9-12)			
Poway School District	Public	K-12	Yes	$3,800 Enrollment is 2,400 students			

NOTE: The 1991 combined county wide SAT score average is 907. The College-going rate for 1992 is 47.2 percent. Tuition costs were unavailable. According to two school districts, the Average daily Attendance (ADA) amount per child is approximately $3,700.00 - $3,900.00 per student, per year.

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31.2 List the educational institutions within 30 miles which offer programs off-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all applicable boxes.

Table 31.2: **Off-Base Educational Programs**

Institution	Type Classes	Program Type				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Chapman University	Day	No	No	None	None	None
	Night	No	No	None	Yes (B.A., B.S.)	Yes (MBA, MFCC, M.A, H.R.M.)
National University	Day	None	None	None	None	None
	Night	None	Yes (Paralegal)	None	Yes (B.A.)	Yes (M.A., MBA)
University of California at San Diego	Day	None	None	Yes	Yes (B.A., B.S.)	Yes (M.A., PhD)
	Night	None	None	Yes	Yes (B.A., B.S)	Yes (M.A., PhD)
University of California at San Diego Extension	Day	None	None	Yes	None	None
	Night	None	Yes	Yes	None	None
Academy of Art College	Day	No	Yes	Yes	Yes (BFA)	Yes (MFA)
	Night	No	Yes	Yes	Yes (BFA)	Yes (MFA)
Edutek	Day	No	Yes	Yes	No	No
	Night	No	No	No	No	No
Maric College	Day	No	Yes	Yes	Yes (A.S.)	No
	Night	No	No	No	No	No
Pacific Coast College	Day	No	Yes	Yes	No	No
	Night	No	Yes	Yes	No	No

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Institution	Type Classes	Program Type				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Kelsey-Jenney	Day	No	Yes	Yes	Yes (A.A.)	No
	Night	No	Yes	Yes	Yes (A.A.)	No
Coleman College	Day	No	Yes	Yes	Yes (A.S, B.S.)	Yes (M.S., MBA)
	Night	No	Yes	Yes	Yes (A.S., B.S.)	Yes (M.S., MBA)
Century Business College	Day	No	Yes	Yes	No	No
	Night	No	Yes	Yes	No	No
Advertising Arts College	Day	No	Yes	Yes	Yes (A.A., B.A.)	No
	Night	No	Yes	Yes	Yes (A.A., B.A.)	No
El Dorado College	Day	No	Yes	Yes	No	No
	Night	No	No	No	No	No
ITT Technical Institute	Day	No	Yes	Yes	Yes (A.S., B.S.)	No
	Night	No	Yes	Yes	Yes (A.S., B.S.)	No
San Diego State University	Day	No	No	Yes	Yes (B.A., B.S.)	Yes (PhD, MBA, M.A.)
	Night	No	No	Yes	Yes (B.A., B.S.)	Yes (PhD, MBA, M.A.)
Concorde Career Institute	Day	No	Yes	Yes	No	No
	Night	No	No	No	No	No
Platt College	Day	No	Yes	Yes	No	No
	Night	No	Yes	Yes	No	No
San Diego Community College	Day	Yes	Yes	Yes	Yes (A.A.)	No
	Night	Yes	Yes	Yes	Yes (A.A.)	No
Point Loma Nazarene College	Day	No	No	Yes	Yes (B.A., B.S.)	Yes (M.A.)
	Night	No	No	Yes	Yes (B.A., B.S.)	Yes (M.A.)
California Western University School of Law	Day	No	No	Yes	Yes	Yes (J.D.)
	Night	No	NO	No	No	No

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Institution	Type Classes	Program Type				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Grossmont College	Day	No	Yes	Yes	Yes (A.A.)	No
	Night	No	Yes	Yes	Yes (A.A.)	No
United States International University	Day	No	No	Yes	Yes (A.A., B.A B.S)	No
	Night	No	No	Yes	No	Yes (M.A., MBA, DBA, MFCC, PsyD)
Southwestern College	Day	No	Yes	Yes	Yes (A.A., A.S.)	No
	Night	No	Yes	Yes	Yes (A.A., A.S.)	No
Christian Heritage College	Day	No	No	Yes	Yes (B.A., B.S.)	No
	Night	No	No	Yes	Yes (B.A., B.S)	No
Webster University	Day	No	No	No	No	No
	Night	No	No	Yes	Yes (B.A.)	Yes (MBA, M.A.)
New School of Art and Architecture	Day	No	Yes	Yes	No	No
	Night	No	Yes	Yes	Yes (A.A., B.A.)	Yes (M.A.)
Palomar College	Day	No	Yes	Yes	Yes (A.A.)	No
	Night	No	Yes	Yes	Yes (A.A.)	No
University of San Diego	Day	None	None	Yes	Yes (B.A., B.S.)	Yes (M.A., J.D., PhD, MBA)
	Night	None	None	Yes	Yes (B.A., B.S.)	Yes (M.A., J.D., PhD, MBA)

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31. Regional Educational Opportunities, continued

31.3 List the educational institutions which offer programs on-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all applicable boxes.

Table 31.3: **On-Base Educational Programs**

Institution	Type Classes	Program Type				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Chapman University	Day	None	None	None	None	None
	Night	None	None	Yes	Yes (B.A., B.S.)	Yes (MBA, M.A.)
	Corres-pondence	None	None	None	None	None
National University	Day	None	None	None	None	None
	Night	None	None	Yes	Yes (A.A., B.A., B.S.)	Yes (M.A., MFCC, MBA, MBB)
	Corres-pondence	None	None	None	None	None
Palomar College	Day	None	Yes	Yes	Yes (A.A.)	None
	Night	None	Yes	Yes	Yes (A.A.)	None
	Corres-pondence	None	No	No	No	No
San Diego Community College	Day	None	None	None	None	None
	Night	Yes (GED)	None	Yes	Yes (A.A.)	None
	Corres-pondence	None	None	None	None	None

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Institution	Type Classes	Program Type				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
University of Redlands	Day	None	None	None	None	None
	Night	None	None	Yes	Yes (A.A., B.A)	Yes (M.A.M., MBA)
	Corres-pondence	None	None	None	None	None
University of Phoenix	Day	None	None	None	None	None
	Night	None	None	Yes	Yes (B.A., credit toward A.A.)	Yes (M.A., MBA)
	Corres-pondence	None	None	None	None	None
University of LaVerne	Day	No	No	No	No	No
	Night	No	No	Yes	Yes (A.A., B.A)	Yes (M.A., MBA)
	Corres-pondence	No	No	No	No	No
Foundation of Educational Achievement	Day	No	No	No	No	No
	Night	Yes	No	No	No	No
	Corres-pondence	No	No	No	No	No
Southern Illinois University	Day	None	None	Yes Weekend courses (B.S.)	Yes Weekend courses (B.S.)	None
	Night	None	None	None	None	None
	Corres-pondence	No	No	No	No	No

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32. Spousal Employment Opportunities

32.1 Provide the following data on spousal employment opportunities.

Table 32.1: **Spouse Employment**

Skill Level	# Military Spouses Serviced by FSC Spouse Employment Assistance			Local Community Unemployment Rate (%)
	1991	1992	1993	
Professional	*	40	13	**
Manufacturing	*	0	0	
Clerical	*	70	110	
Service	*	50	38	
Other	*	5	9	

NOTE: Local Unemployment Rate:

1991 - 6.1%
1992 - 7.4%
1993 - 7.8%

* 1991 Data not available from host Air Station.
** Unemployment rate broken down by skill level is not available at this time.

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33. Medical/Dental Care

33.1 Do your active duty personnel have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

Medical

Active duty personnel do have difficulty obtaining Primary Care due to facility limitations and staffing. Active duty do not have direct access to the civilian health care system and must seek care within the MHSS. Although access varies from setting to setting, there are constraints on access to various levels of care with long waiting times for specialty appointments (e.g., orthopedics) and limited availability of some very specialized services/treatments (e.g., mental health).

Active duty personnel are required to use the MHSS, which is limited in its ability to serve the patients in a timely fashion. This Medical center is a tertiary referral center and operates GME group/grams which, in order to remain viable (in terms of accreditation), must treat a wide range of disorders (and age groups) not available in the younger and physically healthier active duty population. The case selection necessary to achieve the proper case-mix often leads to situations in which non-active duty patients must be accepted preferentially, resulting in limitations of the availability os specialty care appointments for active duty members. Non-active duty beneficiaries may access local civilian care under CHAMPUS (TRICARE); however, active duty members must often travel considerable distances to the nearest tertiary center and wait for an appointment availability.

The NMCSD was originally designed in the 1970's for inpatient stays. Medical Officer examination rooms were not configured for outpatient care. Outpatient services were to be performed in branch medical centers which have limited space and personnel. Ideally, the Medical Officer should have two treatment rooms and one medical office to maximize efficiency of patient care delivery.

Dental

Active duty do not have difficulty with access to dental care. Active duty seeking dental care at the Naval Medical Center, San Diego are evaluated and treated within the time periods for specific entities as follows:

Annual dental examination - within 24 hours
Emergency examination - within 24 hours
Emergency treatment - within 24 hours

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Admission for emergency - within 24 hours
TMJ examination - within two weeks
Major surgery evaluation - within two weeks
Major surgery treatment - within one month

A survey was conducted April 1994. 103 surveys were collected and the results were as follows:

- 84% of 103 respondents surveyed said "it was easy to get an appointment at the clinic."

- 83% of 103 respondents stated that they were able to schedule a required follow-up appointment.

- Based on above statistics as well as input form Fleet and Shore Liaison Officers, there is no difficulty in access to dental care aboard NDC San Diego.

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33.2 Do your military dependents have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

Medical

Military dependents have difficulty accessing the MHSS (especially to the severely limited dental care and primary care) because the MHSS is inadequately sized to support the numbers of beneficiaries requiring health care services. However, dependents may access the civilian health care system under CHAMPUS (TRICARE) with relative ease, though the co-pay has in the past been a deterrent to some beneficiaries.

Dental

Military dependents do not have difficulty with access to dental care. Military dependents seeking dental care at the Naval Medical Center, San Diego are evaluated and treated within the time periods for the specific entities as follows:

Annual dental examination - Delta Dental Plan
Emergency examination - within 24 hours
Emergency treatment - within 24 hours
Admission for emergency - with 24 hours
TMJ examination - within three weeks or CHAMPUS referred
Major surgery evaluation - within two weeks or CHAMPUS referred
Major surgery treatment - within one month

Family members are using "Dependent Dental Care Plan" (DDP) without difficulty in majority of cases.

Family members not using DDP are able to access military dental care on a humanitarian basis for relief of pain.

34. Crime Rate

34.1 Complete the table below to indicate the crime rate for your activity for the last three fiscal years. The source for case category definitions to be used in responding to this question are found in the NCIS Manual, dated 23 February 1989, at Appendix A, entitled "Case Category Definitions." Note: the crimes reported in this table should *include* (a) all reported criminal activity which occurred on base regardless of whether the subject or the victim of that activity was assigned to or worked at the base; *and* (b) all reported criminal activity off base.

Table 34.1.a: **Local Crime Rate**

Crime Definitions	FY 1991	FY 1992	FY 1993
1. Arson (6A)	0	2	1
Base Personnel - military	0	2	1
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
2. Blackmarket (6C)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
3. Counterfeiting (6G)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
4. Postal (6L)	1	1	1
Base Personnel - military	1	1	1
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			

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Table 34.1.b: **Local Crime Rate**

Crime Definitions	FY 1991	FY 1992	FY 1993
5. Customs (6M)	96	143	52
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian	96	143	52
6. Burglary (6N)	7	8	3
Base Personnel - military	6	8	3
Base Personnel - civilian	1	0	0
Off Base Personnel - military			
Off Base Personnel - civilian			
7. Larceny - Ordnance (6R)	1	0	0
Base Personnel - military	1	0	0
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
8. Larceny - Government (6S)	145	216	266
Base Personnel - military	95	142	171
Base Personnel - civilian	51	74	95
Off Base Personnel - military			
Off Base Personnel - civilian			

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Table 34.1.c: **Local Crime Rate**

Crime Definitions	FY 1991	FY 1992	FY 1993
9. Larceny - Personal (6T)	237	300	257
Base Personnel - military	214	270	230
Base Personnel - civilian	23	30	27
Off Base Personnel - military			
Off Base Personnel - civilian			
10. Wrongful Destruction (6U)	276	370	285
Base Personnel - military	234	315	243
Base Personnel - civilian	42	55	42
Off Base Personnel - military			
Off Base Personnel - civilian			
11. Larceny - Vehicle (6V)	17	19	23
Base Personnel - military	17	19	23
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
12. Bomb Threat (7B)	8	5	6
Base Personnel - military	8	5	6
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			

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Table 34.1.d: **Local Crime Rate**

Crime Definitions	FY 1991	FY 1992	FY 1993
13. Extortion (7E)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
14. Assault (7G)	74	71	86
Base Personnel - military	74	66	79
Base Personnel - civilian	0	5	7
Off Base Personnel - military			
Off Base Personnel - civilian			
15. Death (7H)	0	0	4
Base Personnel - military	0	0	1
Base Personnel - civilian	0	0	1
Off Base Personnel - military			
Off Base Personnel - civilian			2
16. Kidnapping (7K)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			

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Table 34.1.e: **Local Crime Rate**

Crime Definitions	FY 1991	FY 1992	FY 1993
18. Narcotics (7N)	10	24	20
Base Personnel - military	10	19	14
Base Personnel - civilian	0	5	6
Off Base Personnel - military			
Off Base Personnel - civilian			
19. Perjury (7P)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
20. Robbery (7R)	3	1	1
Base Personnel - military	3	1	1
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
21. Traffic Accident (7T)	286	288	182
Base Personnel - military	172	176	109
Base Personnel - civilian	114	112	73
Off Base Personnel - military			
Off Base Personnel - civilian			

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Table 34.1.f: **Local Crime Rate**

Crime Definitions	FY 1991	FY 1992	FY 1993
22. Sex Abuse - Child (8B)	1	2	2
Base Personnel - military	1	2	2
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
23. Indecent Assault (8D)	4	7	4
Base Personnel - military	4	7	4
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
24. Rape (8F)	0	2	2
Base Personnel - military	0	2	2
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
25. Sodomy (8G)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			

*NOTE: Information for on base can be given for the various categories; however, off-base statistics require clarification as to what off-base area; i.e., Coronado, San Diego, etc. It would be basically impossible to obtain any information for local off-base arrests as civilian law enforcement agencies do not maintain their databases with employer information. Therefore, statistics can be obtained only by going through each and every case in the agency's files, which, again, would be impossible.

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Crime Definitions	FY 1991	FY 1992	FY 1993
6. Burglary (6N)	15.1	13.2	12.1
9. Larceny - Personal (6T)	39.6	29.6	27.7 (Defined in FBI Index as Larceny Theft)
11. Larceny - Vehicle (6V)	18.8	13.0	12.5
14. Assault (7G)	6.9	5.9	5.4 (Defined in FBI Index as Aggravated Assault)
15. Death (7H)	0.2	0.1	0.1 (Defined in FBI Index as Homicide)
20. Robbery (7R)	2.4	3.3	2.8
24. Rape (8F)	0.4	0.4	0.3 (Defined in FBI Index as Forcible Rape)

Base does not keep off-base crime statistics in the format requested. The above are the crime statistics for county of San Diego from the FBI index crime rate, not all categories of crimes described above are reflected as they are considered "Part 2" crimes and are not included in this index. Source is the San Diego Association of Governments, Criminal Justice Research Division Report "Crime in the San Diego Region 1993" dated March 1994. All numbers are crime per 1,000 population.

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ACTIVITY: N65888
NORTH ISLAND

DATA CALL FOR MILITARY VALUE ANALYSES
for
Naval Aviation Depots
Supplement

TAB A: TECHNICAL OPERATIONS
FUNCTIONAL SUPPORT AREA - LIFE CYCLE WORK AREA FORM

TAB B: SPECIAL FACILITIES AND EQUIPMENT
FACILITIES/EQUIPMENT CAPABILITY FORM

APPENDIX A:
I. FUNCTIONAL SUPPORT AREAS (PRODUCTS)
II. LIFE-CYCLE WORK AREAS

APPENDIX B:
I. FUNCTIONAL SUPPORT AREA DEFINITIONS
II. LIFE-CYCLE WORK AREA DEFINITIONS

ACTIVITY: N65888
NORTH ISLAND

TAB A: TECHNICAL OPERATIONS

Functional Support Area - Life-Cycle Work Area Form

Instructions for TAB A

1. Use Tables 1.a-1.h to identify the Functional Areas in which your facility performs work for the listed functional support areas (products). Appendices A and B define/describe the products and functional areas used in these Tables.

2. Complete the Tables for all categories and all products provided in this Tab.

3. In completing Tab A, provide Direct Labor Man Years of "work years" for DBOF activities.

ALL INFORMATION IN TAB A CERTIFIED BY NADOC

ACTIVITY: N65888
NORTH ISLAND

TAB A: Table 1.a: **Technical Workload Matrix/Functional Areas**

Products	Basic Research	Explor. Devel.	Adv. Devel.	Engr & Mnfg. Devel	RDT&E Mngt Support	Op Sys Support	Production	Acceptance Testing	Modernization
1 Platforms	NOT APPLICABLE								
1.1 UnderSea									
1.2 Aircraft									
1.3 Surface Ship									
1.4 Space Satellites									
1.5 Ground Vehicles									
2 Weapons Systems									
2.1 Gun Systems									
2.2 Guided Missiles									
2.3 Freefall Weapons & Rockets									
2.4 Torpedoes									
2.5 Mines									
2.6 Directed Energy Systems									
2.7 Explosives									
2.8 Launchers									
2.9 Fire Control									
2.10 Weapons Data Links									
2.11 Weapons Fuzing									
2.12 Weapons Propulsion									
2.13 Other Ordnance									
3 Combat Systems Integration									
3.1 Subsurface									
3.2 Air									
3.3 Surface									
3.4 Multiplatform									

TAB A: Table 1.b: **Technical Workload Matrix/Functional Areas**

Products	Program Support	Sched. Maint.	Repair	Testing	In Serv. Engr.	Program Support	Retirement	Trng/Ops Support	Sim. Model/ Analysis
1 Platforms	0	0	0	0	0	0	0	0	0
1.1 UnderSea	0	0	0	0	0	0	0	0	0
1.2 Aircraft	0	0	**3,127**	0	0	**1,016**	0	**17**	0
1.3 Surface Ship	0	0	**54**	0	0	0	0	0	0
1.4 Space Satellites	0	0	0	0	0	0	0	0	0
1.5 Ground Vehicles	0	0	0	0	0	0	0	0	0
2 Weapons Systems	0	0	0	0	0	0	0	0	0
2.1 Gun Systems	0	0	0	0	0	0	0	0	0
2.2 Guided Missiles	0	0	0	0	0	0	0	0	0
2.3 Freefall Weapons & Rockets	0	0	0	0	0	0	0	0	0
2.4 Torpedoes	0	0	0	0	0	0	0	0	0
2.5 Mines	0	0	0	0	0	0	0	0	0
2.6 Directed Energy Systems	0	0	0	0	0	0	0	0	0
Explosives	0	0	0	0	0	0	0	0	0
Launchers	0	0	0	0	0	0	0	0	0
2.9 Fire Control	0	0	0	0	0	0	0	0	0
2.10 Weapons Data Links	0	0	0	0	0	0	0	0	0
2.11 Weapons Fuzing	0	0	0	0	0	0	0	0	0
2.12 Weapons Propulsion	0	0	0	0	0	0	0	0	0
2.13 Other Ordnance	0	0	0	0	0	0	0	0	0
3 Combat Systems Integration	0	0	0	0	0	0	0	0	0
3.1 Subsurface	0	0	0	0	0	0	0	0	0
3.2 Air	0	0	0	0	0	0	0	0	0
3.3 Surface	0	0	0	0	0	0	0	0	0
3.4 Multiplatform	0	0	0	0	0	0	0	0	0

TAB A: Table 1.c: **Technical Workload Matrix/Functional Areas**

Products	Basic Research	Explor. Devel.	Adv. Devel.	Engr & Mnfg. Devel	RDT&E Mngt Support	Op Sys Support	Production	Acceptance Testing	Modernization
4 Special Ops Spt	NOT APPLICABLE								
4.1 Landing Force Eqmt & Systems									
4.2 Coastal/Special Warfare Support									
5 Sensors & Surveillance Sys									
5.1 Sonars Systems									
5.2 Radar Systems									
5.3 Special Sensors									
5.4 Space Sensor/ Surveillance Sys									
5.5 Ocean Surv.									
6 Navigation									
6.1 Sub. Nav. Sys									
Aircraft Nav. Sys									
Surf. Ship Nav.									
Wpns Nav. Sys									
6.5 Satellite Nav. Sys									
7 C^3I									
7.1 Submarine									
7.2 Airborne									
7.3 Shipboard									
7.4 Land-Based									
7.5 Space Comm Sys									
7.6 Non-Tact Data									
7.7 Air Traffic Cntrl									
7.8 Intel Info Sys									

TAB A: Table 1.d: **Technical Workload Matrix/Functional Areas**

Products	Program Support	Sched. Maint.	Repair	Testing	In Serv. Engr.	Program Support	Retirement	Trng/Ops Support	Sim. Model/ Analysis
4 Special Ops Spt	NOT APPLICABLE								
4.1 Landing Force Eqmt & Systems									
4.2 Coastal/Special Warfare Support									
5 Sensors & Surveillance Sys									
5.1 Sonars Systems									
5.2 Radar Systems									
5.3 Special Sensors									
5.4 Space Sensor/ Surveillance Sys									
5.5 Ocean Surv									
6 Navigation									
6.1 Sub. Nav. Sys									
6.2 Aircraft Nav. Sys									
Surf. Ship Nav.									
eapons Nav. Sys									
atellite Nav. Sys									
7 C^3I									
7.1 Submarine									
7.2 Airborne									
7.3 Shipboard									
7.4 Land-Based									
7.5 Space Comm Sys									
7.6 Non-Tact Data									
7.7 Air Traffic Cntrl									
7.8 Intel Info Sys									

TAB A: Table 1.e: **Technical Workload Matrix/Functional Areas**

Products	Basic Research	Explor. Devel.	Adv. Devel.	Engr & Mnfg. Devel	RDT&E Mngt Support	Op Sys Support	Production	Acceptance Testing	Modernization
8 Defense Systems	NOT APPLICABLE								
8.1 Ballistic Msl Def									
8.2 Countermeasures									
8.3 Electronic Warfare									
9. Strategic Programs									
9.1 Navy Strategic Sys									
9.2 Nuc Wpns/Effects									
10. Gen Mission Spt									
10.1 Personnel/ Training									
Sub related Trng Sys									
Air related Trng Sys									
Surf related Trng Sys									
Wpn related Trng Sys									
Human Resrc R&D									
Log Plng/Implem									
.3 Fac Engineering									
10.4 Diving, Salv, O.E.									
10.5 Env Dscrp/Pred									
10.6 Crew Eqmt/ Life Support									
Submarine									
Aircraft									
Surface Ship									
Med Resr/Cmb Cslty									
Clothing and Textiles									
10.7 Range Dev & Ops									
10.8 Other Subsid Sys									
10.9 Miss/Func Spt									

TAB A: Table 1.f: **Technical Workload Matrix/Functional Areas**

Products	Program Support	Sched. Maint.	Repair	Testing	In Serv. Engr.	Program Support	Retirement	Trng/Ops Support	Sim. Model/ Analysis
8 Defense Systems	NOT APPLICABLE								
8.1 Ballistic Msl Def									
8.2 Countermeasures									
8.3 Electronic Warfare									
9 Strategic Programs									
9.1 Navy Strategic Sys									
9.2 Nuc Wpns/Effects									
10 Gen Mission Spt									
10.1 Personnel/Training									
Sub related Trng Sys									
Air related Trng Sys									
Surface related Trng Sys									
Weapon related Trng Sys									
Human Resources R&D									
Log Plng/Implem.									
Fac Engineering									
Diving, Salv, O.E.									
10.5 Env Dscrp/Pred									
10.6 Crew Eqmt/Life Support									
Submarine									
Aircraft									
Surface Ship									
Med Resr/Cmb Cslty									
Clothing and Textiles									
10.7 Range Dev & Ops									
10.8 Other Subsid Sys									
10.9 Miss/Func Support									

TAB A: Table 1.g: **Technical Workload Matrix/Functional Areas**

Products	Basic Research	Explor. Devel.	Adv. Devel.	Engr & Mnfg. Devel	RDT&E Mngt Support	Op Sys Support	Production	Acceptance Testing	Modernization
11 Generic Tech Base	NOT APPLICABLE								
11.1 Computers									
11.2 Software									
11.3 Comm Network									
11.4 Electronic Device									
11.5 Matl & Processes									
11.6 Energy Storage									
11.7 Propulsion and Energy Conservation									
11.8 Design Automation									
11.9 Human-System Interfaces									
11.10 Other Tech Base Programs									

TAB A: Table 1.h: **Technical Workload Matrix/Functional Areas**

Products	Program Support	Sched. Maint.	Repair	Testing	In Serv. Engr.	Program Support	Retirement	Trng/Ops Support	Sim. Model/ Analysis
11. Generic Tech Base	NOT APPLICABLE								
11.1 Computers									
11.2 Software									
11.3 Comm Network									
11.4 Electronic Device									
11.5 Matl & Processes									
11.6 Energy Storage									
11.7 Propulsion and Energy Conservation									
11.8 Design Automation									
11.9 Human-System Interfaces									
11.10 Other Tech Base Programs									

TAB A: TECHNICAL FUNCTIONS

Functional Support Area - Life-Cycle Work Area Form

Activity Name	North Island
Functional Support Area	Aircraft
Life Cycle Work Area	Program Support

Note: An example of a functional support area - life cycle work area is:
"1. Platform, 1.1 Undersea, - 10. Program Support".

Note: In-House Expenditures are comprised of the Total Obligation Authority (TOA) for direct labor, direct material, direct travel, direct equipment, direct computer support, other direct support services and all overhead.

Out-of-House Expenditures are comprised of TOA for direct work (customer funded, mission oriented) performed or to be performed by other than the organizational entity. Out-of-house performers may include other departmental or DoD organizational entities, industrial firms, educational institutions, not-for-profit institutions and private individuals.

1. In-house work years. Provide the total number of in-house government employee (civilian and military) years for FY 1993 that were performed by your activity in this functional support area - life cycle work Work years are to be consistent with those used in the preparation of inputs to the President's budget. 93 column of FY-95 President's Budget. Civilian 1,008 (includes overtime), military 8.

1,016 Work Years

2. Expenditures:

a. In-house Expenditures. Provide the total in-house cost, in thousands of dollars ($K), in FY 1993, for this functional support area - life cycle work area. From Industrial Budget Information System (IBIS). Data base codes 4990 + 4330 - 4540 - 4640 - 4740.

$79,138 K

b. Out-of-house Expenditures. Provide the total funds expended, in thousands of dollars ($K), during FY 1993, for this functional support area - life cycle work area. Do not include direct cite funding. Data base codes 4540 + 4640 + 4740.

$ 14,177 K

c. Direct Cites. Provide total direct cite funds, in thousands of dollars ($K), expended on contract during FY 1993 for this functional support area - life cycle work area.

Workyears and expenditures for life cycle work areas based on prorated total cost.

$ N/A K

TAB A: TECHNICAL FUNCTIONS

Functional Support Area - Life-Cycle Work Area Form

Activity Name	North Island
Functional Support Area	Surface Ship
Life Cycle Work Area	Repair

Note: An example of a functional support area - life cycle work area is:
"1. Platform, 1.1 Undersea, - 10. Program Support".

Note: In-House Expenditures are comprised of the Total Obligation Authority (TOA) for direct labor, direct material, direct travel, direct equipment, direct computer support, other direct support services and all overhead.

Out-of-House Expenditures are comprised of TOA for direct work (customer funded, mission oriented) performed or to be performed by other than the organizational entity. Out-of-house performers may include other departmental or DoD organizational entities, industrial firms, educational institutions, not-for-profit institutions and private individuals.

1. In-house work years. Provide the total number of in-house government employee (civilian and military) years for FY 1993 that were performed by your activity in this functional support area - life cycle work Work years are to be consistent with those used in the preparation of inputs to the President's budget. FY-93 column of FY-95 President's Budget. Civilian 54 (includes overtime), military 0.

54 Work Years

2. Expenditures:

a. In-house Expenditures. Provide the total in-house cost, in thousands of dollars ($K), in FY 1993, for this functional support area - life cycle work area. From Industrial Budget Information System (IBIS). Data base codes 4990 + 4330 - 4540 - 4640 - 4740.

$4,269 K

b. Out-of-house Expenditures. Provide the total funds expended, in thousands of dollars ($K), during FY 1993, for this functional support area - life cycle work area. Do not include direct cite funding. Data base codes 4540 + 4640 + 4740.

$ 765 K

c. Direct Cites. Provide total direct cite funds, in thousands of dollars ($K), expended on contract during FY 1993 for this functional support area - life cycle work area.

$ N/A K

Workyears and expenditures for life cycle work areas based on prorated total cost.

TAB A: TECHNICAL FUNCTIONS

Functional Support Area - Life-Cycle Work Area Form

Activity Name	North Island
Functional Support Area	Aircraft
Life Cycle Work Area	Training

Note: An example of a functional support area - life cycle work area is:
"1. Platform, 1.1 Undersea, - 10. Program Support".

Note: In-House Expenditures are comprised of the Total Obligation Authority (TOA) for direct labor, direct material, direct travel, direct equipment, direct computer support, other direct support services and all overhead.

Out-of-House Expenditures are comprised of TOA for direct work (customer funded, mission oriented) performed or to be performed by other than the organizational entity. Out-of-house performers may include other departmental or DoD organizational entities, industrial firms, educational institutions, not-for-profit institutions and private individuals.

1. In-house work years. Provide the total number of in-house government employee (civilian and military) years for FY 1993 that were performed by your activity in this functional support area - life cycle work Work years are to be consistent with those used in the preparation of inputs to the President's budget. 93 column of FY-95 President's Budget. Civilian 17 (includes overtime), military 0.

17 Work Years

2. Expenditures:

a. In-house Expenditures. Provide the total in-house cost, in thousands of dollars ($K), in FY 1993, for this functional support area - life cycle work area. From Industrial Budget Information System (IBIS). Data base codes 4990 + 4330 - 4540 - 4640 - 4740.

$ 1,313 K

b. Out-of-house Expenditures. Provide the total funds expended, in thousands of dollars ($K), during FY 1993, for this functional support area - life cycle work area. Do not include direct cite funding. Data base codes 4540 + 4640 + 4740.

$ 235 K

c. Direct Cites. Provide total direct cite funds, in thousands of dollars ($K), expended on contract during FY 1993 for this functional support area - life cycle work area.

$ N/A K

TAB A: TECHNICAL FUNCTIONS

Functional Support Area - Life-Cycle Work Area Form

Activity Name	North Island
Functional Support Area	Aircraft
Life Cycle Work Area	Repair

Note: An example of a functional support area - life cycle work area is:
"1. Platform, 1.1 Undersea, - 10. Program Support".

Note: In-House Expenditures are comprised of the Total Obligation Authority (TOA) for direct labor, direct material, direct travel, direct equipment, direct computer support, other direct support services and all overhead.

Out-of-House Expenditures are comprised of TOA for direct work (customer funded, mission oriented) performed or to be performed by other than the organizational entity. Out-of-house performers may include other departmental or DoD organizational entities, industrial firms, educational institutions, not-for-profit institutions and private individuals.

1. In-house work years. Provide the total number of in-house government employee (civilian and military) k years for FY 1993 that were performed by your activity in this functional support area - life cycle work Work years are to be consistent with those used in the preparation of inputs to the President's budget. 93 column of FY-95 President's Budget. Civilian 3,105 (includes overtime), military 22.

3,127 Work Years

2. Expenditures:

a. In-house Expenditures. Provide the total in-house cost, in thousands of dollars ($K), in FY 1993, for this functional support area - life cycle work area. From Industrial Budget Information System (IBIS). Data base codes 4990 + 4330 - 4540 - 4640 - 4740.

$243,653 K

b. Out-of-house Expenditures. Provide the total funds expended, in thousands of dollars ($K), during FY 1993, for this functional support area - life cycle work area. Do not include direct cite funding. Data base codes 4540 + 4640 + 4740.

$ 43,648 K

c. Direct Cites. Provide total direct cite funds, in thousands of dollars ($K), expended on contract during FY 1993 for this functional support area - life cycle work area.

$ N/A K

Workyears and expenditures for life cycle work areas based on prorated total cost.

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

7/22/94

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 of print

Signature

ASSISTANT COMMANDER FOR LOGISTICS AND FLEET SUPPORT

Title

7/22/94

Date

NAVAL AIR SYSTEMS COMMAND

Activity

In certify that the information 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

22 JUL 94

Date

NAVAL AIR SYSTEMS COMMAND

Activity

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

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

W. A. EARNER

NAME (Please type of print

Signature

Title

7/30/94

Date

BRAC-95 CERTIFICATION
North Island
Data Call # 41

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

Signature

SUPERVISORY PROGRAM ANALYST
Title

Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

BRAC-95 CERTIFICATION

Data Call #41

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

CAPTAIN R. W. NEEL
NAME (Please type or print)

R. W. Neel
Signature

Commanding Officer
Title

7/21/94
Date

Naval Aviation Depot, North Island
Activity

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

BRAC-95 CERTIFICATION

Data Call # 41

KEN L. MYERS
NAME (Please type or print)

K L Myers
Signature

Director
Title

14 July 1994
Date

Depot Corporate Planning Directorate
Division

Department

NADOC
Activity

ORIGINAL CERTIFICATION IN HEADQUARTERS SECTION

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

BRAC-95 CERTIFICATION

Data Call # 41

Susan B Dean
NAME (Please type or print)

Susan B Dean
Signature

Supv Pgm Analyst
Title

7-15-94
Date

Budget & Execution
Division

Depot Operations Directorate
Department

NADOC
Activity

ORIGINAL CERTIFICATION IN HEADQUARTERS SECTION

BRAC-95 CERTIFICATION
North Island
Data Call # 41 AMENDMENT TWO

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

NEXT ECHELON LEVEL (If applicable)

RAY E. MALANTINO
NAME (Please type or print)

Signature

DEPUTY ASSISTANT COMMANDER FOR AVIATION DEPOTS (ACTING)
Title

9-6-94
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

9-6-94
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

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.

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

W. A. LARNER
NAME (Please type or print)

Signature

Title

9/20/94
Date

BRAC-95 CERTIFICATION
North Island
Data Call # 41 AMENDMENT TWO

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

F C Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

29 AUG 1994
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

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

Activity Commander

R. W. NEEL, CAPT, USN
Name

R.W. Neel
Signature

Commanding Officer
Title

8/25/94
Date

Naval Aviation Depot North Island
Activity

BRAC-95 CERTIFICATION
North Island
Data Call #4 AMENDMENT FOUR

ertify that the information contained herein is accurate and complete to the best of my knowledge and ief.

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

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 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

9/23/94
Date

BRAC-95 CERTIFICATION
North Island
Data Call # 41 AMENDMENT FOUR

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

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

RICHARD MACON
~~R. W. NEEL, CAPT, USN~~
Name

Signature ACTING

Commanding Officer (ACTING)
Title

12 Sep 94
Date

Naval Aviation Depot North Island
Activity

BRAC-95 CERTIFICATION
North Island
Data Call #41 AMENDMENT FIVE

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(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
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.

MAJOR CLAIMANT LEVEL

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

Signature

COMMANDER, NAVAL AIR SYSTEMS COMMAND
Title

19 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

9/23/94
Date

BRAC-95 CERTIFICATION
North Island
Data Call # 41 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 pg 74 of 77

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

RICHARD MACON
~~R. W. NEEL, CAPT, USN~~
Name

R D Macon
Signature ACTING

Commanding Officer (ACTING)
Title

12 Sep 94
Date

Naval Aviation Depot North Island
Activity

BRAC-95 CERTIFICATION
Data Call # 41 Amend. #8
NADEP, North Island

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

ASSISTANT COMMANDER FOR AVIATION INDUSTRIAL CAPABILITIES
Title

13 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

Title

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
Title

14 OCT 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)

W. A. EARNER
NAME (Please type or print)

Signature

10/19/94
Date

Title

BRAC-95 CERTIFICATION
North Island
Data Call # 41
Amendment #8

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

Signature

SUPERVISORY PROGRAM ANALYST
Title

Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

BRAC-95 CERTIFICATION
North Island
Data Call # 41
Amendment #8

JOHN MARTIN
NAME (Please type or print)

Signature

DEPARTMENT HEAD
Title

Date

Division

MATERIAL/FINANCIAL SYSTEMS
Department

NADOC
Activity

BRAC-95 CERTIFICATION
North Island
Data Call # 41 AMENDMENT TEN

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 Elfalati

ASSISTANT COMMANDER FOR AVIATION INDUSTRIAL CAPABILITIES
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

Date

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 — Date: 28 Nov 94
Title

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 — Date: 12/14/94

BRAC-95 CERTIFICATION
North Island
Data Call # 41 AMENDMENT TEN

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

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

Activity Commander

R. W. NEEL, CAPT, USN

Name

R.W. Neel

Signature

Commanding Officer

Title

4 Nov '94

Date

Naval Aviation Depot North Island

Activity

ACTIVITY: N65888
NADEP NORTH ISLAND

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Activity Identification: Please complete the following table, identifying the activity for which this response is being submitted.

Activity Name:	Naval Aviation Depot North Island
UIC:	N65888
Major Claimant:	COMNAVAIRSYSCOM

General Instructions/Background:

Information requested in this data call is required for use by the Base Structure Evaluation Committee (BSEC), in concert with information from other data calls, to analyze both the impact that potential closure or realignment actions would have on a local community and the impact that relocations of personnel would have on communities surrounding receiving activities. In addition to Cost of Base Realignment Actions (COBRA) analyses which incorporate standard Department of the Navy (DON) average cost factors, the BSEC will also be conducting more sophisticated economic and community infrastructure analyses requiring more precise, activity-specific data. For example, activity-specific salary rates are required to reflect differences in salary costs for activities with large concentrations of scientists and engineers and to address geographic differences in wage grade salary rates.
Questions relating to "Community Infrastructure" are required to assist the BSEC in evaluating the ability of a community to absorb additional employees and functions as the result of relocation from a closing or realigning DON activity.

Due to the varied nature of potential sources which could be used to respond to the questions contained in this data call, a block appears after each question, requesting the identification of the source of data used to respond to the question. To complete this block, identify the source of the data provided, including the appropriate references for source documents, names and organizational titles of individuals providing information, etc. Completion of this "Source of Data" block is critical since some of the information requested may be available from a non-DoD source such as a published document from the local chamber of commerce, school board, etc. Certification of data obtained from a non-DoD source is then limited to certifying that the information contained in the data call response is an accurate and complete representation of the information obtained from the source. Records must be retained by the certifying official to clearly document the source of any non-DoD information submitted for this data call.

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

General Instructions/Background (Continued):

The following notes are provided to further define terms and methodologies used in this data call. Please ensure that responses consistently follow this guidance:

Note 1: Throughout this data call, the term **"activity"** is used to refer to the DON installation that is the addressee for the data call.

Note 2: Periodically throughout this data call, questions will include the statement that the response should refer to the **"area defined in response to question 1.b., (page 3)"**. Recognizing that in some large metropolitan areas employee residences may be scattered among many counties or states, **the scope of the "area defined" may be limited to the sum of:**

- **those counties that contain government (DoD) housing units (as identified in 1.b.2)); and**
- **those counties closest to the activity which, in the aggregate, include the residences of 80 percent or more of the activity's employees.**

Note 3: Responses to questions referring to **"civilians"** in this data call should reflect **federal civil service appropriated fund employees.**

1. Workforce Data

a. Average Federal Civilian Salary Rate. Provide the projected FY 1996 average gross annual appropriated fund civil service salary rate for the activity identified as the addressee in this data call. This rate should include all cash payments to employees, and exclude non-cash personnel benefits such as employer retirement contributions, payments to former employees, etc.

Average Appropriated Fund Civilian Salary Rate:	$44,361/annum

Source of Data (1.a. Salary Rate): DoN IBIS Submission of 31 May 1994

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

b. Location of Residence. Complete the following table to identify where employees live. Data should reflect current workforce.

1) Residency Table. Identify residency data, by county, for both military and civilian (civil service) employees working at the installation (including, for example, operational units that are homeported or stationed at the installation). For each county listed, also provide the estimated average distance from the activity, in miles, of employee residences and the estimated average length of time to commute one-way to work. For the purposes of displaying data in the table, any county(s) in which 1% or fewer of the activity's employees reside may be consolidated as a single line entry in the table, titled "Other."

County of Residence	State	No. of Employees Residing in County		Percentage of Total Employees	Average Distance from Base (Miles)	Average Duration of Commute (Minutes)
		Military	Civilian			
San Diego	CA	24	3,927	100	33	50

As discussed in Note 2 on Page 2, subsequent questions in the data call refer to the "area defined in response to question 1.b., (page 3)". In responding to these questions, the scope of the "area defined" may be limited to the sum of: a) those counties that contain government (DoD) housing units (as identified below), and, b) those counties closest to the activity which, in the aggregate, include the residences of 80% or more of the activity's employees.

2) Location of Government (DoD) Housing. If some employees of the base live in government housing, identify the county(s) where government housing is located:

San Diego

Source of Data (1.b.1) & 2) - Residence Data): NADEP North Island Position Management

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

c. Nearest Metropolitan Area(s). Identify all major metropolitan area(s) (i.e., population concentrations of 100,000 or more people) which are within 50 miles of the installation. If no major metropolitan area is within 50 miles of the base, then identify the nearest major metropolitan area(s) (100,000 or more people) and its distance(s) from the base.

City	County	Distance from base (miles)
San Diego	San Diego	4 miles
Chula Vista	San Diego	13 miles
Escondido	San Diego	39 miles
Oceanside	San Diego	48 miles

Source of Data (1.c. - Metro Areas): 1990 Census Jurisdiction Profile, County of San Diego

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

d. Age of Civilian Workforce. Complete the following table, identifying the age of the activity's civil service workforce.

Age Category	Number of Employees	Percentage of Employees
16 - 19 Years	12	.32
20 - 24 Years	22	.59
25 - 34 Years	432	11.68
35 - 44 Years	1,154	31.21
45 - 54 Years	1,343	36.32
55 - 64 Years	653	17.66
65 or Older	82	2.22
TOTAL	3,698	100%

Source of Data (1.d. - Age Data): Defense Civilian Personnel Data System of 1 July 1994

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

e. Education Level of Civilian Workforce

1) Education Level Table. Complete the following table, identifying the education level of the activity's civil service workforce.

Last School Year Completed	Number of Employees	Percentage of Employees
8th Grade or less	9	.24
9th through 11th Grade	116	3.14
12th Grade or High School Equivalency	1,806	48.84
1-3 Years of College	1,125	30.42
4 Years of College (Bachelors Degree)	521	14.09
5 or More Years of College (Graduate Work)	121	3.27
TOTAL	3,698	100%

2) Degrees Achieved. Complete the following table for the activity's civil service workforce. Identify the number of employees with each of the following degrees, etc. To avoid double counting, only identify the highest degree obtained by a worker (e.g., if an employee has both a Master's Degree and a Doctorate, only include the employee under the category "Doctorate").

Degree	Number of Civilian Employees
Terminal Occupation Program - Certificate of Completion, Diploma or Equivalent (for areas such as technicians, craftsmen, artisans, skilled operators, etc.)	193
Associate Degree	427
Bachelor Degree	521
Masters Degree	66
Doctorate	1
Source of Data (1.e.1) & 2) - Education Level Data): Human Resources Office, North Island	

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

f. Civilian Employment By Industry. Complete the following table to identify by "industry" the type of work performed by civil service employees at the activity. The intent of this table is to attempt to stratify the activity civilian workforce using the same categories of industries used to identify private sector employment. Employees should be categorized based on their primary duties. Additional information on categorization of private sector employment by industry can be found in the Office of Management and Budget Standard Industrial Classification (SIC) Manual. However, you do not need to obtain a copy of this publication to provide the data requested in this table.

Note the following specific guidance regarding the "Industry Type" codes in the first column of the table: Even though categories listed may not perfectly match the type of work performed by civilian employees, please attempt to assign each civilian employee to one of the "Industry Types" identified in the table. However, only use the Category 6, "Public Administration" sub-categories when none of the other categories apply. Retain supporting data used to construct this table at the activity-level, in case questions arise or additional information is required at some future time. **Leave shaded areas blank.**

Industry	SIC Codes	No. of Civilians	% of Civilians
1. Agriculture, Forestry & Fishing	01-09		
2. Construction (includes facility maintenance and repair)	15-17	152	4.11
3. Manufacturing (includes Intermediate and Depot level maintenance)	20-39		
3a. Fabricated Metal Products (include ordnance, ammo, etc.)	34	620	16.77
3b. Aircraft (includes engines and missiles)	3721 et al	2,032	54.96
3c. Ships	3731		
3d. Other Transportation (includes ground vehicles)	various	2	.05
3e. Other Manufacturing not included in 3a. through 3d.	various		
Sub-Total 3a. through 3e.	20-39	2,654	71.77
4. Transportation/Communications/Utilities	40-49		

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ACTIVITY: N65888
NADEP NORTH ISLAND

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Industry	SIC Codes	No. of Civilians	% of Civilians
4a. Railroad Transportation	40		
4b. Motor Freight Transportation and Warehousing (includes supply services)	42		
4c. Water Transportation (includes organizational level maintenance)	44		
4d. Air Transportation (includes organizational level maintenance)	45		
4e. Other Transportation Services (includes organizational level maintenance)	47		
4f. Communications	48		
4g. Utilities	49		
Sub-Total 4a. through 4g.	40-49		
5. Services	70-89		
5a. Lodging Services	70		
5b. Personal Services (includes laundry and funeral services)	72		
5c. Business Services (includes mail, security guards, pest control, photography, janitorial and ADP services)	73	107	2.89
5d. Automotive Repair and Services	75		
5e. Other Misc. Repair Services	76		
5f. Motion Pictures	78	2	.05
5g. Amusement and Recreation Services	79		
5h. Health Services	80		
5i. Legal Services	81		
5j. Educational Services	82	9	.24

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Industry	SIC Codes	No. of Civilians	% of Civilians
5k. Social Services	83		
5l. Museums	84		
5m. Engineering, Accounting, Research and Related Services (includes RDT&E, ISE, etc.)	87	439	11.87
5n. Other Misc. Services	89	305	8.25
Sub-Total 5a. through 5n.:	70-89	862	23.30
6. Public Administration	91-97		
6a. Executive and General Government, Except Finance	91		
6b. Justice, Public Order & Safety (includes police, fire fighting and emergency management)	92	6	.16
6c. Public Finance	93		
6d. Environmental Quality and Housing Programs	95	24	.65
Sub-Total 6a. through 6d.		30	.81
TOTAL		3,698	100%

Source of Data (1.f. - Classification By Industry Data): Human Resource Office, North Island

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

g. Civilian Employment by Occupation. Complete the following table to identify the types of "occupations" performed by civil service employees at the activity. Employees should be categorized based on their primary duties. Additional information on categorization of employment by occupation can be found in the Department of Labor Occupational Outlook Handbook. However, you do not need to obtain a copy of this publication to provide the data requested in this table.

Note the following specific guidance regarding the "Occupation Type" codes in the first column of the table: Even though categories listed may not perfectly match the type of work performed by civilian employees, please attempt to assign each civilian employee to one of the "Occupation Types" identified in the table. Refer to the descriptions immediately following this table for more information on the various occupational categories. Retain supporting data used to construct this table at the activity-level, in case questions arise or additional information is required at some future time. **Leave shaded areas blank.**

Occupation	Number of Civilian Employees	Percent of Civilian Employees
1. Executive, Administrative and Management	683	18.47
2. Professional Specialty		
2a. Engineers	446	12.06
2b. Architects and Surveyors	0	0
2c. Computer, Mathematical & Operations Research	2	.05
2d. Life Scientists	0	0
2e. Physical Scientists	2	.05
2f. Lawyers and Judges	1	.03
2g. Social Scientists and Urban Planners	0	0
2h. Social & Recreation Workers	0	0

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Occupation	Number of Civilian Employees	Percent of Civilian Employees
2i. Religious Workers	0	0
2j. Teachers, Librarians & Counselors	0	0
2k. Health Diagnosing Practitioners (Doctors)	0	0
2l. Health Assessment & Treating (Nurses, Therapists, Pharmacists, Nutritionists, etc.)	0	0
2m. Communications	0	0
2n. Visual Arts	0	0
Sub-Total 2a. through 2n.:	451	12.20
3. Technicians and Related Support		
3a. Health Technologists and Technicians	0	0
3b. Other Technologists	296	8.00
Sub-Total 3a. and 3b.:	296	8.00
4. Administrative Support and Clerical	152	4.11
5. Services		
5a. Protective Services (includes guards, fire fighters, police)	3	.08
5b. Food Preparation and Service	0	0
5c. Dental/Medical Assistants/Aides	0	0
5d. Personal Service and Building/Grounds Services (includes janitorial, grounds maintenance, child care workers)	1	.03
Sub-Total 5a. through 5d.	4	.11
6. Agricultural, Forestry and Fishing	0	0
7. Mechanics, Installers and Repairers	1,700	45.97

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Occupation	Number of Civilian Employees	Percent of Civilian Employees
8. Construction Trades	152	4.11
9. Production Occupations	165	4.46
10. Transportation and Material Moving	16	.43
11. Handlers, Equipment Cleaners, Helpers and Laborers (not included elsewhere)	79	2.14
TOTAL	3,698	100%

Source of Data (1.g. - Classification By Occupation Data): Defense Civilian Personnel Data System of 1 July 1994

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Description of Occupational Categories used in Table 1.g. The following list identifies public and private sector occupations included in each of the major occupational categories used in the table. Refer to these examples as a guide in determining where to allocate appropriated fund civil service jobs at the activity.

1. **Executive, Administrative and Management.** Accountants and auditors; administrative services managers; budget analysts; construction and building inspectors; construction contractors and managers; cost estimators; education administrators; employment interviewers; engineering, science and data processing managers; financial managers; general managers and top executives; chief executives and legislators; health services managers; hotel managers and assistants; industrial production managers; inspectors and compliance officers, except construction; management analysts and consultants; marketing, advertising and public relations managers; personnel, training and labor relations specialists and managers; property and real estate managers; purchasing agents and managers; restaurant and food service managers; underwriters; wholesale and retail buyers and merchandise managers.
2. **Professional Specialty.** Use sub-headings provided.
3. **Technicians and Related Support.** Health Technologists and Technicians sub-category - self-explanatory. Other Technologists sub-category includes aircraft pilots; air traffic controllers; broadcast technicians; computer programmers; drafters; engineering technicians; library technicians; paralegals; science technicians; numerical control tool programmers.
4. **Administrative Support and Clerical.** Adjusters, investigators and collectors; bank tellers; clerical supervisors and managers; computer and peripheral equipment operators; credit clerks and authorizers; general office clerks; information clerks; mail clerks and messengers; material recording, scheduling, dispatching and distributing; postal clerks and mail carriers; records clerks; secretaries; stenographers and court reporters; teacher aides; telephone, telegraph and teletype operators; typists, word processors and data entry keyers.
5. **Services..** Use sub-headings provided.
6. **Agricultural, Forestry and Fishing.** Self explanatory.
7. **Mechanics, Installers and Repairers.** Aircraft mechanics and engine specialists; automotive body repairers; automotive mechanics; diesel mechanics; electronic equipment repairers; elevator installers and repairers; farm equipment mechanics; general maintenance mechanics; heating, air conditioning and refrigeration technicians; home appliance and power tool repairers, industrial machinery repairers; line installers and cable splicers; millwrights; mobile heavy equipment mechanics; motorcycle, boat and small engine mechanics; musical instrument repairers and tuners; vending machine servicers and repairers.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

8. **Construction Trades.** Bricklayers and stonemasons; carpenters; carpet installers; concrete masons and terrazzo workers; drywall workers and lathers; electricians; glaziers; highway maintenance; insulation workers; painters and paperhangers; plasterers; plumbers and pipefitters; roofers; sheet metal workers; structural and reinforcing ironworkers; tilesetters.
9. **Production Occupations.** Assemblers; food processing occupations; inspectors, testers and graders; metalworking and plastics-working occupations; plant and systems operators, printing occupations; textile, apparel and furnishings occupations; woodworking occupations; miscellaneous production operations.
10. **Transportation and Material Moving.** Bus drivers; material moving equipment operators; rail transportation occupations; truck drivers; water transportation occupations.
11. **Handlers, Equipment Cleaners, Helpers and Laborers** (not included elsewhere). Entry level jobs not requiring significant training.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

h. Employment of Military Spouses. Complete the following table to provide estimated information concerning **military spouses** who are also employed in the area defined in response to question 1.b., above. **Do not fill in shaded area.**

1. Percentage of Military Employees Who Are Married: (19)	65%
2. Percentage of Military Spouses Who Work Outside of the Home: (12)	63%
3. Break out of Spouses' Location of Employment (Total of rows 3a. through 3d.) should equal 100 percent and reflect the number of spouses used in the calculation of the "Percentage of Spouses Who Work Outside of the Home".	
3a. Employed "On-Base" - Appropriated Fund: (2)	17%
3b. Employed "On-Base" - Non-Appropriated Fund: (0)	0%
3c. Employed "Off-Base" - Federal Employment: (1)	8%
3d. Employed "Off-Base" - Other than Federal Employment: (9)	75%

Source of Data (1.h. - Spouse Employment Data): LCDR McNAMARA, NADEP Executive Assistant, Code 09A

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

2. **Infrastructure Data.** For each element of community infrastructure identified in the two tables below, rate the community's ability to accommodate the relocation of additional functions and personnel to your activity. Please complete each of the three columns listed in the table, reflecting the impact of various levels of increase (20%, 50% and 100%) in the number of personnel working at the activity (and their associated families). In ranking each category, use one of the following three ratings:

A - Growth can be accommodated with little or no adverse impact to existing community infrastructure and at little or no additional expense.

B - Growth can be accommodated, but will require some investment to improve and/or expand existing community infrastructure.

C - Growth either cannot be accommodated due to physical/environmental limitations or would require substantial investment in community infrastructure improvements.

Table 2.a., "Local Communities": This first table refers to the local community (i.e., the community in which the base is located) and its ability to meet the increased requirements of the installation.

Table 2.b., "Economic Region": This second table asks for an assessment of the infrastructure of the economic region (those counties identified in response to question 1.b., (page 3) - taken in the aggregate) and its ability to meet the needs of additional employees and their families moving into the area.

For both tables, annotate with an asterisk (*) any categories which are wholly supported on-base, i.e., are not provided by the local community. These categories should also receive an A-B-C rating. Answers for these "wholly supported on-base" categories should refer to base infrastructure rather than community infrastructure.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

a. Table A: Ability of the local community to meet the expanded needs of the base.

1) Using the **A - B - C** rating system described above, complete the table below.

Category	20% Increase [1]	50% Increase [1]	100% Increase [1]
Off-Base Housing	A	A	A
Schools - Public	A	A	A
Schools - Private	A	A	A
Public Transportation - Roadways	A	A	A
Public Transportation - Buses/Subways	A	A	A
Public Transportation - Rail	N/A	N/A	N/A
Fire Protection	A	A	A
Police	A	A	A
Health Care Facilities	A	A	A
Utilities:	A	A	A
Water Supply	A	A	A
Water Distribution	A	A	A
Energy Supply	A	A	A
Energy Distribution	A	A	A
Wastewater Collection	A	A	A
Wastewater Treatment	A	A	A
Storm Water Collection	A	A	A
Solid Waste Collection and Disposal	A	A	A
Hazardous/Toxic Waste Disposal	A	A	A
Recreational Activities	A	A	A

Remember to mark with an asterisk any categories which are wholly supported on-base.

N/A = Not Applicable

[1] Local historical records indicate sustained periods when employment at this activity was 100 percent greater than the present level, with no noted community impact.

Table A considers 3,927 personnel and was not added to NAS, North Island's submission.

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

2) For each rating of "C" identified in the table on the preceding page, attach a brief narrative explanation of the types and magnitude of improvements required and/or the nature of any barriers that preclude expansion.

Source of Data (2.a. 1) & 2) - Local Community Table): NADEP North Island Business Office

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

b. Table B: Ability of the region described in the response to question 1.b. (page 3) (taken in the aggregate) to meet the needs of additional employees and their families relocating into the area.

1) Using the **A - B - C** rating system described above, complete the table below.

Category	20% Increase [1]	50% Increase [1]	100% Increase [1]
Off-Base Housing	A	A	A
Schools - Public	A	A	A
Schools - Private	A	A	A
Public Transportation - Roadways	A	A	A
Public Transportation - Buses/Subways	A	A	A
Public Transportation - Rail	N/A	N/A	N/A
Fire Protection	A	A	A
Police	A	A	A
Health Care Facilities	A	A	A
Utilities:	A	A	A
Water Supply	A	A	A
Water Distribution	A	A	A
Energy Supply	A	A	A
Energy Distribution	A	A	A
Wastewater Collection	A	A	A
Wastewater Treatment	A	A	A
Storm Water Collection	A	A	A
Solid Waste Collection and Disposal	A	A	A
Hazardous/Toxic Waste Disposal	A	A	A
Recreation Facilities	A	A	A

Remember to mark with an asterisk any categories which are wholly supported on-base.
N/A = Not Applicable

[1] Local historical records indicate sustained periods when employment at this activity was 100 percent greater than the present level, with no noted community impact.

Table B considers 3,927 personnel and was not added to NAS, North Island's submission.

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

2) For each rating of "C" identified in the table on the preceding page, attach a brief narrative explanation of the types and magnitude of improvements required and/or the nature of any barriers that preclude expansion.

Source of Data (2.b. 1) & 2) - Regional Table): NADEP North Island Business Office

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

3. Public Facilities Data:

a. **Off-Base Housing Availability.** For the counties identified in the response to question 1.b. (page 3), in the aggregate, estimate the current average vacancy rate for community housing. Use current data or information identified on the latest family housing market analysis. For each of the categories listed (rental units and units for sale), combine single family homes, condominiums, townhouses, mobile homes, etc., into a single rate:

Rental Units: 6.0%

Units for Sale: 1.5%

Source of Data (3.a. - Off-Base Housing): Family Housing Market Analysis of December 1992 by Robert D. Niehaus, Inc.

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

b. **Education.**

1) Information is required on the current capacity and enrollment levels of school systems serving employees of the activity. Information should be keyed to the counties identified in the response to question 1.b. (page 3).

School District	County	Number of Schools			Enrollment		Pupil-to-Teacher Ratio		Does School District Serve Gov't Housing Units? *
		Elementary	Middle	High	Current	Maximum Capacity	Current	Maximum Ratio	
San Diego Unified School District	San Diego	112	22	16	127,000	(1)	30:1	34:1	Yes
Poway Unified School District	San Diego	18	5	3	27,884	23,000	22.5:1	34:1	Yes
Chula Vista City Elementary School District	San Diego	32	N/A	N/A	18,284	(1)	29.8:1	31:1	No
Sweetwater Union High School District	San Diego	N/A	10	9	29,000	(1)	27:1	27:1	No
South Bay Union Elementary School District	San Diego	13	N/A	N/A	9,832	(1)	33:1	33:1	No
San Ysidro Elementary School District	San Diego	5	1	N/A	3,080	(1)	30:1	30:1	No
Alpine Union Elementary School District	San Diego	3	1	N/A	2,059	1,600	20.6:1	30:1	No
Bonsall Union Elementary School District	San Diego	1 (K-3)	1 (4-8)	N/A	1,244	1,244	27:1	30:1	No
Cajon Valley Union Elementary School District	San Diego	20	4	N/A	18,223	14,870	30.3:1	33:1	No

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

School District	County	Number of Schools			Enrollment		Pupil-to-Teacher Ratio		Does School District Serve Gov't Housing Units? *
		Elementary	Middle	High	Current	Maximum Capacity	Current	Maximum Ratio	
Cardiff Elementary School District	San Diego	2	N/A	N/A	951	951	28:1	30:1	No
Dehesa Elementary School District	San Diego	1	N/A	N/A	175	210	28:1	32:1	No
Del Mar Union Elementary School District	San Diego	3	N/A	N/A	1,200	1,400	24:1	27:1	No
Encinitas Union Elementary School District	San Diego	8	N/A	N/A	5,013	6,650	28.5:1	28.5:1	No
Escondido Union Elementary School District	San Diego	14	3	N/A	15,800	(1)	30:1	30:1	No
Fallbrook Union Elementary School District	San Diego	6	1	N/A	5,930	6,100	30:1	33:1	Yes
Jamul-Dulzura Union Elementary School District	San Diego	2	1	N/A	1,229	1,229	27.5:1	33:1	No
Julian Union Elementary School District	San Diego	1	1	N/A	515	(1)	30:1	30:1	No
Lakeside Union Elementary School District	San Diego	7	2	N/A	4,897	(1)	28:1	31:1	Yes
La Mesa-Spring Valley	San Diego	18	4	N/A	14,200	13,461	28.3:1	32:1	Yes
Lemon Grove Elementary School District	San Diego	6	2	N/A	4,206	(1)	27:1	30:1	Yes
National Elementary School District	San Diego	10	N/A	N/A	6,248	(1)	30:1	32:1	Yes

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

School District	County	Number of Schools			Enrollment		Pupil-to-Teacher Ratio		Does School District Serve Gov't Housing Units? *
		Elementary	Middle	High	Current	Maximum Capacity	Current	Maximum Ratio	
Pauma Elementary School District	San Diego	2	N/A	N/A	390	(1)	26:1	32:1	No
Rancho Santa Fe Elementary School District	San Diego	1	1	N/A	590	(1)	30:1	30:1	No
San Pasqual Union Elementary School District	San Diego	1	N/A	N/A	260	315	26:1	35:1	No
Santee Elementary School District	San Diego	10	8	N/A	8,123	(1)	31:1	32:1	No
Solana Beach Elementary School District	San Diego	4	N/A	N/A	1,902	(1)	27:1	27:1	No
Spencer Valley Elementary School District	San Diego	1	N/A	N/A	28	(1)	28:1	30:1	No
Vallecitos Elementary School District	San Diego	1	N/A	N/A	215	215	32:1	32:1	No
Valley Center Union Elementary School District	San Diego	2	1	N/A	2,414	(1)	28:1	30:1	No
Warner Union Elementary School District	San Diego	1	N/A	N/A	260	400	26:1	35:1	No
Escondido Union High School District	San Diego	N/A	N/A	3	6,900	(1)	30:1	35:1	No
Fallbrook Union High School District	San Diego	N/A	N/A	1	2,500	(1)	30:1	30:1	No
Julian Union High School District	San Diego	N/A	N/A	1	200	(1)	17:1	35:1	No

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

School District	County	Number of Schools			Enrollment		Pupil-to-Teacher Ratio		Does School District Serve Gov't Housing Units? *
		Elementary	Middle	High	Current	Maximum Capacity	Current	Maximum Ratio	
San Dieguito Union High School District	San Diego	N/A	3	2	7,270	7,270	28.5:1	31:1	No
Borrego Springs Unified School District	San Diego	1	N/A	1 (7-12)	401	(1)	30:1	30:1	No
Mountain Empire Unified School District	San Diego	6	1 (7-12)	N/A	2,050	2,050	30:1	35:1	No
Oceanside Unified School District	San Diego	15	3	3	18,072	18,072	30:1	35:1	Yes
Ramona Unified School District	San Diego	5	1	2	6,500	6,400	30:1	35:1	Yes
San Marcos Unified School District	San Diego	7	1	3	10,300	10,067	31:1	35:1	No
Vista Unified School District	San Diego	13	3	2	21,000	(1)	30:1	35:1	No
Carlsbad Unified School District	San Diego	7	1	1	6,706	6,706	32:1	35:1	No
Coronado Unified School District	San Diego	2	1	1	2,400	(1)	30:1	31:1	Yes
Grossmont Union High School District	San Diego	N/A	N/A	10	20,010	(1)	30:1	32:1	No

(1) District at or exceeding capacity. Schools could add trailers to increase capacity to handle overcrowding at the schools. This capacity changes rapidly as rooms are being converted from one type of class to another.

N/A = Not Applicable

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* Answer "Yes" in this column if the school district in question enrolls students who reside in government housing.

Source of Data (3.b.1) - Education Table): San Diego County Department of Education

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2) Are there any on-base "Section 6" Schools? If so, identify number of schools and current enrollment.

No Section 6 Schools on any base in San Diego County.

Source of Data (3.b.2) - On-Base Schools): COMNAVBASE San Diego/MCB Camp Pendleton

3) For the counties identified in the response to question 1.b. (page 3), in the aggregate, list the names of undergraduate and graduate colleges and universities which offer certificates, Associate, Bachelor or Graduate degrees:

San Diego State University
University of California San Diego
a. Fifth College
b. John Muir College
c. Revelle College
d. Third College
e. Warren College
San Diego Miramar College
United States International University at San Diego
San Diego Mesa College
Grossmont College
University of San Diego
San Diego City College
Point Loma College
Cuyamaca College
Christian Heritage College
Southwestern College
National University
Palomar College
Mira Costa College
California Western School of Law

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Western State University
New School of Architecture
California School of Professional Psychology
Chapman College
Charles H. Mason University
William Lyon University
The University for Humanistic Studies
West Coast University
La Jolla University
Webster University
La Jolla Academy of Advertising Arts
University of Phoenix
University of La Verne

Source of Data (3.b.3) - Colleges): San Diego County Department of Education/Yellow Pages

4) For the counties identified in the response to question 1.b. (page 3), in the aggregate, list the names and major curriculums of vocational/technical training schools:

American Business College
Computerized Accounting, Administrative Secretary, Legal Secretary, Word Processing, Data Entry, and Computer Training
ABC Tech Centre City
Automotive Technology, Air Conditioning/Heating and Refrigeration, Building Maintenance (Carpentry, Plumbing, Electrical), and Private Security
ABC Tech Mission Gorge
Drafting (AUTOCAD), Electronics, Digital, Microprocessor, Computer Technology
San Diego College
Medical Assistant, Pharmacy Technician, Registered Dental Assistant, Optical Technician, Medical Office Specialist
Kelsey-Jenney Business College

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Accounting and Finance, Paralegal, Court Reporting, Management/Sales and Marketing, Legal and Executive Secretarial, Computer Applications and Word Processing

Platt College

Computer Graphics, Graphic Design, Architectural or Electromechanical Drafting or Computer-Aided Drafting

Concorde Career Institute

Medical Assistant, Dental Assistant, Medical Office Management, Vocational Nurse (LVN), Paralegal, Computer Service Technician, Micro-Computer Operator

Maric College of Medical Careers

Medical Assistant, Medical Insurance, Medical Receptionist, Medical Administration, Medical Transcriptionist, Licensed Vocational Nurse

Design Institute of San Diego

Interior Design

Appollo College

Medical Assistant, Medical Office Secretary, Computerized Medical Office Secretary, Electronics Technician, Legal Assistant, Computerized Office Systems, and Hotel-Motel Management

Century Schools

Chef, Hotel and Restaurant Bartenders, Waiters and Waitresses, Paralegal, Legal Secretary, Bankteller, Word Processing/Typing, Security Officer/Private Investigations

Watterson College Pacific

Court Reporting, Paralegal, Word Processing/Computer Specialist, Travel and Tourism, Security Professions, and Medical Assistant

Pacific Coast College

Computerized Accounting Specialist, Data Entry Specialist, Word Processing Specialist, Computerized Office Specialist, Legal Secretarial, Medical Receptionist, Vocational Nursing, and Nursing Assistant

Academy of International Bartending

Bartending

DTI Institute

Advertising Art, Computer Graphics/Desktop Publishing, and Dental Lab Technology

Sawyer College of Business

Computerized Accounting, Legal Secretary, Electronics Technician, Word Processor, Computer Operator, and Receptionist

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North Park College

Word Processor, Administrative Assistant, Micro-Computer Repair Technician, Paralegal Assistant

Source of Data (3.b.4) - Vo-tech Training): San Diego County Department of Education/Yellow Pages

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c. **Transportation.**

1) Is the activity served by public transportation?

	Yes	No
Bus:	X	
Rail:		X
Subway:		X
Ferry:		X

Source of Data (3.c.1) - Transportation): Local knowledge

2) Identify the location of the nearest passenger railroad station (long distance rail service, not commuter service within a city) and the distance from the activity to the station.

Santa Fe Depot. Located at Broadway and Pacific Coast highway, San Diego, 6 miles.

Source of Data (3.c.2) - Transportation): Western Map Company, San Diego Map

3) Identify the name and location of the nearest commercial airport (with public carriers, e.g., USAIR, United, etc.) and the distance from the activity to the airport.

San Diego Lindbergh Field, Harbor Drive, San Diego, 9 miles.

Source of Data (3.c.3) - Transportation): Western Map Company, San Diego Map

4) How many carriers are available at this airport?

12 major, 4 commuter

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Source of Data (3.c.4) - Transportation): San Diego Airport Manager

5) What is the Interstate route number and distance, in miles, from the activity to the nearest Interstate highway?

3 miles to Interstate 5.

Source of Data (3.c.5) - Transportation): Western Map Company, San Diego Map

6) Access to Base:

a) Describe the quality and capacity of the road systems providing access to the base, specifically during peak periods. (Include both information on the area surrounding the base and information on access to the base, e.g., numbers of gates, congestion problems, etc.)

NAS North Island is accessed from I-5 in downtown San Diego via the Coronado Toll Bridge. The bridge exits onto State Highway 75 through the city of Coronado for approximately one mile to the front gate. The base is also accessed via State Highway 75 from the city of Imperial Beach. This is a divided two lane highway.

With one aircraft carrier in port, the bridge toll gate can sometimes cause a backup of 1/4 bridge in length. This usually occurs around 7 a.m. (traffic peak). Outbound evening traffic experiences little or no delay unless caused by accident or police actions.

b) Do access roads transit residential neighborhoods?

The I-5 exit via the bridge transits onto Third Street in Coronado and exits on Fourth Street. Both are three lane one-way streets and pass through a residential neighborhood. State Highway 75 is bounded by water on both sides.

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c) Are there any easements that preclude expansion of the access road system?

Both sides of Third and Fourth Street are private property. The approach from the south on State Highway 75 is bordered by the Pacific Ocean on one side and San Diego Bay on the other. Expansion of these roads would be very costly and politically unlikely.

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d) Are there any man-made barriers that inhibit traffic flow (e.g., draw bridges, etc.)?

The primary roadway to NAS North Island is via the Coronado Toll Bridge. There are no man-made barriers on State Highway 75.

Source of Data (3.c.6) - Transportation): NAS North Island Public Affairs Office

d. Fire Protection/Hazardous Materials Incidents. Does the activity have an agreement with the local community for fire protection or hazardous materials incidents? Explain the nature of the agreement and identify the provider of the service.

Naval Aviation Depot North Island does not have any agreements with the local community for fire or hazardous material incidents. The Naval Aviation Depot receives fire and hazardous material incident services through the Federal Fire Department which is located on Naval Air Station North Island. The Federal Fire Department has a mutual aid agreement with the City of San Diego for fire protection. In addition, the Federal Fire Department has an agreement with the County of San Diego for utilization of the County Hazardous Incident Response Team in the event of a hazardous material incident.

Source of Data (3.d - Fire/Hazmat): Environmental Program Director, Naval Aviation Depot North Island

e. Police Protection.

1) What is the level of legislative jurisdiction held by the installation?

a. Exclusive Federal Jurisdiction.
b. Concurrent Federal Jurisdiction.
c. Proprietary Jurisdiction.

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2) If there is more than one level of legislative jurisdiction for installation property, provide a brief narrative description of the areas covered by each level of legislative jurisdiction and whether there are separate agreements for local law enforcement protection.

a. Exclusive Federal jurisdiction - Only the federal government has the power to make and, through its various agencies including military, enforce the law.

b. Concurrent Federal Jurisdiction - Both the federal government and state government (including its county and municipal subdivisions) have the authority to make and enforce general municipal laws on the land in question.

c. Proprietary Jurisdiction - Where the federal government has acquired a degree of ownership of a piece of property, but has not obtained legislative authority over the area, generally only the state has the power to enforce its laws on the property.

3) Does the activity have a specific written agreement with local law enforcement concerning the provision of local police protection?

None.

4) If agreements exist with more than one local law enforcement entity, provide a brief narrative description of whom the agreement is with and what services are covered.

N/A

5) If military law enforcement officials are routinely augmented by officials of other federal agencies (BLM, Forest Service, etc.), identify any written agreements covering such services and briefly describe the level of support received.

N/A

Source of Data (3.e. 1)-5) - Police): Director of Security, Naval Aviation Depot North Island

N/A= Not Applicable

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f. Utilities.

1) Does the activity have an agreement with the local community for water, refuse disposal, power or any other utility requirements? Explain the nature of the agreement and identify the provider of the service.

Naval Aviation Depot North Island does not have any contracts with the local utility companies. Public Works Center San Diego develops and maintains the utility contract agreements with the local utilities.

2) Has the activity been subject to water rationing or interruption of delivery during the last five years? If so, identify time period during which rationing existed and the restrictions imposed. Were activity operations affected by these situations? If so, explain extent of impact.

No.

3) Has the activity been subject to any other significant disruptions in utility service, e.g., electrical "brown outs", "rolling black outs", etc., during the last five years? If so, identify time period(s) covered and extent/nature of restrictions/disruption. Were activity operations affected by these situations? If so, explain extent of impact.

No.

Source of Data (3.f.1)-3) - Utilities):	Environmental Planning and Compliance Branch, Naval Aviation Depot North Island

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4. Business Profile. List the top ten employers in the geographic area defined by your response to question 1.b. (page 3), taken in the aggregate, (include your activity, if appropriate):

Employer	Product/Service	No. of Employees
1. Military	Active Duty - Department of Navy	122,000
2. Department of Navy Full-time Civilians	Department of Navy	36,000
3. University of California San Diego	Education	17,000
4. San Diego County	Public Service	13,000
5. San Diego Unified School District	Public Service	13,000
6. City of San Diego	Public Service	10,000
7. Sharp Healthcare	Medical	9,000
8. Martin Marietta	Manufacturing	(Note 1) 9,000
9. Scripps Memorial Hospitals	Medical	8,000
10. State of California	Public Service	7,000
11. U.S. Postal Service	Mail	6,000
12. San Diego Community College District	Education	5,100

Note 1: Martin Marietta purchased the assets of the General Dynamics Corporation in San Diego and has announced the movement of most jobs from the San Diego area.

Source of Data (4. Business Profile): San Diego and Chula Vista Chambers of Commerce, Department of Navy, San Diego Association of Governments

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5. Other Socio-Economic Impacts. For each of the following areas, describe other recent (past 5 years), on-going or projected economic impacts (both positive and negative) on the geographic region defined by your response to question 1.b. (page 3), in the aggregate:

a. Loss of Major Employers:

General Dynamics sold most of its interests in San Diego and its successor Martin Marietta has announced that they will move most of the operations from San Diego. The remaining General Dynamics asset (Convair Division) announced 1 July that they will cease operation in 1996, the loss of 2,100 jobs. All aerospace industries in San Diego (General Dynamics, Martin Marietta and Rohr) have suffered dramatically from cutbacks in defense industries and aerospace.

b. Introduction of New Businesses/Technologies:

New business growths are expected to be in the biotechnology, healthcare, computers and electronics, and telecommunication areas.

c. Natural Disasters:

No major disasters affecting San Diego county have occurred over the past five years. As was shown recently in Los Angeles, there is always a potential for earthquakes.

d. Overall Economic Trends:

The economy is slow in returning from the recession that is affecting California. The area continues to have a net increase of people, however the high paying jobs are being terminated or moved out of the area. Planners at the San Diego Association of Governments predict an increase of 29,000 jobs per year until 2015.

Source of Data (5. Other Socio/Econ): San Diego Associations of Governments

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6. Other. Identify any contributions of your activity to the local community not discussed elsewhere in this response.

NADEP North Island has been a positive influence on the local community for decades. With recent cutbacks and buy-outs within the local aerospace industry, NADEP North Island is the area's largest single aerospace employer. Our contributions to the community are exhibited both economically and through voluntary involvement in institutions and organizations.

Our employees have given generously to the Combined Federal Campaign. We have routinely met 100 percent of our goals and have given $1.2 million in the last five years.

We have been involved in the Salvation Army Toys for Tots for 25 years. Our contribution represents 40 percent of all donations received annually.

NADEP employees have participated with San Diego City Schools in the "Partners in Education" program for the past ten years. This program involves three local elementary and high schools.

Our community involvement is demonstrated by other educational programs we support. They include:

Federal Women's Committee Minority Mentoring Program
Annual Career Day for High Schools
Summer and Student Aide Program
Engineering Co-Op Program

Additionally our employees have a significant impact on the local community as "after hours" volunteers. Examples include:

Religious Institutions
Youth Organizations
Local Government
Charities
Schools

Source of Data (6. Other): NADEP North Island Business Office

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BRAC-95 CERTIFICATION
North Island
Data Call # 65

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
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.

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

8/10/94
Date

Title

BRAC-95 CERTIFICATION
North Island
Data Call # 65

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

F C Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

Data Call 65

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

Activity Commander

R. W. NEEL, CAPT, USN
Name

R.W. Neel
Signature

Commanding Officer
Title

7/14/94
Date

Naval Aviation Depot North Island
Activity

BRAC - 95

DATA CALL # 1

Naval Aviation Depot

NORTH ISLAND

ORIGINAL

4 February 1994

DATA CALL 1: GENERAL INSTALLATION INFORMATION

1. ACTIVITY: Follow example as provided in the table below (*delete the examples when providing your input*). If any of the questions have multiple responses, please provide all. If any of the information requested is subject to change between now and the end of Fiscal Year (FY) 1995 due to known redesignations, realignments/closures or other action, provide current and projected data and so annotate.

- **Name:** Naval Aviation Depot North Island

Official name	**Naval Aviation Depot North Island**
Acronym(s) used in correspondence	NADEP NORIS, NAD NORIS
Commonly accepted short title(s)	NADEP NORIS

- **Complete Mailing Address**

  Commanding Officer
  Naval Aviation Depot
  P.O. Box 357058
  San Diego, CA 92135-7058

- **PLAD**

  NAVAVNDEPOT NORTH ISLAND CA

- **PRIMARY UIC:** 65888 (Plant Account UIC for Plant Account Holders)

  Enter this number as the Activity identifier at the top of each Data Call response page.

- **ALL OTHER UIC(s):** N/A PURPOSE: N/A

2. PLANT ACCOUNT HOLDER:

- Yes X No __ (check one)

3. ACTIVITY TYPE: Choose most appropriate type that describes your activity and completely answer all questions.

• HOST COMMAND: A host command is an activity that provides facilities for its own functions and the functions of other (tenant) activities. A host has accountability for Class 1 (land), and/or Class 2 (buildings, structures, and utilities) property, regardless of occupancy. It can also be a tenant at other host activities.

- Yes __ No X (check one)

• TENANT COMMAND: A tenant command is an activity or unit that occupies facilities for which another activity (i.e., the host) has accountability. A tenant may have several hosts, although one is usually designated its primary host. If answer is "Yes," provide best known information for your primary host only.

- Yes X No __ (check one)
- Primary Host (current) UIC: 00246
- Primary Host (as of 01 Oct 1995) UIC: 00246
- Primary Host (as of 01 Oct 2001) UIC: 00246

• INDEPENDENT ACTIVITY: For the purposes of this Data Call, this is the "catch-all" designator, and is defined as any activity not previously identified as a host or a tenant. The activity may occupy owned or leased space. Government Owned/Contractor Operated facilities should be included in this designation if not covered elsewhere.

- Yes __ No X (check one)

4. SPECIAL AREAS: List all Special Areas. Special Areas are defined as Class 1/Class 2 property for which your command has responsibility that is not located on or contiguous to main complex.

Name	Location	UIC
N/A	N/A	N/A

5. DETACHMENTS: If your activity has detachments at other locations, please list them in the table below.

Name	UIC	Location	Host Name	Host UIC
NADEP Field Service Detachment	N65888	Naval Air Station, Miramar, CA	Commander, Fighter Wing Pacific	N55629
NADEP Field Service Detachment	N65888	Naval Air Station, Miramar, CA	Commander, Early Warning Wing Pacific	N55634
NADEP Field Service Detachment	N65888	Naval Air Station, North Island, CA	We serve numerous Helicopter Anti-Submarine Light, Air Anti-Submarine, Helicopter Combat Support, and Fleet Logistics Support Squadrons	N00246
NADEP Field Service Detachment	N65888	Marine Corps Base, Camp Pendleton, CA	Marine Aviation Logistics Squadron 39 (MALS-39)	R09808
NADEP Field Service Detachment	N65888	Marine Corps Air Station, El Toro, CA	Marine Aviation Logistics Squadron 11 (MALS-11)	R09111
NADEP Field Service Detachment	N65888	Naval Air Station, Lemoore, CA	Commander, Strike Fighter Wing Pacific	N09520
NADEP Field Service Detachment	N65888	Marine Corps air Station, Kaneohe Bay, HI	Marine Aircraft Group 24 (MAG-24)	R09124
NADEP Field Service Detachment	N65888	Naval Air Station, Norfolk, VA	Commander, Carrier Early Warning Wing Atlantic	N09052

6. BRAC IMPACT: Were you affected by previous Base Closure and Realignment decisions (BRAC-88, -91, and/or -93)? If so, please provide a brief narrative.

There were no major impacts from the base closure rounds in 1988 and 1991, however, the 1993 round witnessed the closure of three of the six Naval Aviation Depots.

This closure action has prompted a major product realignment within the remaining Depots. These actions have resulted in aggressive time lines for transition of product and capability.

These time lines are being addressed in terms of equally aggressive staffing ramp up and capability establishment in FY94 through FY98. These new capabilities are discussed in the answers to questions 7 (Projected Mission for FY2001) and 8 (Unique Missions).

It should be noted that the aggressive nature of these time lines bring some inherent risk. Should these be interrupted for some reason, schedule degradations, and rate escalations could result.

- Products and services to be realigned include:
  - S-3 aircraft (production, Cognizant Field Activity, manufacturing) from NADEP Alameda to North Island.
  - Components for S-3 and other aircraft from all closing NADEPs.
  - Manufacturing for transitioning weapons systems fromother NADEPs.
  - Increased CFA personnel to support expanding role for transitioning systems requirements.
- Increased production role for systems transitioning from all NADEPs. Major Systems include:
  - Radar
  - Inertial Navigation
  - Common Automatic Test Equipment
  - Electrical
  - Instruments
  - Telecommunications/IFF
  - High Pressure/Flow Pneudraulic/Hydraulic
- Expanded role in West Coast Field Service activity from NADEP Alameda.
- Increased Voyage Repair Team workload from NADEP Alameda.

7. MISSION: Do not simply report the standard mission statement. Instead, describe important functions in a bulletized format. Include anticipated mission changes and brief narrative explanation of change; also indicate if any current/projected mission changes are a result of previous BRAC-88, -91, -93 action(s).

Current Missions

- Provider of CORE industrial resources (skills and facilities) capable of providing routine and specialized industrial services to all DoD customers world wide during time of national emergency or contingency operations.

- Naval Aviation Depot, North Island, CA provides world wide:

  - Aviation Maintenance
  - Logistics Management
  - Engineering Support
  - Manufacturing
  - Calibration/Standards

- The following product lines are supported:

  - Aircraft periodic maintenance, modification and emergency repair (crash/battle damage)
  - Engine major/minor repair, overhaul and modification
  - Component repair and modification
  - Cognizant Field Activity (CFA), basic design, logistics, maintenance and material engineering
  - Calibration/Standards Lab (Type I and III)
  - Manufacturing
  - Mobile Facilities
  - Customer Service
  - Field Service
  - Shipboard Voyage Repair Teams (VRT) for catapult and arresting gear systems
  - Aviation Support Equipment installation, calibration and repair
  - Automatic Test Equipment (ATE)
  - In-service repair
  - Navy personnel technical training
  - Radar systems maintenance and modification
  - Electrical/Instrument systems maintenance and modification

- Inertial Navigation systems maintenance and modification
- Telecommunications/IFF maintenance and modification

- Developer, user, and provider of emergent technologies such as:

  - Test Program Set (TPS) development
  - Composite repair
  - Specialized aircraft and components coatings

Projected Missions for FY 2001

- West Coast TACAIR Depot Maintenance Center, North Island

- Continuation of the current mission with the following adjustments for implementation of the outcomes of BRAC 93.

  - Addition of S-3 aircraft

    - Production (aircraft and components)
    - Manufacturing
    - Engineering and logistics support (CFA)

  - Increased use of current capacity due to BRAC 93 workload transition decisions for the following products and services:

    - Avionics
    - Elec/Instruments
    - A/C Components
    - VRT
    - Calibration
    - Manufacturing
    - CFA
    - Inertial Navigation Systems
    - Field Teams for In-Service Repair
    - Radar Systems
    - Common ATE
    - Telecommunications/IFF Systems

8. UNIQUE MISSIONS: Describe any missions which are unique or relatively unique to the activity. Include information on projected changes. Indicate if your command has any National Command Authority or classified mission responsibilities.

Current Unique Missions

- Periodic maintenance, modification and emergency repairs for F/A-18, E-2, and C-2 aircraft
- Automatic Test Equipment repair, calibration and installation for ATS (USM-470), IMUTS II (ASM-608), RSTS (APM-446), AWG-9 Test Benches, etc.
- Engine major/minor repair, overhaul and modification of aircraft (Special Forces T64) and Marine gas turbine (LM2500)
- CFA for F/A-18, E-2/C-2, F-5, T-38, F-16N, T64, various Avionics and ATE systems
- Mobile facility design, construction, installation and repair
- Specialized aircraft and component coatings
- Level II bearing refurbishment
- Type I Standards Lab
- Marine gas turbine rapid response repair team
- Classified mission responsibilities
- Tactical software development (Systems Software Support Activity for H-2, H-3, H-60 F/H/J)
- Dynamic Components
- Composites (large surfaces, i.e., F/A-18 flaps, horizontal stabilator)
- Field Services all Type Model Series (TMS), West coast
- E-2C Radar, test and calibration range

Projected Unique Missions for FY 2001

- Continuation of the current unique missions with an expanded role based on the product transitions driven by BRAC 93.

- Transitioned products and services include:

  - S-3 aircraft, components and manufacturing support
  - S-3 CFA
  - West coast aircraft inspection for all TMS
  - Avionics Systems
  - Manufacturing
  - Calibration
  - Inertial Navigation Systems
  - Electrical and Instrument Systems
  - High Pressure/Flow, Pneudralic/Hydraulic Components
  - Common ATE Systems
  - Radar Systems
  - Telecommunications/IFF Systems

9. IMMEDIATE SUPERIOR IN COMMAND (ISIC): Identify your ISIC. If your ISIC is not your funding source, please identify that source in addition to the operational ISIC.

• Operational name		UIC
COMNAVAIRSYSCOM		00019

• Funding Source		UIC
Appropriation	Major Customer	UIC
OECG	Coast Guard	Z70098
DBOF and FMS	Aviation Supply Office (ASO)	00383
DBOF	Tinker Air Force Base	FD2030
DBOF	Kelly Air Force Base	FD2050
DBOF	Robins Air Force Base	FD2060
RDT&EDA	Hanscom Air Force Base	FY7620
	U.S. Customs Service	N/A
DBOF	Hill Air Force Base	LAC
O&MN	Naval Sea Systems Command	N00024
O&MN	Naval Facilities Engineering Command	N00025
O&MN and APN	Strategic Systems Program	N00030
RDT&E	Naval Warfare Systems Command	N00039
O&MN	U.S. Pacific Fleet	N00070
DBOF	Portsmouth Naval Shipyard	N00102
DBOF	Naval Ships Parts Control Center	N00104
DBOF	Philadelphia Naval Ship Yard	N00151
DBOF	Naval Avionics Center	N00163
DBOF	Naval Surface Warfare Center	N00164
DBOF	Indian Head Division	N00174
DBOF	Norfolk Naval Shipyard	N00181
O&MN	Naval Air Station Alameda	N00236
O&MN	Naval Air Station North Island	N00246
O&MN and O&MNR	Naval Aviation Depot Operations	N68520
DBOF	Puget Sound Naval Shipyard	N00251
DBOF	Naval Undersea Warfare Center Division	N00253
DBOF	Naval Air Test Center	N00421
O&MNR	Marine Fighter Attack Squadron VFA 451	N09328
O&MN	Naval Sea Logistics Center Det Training	N31149
O&MN	Naval Weapons Support Center Ammunition	N48029
O&MN	Naval Air Force Pacific Fleet	N57025
DBOF	Naval Weapons Station Concord	N60036
DBOF	Long Beach Naval Shipyard	N60258

Appropriation	Major Customer	UIC
O&MN	Naval Air Station Miramar	N60259
DBOF	Naval Weapons Station Seal Beach	N60701
DBOF	Naval Air Development Center	N62269
DBOF	Naval Sea Lift Command	N62383
O&MN	Naval Ship Repair Facility Yokosuka	N62758
O&MN	Naval Air Technical Services Facility	N62767
O&MN	Naval Air Station Lemoore	N63042
DBOF	Naval Air Warfare Center/Weapons Division Point Mugu	N63126
O&MN	Naval Electronics System Engineering Center	N63274
DBOF	Public Works Center San Diego	N63387
O&MN	Strategic Weapons Facility Pacific	N63402
DBOF	Naval Aviation Depot Alameda	N65885
DBOF	Naval Aviation Depot Jacksonville	N65886
DBOF	Naval Aviation Depot Norfolk	N65887
DBOF	Naval Aviation Depot Pensacola	N65889
O&MN	Naval Sea Support Center	N65913
DBOF	Naval Aviation Depot Cherry Point	N65923
DBOF	Naval Air Engineering Center Lakehurst	N68335
O&MN	Strategic Weapons Facility Atlantic	N68733
O&MN	Marine Aviation Squadron	R09111
O&MN	MCAS Tustin	R09116
O&MN	MCAS Camp Pendleton	R09808
DBOF	Defense Industrial Supply Center	SC0500

10. PERSONNEL NUMBERS: Host activities are responsible for totalling the personnel numbers for all of their tenant commands, even if the tenant command has been asked to separately report the data. The tenant totals here should match the total tally for the tenant listing provided subsequently in this Data Call (see Tenant Activity list). (Civilian count shall include Appropriated Fund personnel only.)

On Board Count as of 01 January 1994

	Officers	Enlisted	Civilian (Appropriated)
• Reporting Command	17	16	3,680
• Tenants (total)	N/A	N/A	N/A

Authorized Positions as of 30 September 1994

	Officers	Enlisted	Civilian (Appropriated)
• Reporting Command	16	16	3,282*
• Tenants (total)	N/A	N/A	N/A

* **This is FY94 end strength full-time equivalent as shown in the Congressional Budget.**

11. KEY POINTS OF CONTACT (POC): Provide the work, FAX, and home telephone numbers for the Commanding Officer or OIC, and the Duty Officer. Include area code(s). You may provide other key POCs if so desired in addition to those above.

Title/Name	Office	Fax	Home
• CO			
CAPT. R. W. NEEL	(619)545-2200	(619) 545-2289	(619) 435-1916
• Duty Officer			
As Assigned	(619) 545-2200	(619) 545-2289	*(619) 545-2200

* Duty Officer carries cellular phone.

12. TENANT ACTIVITY LIST: This list must be all-inclusive. Tenant activities are to ensure that their host is aware of their existence and any "subleasing" of space. This list should include the name and UIC(s) of all organizations, shore commands and homeported units, active or reserve, DOD or non-DOD (include commercial entities). The tenant listing should be reported in the format provide below, listed in numerical order by UIC, separated into the categories listed below. Host activities are responsible for including authorized personnel numbers, on board as of **30 September 1994**, for all tenants, even if those tenants have also been asked to provide this information on a separate Data Call. (Civilian count shall include Appropriated Fund personnel only.)

- Tenants residing on main complex (shore commands)

Tenant Command Name	UIC	Officer	Enlisted	Civilian
N/A	N/A	N/A	N/A	N/A

- Tenants residing on main complex (homeported units.)

Tenant Command Name	UIC	Officer	Enlisted	Civilian
N/A	N/A	N/A	N/A	N/A

- Tenants residing in Special Areas (Special Areas are defined as real estate owned by host command not contiguous with main complex; e.g. outlying fields).

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
N/A	N/A	N/A	N/A	N/A	N/A

- Tenants (Other than those identified previously)

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
N/A	N/A	N/A	N/A	N/A	N/A

13. REGIONAL SUPPORT: Identify your relationship with other activities, not reported as a host/tenant, for which you provide support. Again, this list should be all-inclusive. The intent of this question is capture the full breadth of the mission of your command and your customer/supplier relationships. Include in your answer any Government Owned/Contractor Operated facilities for which you provide administrative oversight and control.

Activity Name	Location	Support Function (include mechanism such as ISSA, MOU, etc.)
CUSTOMERS		
Commander, Naval Air Forces Pacific Fleet	NAS North Island San Diego, CA	Aircraft, engine, component, support equipment, calibration, ship board systems, field team, engineering and logistics support. (MISSION RELATED)
Commander, Naval Air Forces Atlantic Fleet	NAS Norfolk, VA	Aircraft, engine, component, support equipment, calibration, ship board systems, field team, engineering and logistics support. (MISSION RELATED)
Commander, Naval Surface Force, Pacific	San Diego, CA	Shipboard repair, support equipment and calibration services. (MISSION RELATED)
Commander, Naval Surface Force, Atlantic	Norforlk, VA	Shipboard repair, support equipment and calibration services. (MISSION RELATED)
Commander, Naval Air Reserve Force	New Orleans, LA	Aircraft, field team, engineering and logistics support. (MISSION RELATED)
Commander, Air Early Warning Wing Atlantic	NAS Miramar, CA	E-2 In-Service Repair, ASPA, Field Mod Teams. (MISSION RELATED)
Commander, Air Early Warning Wing Pacific	NAS Norfolk, VA	E-2 In-Service Repair, ASPA, Field Mod Teams. (MISSION RELATED)

Activity Name	Location	Support Function (include mechanism such as ISSA, MOU, etc.)
Commander, Fighter Wing Atlantic	NAS Norfolk, VA	F-14 In-Service Repair, ASPA, Field Mod Teams. (MISSION RELATED)
Commander, Fighter Wing Pacific	NAS Miramar, CA	F-14 In-Service Repair, ASPA, Field Mod Teams. (MISSION RELATED)
Commander, Helicopter Support Wing Pacific	NAS North Island, CA	H-46 In-Service Repair, ASPA Field Mod Teams. (MISSION RELATED)
Commander, Helicopter Anti-Submarine Wing Pacific	NAS North Island, CA	H-3, H-60 In-Service Repair, ASPA, Field Mod Teams. (MISSION RELATED)
Commander, Patrol Wing Pacific	NAS Barbers Point, HI	P-3 In-Service Repair, ASPA. (MISSION RELATED)
Commander, Sea Control Wing Pacific	NAS North Island, CA	S-3 In-Service Repair, ASPA, Field Mod Teams. (MISSION RELATED)
Commander, Sea Control Wing Atlantic	NAS Cecil Field, FL	S-3 In-Service Repair, ASPA, Field Mod Teams. (MISSION RELATED)
Commander, Strike/Fight Wing Atlantic	NAS Cecil Field, FL	F/A-18 In-Service Repair, PACE, Field Mod Teams. (MISSION RELATED)
Commander, Strike/Fight Wing Pacific	NAS Lemoore, CA	F/A-18 In-Service Repair, PACE, Field Mod Teams. (MISSION RELATED)
Commander, VAQ Wing Pacific	NAS Whidbey Island, WA	EA-6 In-Service Repair, ASPA, Field Mod Teams. (MISSION RELATED)
Commander, Medium Attack Wing Pacific	NAS Whidbey Island, WA	A-6 In-Service Repair, ASPA, Field Mod Teams. (MISSION RELATED)

Activity Name	Location	Support Function (include mechanism such as ISSA, MOU, etc.)
Commander, Naval Fighter Weapons School (TOP GUN)	NAS Miramar, CA	F-14 In-Service Repair, ASPA, Field Mod Teams. (MISSION RELATED)
Commander, Naval Strike Warfare Center (STRIKE U)	NAS Fallon, NV	F-5, F/A-18 In-Service Repair, ASPA, Field Mod Teams. (MISSION RELATED)
Commander, Naval Demonstration Squadron (BLUE ANGELS)	NAS El Centro, CA	F/A-18 In-Service Repair, PACE, Field Mod Teams. (MISSION RELATED)
Commander, Carrier Air Wing Two (2) (USS CONSTELLATION BATTLE GROUP)	NAS Miramar, CA	F-14, F/A-18, E-2, C-2, S-3, EA-6, A-6, H-3, H-60, Indian Ocean P&E/In-Service Repair CV Battle Group Support Team, In-Service Repair, ASPA/PACE, Field Mod Teams. (MISSION RELATED)
Commander, Carrier Air Wing Five (5) (USS INDEPENDENCE BATTLE GROUP)	NAS Atsugi, Japan	F-14, F/A-18, E-2, C-2, S-3, EA-6, A-6, H-3, H-60, Indian Ocean P&E/In-Service Repair CV Battle Group Support Team, In-Service Repair, ASPA/PACE, Field Mod Teams. (MISSION RELATED)
Commander, Carrier Air Wing Nine (9) (USS NIMITZ BATTLE GROUP)	NAS Lemoore, CA	F-14, F/A-18, E-2, C-2, S-3, EA-6, A-6, H-3, H-60, Indian Ocean P&E/In-Service Repair CV Battle Group Support Team, In-Service Repair, ASPA/PACE, Field Mod Teams. (MISSION RELATED)
Commander, Carrier Air Wing Eleven (11) (USS ABRAHAM LINCOLN BATTLE GROUP)	NAS Miramar, CA	F-14, F/A-18, E-2, C-2, S-3, EA-6, A-6, H-3, H-60, Indian Ocean P&E/In-Service Repair CV Battle Group Support Team, In-Service Repair, ASPA/PACE, Field Mod Teams. (MISSION RELATED)

Activity Name	Location	Support Function (include mechanism such as ISSA, MOU, etc.)
Commander, Carrier Wing Fourteen (14) (USS CARL VINSON BATTLE GROUP)	NAS Miramar, CA	F-14, F/A-18, E-2, C-2, S-3, EA-6, A-6, H-3, H-60, Indian Ocean P&E/In-Service Repair CV Battle Group Support Team, In-Service Repair, ASPA/PACE, Field Mod Teams. (MISSION RELATED)
Commander, Carrier Air Wing Fifteen (15) (USS KITTY HAWK BATTLE GROUP)	NAS Miramar, CA	F-14, F/A-18, E-2, C-2, S-3, EA-6, A-6, H-3, H-60, Indian Ocean P&E/In-Service Repair CV Battle Group Support Team, In-Service Repair, ASPA/PACE, Field Mod Teams. (MISSION RELATED)
Commander, Marine Air Group 31	MCAS Beaufort, SC	F/A-18 In-Service Repair, PACE, Field Mod Teams. (MISSION RELATED)
Commander, Marine Air Group 24	MCAS Kaneohe Bay, HI	F/A-18, H-46, H-53 In-Service Repair, ASPA/PACE, Field Mod Teams. (MISSION RELATED)
Commander, Marine Air Group 36	MCAS Okinawa, Japan	F/A-18, H-46, H-53 In-Service Repair, ASPA/PACE, Field Mod Teams. (MISSION RELATED)
Commander, Marine Air Group 11	MCAS El Toro, CA	F/A-18 In-Service Repair, PACE, Field Mod Teams. (MISSION RELATED)
Commander, Marine Air Group 13	MCAS Yuma, AZ	F-5 In-Service Repair, Field Mod Teams. (MISSION RELATED)
Commander, Marine Air Group 16	MCAS Tustin, CA	H-46, H-53 In-Service Repair, ASPA, Field Mod Teams. (MISSION RELATED)
Commander, Marine Air Group 39	MCB Camp Pendleton, CA	AH-1W, UH-1N In-Service Repair, ASPA, Field Mod Teams. (MISSION RELATED)

Activity Name	Location	Support Function (include mechanism such as ISSA, MOU, etc.)
Commander, Marine Air Group 46	MCAS El Toro, CA	F/A-18 In-Service Repair, PACE, Field Mod Teams. (MISSION RELATED)
Naval Air Warfare Center	Patuxent River, MD	Aircraft, field team, engineering and logistics support. (MISSION RELATED)
Naval Air Station	Fallon, NV	Aircraft, field team, engineering, logistics support and calibration. (MISSION RELATED)
Naval Air Weapons Station	Point Mugu, CA	Aircraft, field team, engineering, logistics support and calibration. (MISSION RELATED)
Commander Carrier Airborne Early Warning Wing-12	NAS Norfolk, VA	Aircraft, field team, engineering and logistics support. (MISSION RELATED)
Naval Sea Systems Command	Washington, D.C.	LM2500 Marine Gas Turbine and shipboard control systems overhaul and repair. Engineering and logistics support. (DMISA)
Air Force Warner Robbins Air Logistics Center	Robins, GA	Avionics and instrument component repair. (DMISA)
Air Force Kelly Air Logistics Center	San Antonio, TX	Avionic and engine component repair. (DMISA)
Air Force Tinker Air Logistics Center	Oklahoma City, OK	T64 engine and component repair. (DMISA)

Activity Name	Location	Support Function (include mechanism such as ISSA, MOU, etc.)
Air Force Ogden Air Logistics Center	Ogden, UT	Avionics and structural component repair. (DMISA)
Ships Parts Control Center	Mechanicsburg, PA	LM2500 engine and WSN 2/5 Inertial Navigation component repair. (DMISA)
Naval Underwater Warfare Center	Suffork, VA	WSN 2/5 system repair. (DMISA)
Army Communications and Electronics Command	Ft. Monmouth, NJ	Magnetic tape, transport unit repair. (MOU)
Aviation Supply Office	Philadelphia, PA	Component repair and modification. Manufacturing and Foreign Military Sales support. (MISSION RELATED) (FMS Case)
Commander, Naval Air Systems Command Headquarters	Washington, D.C	Engineering, logistics, Foreign Military Sales and program management support for F/A-18, E-2/C-2 and CASS PMAs APMLs. (MISSION RELATED)
Director of H46	MCAS Cherry Point, NC	Engineering, logistics and program management support for H-46 APML. (MISSION RELATED)
DLA Defense Construction Supply Center	Columbus, OH	Manufacturing (PROJECT ORDER)
DLA Defense Electronics Supply Center	Dayton, OH	Manufacturing (PROJECT ORDER)

Activity Name	Location	Support Function (include mechanism such as ISSA, MOU, etc.)
DLA Defense General Supply Center	Richmond, VA	Manufacturing (PROJECT ORDER)
DLA Defense General Supply Center	Philadelphia, PA	Manufacturing (PROJECT ORDER)
Australia, Air Force (RAAF)	Australia	F/A-18 component repair and logistics support. (FMS Case)
Canada, Air Force (CAF)	Canada	CF-18 component repair and logistics support. (FMS Case)
Kuwait, Air Force	Kuwait	F/A-18 logistics support. Type I Standards Calibration services. (FMS Case)
Egypt, Air Force	Egypt	E-2C aircraft and support equipment transition planning and logistics support. (FMS Case)
Israel, Air Force (IAF)	Israel	E-2C logistics support. (FMS Case)
Japan, Self Defense Force (JASDF)	Japan	E-2C logistics support. (FMS Case)
Finland, Air Force (FAF)	Finland	F/A-18 logistics support. (FMS Case)
Switzerland, Air Force (SAF)	Switzerland	F/A-18 logistics support. (FMS Case)
Spain, Air Force (SAF)	Spain	F/A-18 transition planning, depot training, component repair and logistics support. (FMS Case)

Activity Name	Location	Support Function (include mechanism such as ISSA, MOU, etc.)
Singapore, Air Force (RSAF)	Singapore	E-2C logistics support. (FMS Case)
Taiwan, Navy	Taiwan	LM2500 Marine Gas Turbine logistics support. (FMS Case)
Saudi Arabian Royal Saudi Navy	Saudi Arabia	Type I Standards Calibration services. (FMS Case)
Naval Education and Training Security Assistant Field Activity	Pensacola, FL	FMS Training Services. (FMS Case)
Naval Air Warfare Center (NAWC)	Lakehurst, NJ	FMS support equipment manufacturing. (FMS Case)
Navy International Program Office	Washington, DC	FMS Program support. (MISSION RELATED)
U.S. Air Force, Tinker AFB	Oklahoma City, OK	Type I Standards Calibration services. (PROJECT ORDER)
Army, Redstone Arsenal	Huntsville, AL	Type I Standards Calibration services. (PROJECT ORDER)
U.S. Marine Corps	Barstow, CA Camp Pendleton, CA Albany, GA	Type I Standards Calibration services. (MISSION RELATED)

Activity Name	Location	Support Function (include mechanism such as ISSA, MOU, etc.)
Naval Ship Yard	Charleston, SC Mare Island, CA Pearl Harbor, HI Long Beach, CA Puget Sound, WA Philadelphia, PA Portsmouth, NH Norfolk, VA	Type I Standards Calibration services. (MISSION RELATED)
Naval Surface Warfare Center	Annapolis, MD Indian Head, MD Philadelphia, PA Louisville, KY Silver Springs, MD Port Hueneme, CA Hawthorne, NV Crane, IN	Type I Standards Calibration services. (MISSION RELATED)
Naval Ship Repair Facility	Yokosuka, Japan Guam	Type I Standards Calibration services. (MISSION RELATED)

Activity Name	Location	Support Function (include mechanism such as ISSA, MOU, etc.)
Naval Air Warfare Center	Indianapolis, IN Trenton, NJ China Lake, CA Lakehurst, NJ Point Mugu, CA Patuxent River, MD	Type I Standards Calibration services. (MISSION RELATED)
Naval Weapons Station	Concord, CA Seal Beach, CA Yorktown, VA	Type I Standards Calibration services. (MISSION RELATED)
Naval Communications Station	Stockton, CA	Type I Standards Calibration services. (MISSION RELATED)
Navy Gage and Standards Center	Pamona, CA	Type I Standards Calibration services. (MISSION RELATED)
Naval Sea Support Center	San Diego, CA	Type I Standards Calibration services. (MISSION RELATED)
Hughes Missile	San Diego, CA	Type I Standards Calibration services. (MOU)
Hughes Aircraft	Culver City, CA	Type I Standards Calibration services. (MOU)
Martin Marietta	Pittsfield, MA	Type I Standards Calibration services. (MOU)
General Electric	San Diego, CA	Type I Standards Calibration services. (MOU)

Activity Name	Location	Support Function (include mechanism such as ISSA, MOU, etc.)
Draper Labs	Cambridge, MA	Type I Standards Calibration services. (MOU)
Rohr Industries	San Diego, CA	Type I Standards Calibration services. (MOU)
Applied Physics, Johns Hopkins University	Laural, MD	Type I Standards Calibration services. (MOU)
Teledyne Ryan	San Diego, CA	Type I Standards Calibration services. (MOU)
Peterson Builders	Sturgeon Bay, WI	Type I Standards Calibration services. (MOU)
Raytheon	Sudbury, MA	Type I Standards Calibration services. (MOU)
Unisys	Great Neck, NY	Type I Standards Calibration services. (MOU)
SUPPLIERS		
Public Works Center (PWC)	NAS North Island, CA	Major/minor repair and facility maintenance services. (MISSION RELATED)
Naval Regional Contract Center	San Diego, CA	Contracting support services. (MISSION RELATED)
Naval Computer and Telecommunications Station	NAS North Island, CA	ADP services. (MISSION RELATED)

Activity Name	Location	Support Function (include mechanism such as ISSA, MOU, etc.)
Fleet Industrial Supply Corps	San Diego, CA	Supply support services. (MISSION RELATED)
Naval Research and Development (NRAD)	San Diego, CA	Select manufacturing services. (PURCHASE ORDER)
Naval Occupational Safety and Health Inspection SECNAV	Washington, D.C.	Inspection and oversight of NADEP safety program. (MISSION RELATED)
Balboa Naval Hospital	San Diego, CA	Industrial Hygiene services and medical surveillance. (MISSION RELATED)
Naval Air Station North Island	San Diego, CA	Coordination and oversight of Environmental Programs. (MISSION RELATED)
Defense Reutilization Marketing Office	San Diego, CA	Hazardous Waste Disposal contract services and Solid Waste recycling contract services. (MISSION RELATED)
Naval Facilities Engineering Command Southwestern Division	San Diego, CA	Environmental compliance evaluations and Environmental contract services. (MISSION RELATED)
Public Works Center San Diego	San Diego, CA	Industrial Wastewater treatment and Hazardous Waste disposal/manifesting. (MISSION RELATED)
Federal Fire Department	San Diego, CA	Fire and Emergency Spill response services. (MISSION RELATED)
San Diego County Air Pollution Control District	San Diego, CA	Air Pollution permitting and compliance oversight. (STATUTORY REQUIREMENT)

Activity Name	Location	Support Function (include mechanism such as ISSA, MOU, etc.)
California Air Resources Board	Sacramento, CA	Technical assistance on rules. Development/implementation and permitting oversight. (STATUTORY REQUIREMENT)
San Diego County Department of Health Services Hazardous Materials Management Division	San Diego, CA	Resource Conservation and Recovery Act facilities compliance direction and generator permit oversight. (STATUTORY REQUIREMENT)
California Department of Toxic Substances Control	Los Angeles, CA	State level Resource Conservation and Recovery Act facilities compliance direction. (STATUTORY REQUIREMENT)
Regional Water Quality Control Board	San Diego, CA	Direction and oversight of unauthorized release reporting. (STATUTORY REQUIREMENT)
Naval Facility Engineering Command, South Western Division	NAS North Island, CA	Facilities engineering support. (MISSION RELATED)
National Institute of Standards and Technology	Gaithersburg, MD	Standards services. (MISSION RELATED)
Government Printing Office	San Diego, CA	Printing and publication services. (MISSION RELATED)
Defense Printing and Publications Service Office	NAS North Island, CA	Printing and publication services. (MISSION RELATED)

Activity Name	Location	Support Function (include mechanism such as ISSA, MOU, etc.)
Defense Systems Management College	Ft. Belvoir, VA	Defense acquisition management training. (MISSION RELATED)
Defense Finance Accounting Service	Denver, CO	Payroll services. (MISSION RELATED)
Defense Depot Region, West	Stockton, CA	Consumable part supplier. (MISSION RELATED)
Ships Parts Control Center	Mechanicsburg, PA	Material support. (MISSION RELATED)
DLA Defense Construction Supply Center	Columbus, OH	Material support. (MISSION RELATED)
DLA Defense Electronics Supply Center	Dayton, OH	Material support. (MISSION RELATED)
DLA Defense General Supply Center	Richmond, VA	Material support. (MISSION RELATED)
DLA Defense General Supply Center	Philadelphia, PA	Material support. (MISSION RELATED)

14. FACILITY MAPS: This is a primary responsibility of the plant account holders/host commands. Tenant activities are not required to comply with submission if it is known that your host activity has complied with the request. Maps and photos should not be dated earlier than 01 January 1991, unless annotated that no changes have taken place. Any recent changes should be annotated on the appropriate map or photo. Date and label all copies.

- **Local Area Map.** This map should encompass, at a minimum, a 50 mile radius of your activity. Indicate the name and location of all DoD activities within this area, whether or not you support that activity. Map should also provide the geographical relationship to the major civilian communities within this radius. (Provide 12 copies.)

- **Installation Map / Activity Map / Base Map / General Development Map / Site Map.** Provide the most current map of your activity, clearly showing all the land under ownership/control of your activity, whether owned or leased. Include all outlying areas, special areas, and housing. Indicate date of last update. Map should show all structures (numbered with a legend, if available) and all significant restrictive use areas/zones that encumber further development such as HERO, HERP, HERF, ESQD arcs, agricultural/forestry programs, environmental restrictions (e.g., endangered species). (Provide in two sizes: 36"x 42" (2 copies, if available); and 11"x 17" (12 copies).)

- **Aerial photo(s).** Aerial shots should show all base use areas (both land and water) as well as any local encroachment sites/issues. You should ensure that these photos provide a good look at the areas identified on your Base Map as areas of concern/interest - remember, a picture tells a thousand words. Again, date and label all copies. (Provide 12 copies of each, 8½"x 11".)

- **Air Installations Compatible Use Zones (AICUZ) Map.** (Provide 12 copies.)

Maps will be provided by host activity, Naval Air Station North Island, UIC: 00246.

ACRONYM LISTING

-A-

ADP	Automated Data Processing
AE	Age Exploration
AFC	Air Frame Change
APML	Assistant Program Manager, Logistics
APU	Auxiliary Power Unit
ARS	Aerial Refueling Stores
ASO	Aviation Supply Office
ASSY	Assembly
ASW	Anti-Submarine Warfare
ATE	Automatic Test Equipment

-B-

BDE	Basic Design Engineering
BIT	BRAC Implementation Team
BOSS	Buy Our Spares Smartly
BRAC	Base Realignment and Closure. The actual terminology according to Base Closure Act II is "Base Closure and Realignment".

-C-

CAAS	Contracted Assisted Advisory Services
CAGE	Commercial And Government Entity Code
CALS	Computer-Aided Acquisition And Logistics Support
CAPCOM	Capital Assets Planning Committee
CASS	Consolidated Automated Support System
CETS	Contractor Engineering Technical Support
CFA	Cognizant Field Activity
CM	Configuration Management
CO	Commanding Officer
CSE	Common Support Equipment
CSS	Contractor Support Services

-D-

DBOF	Defense Budget Operating Fund
DLA	Defense Logistics Agency
DMISA	Depot Maintenance Interservice Support Agreement
DMML	Depot Maintenance Manager, Logistics
DOP	Designated Overhaul Point
DRMO	Defense Reutilization and Marketing Office
DRP	Designated Repair Point
DSN	Defense Switched Network

-E-

ECP	Engineering Change Proposal
EI	Engineering Investigation
EMA	Equipment Material Report
EO	Electro Optic
EPA	Environmental Protection Agency
EW	Electronic Warfare

-F-

FCIM	Flexible Computer Integrated Manufacturing
FEA	Finite Element Analysis
FIC	Family Identification Code
FMECA	Failure Mode Effects & Criticality Analysis
FMS	Foreign Military Sales
FOIA	Freedom of Information Act
FRAG	Fleet Readiness Action Group

-G-

GSE	Ground Support Equipment
GTC	Gas Turbine Compressor

-H-

HMR	Hazardous Material Report
HRO	Human Resource Office
HQ	Headquarters

-I-

IFF	Identification Friend Foe
IIC	Item Identification Code
IMRL	Individual Material Readiness List
IPE	Industrial Plant Equipment
ISEB	Information Systems Executive Board
ILS	Integrated Logistics Support
ISSA	Interservice Supply Support Agreement

-L-

LEM	Logistics Element Manager
LES	Local Engineering Specification
LM	Logistics Manager
LPS	Local Process Specification
LSA	Logistics Support Analysis

-M-

2-M	Miniature/Microminiature Repair
MAM	Maintenance Assist Module
MCRC	Master Component Rework Control
MDR	Master Data Record
MFG	Manufacture
MILCON	Military Construction
MMEB	Material Management Executive Board
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MP	Maintenance Plan
MRIL	Master Repairable Item List

-N-

NADEP	Naval Aviation Depot
NADOC	Naval Aviation Depot Operations Center
NAMO	Naval Aviation Maintenance Office
NAS	Naval Air Station
NATSF	Naval Aviation Technical Support Facility
NAVAIR	Naval Air Systems Command (also NAVAIRSYSCOM)
NAVAVNDEPOT	Naval Aviation Depot
NAVFAC	Naval Facilities Command (also NAVFACCOM)
NAWC	Naval Aviation Warfare Center
NC	Numerical Control
NDCB	NAVAIR Depot Corporate Board
NEPA	National Environmental Policy Act
NIFMs	Naval Industrial Financial Management System
NIIN	National Item Identification Number
NSN	National Stock Number

-O-

OCPM	Office of Civilian Personnel Management
OIC	Officer In Charge
O&M,N	Operations and Maintenance, Navy
OPM	Office of Personnel Management
OSHA	Office of Safety and Health Administration

-P-

PAG	Process Advisory Group
PAPML	Prospective Assistant Program Manager, Logistics
PCFA	Prospective Cognizant Field Activity
PEO	Program Executive Officer
PMA	Program Manager, Air
POA&M	Plan Of Action And Milestone
POC	Point of Contact
PPB	Provision Parts Breakdown
PPEB	Posture Planning Executive Board
PPP	Priority Placement Program
PSD	Product Support Directorate
PSE	Peculiar Support Equipment
PWCs	Public Works Center

-Q-

QDR	Quality Deficiency Report

-R-

RAMEC	Rapid Action Minor Engineering Change
RCM	Reliability Centered Maintenance
RFI	Ready For Issue
RPV	Remotely Piloted Vehicle

-S-

SDLM	Scheduled Depot Level Maintenance
SERD	Support Equipment Requirements Document
SM&R	Source Maintenance And Recoverability
SRA	Shop Replaceable Assembly
SRC	Scheduled Removal Card
STARS	Standard Accounting and Reporting System
SSP	System Support Package
SSRA	Sub-Shop Replaceable Assembly

-T-

TACAIR	Tactical Aircraft
TMCFA	Technical Manual Cognizant Field Activity
TPDR	Technical Publication Deficiency Report

-U-

UAV	Unmanned Air Vehicle
UIC	Unit Identification Code

-V-

VAL	Validation
VER	Verification
VSTOL	Vertical Short Take-Off Landing

-W-

WBS	Work Breakdown Structure
WLS	Workload Standard
WRA	Weapon Replaceable Assembly
WSS	Weapon System Support
WUC	Work Unit Code

BRAC-95 CERTIFICATION
North Island
DATA CALL # 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)

ROBERT L. JORDAN, CAPT, USN
NAME (Please type or print)

Signature

DEPUTY ASSISTANT COMMANDER FOR AVIATION DEPOTS
Title

2/4/94
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)

WAYNE SMITH, RADM(S), USN
NAME (Please type or print)

Wayne Smith
Signature

ASSISTANT COMMANDER FOR LOGISTICS AND FLEET SUPPORT
Title

4 Feb 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

10 Feb 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)

J. B. GREENE, JR
NAME (Please type or print)

Signature

ACTING
Title

16 FEB 94
Date

BRAC-95 CERTIFICATION
North Island
DATA CALL # ONE

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

F C Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

FEB 04 1994
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

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

CAPTAIN R. W. NEEL
NAME (Please type or print)

R.W. Neel
Signature

Commanding Officer
Title

1/31/94
Date

Naval Aviation Depot, North Island
Activity

111

DATA CALL 63
FAMILY HOUSING DATA

Information on Family Housing is required for use in BRAC-95 return on investment calculations.

Installation Name:	NAVA~~VN~~DEPO~~T NORTH~~ IS
Unit Identification Code (UIC):	N65888
Major Claimant:	COMNAVAIRSYSCOM

Percentage of Military Families Living On-Base:	19
Number of Vacant Officer Housing Units:	0
Number of Vacant Enlisted Housing Units:	0
FY 1996 Family Housing Budget ($000):	0
Total Number of Officer Housing Units:	~~14~~ 1
Total Number of Enlisted Housing Units:	0

Line 4, Percentage of Military Families Living on Base, is taken from DD Form 1377.
Lines 7-9, represents the activitys' "fair share" of the complex total of the family housing budget and inventory of officer and enlisted units. This data was provided by COMNAVFACENGCOM.
This UIC contains 24 personnel entitled to BAQ W/Dependents out of a complex total of 44294 personnel entitled to BAQ W/Dependents.

There are 660 activities identified within this complex.

Note: All data should reflect figures as of the beginning of FY 1996. If major DON installations share a family housing complex, figures should reflect an estimate of the installation's prorated share of the family housing complex.

7/13

Enclosure (1)

Chris Ward
7/13/94
NAVFAC 52JCW

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

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Jack Buffington
Signature

COMMANDER
Title

7/20/94
Date

NAVAL FACILITIES ENGINEERING 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)

W A Earner
Signature

Title

7/25/94
Date

BRAC-95 CERTIFICATION

Reference: SECNAV NOTE 11000 dtd 8 Dec 93

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.

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

ACTIVITY COMMANDER

THOMAS A. DAMES
NAME (Please type of print)

Rear Admiral, CEC, USN
Title

LANTNAVFACENGCOM
Activity

J.B. Venable
Signature J.B. VENABLE
Acting

JUL 06 1994
Date

ENCLOSURE(2)

BRAC-95 CERTIFICATION

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

for Paulette C. Brown
Name (Please type or print)

for J. R. Grundstaff
Signature

Head, Operations & Projects Branch
Title

7-6-94
Date

Housing Division
Division

Facilities Management
Department

LANTNAVFACENGCOM
Activity

BRAC-95 CERTIFICATION

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

J. Richard Grindstaff
Name (Please type or print)

J. Richard Grindstaff
Signature

Head, Requirements & Acquisition Branch
Title

7-6-95
Date

Housing Division
Division

Facilities Management
Department

LANTNAVFACENGCOM
Activity

BRAC-95 CERTIFICATION

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

Mark D. Raker
Name (Please type or print)

Mark D. Raker
Signature

Housing Management Specialist
Title

7/6/94
Date

Housing Division
Division

Facilities Management
Department

LANTNAVFACENGCOM
Activity

BRAC-95 CERTIFICATION

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

for Moses L. Meadows
Name (Please type or print)

for J. Richard Grundstaff
Signature

Director
Title

7-6-99
Date

Housing Division
Division

Facilities Management
Department

LANTNAVFACENGCOM
Activity

R

DATA CALL 64
CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:	**NORTH ISLAND NADEP**
Unit Identification Code (UIC):	**N65888**
Major Claimant:	**NAVAIR**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1996	720T	ADMIN BUILDING	BRAC	1,700
		Sub-Total - 1996		1,700
		Grand Total		1,700

(Revised 9 Dec 94) *(* - Cost Avoidance is less than project programmed amount)*

BRAC-95 CERTIFICATION

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

MICHAEL D. THORNTON
NAME (Please type or print)

MDThornton
Signature

CDR, CEC, USN
Title

9 Dec 94
Date

MILCON PROGRAMMING DIVISION
Division

NAVAL FACILITIES ENGINEERING COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Signature

COMMANDER
Title

12/9/94
Date

NAVAL FACILITIES ENGINEERING 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

12/7/94
Date

DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:	NORTH ISLAND NADEP
Unit Identification Code (UIC):	N65888 # 11
Major Claimant:	NAVAIR

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1996	720T	ADMIN BUILDING	BRAC	468
		Sub-Total - 1996		**468**
		Grand Total		**468**

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

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Signature

COMMANDER
Title

7/13/94
Date

NAVAL FACILITIES ENGINEERING 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

7/18/94
Date

BRAC-95 CERTIFICATION

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

MARK E. DONALDSON
NAME (Please type or print)

Signature

CDR, CEC, USN
Title

12 July 1994
Date

MILCON PROGRAMMING DIVISION
Division

FACILITIES PROGRAMMING AND CONSTRUCTION DIRECTORATE
Department

NAVAL FACILITIES ENGINEERING COMMAND
Activity

Enclosure (1)

BRAC DATA CALL NUMBER 64
CONSTRUCTION COST AVOIDANCE

Information on cost avoidance which could be realized as the result of cancellation of on-going or programmed construction projects is provided in Tables 1 (MILCON) and 2 (FAMILY HOUSING). These tables list MILCON/FAMILY HOUSING projects which fall within the following categories:

1. all programmed construction projects included in the FY1996 - 2001 MILCON/FAMILY HOUSING Project List,

2. all programmed projects from FY1995 or earlier for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995, and,

3. all programmed BRAC MILCON/FAMILY HOUSING projects for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995.

Projects listed in Tables 1 and 2 with potential cost avoidance were determined as meeting any one of the following criteria:

Projects with projected Work in Place (WIP) less than 75% of the Current Working Estimate (CWE) as of 1 OCT 1995 .

Projects with projected completion dates or Beneficial Occupancy Dates subsequent to 31 March 1996.

Projects with projected CWE amount greater than $15M.

The estimated cost avoidance for projects terminated after construction award would be approximately one-half of the CWE for the remaining work. Close-out, claims and other termination costs can consume the other half.

Document Separator

0111

NAVAL AVIATION DEPOT

NORTH ISLAND

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
NORTH ISLAND

ORIGINAL

1 JUNE 1994

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.

JCSG-DM: Maintenance and Industrial Activities

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: N65888
NORTH ISLAND

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: N65888, Naval Aviation Depot North Island
(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
AH-1W *	0	0	0	0	0	7	19	0
ASPA-E/R	0	0	0	0	0	0	0	0
C-2A	2	0	1	0	2	4	4	6
CH-46A	0	2	0	0	0	0	0	0
CH-46D	5	2	5	3	0	0	0	0
CH-46E	40	42	36	31	11	0	17	0
E-2C	8	9	5	5	9	13	9	3
EMER REPR	0	0	0	0	0	0	0	0
ES-3A	0	0	0	0	0	0	0	0
F/A-18	6	12	15	29	34	52	80	58
F-14A	19	34	28	18	20	4	0	0
HH-46A	7	12	15	11	0	0	0	0
HH-46D	0	0	0	0	4	0	0	0
S-3A	0	0	0	0	0	0	0	0
S-3B	0	0	0	0	0	0	0	0
TE-2C	0	0	0	0	0	0	0	0

Type/ Model/ Series	Units Throughput							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
TF/A-18A	6	0	0	0	0	0	0	0
UH-1N *	0	0	0	0	0	3	18	0
UH-46A	1	3	0	1	2	0	0	0
Total:	94	116	105	98	82	83	147	67

*** DESERT STORM PAINT WORKLOAD**

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
AH-1W	0	0	0	0	0	0	0	0
ASPA-E/R	0	0	0	0	0	0	0	0
C-2A	5	4	8	7	6	4	5	6
CH-46A	0	0	0	0	0	0	0	0
CH-46D	0	0	0	0	0	0	0	0
CH-46E	0	0	0	0	0	0	0	0
E-2C	5	7	10	8	10	6	7	7
EMER REPR	0	0	0	0	0	0	0	0
ES-3A	0	1	1	1	4	1	2	1
F/A-18	36	69 ~~46~~	78 ~~54~~	95 ~~67~~	90 ~~74~~	52	46	45
F-14A	0	0	0	0	0	0	0	0
HH-46A	0	0	0	0	0	0	0	0
HH-46D	0	0	0	0	0	0	0	0
S-3A	0	0	0	0	1	1	1	0
S-3B	4	8	10	9	10	16	11	11
TE-2C	0	0	1	0	0	0	1	0
TF/A-18A	0	0	0	0	0	0	0	0
UH-1N	0	0	0	0	0	0	0	0
UH-46A	0	0	0	0	0	0	0	0
Total:	50	66	84	92	105	80	73	70
		+23	+29	+27	+16			

INFORMATION ON THIS PAGE CERTIFIED BY NADOC

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
AH-1W	0	0	0	0	0	0	0	0
ASPA-E/R	0	0	0	0	0	0	0	0
C-2A	5	4	8	7	6	4	5	6
CH-46A	0	0	0	0	0	0	0	0
CH-46D	0	0	0	0	0	0	0	0
CH-46E	0	0	0	0	0	0	0	0
E-2C	5	7	10	8	10	6	7	7
EMER REPR	0	0	0	0	0	0	0	0
ES-3A	0	1	1	1	4	1	2	1
F/A-18	36	46	54	67	74	52	46	45
F-14A	0	0	0	0	0	0	0	0
HH-46A	0	0	0	0	0	0	0	0
HH-46D	0	0	0	0	0	0	0	0
S-3A	0	0	0	0	1	1	1	0
S-3B	4	8	10	9	10	16	11	11
TE-2C	0	0	1	0	0	0	1	0
TF/A-18A	0	0	0	0	0	0	0	0
UH-1N	0	0	0	0	0	0	0	0
UH-46A	0	0	0	0	0	0	0	0
Total:	50	66	84	92	105	80	73	70

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
AH-1W	0	0	0	0	0	3,360	5,320	0
ASPA-E/R	0	0	0	0	0	0	36,371	35,226
C-2A	29,362	0	13,300	0	26,600	51,362	53,524	77,178
CH-46A	0	8,556	0	0	0	0	0	0
CH-46D	22,925	8,556	23,875	14,975	0	0	0	0
CH-46E	147,709	179,676	171,900	148,025	52,778	0	6,120	0
E-2C	103,160	114,292	64,580	64,380	123,926	98,780	106,218	52,752
EMER REPR	279,682	221,833	202,639	177,891	268,193	346,439	274,500	247,692
ES-3A	0	0	0	0	0	0	0	0
F/A-18	30,000	60,000	71,900	117,050	140,748	202,509	494,912	396,341
F-14A	350,956	638,167	521,321	326,232	362,480	72,496	0	0
HH-46A	36,519	66,040	71,625	52,525	0	0	0	0
HH-46D	0	0	0	0	19,192	0	0	0
S-3A	0	0	0	0	0	0	0	0
S-3B	0	0	0	0	0	0	0	0
TE-2C	0	0	0	0	0	0	0	0
TF/A-18A	30,000	0	0	0	0	0	0	0
UH-1N	0	0	0	0	0	1,440	5,040	0
UH-46A	4,675	12,834	0	4,775	10,675	0	0	0
Total:	1,034,988	1,309,954	1,141,140	905,853	1,004,592	776,386	982,005	809,189

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
AH-1W	0	0	0	0	0	0	0	0
ASPA-E/R	0	0	0	0	0	0	0	0
C-2A	63,910	64,080	120,940	112,140	102,140	65,585	81,605	100,635
CH-46A	0	0	0	0	0	0	0	0
CH-46D	0	0	0	0	0	0	0	0
CH-46E	0	0	0	0	0	0	0	0
E-2C	74,620	144,011	208,814	164,584	207,666	125,374	145,047	144,011
EMER REPR	249,415	295,266	317,307	339,307	295,266	295,266	295,266	295,266
ES-3A	0	11,039	11,039	11,039	44,156	11,039	22,078	11,039
F/A-18	228,914	419001 ~~283,738~~	468010 ~~326,866~~	570637 ~~405,969~~	588923 ~~494,827~~	349,884	309,088	302,533
F-14A	0	0	0	0	0	0	0	0
HH-46A	0	0	0	0	0	0	0	0
HH-46D	0	0	0	0	0	0	0	0
S-3A	0	0	0	0	11,039	11,039	11,039	0
S-3B	49,008	89,464	111,830	100,647	111,830	178,928	123,013	123,013
TE-2C	0	0	20,573	0	0	0	22,509	0
TF/A-18A	0	0	0	0	0	0	0	0
UH-1N	0	0	0	0	0	0	0	0
UH-46A	0	0	0	0	0	0	0	0
Total:	665,867	1022861 ~~887,598~~	1258513 ~~1,117,369~~	1298354 ~~1,133,686~~	1261020 ~~1,266,924~~	1,037,115	1,010,545	976,497

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1. Airframes, continued

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
AH-1W	0	0	0	0	0	0	0	0
ASPA-E/R	0	0	0	0	0	0	0	0
C-2A	63,910	64,080	120,940	112,140	102,140	65,585	81,605	100,635
CH-46A	0	0	0	0	0	0	0	0
CH-46D	0	0	0	0	0	0	0	0
CH-46E	0	0	0	0	0	0	0	0
E-2C	74,620	144,011	208,814	164,584	207,666	125,374	145,947	144,011
EMER REPR	249,415	295,266	317,307	339,307	295,266	295,266	295,266	295,266
ES-3A	0	11,039	11,039	11,039	44,156	11,039	22,078	11,039
F/A-18	228,914	283,738	326,866	405,969	494,827	349,884	309,088	302,533
F-14A	0	0	0	0	0	0	0	0
HH-46A	0	0	0	0	0	0	0	0
HH-46D	0	0	0	0	0	0	0	0
S-3A	0	0	0	0	11,039	11,039	11,039	0
S-3B	49,008	89,464	111,830	100,647	111,830	178,928	123,013	123,013
TE-2C	0	0	20,573	0	0	0	22,509	0
TF/A-18A	0	0	0	0	0	0	0	0
UH-1N	0	0	0	0	0	0	0	0
UH-46A	0	0	0	0	0	0	0	0
Total:	665,867	887,598	1,117,369	1,133,686	1,266,924	1,037,115	1,010,545	976,497

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
E-2C	7	10	8	10	6	7	7
ES-3A	1	1	1	4	0	2	1
F/A-18	20	20	20	20	20	20	20
S-3A	0	0	0	1	0	1	0
S-3B	8	10	9	10	15	11	11
TE-2C	0	1	0	0	0	1	0
Total:	36	42	38	45	41	42	39

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
E-2C	144,011	208,814	164,584	207,666	125,374	145,947	144,011
EMER REPR	271,591	293,632	315,632	271,591	271,591	271,591	271,591
ES-3A	11,039	11,039	11,039	44,156	0	22,078	11,039
F/A-18	127,500	126,188	128,812	131,100	131,100	131,100	131,100
S-3A	0	0	0	11,039	0	11,039	0
S-3B	89,464	111,830	100,647	111,830	167,745	123,013	123,013
TE-2C	0	20,573	0	0	0	22,509	0
Total:	643,605	772,076	720,714	777,382	695,810	727,277	680,754

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** **R**

Type/ Model/ Series	Units Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
F/A-18	124	124	124	124	124	124	124
E-2C	14	13	14	14	14	12	14
T3-2C	0	1	0	0	0	2	0
C-2A	8	8	8	8	8	8	8
S-3A	0	0	0	1	1	2	0
S-3B	19	19	19	14	19	16	19
ES-3A	2	2	2	6	1	3	2
Total:	167	167	167	167	167	167	167

Table 1.3.b: **Maximum Potential Airframe Workload** **R**

Type/ Model/ Series	Workload (DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
F/A-18	653,356	653,356	653,356	653,356	653,356	653,356	653,356
E-2C	227,430	211,185	227,430	227,430	227,430	194,940	227,430
TE-2C	0	16,245	0	0	0	32,480	0
C-2A	107,640	107,640	107,640	107,640	107,640	107,640	107,640
S-3A	0	0	0	8,831	8,831	17,672	0
S-3B	167,789	167,789	167,789	123,632	167,789	141,296	167,789
ES-3A	17,662	17,662	17,662	52,988	8,831	26,493	17,662
EMER REPAIR	400,000	400,000	400,000	400,000	400,000	400,000	400,000
Total:	1,573,877	1,573,877	1,573,877	1,573,877	1,573,877	1,573,877	1,573,877

Emergency repair capacity for in-service repair is unlimited since the work is performed off-station. In-service requirements are not included in above numbers. Feeder Shop workload is included in component commodity.

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
F/A-18	124	124	124	124	124	124	124
E-2C	14	14	14	14	14	14	14
C-2A	8	8	8	8	8	8	8
S-3A	21	21	21	21	21	21	21
Total:	167	167	167	167	167	167	167

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
F/A-18	653,356	653,356	653,356	653,356	653,356	653,356	653,356
E-2C	227,430	227,430	227,430	227,430	227,430	227,430	227,430
C-2A	107,640	107,640	107,640	107,640	107,640	107,640	107,640
S-3A	185,451	185,451	185,451	185,451	185,451	185,451	185,451
EMER REPAIR	400,000	400,000	400,000	400,000	400,000	400,000	400,000
Total:	1,573,877	1,573,877	1,573,877	1,573,877	1,573,877	1,573,877	1,573,877

Emergency repair capacity for in-service repair is unlimited since the work is performed off-station. In-service requirements are not included in above numbers. Feeder Shop workload is included in component commodity.

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.

$$\frac{\text{(Workdays Per Year) X (Aircraft Spots)}}{\text{Throughput Process Days}}$$

Process days were based on the types of spot (facility), such as assembly, disassembly, paint, power check, etc.

The following is an example for a spot used for aircraft assembly and disassembly:

Workdays per year = 244
Process days for disassembly/assembly = 53
Number of spots = 4
Throughput = (244 X 4)/53 = 18.4 (18)

The NORM derived from the historic/predicted work was used to calculate the maximum unit capacity.

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?

Increases in capacity shown are based on the transition of work stations from closing NADEPs due to BRAC 93.

Also, no significant additional investments in equipment or infrastructure are needed due to the reserve work stations identified in the Capacity Snap Shot of May 1994. Similar facilities and support equipment are used for many of the Commodity Groups.

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.)?

NAVAVNDEPOT North Island operates numerous industrial facilities attendant to airframe workload. Major facilities generating pollutants and of environmental concern include eight large airframe coating bays, four large paint strip bays, and two plastic media blasting operations.

The eight airframe paint bays are permitted air pollution sources in full compliance with all germane environmental regulations. Particulate matter is controlled by means of dry filter systems. Strict California standards on the VOC level of materials processed at these operations are adhered to and the units are operated using high transfer efficiency application equipment. The volume of material used at these operations are anticipated to meet or exceed all EPA guidance criteria in the proposed Federal Control Technique Guideline (CTG) for Aerospace Coating Operations. No limiting factors that inhibit further development of airframe workload exist at these facilities.

The four paint strip bays use conventional chemical strippers. These operations are a source of hazardous waste (paint strip sludge), hazardous air pollutants (methylene chloride), and industrial wastewater. The operations are permitted air pollution sources in full compliance with all germane environmental regulations. Strict California standards on the VOC level of materials processed at these operations are adhered to. The volume of material used at these operations is not limited by permit condition and the units presently operate far below maximum design capacity. The principal air pollutant generated by these operations is methylene chloride which presently is not limited by environmental regulatory requirements (there are no restrictions on the volume of waste generated at these facilities). Industrial wastewater generated at these operations is collected for treatment at PWC San Diego's Industrial Waste Treatment Plant. These wastewaters will be treated on-site commencing in FY 1995. Treated wastewater will be returned to the rinsing process thereby close looping the wastewater process and assuring unlimited operational capability.

The two Plastic Media Blast (PMB) units commenced operation in FY 1994. These operations provide increased capacity to strip airframes and structures without the use of chemical stripping agents. Waste generated from these processes is 100 percent recyclable by contract (no limiting factors exist attendant to the generation of hazardous waste). Air pollution emissions from these operations consist of particulate matter which is controlled by high efficiency cartridge type baghouses (no limiting factors exist attendant to the generation of hazardous air emissions). PMB operations are anticipated to provide a 70 percent reduction in the use of chemical stripping agents. This will greatly reduce the generation of hazardous waste (paint strip sludge)

and will provide expedited compliance with future Maximum Achievable Control Technology requirements of the 1990 Clean Air Act which will prohibit the generation of hazardous air pollutant emissions (methylene chloride) from Aerospace operations. The PMB operations in combination with other substitute strippers are anticipated to preclude any potential environmental limitations attendant to the development of airframe workload.

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 North Island 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		2,500	2,380	1,486	1,795	1,095	1,054	1,166	930
Engine Components		5,494	5,184	4,189	4,103	3,711	3,806	1,914	978
Blades / Vanes (Type 2)		0	0	0	0	0	0	0	0
APU / Ground Generators		246	164	87	88	161	116	173	156
Aircraft Structural		706	735	671	1,007	935	999	1,096	1,035
Hydraulic / Pneumatic		1,410	1,408	1,346	1,190	1,349	1,399	1,494	1,905
Instruments		5,520	5,090	4,227	4,880	4,853	4,550	3,264	2,639
Landing Gear		469	479	464	447	688	875	703	707
Aviation Ordnance Equip		1,721	1,171	784	1,872	2,129	1,547	1,799	1,507
Avionics / Electronics		10,955	10,401	7,953	7,962	7,806	7,732	6,741	5,560
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	88	100	14	200	228	233	57
Other		1,847	2,199	1,745	2,474	2,414	2,820	2,228	1,837
	Total:	30,868	29,299	23,052	25,832	25,341	25,126	20,811	17,311

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		2,500	2,380	1,486	1,795	1,095	1,054	1,166	930
Engine Components		5,494	5,184	4,189	4,103	3,711	3,806	1,914	978
Blades / Vanes (Type 2)		0	0	0	0	0	0	0	0
APU / Ground Generators		246	164	87	88	161	116	173	156
Aircraft Structural		706	735	671	1,007	935	999	1,096	1,035
Hydraulic / Pneumatic		1,410	1,408	1,346	1,190	1,349	1,399	1,494	1,905
Instruments		5,520	5,090	4,227	4,880	4,853	4,550	3,264	2,639
Landing Gear		469	479	464	447	688	875	703	707
Aviation Ordnance Equip		1,721	1,171	784	1,872	2,129	1,547	1,799	1,507
Avionics / Electronics		10,955	10,401	7,953	7,962	7,806	7,732	6,741	5,560
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	88	100	14	200	228	233	57
Other		1,847	2,199	1,745	2,474	2,414	2,820	2,228	1,837
	Total:	30,868	29,299	23,052	25,832	25,341	25,126	20,811	17,311

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		1,028	3,564	1,519	716	911	547	308	309
Engine Components		1,708	1,879	1,491	1,175	1,166	1,128	1,084	1,084
Blades / Vanes (Type 2)		0	0	0	0	0	0	0	0
APU / Ground Generators		98	58	116	77	57	50	42	43
Aircraft Structural		1,424	953	833	747	787	674	582	587
Hydraulic / Pneumatic		2,168	2,086	1,619	1,847	1,957	1,756	1,546	1,558
Instruments		4,349	7,044	8,315	10,063	8,530	7,738	7,199	7,206
Landing Gear		1,101	659	735	1,033	886	863	754	753
Aviation Ordnance Equip		1,774	1,216	1,076	401	298	325	295	294
Avionics / Electronics		8,698	8,983	12,132	14,910	11,334	11,248	10,080	10,057
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 Reg.		134	80	62	62	60	51	46	45
Bearings - Other Funded *		3,132	3,305	3,351	4,195	5,211	5,822	6,111	6,419
Other		1,696	1,546	1,515	1,383	2,405	2,249	1,954	1,944
	Total:	24,178	28,068	29,413	32,414	28,391	26,629	23,890	23,880

*** NON ADD: UNITS ARE SUBASSEMBLIES OF ITEMS IN OTHER PROGRAMS (I.E., ENGINES, AIRCRAFT, COMPONENTS, AND OTHER FUNDED).**

NOTE: OTHER FUNDED - "Data not available to Commodity Detail" at NADOC. **R**

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Table 3.1.b: **Historic / Predicted Component Workload** R

Component Type		Units Throughput							
		FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Dynamic Components		1,028	3,564	1,519	716	911	547	308	309
Engine Components		1,708	1,879	1,491	1,175	1,166	1,128	1,084	1,084
Blades / Vanes (Type 2)		0	0	0	0	0	0	0	0
APU / Ground Generators		98	58	116	77	57	50	42	43
Aircraft Structural		1,424	953	833	747	787	674	582	587
Hydraulic / Pneumatic		2,168	2,086	1,619	1,847	1,957	1,756	1,546	1,558
Instruments		4,349	7,044	8,315	10,063	8,530	7,738	7,199	7,206
Landing Gear		1,101	659	735	1,033	886	863	754	753
Aviation Ordnance Equip		1,774	1,216	1,076	401	298	325	295	294
Avionics / Electronics		8,698	8,983	12,132	14,910	11,334	11,248	10,080	10,057
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 Reg.		134	80	62	62	60	51	46	45
Bearings - Other Funded *		3,132	3,305	3,351	4,195	5,211	5,822	6,111	6,419
Other		1,696	1,546	1,515	1,383	2,405	2,249	1,954	1,944
	Total:	24,178	28,068	29,413	32,414	28,391	26,629	23,890	23,880

*** NON ADD: UNITS ARE SUBASSEMBLIES OF ITEMS IN OTHER PROGRAMS (I.E., ENGINES, AIRCRAFT, COMPONENTS, AND OTHER FUNDED).**

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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		1,828	3,564	1,519	778	911	547	308	309
Engine Components		1,708	1,879	1,491	1,175	1,166	1,128	1,084	1,084
Blades / Vanes (Type 2)		0	0	0	0	0	0	0	0
APU / Ground Generators		98	58	116	77	57	50	42	43
Aircraft Structural		1,424	952	833	747	787	674	582	587
Hydraulic / Pneumatic		2,168	2,086	1,619	1,847	1,957	1,756	1,546	1,558
Instruments		4,349	7,044	8,315	10,063	8,530	7,738	7,199	7,206
Landing Gear		1,101	659	735	1,033	886	863	754	753
Aviation Ordnance Equip		1,774	1,216	1,076	401	298	325	295	294
Avionics / Electronics		8,698	8,983	12,132	14,910	11,334	11,248	10,080	10,057
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 Reg.		134	80	62	0	60	51	46	45
Bearings - Other Funded *		3,132	3,305	3,351	4,195	5,211	5,822	6,111	6,419
Other		1,696	1,546	1,515	1,383	2,405	2,249	1,954	1,944
	Total:	24,178	28,068	29,413	32,414	28,391	26,629	23,890	23,880

*** NON ADD: UNITS ARE SUBASSEMBLIES OF ITEMS IN OTHER PROGRAMS (I.E., ENGINES, AIRCRAFT, COMPONENTS, AND OTHER FUNDED).**

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		251,987	261,498	204,297	251,329	133,135	146,564	146,593	105,685
Engine Components		79,016	86,749	83,325	83,219	77,180	85,168	37,410	27,153
Blades / Vanes (Type 2)		0	0	0	0	0	0	0	0
APU / Ground Generators		2,278	1,964	1,176	715	1,334	1,118	1,715	1,594
Aircraft Structural		17,996	24,072	27,433	40,000	41,952	46,607	50,581	46,813
Hydraulic / Pneumatic		15,285	17,188	15,081	13,681	15,235	20,206	24,057	26,596
Instruments		76,421	62,059	51,127	58,121	60,633	49,996	36,436	34,533
Landing Gear		9,898	12,368	12,466	14,061	20,551	31,762	22,504	26,575
Aviation Ordnance Eqmt		29,910	24,912	20,175	29,631	26,789	29,583	18,090	15,561
Avionics / Electronics		157,889	150,481	126,294	117,608	110,435	109,986	113,223	81,406
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	402	431	75	964	1,032	1,010	257
Other		30,570	33,681	24,878	34,420	40,057	40,160	30,121	26,798
	Total:	671,250	675,374	566,683	642,860	528,265	562,182	481,740	392,971

NOTE: OTHER FUNDED - "Data not available to Commodity Detail" at NADOC. R

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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		251,987	261,498	204,297	251,329	133,135	146,564	146,593	105,685
Engine Components		79,016	86,749	83,325	83,219	77,180	85,168	37,410	27,153
Blades / Vanes (Type 2)		0	0	0	0	0	0	0	0
APU / Ground Generators		2,278	1,964	1,176	715	1,334	1,118	1,715	1,594
Aircraft Structural		17,996	24,072	27,433	40,000	41,952	46,607	50,581	46,813
Hydraulic / Pneumatic		15,285	17,188	15,081	13,681	15,235	20,206	24,057	26,596
Instruments		76,421	62,059	51,127	58,121	60,633	49,996	36,436	34,533
Landing Gear		9,898	12,368	12,466	14,061	20,551	31,762	22,504	26,575
Aviation Ordnance Eqmt		29,910	24,912	20,175	29,631	26,789	29,583	18,090	15,561
Avionics / Electronics		157,889	150,481	126,294	117,608	110,435	109,986	113,223	81,406
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	402	431	75	964	1,032	1,010	257
Other		30,570	33,681	24,878	34,420	40,057	40,160	30,121	26,798
	Total:	671,250	675,374	566,683	642,860	528,265	562,182	481,740	392,971

Table 3.1.d: **Historic / Predicted Component Workload** **R**

Component Type		Workload (DLMHs)							
		FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Dynamic Components		96,558	299,013	119,487	42,843	64,902	34,379	22,064	22,308
Engine Components		42,602	45,509	36,182	30,238	29,947	28,752	27,698	27,769
Blades / Vanes (Type 2)		0	0	0	0	0	0	0	0
APU / Ground Generators		966	667	7,434	6,834	.5,251	4,512	3,955	3,965
Aircraft Structural		93,804	54,150	45,620	42,578	53,431	40,362	33,894	34,130
Hydraulic / Pneumatic		32,116	28,981	21,140	26,314	28,777	25,555	22,563	22,659
Instruments		49,230	90,882	122,214	143,860	104,767	98,532	94,661	94,696
Landing Gear		43,604	19,818	21,799	27,430	27,523	25,523	21,855	21,742
Aviation Ordnance Equip		13,750	7,468	6,754	3,957	3,075	3,401	3,093	3,079
Avionics / Electronics		142,147	140,653	176,537	221,552	158,991	159,524	143,646	143,340
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 - Reg.		597	465	356	341	292	247	222	219
Bearings - Other Funded *		14,092	14,874	15,080	18,878	23,451	26,201	27,501	28,887
Other		26,854	25,052	24,561	19,391	42,157	40,298	35,863	35,680
	Total:	542,228	712,658	582,084	565,338	519,113	461,085	409,514	409,587

*** NON ADD: HOURS IMBEDDED IN OTHER PROGRAMS (I.E., ENGINES, AIRCRAFT, COMPONENTS, AND OTHER FUNDED).**

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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		96,558	299,013	487	43,184	64,902	34,379	22,064	22,308
Engine Components		42,602	45,509	36,182	30,238	29,947	28,752	27,698	27,769
Blades / Vanes (Type 2)		0	0	0	0	0	0	0	0
APU / Ground Generators		966	667	7,434	6,834	5,251	4,512	3,955	3,965
Aircraft Structural		93,804	54,150	45,620	42,578	53,431	40,362	33,894	34,130
Hydraulic / Pneumatic		32,116	28,981	21,140	26,314	28,777	25,555	22,563	22,659
Instruments		49,230	90,882	122,214	143,860	104,757	98,532	94,661	94,696
Landing Gear		43,604	19,818	21,799	27,430	27,523	25,523	21,855	21,742
Aviation Ordnance Equip		13,750	7,468	6,754	3,957	3,075	3,401	3,093	3,079
Avionics / Electronics		142,147	140,653	176,537	221,552	158,991	159,524	143,646	143,340
Ground & Shipboard Comm & Electronic Equip	Radar	0	0	0	0	0	0	0	0
	0adio 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 - Reg.		597	465	356	0	292	247	222	219
Bearings - Other Funded *		14,092	14,874	15,080	18,878	23,451	26,201	27,501	28,887
Other		26,854	25,052	24,561	19,391	42,157	40,298	35,863	35,680
	Total:	542,228	712,658	582,084	565,338	519,103	461,085	409,514	409,587

*** NON ADD: HOURS IMBEDDED IN OTHER PROGRAMS (I.E., ENGINES, AIRCRAFT, COMPONENTS, AND OTHER FUNDED).**

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** **R**

Component Type		Units Throughput						
		FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Dynamic Components		2,939	1,011	534	907	543	306	306
Engine Components		1,812	1,427	1,122	1,113	1,075	1,031	1,031
Blades / Vanes (Type 2)		0	0	0	0	0	0	0
APU / Ground Generators		58	116	77	57	50	42	43
Aircraft Structural		844	719	738	787	674	582	587
Hydraulic / Pneumatic		1,919	1,324	1,724	1,835	1,634	1,424	1,436
Instruments		5,641	6,860	9,573	8,493	7,700	7,161	7,168
Landing Gear		633	710	1,028	881	858	749	748
Aviation Ordnance Equip		1,124	994	319	217	244	214	213
Avionics / Electronics		8,388	11,182	14,593	11,190	11,104	9,938	9,915
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 - REG		80	62	62	60	51	46	45
Bearings - OTHER FUNDED *		3,305	3,351	4,195	5,211	5,822	6,111	6,419
Other		1,300	1,253	1,278	2,306	2,142	1,851	1,841
	Total:	24,738	25,658	31,048	27,846	26,075	23,344	23,333

* NON ADD: UNITS ARE SUBASSEMBLIES OF ITEMS IN OTHER PROGRAMS (I.E., ENGINES, AIRCRAFT, COMPONENTS, AND OTHER FUNDED).

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		2,939	1,011	596	907	543	306	306
Engine Components		1,812	1,427	1,122	1,113	1,075	1,031	1,031
Blades / Vanes (Type 2)		0	0	0	0	0	0	0
APU / Ground Generators		58	116	77	57	50	42	43
Aircraft Structural		844	719	738	787	674	582	587
Hydraulic / Pneumatic		1,919	1,324	1,724	1,835	1,634	1,424	1,436
Instruments		5,641	6,860	9,573	8,493	7,700	7,161	7,168
Landing Gear		633	710	1,028	881	858	749	748
Aviation Ordnance Equip		1,124	994	319	217	244	214	213
Avionics / Electronics		8,388	11,182	14,593	11,190	11,104	9,938	9,915
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 - REG		80	62	0	60	51	46	45
Bearings - OTHER FUNDED *		3,305	3,351	4,195	5,211	5,822	6,111	6,419
Other		1,300	1,253	1,278	2,306	2,142	1,851	1,841
	Total:	24,738	25,658	31,048	27,846	26,076	23,344	23,333

*** NON ADD: UNITS ARE SUBASSEMBLIES OF ITEMS IN OTHER PROGRAMS (I.E., ENGINES, AIRCRAFT, COMPONENTS, AND OTHER FUNDED).**

Table 3.2.b: Core Component Workload R

Component Type		Workload (DLMHs)						
		FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Dynamic Components		225,603	55,912	34,449	64,816	34,293	22,021	22,244
Engine Components		43,957	34,566	28,912	28,621	27,426	26,372	26,443
Blades / Vanes (Type 2)		0	0	0	0	0	0	0
APU / Ground Generators		667	7,434	6,834	5,251	4,512	3,955	3,965
Aircraft Structural		48,439	41,530	42,226	53,431	40,362	33,894	34,130
Hydraulic / Pneumatic		26,614	18,138	24,492	26,960	23,738	20,746	20,842
Instruments		71,297	98,612	135,831	104,360	98,118	94,247	94,282
Landing Gear		18,982	21,010	27,160	27,253	25,253	21,585	21,472
Aviation Ordnance Equip		6,676	6,039	3,243	2,444	2,770	2,462	2,448
Avionics / Electronics		130,917	162,038	216,269	156,736	157,269	141,422	141,116
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 - REG		465	356	341	292	247	222	219
Bearings - OTHER FUNDED *		14,874	15,080	18,878	23,451	26,201	27,501	28,887
Other		20,772	20,126	17,298	40,370	38,404	34,025	33,842
	Total:	594,389	465,761	537,055	510,534	452,392	400,951	401,003

*** NON ADD: HOURS IMBEDDED IN OTHER PROGRAMS (I.E., ENGINES, AIRCRAFT, COMPONENTS, AND OTHER FUNDED).**

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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		225,603	55,912	34,790	64,816	34,293	22,021	22,244
Engine Components		43,957	34,566	28,912	28,621	27,426	26,372	26,443
Blades / Vanes (Type 2)		0	0	0	0	0	0	0
APU / Ground Generators		667	7,434	6,834	5,251	4,512	3,955	3,965
Aircraft Structural		48,439	41,530	42,226	53,431	40,362	33,894	34,130
Hydraulic / Pneumatic		26,614	18,138	24,492	26,960	23,738	20,746	20,842
Instruments		71,297	98,612	135,831	104,360	98,118	94,247	94,282
Landing Gear		18,982	21,010	27,160	27,253	25,253	21,585	21,472
Aviation Ordnance Equip		6,676	6,039	3,243	2,444	2,770	2,462	2,448
Avionics / Electronics		130,917	162,038	216,269	156,736	157,269	141,422	141,116
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 - REG		465	356	0	292	247	222	219
Bearings - OTHER FUNDED *		14,874	15,080	18,878	23,451	26,201	27,501	28,887
Other		20,772	20,126	17,298	40,370	38,404	34,025	33,842
	Total:	594,389	465,761	537,055	510,534	452,392	400,951	401,003

*** NON ADD: HOURS IMBEDDED IN OTHER PROGRAMS (I.E., ENGINES, AIRCRAFT, COMPONENTS, AND OTHER FUNDED).**

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		1,879	1,557	1,557	1,557	1,557	1,557	1,557
Engine Components		1,780	1,780	1,780	1,780	1,780	1,780	1,780
Blades/Vanes (Type 2)		0	0	0	0	0	0	0
APU/Ground Generators		0	0	0	0	0	0	0
Aircraft Structural		4,129	4,129	4,129	4,129	4,129	4,129	4,129
Hydraulic/Pneumatic		12,779	12,779	12,779	12,779	12,779	12,779	12,779
Instruments		31,051	33,312	37,826	37,826	37,826	37,826	37,826
Landing Gear		2,189	2,189	2,189	2,189	2,189	2,189	2,189
Aviation Ordnance Eqmt		2,794	2,794	2,794	2,794	2,794	2,794	2,794
Avionics/Electronics		28,914	34,555	40,197	40,197	40,197	40,197	40,197
Ground & Shipboard Comm & Electronic Eqmt	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		11,041	11,803	12,564	12,564	12,564	12,564	12,564
Other		39,382	45,123	47,419	47,419	47,419	47,419	47,419
	Total:	135,938	150,021	163,234	163,234	163,234	163,234	163,234

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		150,176	124,488	124,488	124,488	124,488	124,488	124,488
Engine Components		51,376	51,376	51,376	51,376	51,376	51,376	51,376
Blades/Vanes (Type 2)		0	0	0	0	0	0	0
APU/Ground Generators		0	0	0	0	0	0	0
Aircraft Structural		243,048	243,048	243,048	243,048	243,048	243,048	243,048
Hydraulic/Pneumatic		183,768	183,768	183,768	183,768	183,768	183,768	183,768
Instruments		434,720	466,336	529,568	529,568	529,568	529,568	529,568
Landing Gear		63,232	63,232	63,232	63,232	63,232	63,232	63,232
Aviation Ordnance Eqmt		27,664	27,664	27,664	27,664	27,664	27,664	27,664
Avionics/Electronics		405,080	484,120	563,160	563,160	563,160	563,160	563,160
Ground & Shipboard Comm & Electronic Eqmt	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
	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		57,304	61,256	65,208	65,208	65,208	65,208	65,208
Other		549,328	648,128	687,648	687,648	687,648	687,648	687,648
	Total:	2,165,696	2,353,416	2,539,160	2,539,160	2,539,160	2,539,160	2,539,160

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.

Maximum potential workload was calculated based on work positions determined in accordance with DoD Instruction 4151.15 and Associated Depot Capacity and Utilization Measurement Handbook DoD 4151.15H. Work positions were determined for each Production Shop Category shown in DoD Instruction 4151.15. The work positions were determined by shop and each shop was assigned a Production Shop Category.

The work positions were placed in the appropriate Commodity Group. The maximum potential capacity was determined using the Calculation for Physical Capacity defined in the DoD Handbook 4151.15H.

(Work Positions) X (Availability Factor) X (Annual Paid Hours) = Physical Capacity

(Work Positions) X (0.95) X (2080) = Physical Capacity

Availability Factor and Annual Paid Hours given in DoD Handbook 4151.15H.

Maximum potential workload projections were based on the known increase in work positions due to the transition of work stations from the closure of Pensacola. These were related to the number of component items transferred and a ratio was developed to determine the number of work stations to be transferred from the other closing Depots, Alameda and Norfolk. Since the number of component items are continually changing the increases were rounded. The increase of work positions were twice that of Pensacola for the other closing Depots based on the above analysis.

Dynamic Components show a reduction. This is based on the relocation of the Helicopter Blade Repair Shop to another facility within NADEP North Island. It downsizes the shop based on future workload projections and results in less work positions based on DoD Handbook 4151.15H. The shop is being relocated to support the Nuclear Carrier Pier MILCON Project and associated Pier Support Facilities for the Naval Air Station.

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?

Increases in capacity shown are based on the transition of work stations from closing NADEPs due to BRAC 93.

Also, no significant additional investments in equipment or infrastructure are needed due to the reserve work stations identified in the Capacity Snap Shot of May 1994. Similar facilities and support equipment are used for many of the Commodity Groups.

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.)?

NAVAVNDEPOT North Island operates a large number of processes attendant to the performance of component workload. These processes include extensive metal plating and metalizing (thermal spray operations), metal surface treatment (chemical cleaning, corrosion prevention and abrasive blasting), heat treating and metal inspection processes. The processes are sources of a wide variety of hazardous waste, industrial wastewater, and hazardous air pollutants.

There are no environmental restrictions on the generation of hazardous waste streams from operations germane to component workload. Hazardous waste streams from these operations include spent chemical cleaning and plating bath solutions, spent abrasive blast media, "dirty" solvents, and paint related waste. NAVAVNDEPOT North Island has developed a quality two-fold approach to management of these waste streams to assure that no environmental factors will limit the development of component workload: (1) Extensive Standardized Procedure to the Management of Hazardous Waste, and (2) Development and Implementation of Extensive Pollution Prevention Practices. Management of hazardous waste generated by these operations is performed in strict accordance to all environmental regulation as detailed in NAVAVNDEPOT North Island's Hazardous Waste Management Plan. Moreover, waste management practices provide all recordkeeping and data elements to track the quantity and constituents of all hazardous waste streams required to perform Emergency Planning and Community Right to Know Act (EPCRA) reporting. NAVAVNDEPOT North Island established a Hazardous Waste Minimization Plan in 1990. This plan is a working document developed in accordance with the

California Hazardous Waste Source Reduction and Management Review Act of 1989 (California Senate Bill 14). The NAVAVNDEPOT established a Hazardous Waste Minimization Team in 1991. This team, presently known as the Environmental Council, has implemented numerous programs, projects, and installations which have resulted in a 67 percent reduction in the generation of hazardous waste based on a 1989 baseline. Future initiatives are predicted to continue to assure reductions in the generation of hazardous waste from processes related to component workload. Operations germane to the development of component workload are a major source in industrial wastewater due to rinsing processes associated with metal processing. NAVAVNDEPOT North Island initiated a Zero Discharge Team in 1992. The team established an objective of eliminating the generation of industrial wastewater from all NAVAVNDEPOT processes by calendar year 1996. To date, NAVAVNDEPOT North Island has reduced industrial wastewater discharges by 86 percent. Initializing operation of Source Treatment Units Servicing industrial wastewater discharges from NAVAVNDEPOT North Island's chemical cleaning and plating shop operations in calendar year 1994 will eliminate wastewater discharges from these operations regardless of component workload.

Hazardous air pollutants generated by component workload operations include particulates emissions generated by abrasive blast operations and inorganic emissions generated from process tanks (plating and chemical cleaning). Particulate emissions generated from abrasive blast operations are permitted air pollution sources and no limitation on operation is required due to the level of control applied. Process tank emissions (with the exception of hard chrome plating and chromic acid anodizing) are controlled through conventional wet scrubbers. Emissions from these operations have been determined to be minimal and no restriction on operations exists. NAVAVNDEPOT North Island has installed High Efficiency Fiber Bed Demisters for hard chrome plating and chromic acid anodizing operations. These units meet strict California standards attendant to the emissions of hexavalent chromium and far exceed the proposed Federal National Emission Standards for Hazardous Air Pollutants (NESHAP) being developed for these operations under Title III of the 1990 Clean Air Act Amendments.

The above considerations assure that there are no environmental, legal, or otherwise limiting factors that inhibit the further development of component workload at NAVAVNDEPOT North Island.

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
F404GE400	19	24	32	76	76	37	0	0
F404GE400A	6	22	2	9	2	5	0	0
F404GE400C	31	39	100	49	37	46	0	0
F404GE400F	78	65	38	32	30	40	0	0
F404GE400H	85	97	56	50	27	18	0	0
F404GE400L	25	32	11	6	14	26	0	0
F404GE400S	2	3	1	0	2	6	0	0
LM2500GG	30	34	25	33	48	31	32	30
LM2500PT	0	0	0	0	0	0	0	0
T58GE10	45	68	29	8	9	8	0	0
T58GE100	0	12	10	13	18	21	0	0
T58GE16	16	43	39	19	22	22	0	0
T58GE3	11	3	0	0	0	0	0	0
T58GE402	0	0	2	28	37	28	0	0
T58GE5	49	23	27	38	22	0	0	0
T58GE8F	33	60	34	16	9	28	10	0
T64GE10	2	0	0	3	0	0	0	0
T64GE100	0	0	0	0	2	25	22	41

Engine Type	Units Throughput							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
T64GE413	29	26	25	18	27	55	32	15
T64GE415	7	12	12	7	3	9	5	6
T64GE416	17	22	20	17	38	70	46	30
T64GE416A	0	0	0	0	1	0	6	4
T64GE6B	55	40	38	31	8	0	0	0
T64GE7A	34	34	28	13	0	0	0	0
T64GE7A100	0	0	0	28	33	28	32	0
Total:	574	659	529	494	465	503	185	126

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
F404GE400	0	0	0	0	0	0	0	0
F404GE400A	0	0	0	0	0	0	0	0
F404GE400C	0	0	0	0	0	0	0	0
F404GE400F	0	0	0	0	0	0	0	0
F404GE400H	0	0	0	0	0	0	0	0
F404GE400L	0	0	0	0	0	0	0	0
F404GE400S	0	0	0	0	0	0	0	0
LM2500GG	21	23	21	21	21	21	21	21
LM2500PT	18	27	18	18	18	18	18	18
T58GE10	0	0	0	0	0	0	0	0
T58GE100	0	0	0	0	0	0	0	0
T58GE16	0	0	0	0	0	0	0	0
T58GE3	0	0	0	0	0	0	0	0
T58GE402	0	0	0	0	0	0	0	0
T58GE5	0	0	0	0	0	0	0	0
T58GE8F	0	0	0	0	0	0	0	0
T64GE10	0	0	0	0	0	0	0	0
T64GE100	63	0	0	0	0	0	0	0
T64GE413	7	0	0	0	0	0	0	0
T64GE415	0	0	0	0	0	0	0	0
T64GE416	9	0	0	0	0	0	0	0
T64GE416A	0	0	0	0	0	0	0	0
T64GE6B	0	0	0	0	0	0	0	0
T64GE7A	0	0	0	0	0	0	0	0
T64GE7A100	0	0	0	0	0	0	0	0
Total:	118	50	39	39	39	39	39	39

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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
F404GE400	0	0	0	0	0	0	0	0
F404GE400A	0	0	0	0	0	0	0	0
F404GE400C	0	0	0	0	0	0	0	0
F404GE400F	0	0	0	0	0	0	0	0
F404GE400H	0	0	0	0	0	0	0	0
F404GE400L	0	0	0	0	0	0	0	0
F404GE400S	0	0	0	0	0	0	0	0
LM2500GG	21	23	21	21	21	21	21	21
LM2500PT	18	27	18	18	18	18	18	18
T58GE10	0	0	0	0	0	0	0	0
T64GE100	63	0	0	0	0	0	0	0
T58GE16	0	0	0	0	0	0	0	0
T58GE3	0	0	0	0	0	0	0	0
T58GE402	0	0	0	0	0	0	0	0
T58GE5	0	0	0	0	0	0	0	0
T58GE8F	0	0	0	0	0	0	0	0
T64GE10	0	0	0	0	0	0	0	0
T64GE100	0	0	0	0	0	0	0	0
T64GE413	7	0	0	0	0	0	0	0
T64GE415	0	0	0	0	0	0	0	0
T64GE416	9	0	0	0	0	0	0	0
T64GE416A	0	0	0	0	0	0	0	0
T64GE6B	0	0	0	0	0	0	0	0
T64GE7A	0	0	0	0	0	0	0	0
T64GE7A100	0	0	0	0	0	0	0	0
Total:	118	50	39	39	39	39	39	39

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	2,836	0	0	340	0	219	0	184
F404GE400	13,686	27,018	45,999	51,832	44,882	24,247	0	0
F404GE400A	1,050	1,875	240	280	240	600	0	0
F404GE400C	8,525	10,725	27,500	24,455	16,575	14,050	0	0
F404GE400F	14,040	12,350	7,828	12,062	9,965	10,690	0	0
F404GE400H	7,650	8,730	5,040	4,500	2,430	1,620	0	0
F404GE400L	3,750	4,800	1,067	582	1,358	2,522	0	0
F404GE400S	150	225	56	0	112	336	0	0
LM2500GG	35,670	42,930	35,700	36,360	67,614	41,980	44,883	42,382
LM2500PT	0	0	0	0	0	0	0	0
T58GE10	16,135	32,050	12,322	3,649	4,062	3,373	0	0
T58GE100	0	6,960	6,300	7,540	9,945	11,025	0	0
T58GE16	5,140	15,100	13,740	6,760	7,960	8,308	0	0
T58GE3	5,650	1,450	0	0	0	0	0	0
T58GE402	0	0	768	10,752	18,500	13,739	0	0
T58GE5	26,950	12,350	14,010	18,410	10,945	0	0	0
T58GE8F	13,425	27,800	13,256	6,365	3,915	10,106	240	0
T64GE10	950	0	0	1,287	0	0	0	0
T64GE100	0	0	0	0	760	12,085	9,750	21,780
T64GE413	17,420	14,955	15,494	11,304	15,720	35,029	19,960	12,062
T64GE415	4,900	7,220	7,536	4,499	2,193	5,413	3,242	2,724
T64GE416	6,575	9,795	9,964	8,101	19,744	39,177	22,356	19,068
T64GE416A	0	0	0	0	795	0	2,460	1,652
T64GE6B	33,275	24,225	20,163	15,972	4,323	0	0	0
T64GE7A	15,710	15,615	13,820	6,935	0	0	0	0
T64GE7A100	0	0	0	14,230	18,535	17,180	17,150	0
Total:	233,487	276,173	250,803	246,215	260,573	251,699	120,041	99,852

Table 4.1.d: **Historic / Predicted Engine Workload** R

Engine Type	Workload (DLMHs)							
	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
F404GE400	0	0	0	0	0	0	0	0
F404GE400A	0	0	0	0	0	0	0	0
F404GE400C	0	0	0	0	0	0	0	0
F404GE400F	0	0	0	0	0	0	0	0
F404GE400H	0	0	0	0	0	0	0	0
F404GE400L	0	0	0	0	0	0	0	0
F404GE400S	0	0	0	0	0	0	0	0
LM2500GG	44,100	48,300	44,100	44,100	42,000	42,000	42,000	42,000
LM2500PT	12,600	18,900	12,600	12,600	31,500	31,500	31,500	31,500
T58GE10	0	0	0	0	0	0	0	0
T58GE100	0	0	0	0	0	0	0	0
T58GE16	0	0	0	0	0	0	0	0
T58GE3	0	0	0	0	0	0	0	0
T58GE402	0	0	0	0	0	0	0	0
T58GE5	0	0	0	0	0	0	0	0
T58GE8F	0	0	0	0	0	0	0	0
T64GE10	0	0	0	0	0	0	0	0
T64GE100	32,865	0	0	0	0	0	0	0
T64GE413	4,179	0	0	0	0	0	0	0
T64GE415	0	0	0	0	0	0	0	0
T64GE416	5,052	0	0	0	0	0	0	0
T64GE416A	0	0	0	0	0	0	0	0
T64GE6B	0	0	0	0	0	0	0	0
T64GE7A	0	0	0	0	0	0	0	0
T64GE7A100	0	0	0	0	0	0	0	0
Total:	98,796	67,200	56,700	56,700	73,500	73,500	73,500	73,500

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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	0	0	0	0	0	0	0	0
F404GE400	0	0	0	0	0	0	0	0
F404GE400A	0	0	0	0	0	0	0	0
F404GE400C	0	0	0	0	0	0	0	0
F404GE400F	0	0	0	0	0	0	0	0
F404GE400H	0	0	0	0	0	0	0	0
F404GE400L	0	0	0	0	0	0	0	0
F404GE400S	0	0	0	0	0	0	0	0
LM2500GG	44,100	48,300	44,100	44,100	42,000	42,000	42,000	42,000
LM2500PT	12,600	18,900	12,600	12,600	31,500	31,500	31,500	31,500
T58GE10	0	0	0	0	0	0	0	0
T58GE100	0	0	0	0	0	0	0	0
T58GE16	0	0	0	0	0	0	0	0
T58GE3	0	0	0	0	0	0	0	0
T58GE402	0	0	0	0	0	0	0	0
T58GE5	0	0	0	0	0	0	0	0
T58GE8F	0	0	0	0	0	0	0	0
T64GE10	0	0	0	0	0	0	0	0
T64GE100	32,865	0	0	0	0	0	0	0
T64GE413	4,179	0	0	0	0	0	0	0
T64GE416	5,052	0	0	0	0	0	0	0
T64GE416A	0	0	0	0	0	0	0	0
T64GE6B	0	0	0	0	0	0	0	0
T64GE7A	0	0	0	0	0	0	0	0
T64GE7A100	0	0	0	0	0	0	0	0
Total:	98,796	67,200	56,700	56,700	73,500	73,500	73,500	73,500

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
LM2500GG	23	21	21	21	21	21	21
LM2500PT	27	18	18	18	18	18	18
T64GE100	0	0	0	0	0	0	0
T64GE413	0	0	0	0	0	0	0
Total:	50	39	39	39	39	39	39

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
LM2500GG	48,300	44,100	44,100	42,000	42,000	42,000	42,000
LM2500PT	18,900	12,600	12,600	31,500	31,500	31,500	31,500
T64GE100	0	0	0	0	0	0	0
T64GE413	0	0	0	0	0	0	0
Total:	67,200	56,700	56,700	73,500	73,500	73,500	73,500

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 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
LM-2500	39	49	49	49	49	49	49
T64	100	0	0	0	0	0	0
Total:	139	49	49	49	49	49	49

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
LM-2500	63,232	79,429	79,429	79,429	79,429	79,429	79,429
T64	53,352	0	0	0	0	0	0
Total:	116,584	79,429	79,429	79,429	79,429	79,429	79,429

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.

Maximum potential workload was calculated based on work positions determined in accordance with DoD Instruction 4151.15 and Associated Depot Capacity and Utilization Measurement Handbook DoD 4151.15H. Work positions were determined for each Production Shop Category shown in DoD Instruction 4151.15. The work positions were determined by shop and each shop was assigned a Production Shop Category.

The work positions were placed in the appropriate Commodity Group. The maximum potential capacity was determined using the Calculation for Physical Capacity defined in the DoD Handbook 4151.15H.

(Work Positions) X (Availability Factor) X (Annual Paid Hours) = Physical Capacity

(Work Positions) X (0.95) X (2080) = Physical Capacity

Availability Factor and Annual Paid Hours given in DoD Handbook 4151.15H.

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?

Also, no significant additional investments in equipment or infrastructure are needed due to the reserve work stations identified in the Capacity Snap Shot of May 1994. Similar facilities and support equipment are used for many of the Commodity Groups.

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.)?

NAVAVNDEPOT North Island operates six permitted jet engine test cells. The major environmental consideration attendant to the operation of the jet engine test facilities is that they are stationary sources of criteria air pollutants. These operations are not limited in operations and present workload is far below maximum design capacity. Engine rework operations generate used oil which is regulated as a hazardous waste in California. However, there is no limitation on the amount of waste generated from these activities. Moreover NAVAVNDEPOT North Island has developed a used oil recycling program which has greatly reduced the amount of used oil which is disposed of as a hazardous waste. There is no environmental, legal, or otherwise limiting factors that inhibit the further development of engine workload at NAVAVNDEPOT North Island.

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or workload in Aircraft Service Support, by Service Type, given the current ration and operation of the NADEP, provide Units Throughput (where applicable) and Labor Man Hours (DLMHs) expended in and programmed for the Fiscal Years (FYs) ted.

Table 5.1.a: **Historic / Predicted Aircraft Service Support Workload**

Servic pe		Workload (Units throughput)							
		FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
libration	Type I								
Calibration	Types II & III								
Sup-port Equip	TMDE								
	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

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									
Sup-port Equip	TMDE								
	Non-avionics	NOT AVAILABLE							
Product Support									
Customer Service									
Field Teams									
Voyage Repairs									
Soft-ware	Tactical								
	Support Equip								
Other									
Total:		0	0	0	0	0	0	0	0

Table 5.1.c: **Historic / Predicted Aircraft Service Support Workload** **R**

Service Type		Workload (DLMHs)							
		FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
Calibration Type I		92,768	88,736	93,126	85,724	92,087	90,119	64,984	41,249
Calibration Types II & III		116,214	117,446	107,642	87,628	78,619	63,355	46,369	29,508
Sup-port Equip	TMDE	0	0	0	0	0	0	0	0
	Non-avionics	149,484	131,786	101,254	96,598	93,321	55,232	41,107	18,668
Product Support		594,967	620,319	637,836	699,286	718,438	755,475	728,995	772,768
Customer Service		4,780	3,501	5,201	3,838	2,864	4,992	3,619	3,496
Field Teams		0	0	0	0	0	0	0	0
Voyage Repairs		79,193	47,918	62,358	67,042	69,792	45,136	47,261	28,547
e	Tactical	0	0	0	0	0	0	0	0
	Support Equip	0	0	0	0	0	0	0	0
Other		525,922	342,167	447,712	395,769	449,321	421,451	472,186	373,386
Total:		1,563,328	1,351,873	1,455,129	1,435,885	1,504,442	1,435,760	1,404,521	1,267,622

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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		92,768	88,736	93,126	85,724	92,087	90,119	64,984	41,249
Calibration Types II & III		116,214	117,446	107,642	87,628	78,619	63,355	46,369	29,508
Sup-port Equip	TMDE	0	0	0	0	0	0	0	0
	Non-avionics	149,484	131,786	101,254	96,598	93,321	55,232	41,107	18,668
duct Support		594,967	620,319	637,836	699,286	718,438	800,611	728,995	772,768
omer Service		4,780	3,501	5,201	3,838	2,864	4,992	3,619	3,496
Field Teams		0	0	0	0	0	0	0	0
Voyage Repairs		79,193	47,918	62,358	67,042	69,792	45,136	47,261	28,547
Soft-ware	Tactical	0	0	0	0	0	0	0	0
	Support Equip	0	0	0	0	0	0	0	0
Other		525,922	342,167	447,712	395,769	449,321	421,451	472,186	373,386
Total:		1,563,328	1,351,873	1,455,129	1,435,885	1,504,442	1,480,896	1,404,521	1,267,622

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		30,088	31,378	40,000	40,000	40,000	40,000	40,000	40,000
Calibration Types II & III		30,894	50,278	141,342	98,661	106,006	121,020	121,200	121,200
Sup-port Equip	TMDE	0	0	0	0	0	0	0	0
	Non-avionics	15,321	53,380	55,166	81,952	77,190	87,666	86,714	86,714
Product Support		856,039	1,091,224	952,152	967,796	1,359,522	1,114,934	1,104,278	1,104,278
Customer Service		2,785	6,093	6,156	6,367	6,367	6,367	6,367	6,367
Field Teams		0	0	0	0	0	0	0	0
Voyage Repairs		33,665	73,000	98,000	98,000	98,000	98,000	98,000	98,000
- e	Tactical	0	0	0	0	0	0	0	0
	Support Equip	0	0	0	0	0	0	0	0
Other		480,028	682,887	856,569	621,540	627,414	625,891	624,702	624,702
Total:		1,448,820	1,988,240	2,149,385	1,914,316	2,314,499	2,093,878	2,081,261	2,081,261

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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		30,088	31,378	40,000	40,000	40,000	40,000	40,000	40,000
Calibration Types II & III		30,894	50,278	141,342	98,661	106,006	121,020	121,200	121,200
Support Equip	TMDE	0	0	0	0	0	0	0	0
	Non-avionics	15,321	53,380	55,166	81,952	77,190	87,666	86,714	86,714
duct Support		578,039	796,224	637,152	624,796	1,016,522	771,934	761,278	761,278
mer Service		2,785	6,093	6,156	6,367	6,367	6,367	6,367	6,367
Field Teams		0	0	0	0	0	0	0	0
Voyage Repairs		33,665	73,000	98,000	98,000	98,000	98,000	98,000	98,000
Software	Tactical	48,000	53,000	60,000	68,000	68,000	68,000	68,000	68,000
	Support Equip	230,000	242,000	255,000	275,000	275,000	275,000	275,000	275,000
Other		480,028	682,887	856,569	621,540	627,414	625,891	624,702	624,702
Total:		1,448,820	1,988,240	2,149,385	1,914,316	2,314,499	2,093,878	2,081,261	2,081,261

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								
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

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		31,378	40,000	40,000	40,000	40,000	40,000	40,000
Calibration Types II & III		36,656	116,342	73,661	81,006	96,020	96,200	96,200
Support Equip	TMDE	0	0	0	0	0	0	0
	Non-avionics	53,380	55,166	81,952	77,190	87,666	86,714	86,714
Product Support		242,139	228,116	371,302	625,513	588,019	702,583	702,538
Customer Service		0	0	0	0	0	0	0
Field Teams		0	0	0	0	0	0	0
Voyage Repairs		73,000	98,000	98,000	98,000	98,000	98,000	98,000
Soft-ware	Tactical	0	0	0	0	0	0	0
	Support Equip	0	0	0	0	0	0	0
Other		435,101	537,972	533,440	539,314	537,791	536,602	536,602
Total:		871,654	1,075,596	1,198,355	1,461,023	1,447,496	1,560,099	1,560,054

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							
	Non-avionics	NOT AVAILABLE						
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 5.3.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		148,200	148,200	148,200	148,200	148,200	148,200	148,200
Calibration Types II & III		134,368	134,368	134,368	134,368	134,368	134,368	134,368
Support Eqmt	TMDE	136,344	144,248	152,152	152,152	152,152	152,152	152,152
	Non-avionics	187,720	187,720	187,720	187,720	187,720	187,720	187,720
Product Support		800,833	850,000	910,000	975,000	975,000	975,000	975,000
Customer Service		6,093	12,000	12,000	12,000	12,000	12,000	12,000
Field Teams *								
oyage Repairs		106,704	106,704	106,704	106,704	106,704	106,704	106,704
Software	Tactical	48,000	53,000	60,000	68,000	68,000	68,000	68,000
	Support Eqmt	230,000	242,000	255,000	275,000	275,000	275,000	275,000
Other		234,777	292,063	50,000	50,000	50,000	50,000	50,000
Total:		2,033,039	2,170,303	2,016,144	2,109,144	2,109,144	2,109,144	2,109,144

*** Field teams are shown under aircraft and modification.**

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.

Maximum potential workload was calculated based on work positions determined in accordance with DoD Instruction 4151.15 and Associated Depot Capacity and Utilization Measurement Handbook DoD 4151.15H. Work positions were determined for each Production Shop Category shown in DoD Instruction 4151.15. The work positions were determined by shop and each shop was assigned a Production Shop Category.

The work positions were placed in the appropriate Commodity Group. The maximum potential capacity was determined using the Calculation for Physical Capacity defined in the DoD Handbook 4151.15H.

(Work Positions) X (Availability Factor) X (Annual Paid Hours) = Physical Capacity

(Work Positions) X (0.95) X (2080) = Physical Capacity

Availability Factor and Annual Paid Hours given in DoD Handbook 4151.15H.

Maximum potential workload projections were based on the known increase in work positions due to the transition of work stations from the closure of Pensacola. These were related to the number of component items transferred and a ratio was developed to determine the number of work stations to be transferred from the other closing Depots, Alameda and Norfolk. Since the number of component items are continually changing the increases were rounded. The increase of work positions were twice that of Pensacola for the other closing Depots based on the above analysis.

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?

Increases in capacity shown are based on the transition of work stations from closing NADEPs due to BRAC 93.

Also, no significant additional investments in equipment or infrastructure are needed due to the reserve work stations identified in the Capacity Snap Shot of May 1994. Similar facilities and support equipment are used for many of the Commodity Groups.

5.6 Are there any ultimate and overriding limiting factors to expansion of this NADEP's Aircraft Service Support? If so, what are they?

Capacity limiting factors are based on product mix and work station capacity. Projecting current workload, there are no significant limitations to this program as is presently planned.

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.)?

NAVAVNDEPOT North Island operates numerous stationary Internal Combusting Engines (ICEs) in conducting aircraft service support. These units are sources of criteria pollutants (particularly oxides of nitrogen) and have recently been required to have local air pollution "Permits to Operate." Emissions from ICEs not exempt from permitting requirements have been determined to have exceeded threshold limits (based upon maximum design capacity or potential to emit) under local New Source Review regulations. NAVAVNDEPOT North Island has identified operating limits which will allow for continued operation of present and future workload. These identified operating limits were used to determine emission levels used to conduct a local Air Quality Impact Analysis (AQIA) which demonstrated no adverse impact on local air quality. Additionally, NAVAVNDEPOT North Island has, in conjunction with NAS North Island, conducted a "top-down" Best Available Control Technology (BACT) analysis attendant to ICEs. The BACT analysis has indicated that simple engine retard and aftercool will meet BACT requirements. Several NAVAVNDEPOT North Island ICEs are presently under variance from permit requirements. However, the NAVAVNDEPOT anticipates issuance of operating permits (with acceptable operating limitations) during calendar year 1994. Older ICEs, not subject to permit requirements may trigger NSR requirements upon replacement in the future. However, NAVAVNDEPOT North Island has established action to replace ICE units with electrically driven substitute units by providing identified electrical power at operational areas presently serviced by ICEs. Therefore, no future operating limitations are anticipated for these operations.

In consideration of the above facts, there are no environmental, legal, or otherwise limiting factors that inhibit the further development of aircraft service support workload at NAVAVNDEPOT North Island.

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	10,071	6,854	4,710	5,058	4,290	7,566	4,973	3,119
DBOF OTHER	237,662	201,948	195,303	236,654	137,743	87,019	73,308	154,599
OTHER	175,791	117,118	73,109	65,308	81,864	33,530	20,157	20,186
Total:	423,524	325,920	273,122	307,020	223,897	128,115	98,438	177,904

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	46,114	73,000	137,350	147,700	158,100	168,500	178,900	178,900
DBOF OTHER	76,059	57,500	98,528	97,618	96,000	98,000	99,000	99,000
OTHER	19,868	114,000	199,500	209,500	220,000	231,000	245,000	245,000
Total:	142,041	244,500	435,378	454,818	474,100	497,500	522,900	522,900

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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	10,071	6,854	4,710	5,058	4,290	7,566	4,973	3,119
DBOF OTHER	237,662	201,948	195,303	236,654	137,743	87,019	73,308	154,599
OTHER	175,791	117,118	73,109	65,308	81,864	33,530	20,157	20,186
Total:	423,524	325,920	273,122	307,020	223,897	128,115	98,438	177,904

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	46,114	73,000	137,350	147,700	158,100	168,500	178,900	178,900
DBOF OTHER	76,059	57,500	98,528	97,618	96,000	98,000	99,000	99,000
OTHER	19,868	114,000	199,500	209,500	220,000	231,000	245,000	245,000
Total:	142,041	244,500	435,378	454,818	474,100	497,500	522,900	522,900

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	73,000	137,350	147,700	158,100	168,500	178,900	178,900
DBOF OTHER	57,500	98,528	97,618	96,000	98,000	99,000	99,000
OTHER	112,000	197,500	207,500	218,000	229,000	243,000	243,000
Total:	242,500	433,378	452,818	472,100	495,500	520,900	520,900

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	161,148	161,148	161,148	161,148	161,148	161,148	161,148
DBOF OTHER	156,785	156,785	156,785	156,785	156,785	156,785	156,785
OTHER	219,539	219,539	219,539	219,539	219,539	219,539	219,539
Total:	537,472	537,472	537,472	537,472	537,472	537,472	537,472

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.

Maximum potential workload was calculated based on work positions determined in accordance with DoD Instruction 4151.15 and Associated Depot Capacity and Utilization Measurement Handbook DoD 4151.15H. Work positions were determined for each Production Shop Category shown in DoD Instruction 4151.15. The work positions were determined by shop and each shop was assigned a Production Shop Category.

The work positions were placed in the appropriate Commodity Group. The maximum potential capacity was determined using the Calculation for Physical Capacity defined in the DoD Handbook 4151.15H.

(Work Positions) X (Availability Factor) X (Annual Paid Hours) = Physical Capacity

(Work Positions) X (0.95) X (2080) = Physical Capacity

Availability Factor and Annual Paid Hours given in DoD Handbook 4151.15H.

Maximum potential workload projections were based on the known increase in work positions due to the transition of work stations from the closure of Pensacola. These were related to the number of component items transferred and a ratio was developed to determine the number of work stations to be transferred for the other closing Depots, Alameda and Norfolk. Since the number of component items are continually changing the increases were rounded. The increase of work positions were twice that of Pensacola for the other closing Depots based on the above analysis.

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?

Increases in capacity shown are based on the transition of work stations from closing NADEPs due to BRAC 93.

Also, no significant additional investments in equipment or infrastructure are needed due to the reserve work stations identified in the Capacity Snap Shot of May 1994. Similar facilities and support equipment are used for many of the Commodity Groups.

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.)?

NAVAVNDEPOT North Island operations attendant to manufacturing include machining, grinding, and layup among others. Few sources of hazardous air pollutants exist among manufacturing activities and these sources are not significant generators of industrial wastewater. Hazardous wastes associated with manufacturing operations include machine coolants, oils, and hydraulic fluids. Permitted air pollution sources among manufacturing operations include fiberglass grinding operations, resin layup operations, and some metal grinding operations. These sources are minor sources of air pollution and are controlled through high efficiency filtration devices. No operating restrictions are associated with permitted manufacturing operations.

There are no limitations on the quantity of hazardous waste generated by manufacturing operations. All machine coolants are recycled eliminating them as a source of hazardous waste. Additionally, NAVAVNDEPOT North Island recycles a large portion of the used oil and hydraulic fluid generated by manufacturing activities minimizing their contribution to hazardous waste generation.

Considering the above information, there are no environmental, legal, or otherwise limiting factors that inhibit the further development of manufacturing workload at NAVAVNDEPOT North Island.

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
C-2	N.A.	N.A.	N.A.	N.A.	8,195	12,293	72,322	61,456
E-2	N.A.	N.A.	N.A.	N.A.	78,526	121,708	66,719	47,440
F-14	N.A.	N.A.	N.A.	N.A.	75,266	119,297	99,080	137,642
F/A-18	N.A.	N.A.	N.A.	N.A.	124,994	202,240	205,632	192,037
F-5	N.A.	N.A.	N.A.	N.A.	275	413	2,232	4,125
H-46	N.A.	N.A.	N.A.	N.A.	3,552	5,328	0	0
UH-1	N.A.	N.A.	N.A.	N.A.	2,000	3,000	2,686	0
H-2	N.A.	N.A.	N.A.	N.A.	4,584	6,875	0	0
T-2	N.A.	N.A.	N.A.	N.A.	16	24	0	0
ENG T58	N.A.	N.A.	N.A.	N.A.	0	0	0	0
ENG T64	N.A.	N.A.	N.A.	N.A.	0	309	1,236	4,353
S-3	N.A.	N.A.	N.A.	N.A.	0	0	506	2,618
ES-3	N.A.	N.A.	N.A.	N.A.	0	0	0	0
Total:	N.A.	N.A.	N.A.	N.A.	297,408	471,487	450,413	449,671

N.A. - NOT AVAILABLE

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
C-2	60,011	0	10,500	12,800	10,500	10,950	9,200	9,200
E-2	20,812	44,929	9,204	36,816	64,428	18,408	68,000	68,000
F-14	139,702	309,887	415,609	397,682	350,297	431,478	256,465	258,975
F/A-18	186,626	147847 ~~121,029~~	90100 ~~62,116~~	126 113 ~~93,465~~	83564 ~~64,908~~	64,403	65,501	0
F-5	7,425	4,125	0	0	0	0	0	0
H-46	0	0	0	0	0	0	0	0
UH-1	0	0	0	0	0	0	0	0
H-2	0	0	0	0	0	0	0	0
T-2	0	0	0	0	0	0	0	0
ENG T58	0	0	0	0	0	0	0	0
ENG T64	15,882	0	0	0	0	0	0	0
S-3	4,906	5,610	4,180	3,520	0	0	0	0
ES-3	0	72	216	288	0	0	0	0
Total:	435,364	512470 ~~485,652~~	529809 ~~501,825~~	577219 ~~544,571~~	508789 ~~490,133~~	525,239	399,166	336,175

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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
C-2	60,011	0	10,500	12,800	10,500	10,950	9,200	9,200
E-2	20,812	44,929	9,204	36,816	64,428	18,408	68,000	68,000
F-14	139,702	309,887	415,609	397,682	350,297	431,478	256,465	258,975
F/A-18	186,626	121,029	62,116	93,465	64,908	64,403	65,501	0
F-5	7,425	4,125	0	0	0	0	0	0
H-46	0	0	0	0	0	0	0	0
UH-1	0	0	0	0	0	0	0	0
H-2	0	0	0	0	0	0	0	0
T-2	0	0	0	0	0	0	0	0
ENG T58	0	0	0	0	0	0	0	0
ENG T64	15,882	0	0	0	0	0	0	0
S-3	4,906	5,610	4,180	3,520	0	0	0	0
ES-3	0	72	216	288	0	0	0	0
Total:	435,364	485,652	501,825	544,571	490,133	525,239	399,166	336,175

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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
C-2	60,011	0	10,500	12,800	10,500	10,950	9,200	9,200
E-2	20,812	44,929	9,204	36,816	64,428	18,408	68,000	68,000
F-14	139,702	309,887	415,609	397,682	350,297	431,478	256,465	258,975
F/A-18	186,626	121,029	62,116	93,465	64,908	64,403	65,501	65,501
F-5	7,425	4,125	0	0	0	0	0	0
H-46	0	0	0	0	0	0	0	0
UH-1	0	0	0	0	0	0	0	0
H-2	0	0	0	0	0	0	0	0
T-2	0	0	0	0	0	0	0	0
ENG T58	0	0	0	0	0	0	0	0
ENG T64	15,882	0	0	0	0	0	0	0
S-3	4,906	5,610	4,180	3,520	3,520	3,520	3,520	3,520
ES-3	0	72	216	288	288	288	288	288
Total:	435,364	485,652	501,825	544,571	493,941	529,047	402,974	405,484

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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
E-2	7,372	2,130	11,829	16,460	6,016	24,361	24,470
F-14	50,844	96,190	127,778	89,491	141,012	91,880	93,191
F/A-18	19,858	14,376	30,031	16,582	21,048	23,466	0
H-46	0	0	0	0	0	0	0
ENGT58	0	0	0	0	0	0	0
ENGT64	0	0	0	0	0	0	0
S-3	920	967	1,131	0	0	0	0
ES-3	12	50	93	0	0	0	0
Total:	79,006	113,713	170,862	122,533	168,076	139,707	117,661

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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
	N/A						
Total:							

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
F/A-18	248,000	248,000	248,000	248,000	248,000	248,000	248,000
E-2	112,000	112,000	112,000	112,000	112,000	112,000	112,000
C-2	64,000	64,000	64,000	64,000	64,000	64,000	64,000
F-14	400,000	400,000	400,000	400,000	400,000	400,000	400,000
S-3	84,000	84,000	84,000	84,000	84,000	84,000	84,000
Total:	908,000	908,000	908,000	908,000	908,000	908,000	908,000

NOTE: Maximum capacity for field mods is unlimited. The only restriction in this area is funding to support this program. Various TMS may be worked at field sites.

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.

$$\frac{\text{(Workdays Per Year) X (Aircraft Spots)}}{\text{Throughput Process Days}}$$

Process days were based on the types of spot (facility), such as assembly, disassembly, paint, power check, etc.

The following is an example for a spot used for aircraft assembly and disassembly:

Workdays per year = 244
Process days for disassembly/assembly = 53
Number of spots = 4
Throughput = (244 X 4)/53 = 18.4 (18)

The NORM derived form the historic/predicted work was used to calculate the maximum unit capacity.

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?

Increases in capacity shown are based on the transition of work stations from closing NADEPs due to BRAC 93.

Also, no significant additional investments in equipment or infrastructure are needed due to the reserve work stations identified in the Capacity Snap Shot of May 1994. Similar facilities and support equipment are used for many of the Commodity Groups.

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.)?

All operations attendant to modification workload are performed in the same processes utilized for airframe, component, and manufacturing workload as described in sections 1.6, 3.6 and 6.6. Accordingly, there are no environmental, legal, or otherwise limiting factors that inhibit further the development of modification workload at NAVAVNDEPOT North Island.

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-491-0016	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	5	1
N-600-8014	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	174	5
N-602-0330	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	3	12
N-602-0420	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	14	6
N-603-0310	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	18	13
N-603-0320	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	3	0
N-603-0340	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	41	52
N-701-0003	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	1	3
N-701-0004	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	20	10
N-701-0005	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	35	11
N-701-0006	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	10	17
N-701-0007	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	30	39
N-701-0008	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	0	0
N-701-0009	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	6	17
N-701-0010	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	0	0
N-701-0011	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	78	43
N-701-0012	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	35	18
N-701-0013	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	91	127
N-701-0014	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	91	91
Total:	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	655	465

N.A. - NOT AVAILABLE

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-491-0016	6	6	6	6	6	6	6	6
N-600-8014	4	5	5	5	5	5	5	5
N-602-0330	12	12	12	12	12	12	12	12
N-602-0420	4	12	12	12	12	12	12	12
N-603-0310	18	36	36	36	36	36	36	36
N-603-0320	12	12	12	12	12	12	12	12
N-603-0340	56	56	56	56	56	56	56	56
N-701-0003	4	8	8	8	8	8	8	8
N-701-0004	12	24	24	24	24	24	24	24
N-701-0005	14	23	23	23	23	23	23	23
N-701-0006	16	22	22	22	22	22	22	22
N-701-0007	40	48	48	48	48	48	48	48
N-701-0008	5	10	10	10	10	10	10	10
N-701-0009	22	24	24	24	24	24	24	24
N-701-0010	2	10	10	10	10	10	10	10
N-701-0011	60	84	84	84	84	84	84	84
N-701-0012	30	32	32	32	32	32	32	32
N-701-0013	112	200	200	200	200	200	200	200
N-701-0014	112	200	200	200	200	200	200	200
Total:	541	824	824	824	824	824	824	824

Table 8.1.c: **Historic / Predicted Training Workload** **R**

CIN	Workload (DLMHs)							
	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
N-491-0016	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	370	84
N-600-8014	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	4,281	140
N-602-0330	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	112	506
N-602-0420	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	344	169
N-603-0310	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	221	183
N-603-0320	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	75	0
N-603-0340	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	504	734
N-701-0003	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	12	42
N-701-0004	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	98	56
N-701-0005	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	861	309
N-701-0006	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	74	143
N-701-0007	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	2,952	4,389
N-701-0008	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	0	0
N-701-0009	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	221	717
N-701-0010	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	0	0
N-701-0011	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	384	242
N-701-0012	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	86	51
N-701-0013	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	1,119	1,786
N-701-0014	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	2,239	2,560
* Total:	24,372	27,218	26,648	26,440	15,169	15,036	13,953	12,111

N.A. - DETAIL NOT AVAILABLE

FY92 & FY93 DETAIL CERTIFIED BY NADEP
*** TOTALS CERTIFIED BY NADOC**

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-491-0016	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	370	84
N-600-8014	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	4,281	140
N-602-0330	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	112	506
N-602-0420	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	344	169
N-603-0310	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	221	183
N-603-0320	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	75	0
N-603-0340	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	504	734
N-701-0003	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	12	42
N-701-0004	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	98	56
N-701-0005	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	861	309
N-701-0006	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	74	143
N-701-0007	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	2,952	4,389
N-701-0008	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	0	0
N-701-0009	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	221	717
N-701-0010	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	0	0
N-701-0011	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	384	242
N-701-0012	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	86	51
N-701-0013	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	1,119	1,786
N-701-0014	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	2,239	2,560
Total:	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	13,953	12,111

N.A. - NOT AVAILABLE

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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-491-0016	364	639	639	639	639	639	639	639
N-600-8014	80	179	179	179	179	179	179	179
N-602-0330	364	639	639	639	639	639	639	639
N-602-0420	80	426	426	426	426	426	426	426
N-603-0310	243	639	639	639	639	639	639	639
N-603-0320	243	413	413	413	413	413	413	413
N-603-0340	566	993	993	993	993	993	993	993
N-701-0003	41	141	141	141	141	141	141	141
N-701-0004	49	170	170	170	170	170	170	170
N-701-0005	283	817	817	817	817	817	817	817
N-701-0006	100	232	232	232	232	232	232	232
N-701-0007	3,210	6,804	6,804	6,804	6,804	6,804	6,804	6,804
N-701-0008	50	177	177	177	177	177	177	177
N-701-0009	668	1,276	1,276	1,276	1,276	1,276	1,276	1,276
N-701-0010	12	106	106	106	106	106	106	106
N-701-0011	242	596	596	596	596	596	596	596
N-701-0012	60	200	200	200	200	200	200	200
N-701-0013	1,120	3,544	3,544	3,544	3,544	3,544	3,544	3,544
N-701-0014	2,246	7,009	7,009	7,009	7,009	7,009	7,009	7,009
Total:	10,021	25,000	25,000	25,000	25,000	25,000	25,000	25,000

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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-491-0016	364	639	639	639	639	639	639	639
N-600-8014	80	179	179	179	179	179	179	179
N-602-0330	364	639	639	639	639	639	639	639
N-602-0420	80	426	426	426	426	426	426	426
N-603-0310	243	639	639	639	639	639	639	639
N-603-0320	243	413	413	413	413	413	413	413
N-603-0340	566	993	993	993	993	993	993	993
N-701-0003	41	141	141	141	141	141	141	141
N-701-0004	49	170	170	170	170	170	170	170
N-701-0005	283	817	817	817	817	817	817	817
N-701-0006	100	232	232	232	232	232	232	232
N-701-0007	3,210	6,804	6,804	6,804	6,804	6,804	6,804	6,804
N-701-0008	50	177	177	177	177	177	177	177
N-701-0009	668	1,276	1,276	1,276	1,276	1,276	1,276	1,276
N-701-0010	12	106	106	106	106	106	106	106
N-701-0011	242	596	596	596	596	596	596	596
N-701-0012	60	200	200	200	200	200	200	200
N-701-0013	1,120	3,544	3,544	3,544	3,544	3,544	3,544	3,544
N-701-0014	2,246	7,009	7,009	7,009	7,009	7,009	7,009	7,009
Total:	10,021	25,000	25,000	25,000	25,000	25,000	25,000	25,000

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	Number 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. 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	Numbers of Students Throughput						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
N-491-0016	10	10	10	10	10	10	10
N-600-8014	28	28	28	28	28	28	28
N-602-0330	24	24	24	24	24	24	24
N-602-0420	12	12	12	12	12	12	12
N-603-0310	24	24	24	24	24	24	24
N-603-0320	12	12	12	12	12	12	12
N-603-0340	51	51	51	51	51	51	51
N-701-0003	8	8	8	8	8	8	8
N-701-0004	68	68	68	68	68	68	68
N-701-0005	32	32	32	32	32	32	32
N-701-0006	22	22	22	22	22	22	22
N-701-0007	48	48	48	48	48	48	48
N-701-0008	24	24	24	24	24	24	24
N-701-0009	48	48	48	48	48	48	48
N-701-0010	24	24	24	24	24	24	24
N-701-0011	84	84	84	84	84	84	84
N-701-0012	32	32	32	32	32	32	32
N-701-0013	244	244	244	244	244	244	244
N-701-0014	244	244	244	244	244	244	244
Total:	1,039	1,039	1,039	1,039	1,039	1,039	1,039

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-491-0016	664	664	664	664	664	664	664
N-600-8014	620	620	620	620	620	620	620
N-602-0330	797	797	797	797	797	797	797
N-602-0420	500	500	500	500	500	500	500
N-603-0310	639	639	639	639	639	639	639
N-603-0320	413	413	413	413	413	413	413
N-603-0340	993	993	993	993	993	993	993
N-701-0003	189	189	189	189	189	189	189
N-701-0004	301	301	301	301	301	301	301
N-701-0005	817	817	817	817	817	817	817
N-701-0006	246	246	246	246	246	246	246
N-701-0007	5,458	5,458	5,458	5,458	5,458	5,458	5,458
N-701-0008	266	266	266	266	266	266	266
N-701-0009	1,594	1,594	1,594	1,594	1,594	1,594	1,594
N-701-0010	200	200	200	200	200	200	200
N-701-0011	596	596	596	596	596	596	596
N-701-0012	200	200	200	200	200	200	200
N-701-0013	5,401	5,401	5,401	5,401	5,401	5,401	5,401
N-701-0014	5,401	5,401	5,401	5,401	5,401	5,401	5,401
Total:	25,295	25,295	25,295	25,295	25,295	25,295	25,295

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.

Increased number of students primarily due to closure of NADEP Alameda. Constraints that limit training specifically include: The inability to meet fleet demands for CIN 701-0013/0014 due to size limited facility. Limited instructors due to the combination of a hiring freeze/restricted funding and secessions.

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?

An increase of two instructors and attaining a larger facility for CIN 701-0013/0014. These changes would meet fleet demands and would ensure that instructors would be readily available to teach. This would allow us to process 200 more students per year, thus increasing fleet readiness. Costs involved would be for the funding for two additional instructors and for utility costs for a larger facility.

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.)?

None.

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	66	167	101	1,022,861 ~~887,598~~	1,573,877	551,016 ~~686,279~~
Air Missiles	0	0	0	0	0	0
Components	28,068	135,938	107,870	712,658	R 2,165,696	1,453,038
Engines	50	139	89	67,200	116,584	49,384
Aircraft Service Support	N.A.	N.A.	N.A.	1,988,240	2,033,039	44,799
Manufacturing	N / A	N / A	N / A	244,500	537,472	292,972
Modifications	N.A.	N.A.	N.A.	512,470 ~~485,652~~	908,000	395,530 ~~422,348~~
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,417,895 ~~4,410,848~~	7,204,939 ~~R 7,359,963~~	2,786,034 ~~2,949,115~~

[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	66	167	101	887,598	1,573,877	686,279
Air Missiles	0	0	0	0	0	0
Components	28,068	135,938	107,870	712,658	R 2,165,696	1,453,038
Engines	50	139	89	67,200	116,584	49,384
Aircraft Service Support	N.A.	N.A.	N.A.	1,988,240	2,033,039	44,799
Manufacturing	N / A	N / A	N / A	244,500	537,472	292,972
Modifications	N.A.	N.A.	N.A.	485,652	908,000	422,348
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,410,848	R 7,359,963	2,949,115

[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	66	167	101	887,598	1,573,877	686,279
Air Missiles	0	0	0	0	0	0
Components	28,068	135,938	107,870	712,658	2,165,969	1,453,311
Engines	50	139	89	67,200	116,584	49,384
Aircraft Service Support	N.A.	N.A.	N.A.	1,988,240	2,033,039	44,799
Manufacturing	N / A	N / A	N / A	244,500	537,472	292,972
Modifications	N.A.	N.A.	N.A.	485,652	908,000	422,348
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,410,848	7,360,236	2,949,388

[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	66	167	101	887,598	1,573,877	686,279
Air Missiles	0	0	0	0	0	0
Components	24,738	135,938	111,200	712,658	2,165,969	1,453,311
Engines	50	139	89	67,200	116,584	49,384
Aircraft Service Support	N.A.	N.A.	N.A.	1,988,240	2,033,039	44,799
Manufacturing	N / A	N / A	N / A	244,500	537,472	292,972
Modifications	N.A.	N.A.	N.A.	485,652	908,000	422,348
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,410,848	7,360,236	2,949,388

[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
x Airframes	84	167	83	1,258,513 ~~1,117,369~~	1,573,877	315,364 ~~456,508~~
Air Missiles	0	0	0	0	0	0
Components	29,413	150,021	120,608	582,084	2,353,416	1,771,332
Engines	39	49	10	56,700	79,429	22,729
Aircraft Service Support	N.A.	N.A.	N.A.	2,149,385	2,170,303	20,918
Manufacturing	N / A	N / A	N / A	435,378	537,472	102,094
x Modifications	N.A.	N.A.	N.A.	529,809 ~~501,825~~	908,000	378,191 ~~406,175~~
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
x Total	N / A	N / A	N / A	5,036,869 ~~4,867,741~~	7,647,792	2,610,923 ~~2,780,051~~

[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	84	167	83	1,117,369	1,573,877	456,508
Air Missiles	0	0	0	0	0	0
Components	29,413	150,021	120,608	582,084	2,353,416	1,771,332
Engines	39	49	10	56,700	79,429	22,729
Aircraft Service Support	N.A.	N.A.	N.A.	2,149,385	2,170,303	20,918
Manufacturing	N / A	N / A	N / A	435,378	537,472	102,094
Modifications	N.A.	N.A.	N.A.	501,825	908,000	406,175
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,867,741	7,647,792	2,780,051

[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	84	167	83	1,117,369	1,573,877	456,508
Air Missiles	0	0	0	0	0	0
Components	25,658	150,021	124,363	582,084	2,353,416	1,771,332
Engines	39	39	0	56,700	79,429	22,729
Aircraft Service Support	N.A.	N.A.	N.A.	2,149,385	2,170,303	20,918
Manufacturing	N / A	N / A	N / A	435,378	537,472	102,094
Modifications	N.A.	N.A.	N.A.	501,825	908,000	406,175
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,867,741	7,647,792	2,780,051

[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.c: **PREDICTED WORKLOAD VARIANCE FOR FY 1997** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	92	167	75	1,298,354 ~~1,133,686~~	1,573,877	275,523 ~~440,191~~
Air Missiles	0	0	0	0	0	0
Components	32,414	163,234	130,820	565,338	2,539,160	1,973,822
Engines	39	49	10	56,700	79,429	22,729
Aircraft Service Support	N.A.	N.A.	N.A.	1,914,316	2,016,144	101,828
Manufacturing	N / A	N / A	N / A	454,818	537,472	82,654
Modifications	N.A.	N.A.	N.A.	577,219 ~~544,571~~	908,000	330,781 ~~363,429~~
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,891,745 ~~4,694,429~~	7,679,377	2,787,632 ~~2,984,948~~

[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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NORTH ISLAND

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	92	167	75	1,133,686	1,573,877	440,191
Air Missiles	0	0	0	0	0	0
Components	32,414	163,234	130,820	565,338	2,539,160	1,973,822
Engines	39	49	10	56,700	79,429	22,729
Aircraft Service Support	N.A.	N.A.	N.A.	1,914,316	2,016,144	101,828
Manufacturing	N / A	N / A	N / A	454,818	537,472	82,654
Modifications	N.A.	N.A.	N.A.	544,571	908,000	363,429
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,694,429	7,679,377	2,984,948

[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	92	167	75	1,133,686	1,573,877	440,191
Air Missiles	0	0	0	0	0	0
Components	31,048	163,234	132,186	565,338	2,539,160	1,973,822
Engines	39	39	0	56,700	79,429	22,729
Aircraft Service Support	N.A.	N.A.	N.A.	1,914,316	2,016,144	101,828
Manufacturing	N / A	N / A	N / A	454,818	537,472	82,654
Modifications	N.A.	N.A.	N.A.	544,571	908,000	363,429
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,694,429	7,679,377	2,984,948

[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.d: **PREDICTED WORKLOAD VARIANCE FOR FY 1998** R

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
x Airframes	105	167	62	1,361,020 ~~1,266,924~~	1,573,877	212,857 ~~306,953~~
Air Missiles	0	0	0	0	0	0
Components	28,391	163,234	134,843	519,113	2,539,160	2,020,047
Engines	39	49	10	73,500	79,429	5,929
Aircraft Service Support	N.A.	N.A.	N.A.	2,314,499	2,109,144	-205,355
Manufacturing	N / A	N / A	N / A	474,100	537,472	63,372
x Modifications	N.A.	N.A.	N.A.	508,789 ~~490,133~~	908,000	399,211 ~~417,867~~
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
x Total	N / A	N / A	N / A	5,276,821 ~~3,163,269~~	7,772,377	2,496,356 ~~2,609,108~~

[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	105	167	62	1,266,924	1,573,877	306,953
Air Missiles	0	0	0	0	0	0
Components	28,391	163,234	134,843	519,113	2,539,160	2,020,047
Engines	39	49	10	73,500	79,429	5,929
Aircraft Service Support	N.A.	N.A.	N.A.	2,314,499	2,109,144	-205,355
Manufacturing	N / A	N / A	N / A	474,100	537,472	63,372
Modifications	N.A.	N.A.	N.A.	490,133	908,000	417,867
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	5,163,269	7,772,377	2,609,108

[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	105	167	62	1,266,924	1,573,877	306,953
Air Missiles	0	0	0	0	0	0
Components	27,846	163,234	135,388	519,103	2,539,160	2,020,057
Engines	39	39	0	73,500	79,429	5,929
Aircraft Service Support	N.A.	N.A.	N.A.	2,314,499	2,109,144	-205,355
Manufacturing	N / A	N / A	N / A	474,100	537,472	63,372
Modifications	N.A.	N.A.	N.A.	493,941	908,000	414,059
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	5,167,067	7,772,377	2,605,310

[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	80	167	87	1,037,115	1,573,877	536,762
Air Missiles	0	0	0	0	0	0
Components	26,629	163,234	136,605	461,085	2,539,160	2,078,075
Engines	39	49	10	73,500	79,429	5,929
Aircraft Service Support	N.A.	N.A.	N.A.	2,093,878	2,109,144	15,266
Manufacturing	N / A	N / A	N / A	497,500	537,472	39,972
Modifications	N.A.	N.A.	N.A.	525,239	908,000	382,761
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,713,317	7,772,377	3,059,060

[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	80	167	87	1,037,115	1,573,877	536,762
Air Missiles	0	0	0	0	0	0
Components	26,075	163,234	137,159	461,085	2,539,160	2,078,075
Engines	39	39	0	73,500	79,429	5,929
Aircraft Service Support	N.A.	N.A.	N.A.	2,093,878	2,109,144	15,266
Manufacturing	N / A	N / A	N / A	497,500	537,472	39,972
Modifications	N.A.	N.A.	N.A.	529,047	908,000	378,953
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,717,125	7,772,377	3,055,252

[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	73	167	94	1,010,545	1,573,877	563,332
Air Missiles	0	0	0	0	0	0
Components	23,890	163,234	139,344	409,514	2,539,160	2,129,646
Engines	39	49	10	73,500	79,429	5,929
Aircraft Service Support	N.A.	N.A.	N.A.	2,081,261	2,109,144	27,883
Manufacturing	N / A	N / A	N / A	522,900	537,472	14,572
Modifications	N.A.	N.A.	N.A.	399,166	908,000	508,834
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,521,886	7,772,377	3,250,491

[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	73	167	94	1,010,545	1,573,877	563,332
Air Missiles	0	0	0	0	0	0
Components	23,344	163,234	138,800	409,514	2,539,160	2,129,646
Engines	39	39	0	73,500	79,429	5,929
Aircraft Service Support	N.A.	N.A.	N.A.	2,081,261	2,109,144	27,883
Manufacturing	N / A	N / A	N / A	522,900	537,472	14,572
Modifications	N.A.	N.A.	N.A.	402,974	908,000	505,026
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,525,694	7,772,377	3,246,683

[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.g: **PREDICTED WORKLOAD VARIANCE FOR FY 2001** R

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	70	167	97	976,497	1,573,877	597,380
Air Missiles	0	0	0	0	0	0
Components	23,880	163,234	139,354	409,587	2,539,160	2,129,573
Engines	39	49	10	73,500	79,429	5,929
Aircraft Service Support	N.A.	N.A.	N.A.	2,081,261	2,109,144	27,883
Manufacturing	N / A	N / A	N / A	522,900	537,472	14,572
Modifications	N.A.	N.A.	N.A.	336,175	908,000	571,825
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,424,920	7,772,377	3,347,457

[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	70	167	97	976,497	1,573,877	597,380
Air Missiles	0	0	0	0	0	0
Components	23,333	163,234	139,901	409,587	2,539,160	2,129,573
Engines	39	39	0	73,500	79,429	5,929
Aircraft Service Support	N.A.	N.A.	N.A.	2,081,261	2,109,144	27,883
Manufacturing	N / A	N / A	N / A	522,900	537,472	14,572
Modifications	N.A.	N.A.	N.A.	405,484	908,000	502,516
Training	824	1,039	215	25,000	25,295	295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	4,494,229	7,772,377	3,278,148

[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	36	167	131	643,605	1,573,877	930,272
Air Missiles	0	0	0	0	0	0
Components	24,738	135,938	111,200	594,389	2,165,969	1,571,580
Engines	50	139	89	67,200	116,584	49,384
Aircraft Service Support	N.A.	N.A.	N.A.	871,654	2,033,039	1,161,385
Manufacturing	N / A	N / A	N / A	242,500	537,472	294,972
Modifications	N.A.	N.A.	N.A.	79,006	908,000	828,994
Training	0	1,039	1,039	0	25,295	25,295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,498,354	7,360,236	4,861,882

[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	36	167	131	643,605	1,573,877	930,272
Air Missiles	0	0	0	0	0	0
Components	24,738	135,938	111,200	594,389	2,165,969	1,571,580
Engines	50	139	89	67,200	116,584	49,384
Aircraft Service Support	N.A.	N.A.	N.A.	871,654	2,033,039	1,161,385
Manufacturing	N / A	N / A	N / A	242,500	537,472	294,972
Modifications	N.A.	N.A.	N.A.	0	908,000	908,000
Training	0	1,039	1,039	0	25,295	25,295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,419,348	7,360,236	4,940,888

[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	42	167	125	772,076	1,573,877	801,801
Air Missiles	0	0	0	0	0	0
Components	25,658	150,021	124,363	465,761	2,353,416	1,887,655
Engines	39	49	10	56,700	79,429	22,729
Aircraft Service Support	N.A.	N.A.	N.A.	1,075,596	2,170,303	1,094,707
Manufacturing	N / A	N / A	N / A	433,378	537,472	104,094
Modifications	N.A.	N.A.	N.A.	113,714	908,000	794,286
Training	0	1,039	1,039	0	25,295	25,295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,917,225	7,647,792	4,730,567

[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	42	167	125	772,076	1,573,877	801,801
Air Missiles	0	0	0	0	0	0
Components	25,658	150,021	124,363	465,761	2,353,416	1,887,655
Engines	39	39	0	56,700	79,429	22,729
Aircraft Service Support	N.A.	N.A.	N.A.	1,075,596	2,170,303	1,094,707
Manufacturing	N / A	N / A	N / A	433,378	537,472	104,094
Modifications	N.A.	N.A.	N.A.	0	908,000	908,000
Training	0	1,039	1,039	0	25,295	25,295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,803,511	7,647,792	4,844,281

[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 9.2.c: **CORE WORKLOAD VARIANCE FOR FY 1997** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	38	167	129	720,714	1,573,877	853,163
Air Missiles	0	0	0	0	0	0
Components	31,048	163,234	132,186	537,055	2,539,160	2,002,105
Engines	39	49	10	56,700	79,429	22,729
Aircraft Service Support	N.A.	N.A.	N.A.	1,198,355	2,016,144	817,789
Manufacturing	N / A	N / A	N / A	452,818	537,472	84,654
Modifications	N.A.	N.A.	N.A.	170,862	908,000	737,138
Training	0	1,039	1,039	0	25,295	25,295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,136,504	7,679,377	4,542,873

[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	38	167	129	720,714	1,573,877	853,163
Air Missiles	0	0	0	0	0	0
Components	31,048	163,234	132,186	537,055	2,539,160	2,002,105
Engines	39	39	0	56,700	79,429	22,729
Aircraft Service Support	N.A.	N.A.	N.A.	1,198,355	2,016,144	817,789
Manufacturing	N / A	N / A	N / A	452,818	537,472	84,654
Modifications	N.A.	N.A.	N.A.	0	908,000	908,000
Training	0	1,039	1,039	0	25,295	25,295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	2,965,642	7,679,377	4,713,735

[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	45	167	122	777,382	1,573,877	796,495
Air Missiles	0	0	0	0	0	0
Components	27,846	163,234	135,388	510,534	2,539,160	2,028,626
Engines	39	49	10	73,500	79,429	5,929
Aircraft Service Support	N.A.	N.A.	N.A.	1,461,023	2,109,144	648,121
Manufacturing	N / A	N / A	N / A	472,100	537,472	65,372
Modifications	N.A.	N.A.	N.A.	122,533	908,000	785,467
Training	0	1,039	1,039	0	25,295	25,295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,417,072	7,772,377	4,355,305

[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	45	167	122	777,382	1,573,877	796,495
Air Missiles	0	0	0	0	0	0
Components	27,846	163,234	135,388	510,534	2,539,160	2,028,626
Engines	39	39	0	73,500	79,429	5,929
Aircraft Service Support	N.A.	N.A.	N.A.	1,461,023	2,109,144	648,121
Manufacturing	N / A	N / A	N / A	472,100	537,472	65,372
Modifications	N.A.	N.A.	N.A.	0	908,000	908,000
Training	0	1,039	1,039	0	25,295	25,295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,294,539	7,772,377	4,477,838

[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	41	167	126	695,810	1,573,877	878,067
Air Missiles	0	0	0	0	0	0
Components	26,075	163,234	137,159	452,392	2,539,160	2,086,768
Engines	39	49	10	73,500	79,429	5,929
Aircraft Service Support	N.A.	N.A.	N.A.	1,447,496	2,109,144	661,648
Manufacturing	N / A	N / A	N / A	495,500	537,472	41,972
Modifications	N.A.	N.A.	N.A.	168,076	908,000	739,924
Training	0	1,039	1,039	0	25,295	25,295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,332,774	7,772,377	4,439,603

[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	41	167	126	695,810	1,573,877	878,067
Air Missiles	0	0	0	0	0	0
Components	26,075	163,234	137,159	452,392	2,539,160	2,086,768
Engines	39	39	0	73,500	79,429	5,929
Aircraft Service Support	N.A.	N.A.	N.A.	1,447,496	2,109,144	661,648
Manufacturing	N / A	N / A	N / A	495,500	537,472	41,972
Modifications	N.A.	N.A.	N.A.	0	908,000	908,000
Training	0	1,039	1,039	0	25,295	25,295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,164,698	7,772,377	4,607,679

[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 9.2.f: **CORE WORKLOAD VARIANCE FOR FY 2000** **R**

Commodity Type	Product (units)			DLMHs		
	Predicted Workload	Potential Workload	Variance	Predicted Workload	Potential Workload	Variance
Airframes	42	167	125	727,277	1,573,877	846,600
Air Missiles	0	0	0	0	0	0
Components	23,344	163,234	139,890	400,951	2,539,160	2,138,209
Engines	39	49	10	73,500	79,429	5,929
Aircraft Service Support	N.A.	N.A.	N.A.	1,560,099	2,109,144	549,045
Manufacturing	N / A	N / A	N / A	520,900	537,472	16,572
Modifications	N.A.	N.A.	N.A.	139,708	908,000	768,292
Training	0	1,039	1,039	0	25,295	25,295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,422,435	7,772,377	4,349,942

[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	42	167	125	727,277	1,573,877	846,600
Air Missiles	0	0	0	0	0	0
Components	23,344	163,234	139,890	400,951	2,539,160	2,138,209
Engines	39	39	0	73,500	79,429	5,929
Aircraft Service Support	N.A.	N.A.	N.A.	1,560,099	2,109,144	549,045
Manufacturing	N / A	N / A	N / A	520,900	537,472	16,572
Modifications	N.A.	N.A.	N.A.	0	908,000	908,000
Training	0	1,039	1,039	0	25,295	25,295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,282,727	7,772,377	4,489,650

[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	39	167	128	680,754	1,573,877	893,123
Air Missiles	0	0	0	0	0	0
Components	23,333	163,234	139,901	401,003	2,539,160	2,138,157
Engines	39	49	10	73,500	79,429	5,929
Aircraft Service Support	N.A.	N.A.	N.A.	1,560,099	2,109,144	549,045
Manufacturing	N / A	N / A	N / A	520,900	537,472	16,572
Modifications	N.A.	N.A.	N.A.	117,661	908,000	790,339
Training	0	1,039	1,039	0	25,295	25,295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,353,917	7,772,377	4,418,460

[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

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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	39	167	128	680,754	1,573,877	893,123
Air Missiles	0	0	0	0	0	0
Components	23,333	163,234	139,901	401,003	2,539,160	2,138,157
Engines	39	39	0	73,500	79,429	5,929
Aircraft Service Support	N.A.	N.A.	N.A.	1,560,054	2,109,144	549,090
Manufacturing	N / A	N / A	N / A	520,900	537,472	16,572
Modifications	N.A.	N.A.	N.A.	0	908,000	908,000
Training	0	1,039	1,039	0	25,295	25,295
Other[1]	0	0	0	0	0	0
Total	N / A	N / A	N / A	3,236,211	7,772,377	4,536,166

[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

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	20.1	0	0	Reported as 211-11 SFPS
211-04 thru 211-07	Maintenance Hangar	0	0	0	Maintenance Hangar listed under CAT Code 21114
211-10 thru 211-14	Overhaul/Repair/ Corrosion Shops	403.5	* 110.4	0	
211-20 thru 211-27	Aircraft Engine Shops	60.8	0	3.3	
	Table 10.1.a Total	484.4	110.4	3.3	

* **Includes 110,425 sq. ft. of outside non-destructive inspection.**

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	20.1	0	0	Reported as 211-11 SFPS
211-04 thru 211-07	Maintenance Hangar	0	0	0	Maintenance Hangar listed under CAT Code 21114
211-10 thru 211-14	Overhaul/Repair/ Corrosion Shops	403.5	* 110.4	0	
211-20 thru 211-27	Aircraft Engine Shops	60.8	0	3.3	
	Table 10.1.a Total	484.4	110.4	3.3	

* **Includes 110,425 sq. ft. of outside non-destructive inspection.**

Table 10.1.b: **Facility Conditions** **R**

CCN	Facility Type	Condition			Comments
		Adequate	Substandard	Inadequate	
211-30 thru 211-39	Engine Accessory and Component Shops	460.2	0	6.5	
211-40 thru 211-44	Electronics/ Avionics Shops	104.0	0	3.3	
211-50 thru 211-53	Aircraft Weapons Shops	8.9	0	0	
211-60 thru 211-64	Support Equipment Shops	115.3	0	13.3	
211-70 thru 211-76	Manufacturing and Repair Shops	306.4	0	0	
	Table 10.1.b Total	994.8	0	23.1	

10. Facility Measures, continued

Table 10.1.b: **Facility Conditions**

CCN	Facility Type	Condition			Comments
		Adequate	Substandard	Inadequate	
211-30 thru 211-39	Engine Accessory and Component Shops	460.2	0	6.5	
211-40 thru 211-44	Electronics/ Avionics Shops	104.0	0	3.3	
211-50 thru 211-53	Aircraft Weapons Shops	8.9	0	0	
211-60 thru 211-64	Support Equipment Shops	115.3	0	13.3	
211-70 thru 211-76	Manufacturing and Repair Shops	306.4	0	0	
	Table 10.1.b Total	994.8	0	23.1	

Table 10.1.c: **Facility Conditions**

CCN	Facility Type	Condition			Comments
		Adequate	Substandard	Inadequate	
211-80 thru 211-87 211-92 211-94 211-98 211-99	Test and Calibration Shops	0	0	0	See Test Facilities
211-83 thru 211-89 211-92 211-94 211-98	211-83 Eng Test 211-84 Helo Blade 211-86 Antenna 211-92 Grd Check 211-94 Pwr Check	28.4 1.8 3.4 30.4 * 595.0	0	0	Total Test Facilities 661,830 adequate 728,110 sub-std.
211-99	Hazardous Material Storage	11.0	0	0	
211-90 211-93 211-97	Other Support	 81.7 132.3	 0 0	 12.5	211-93 Engineering Labs
211-95 211-96	Storage Facilities	347.2	0	143.0	
	Table 10.1.c Total	1,231.2	0	155.5	
	Table 10.1.a Total	484.4	110.4	3.3	
	Table 10.1.b Total	994.8	0	23.1	
Activity Total		2,710.4	110.4	** 181.9	

R

* **595,000 sq. ft. of this is uncovered aircraft power check (fixed wing) CCN 211-94.**

** **See 10.2 for an explanation of inadequate facilities. They are acceptable for current use to satisfy the basic facility requirement (BFR).**

INFORMATION ON THIS PAGE CERTIFIED BY NADEP

REV - 18 JUL 1994

10. Facility Measures, continued

Table 10.1.c: **Facility Conditions**

CCN	Facility Type	Condition			Comments
		Adequate	Substandard	Inadequate	
211-80 thru 211-87 211-92 211-94 211-98 211-99	Test and Calibration Shops	0	0	0	See Test Facilities
211-83 thru 211-89 211-92 211-94 211-98	211-83 Eng Test 211-84 Helo Blade 211-86 Antenna 211-92 Grd Check 211-94 Pwr Check	28.4 1.8 3.4 30.4 * 595.0	0	0	Total Test Facilities 661,830 adequate 728,110 sub-std.
211-99	Hazardous Material Storage	11.0	0	0	
211-90 211-93 211-97	Other Support	 81.7 132.3	 0 0	 12.5	211-93 Engineering Labs
211-95 211-96	Storage Facilities	347.2	0	143.0	
	Table 10.1.c Total	1,220.2	0	155.5	
	Table 10.1.a Total	484.4	110.4	3.3	
	Table 10.1.b Total	994.8	0	23.1	
Activity Total		2,699.4	110.4	** 181.9	

* **595,000 sq. ft. of this is uncovered aircraft power check (fixed wing) CCN 211-94.**

** **See 10.2 for an explanation of inadequate facilities. They are acceptable for current use to satisfy the basic facility requirement (BFR).**

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:

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:

Engine Prep and Storage	211-22	C-62	3,250 sq. ft.
Metal Components Shop	211-32	C-19	3,250 sq. ft.
Non-metal Components Shop	211-33	C-92	3,250 sq. ft.
Electronic Systems Components	211-42	C-90	3,250 sq. ft.
Support Equipment Rework	211-61	C-151	760 sq. ft.
Ground Support Equip Rework	211-63	3 Cans (C)	12,550 sq. ft.
Material & Equip Storage/Staging		36 Cans (C)	99,989 sq. ft.
Maintenance A/C Spares Storage		13 Cans (C)	43,000 sq. ft.
Plant Services		6 Cans (C)	12,492 sq. ft.

b. What makes it inadequate?

The inadequate facilities can be attributable to the use of Aircraft Preservation Units (APCUs) better known as Cans. These units were procured around 1945 and were for the purpose of storing aircraft after the war.

These structures are temporary and have not been designed as a building but are on the real property inventory. Most have no foundation, heating, ventilation, lighting, telephone communication, proper means of egress and good walking surfaces. None have seismic bracing, insulation, water and fire protection or alarm systems.

The original units were of metal construction with wooden floors. Over a period of time these units were relocated on to paved areas and provided with asphalt berms around them and ramps at the doors to provide protection from rain water. In some instances they were placed on footings, provided with concrete floors, lights and electricity, taking on the appearance of a metal building.

c. What use is being made of the facility?

A few of the APCUs (Cans) are used for light shops such as engine helo-blade preservation/shipping canning, can repair, aircraft component repair support shops and ground support equipment support shops. These are found in CCNs 211-22, 211-32, 211-33, 211-42, 211-61 and 211-63.

The remaining APCUs (Cans) are used for storage in support of CCNs 211-95, 211-96 and 211-97.

d. What is the cost to upgrade the facility to substandard?

Each of the APCUs (Cans) would cost approximately $80,000 to upgrade to substandard. Each APCU (Can) is approximately 3,250 sq. ft. One APCU (Can) is 13,000 sq. ft. and is on a foundation with proper flooring. It would cost approximately $60,000 to upgrade.

e. What other use could be made of the facility and at what cost?

The current use is the best use. Storage and light shop work. The Facility Planning Documents note: "Cans (C) will be retained to satisfy the BFR although they are shown inadequate." Fortunately the climate in San Diego, CA allows the use of these temporary structures.

f. Current improvement plans and programmed funding:

None at this time. Desire is to incorporate these functions into permanent facilities during consolidation of like facilities.

g. Has this facility condition resulted in C3 or C4 designation on your BASEREP?

No, these are not primary facilities and do not impact the aircraft maintenance effort. They are defined as inadequate only because of the definition in the Shore Facilities Planning System.

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 equipment). 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	MC Maint no record 690	241,764	19,145
1987	MC Maint no record 3,335	247,325	9,327
1988	4,921	256,410	8,830
1989	7,108	265,394	4,419
1990	5,513	274,578	6,812
1991	6,357	283,664	4,128
1992	6,488	283,023	3,185
1993	3,421	289,532	3,759
1994	3,101	293,093	3,797
1995	3,560	* 283,128	1,589
1996	4,288	* 273,163	3,939
1997	4,100	276,523	1,894

* Estimates based on returning several buildings to Naval Air Station North Island.

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** **R**

Facility Type	Work Force Breakout			
	Management	Leadingmen	Journeymen	Apprentices
Corrosion Control Hangar	1	5	97	
Maintenance Hangar	All hangar work included in overhaul/repair.			
Overhaul/Repair/ Corrosion Shops	4	21	522	
Aircraft Engine Shops	0	3	37	
Engine Accessory and Component Shops	0	13	273	
Electronics/Avionics Shops	0	4	96	
Aircraft Weapons Shops	0	1	14	
Support Equipment Shops	3	3	139	
Manufacturing and Repair Shops	0	10	187	
Test and Calibration Shops	0	3	57	
Storage Facilities	6	4	130	
Activity Total	14	67	1,552	

NOTE: Management includes high grades; Leadingman = Foreman; Leaders are included in Journeyman.

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	1	5	97	
Maintenance Hangar	All hangar work included in overhaul/repair.			
Overhaul/Repair/ Corrosion Shops	4	21	522	
Aircraft Engine Shops	0	3	37	
Engine Accessory and Component Shops	0	13	273	
Electronics/Avionics Shops	0	4	96	
Aircraft Weapons Shops	0	1	14	
Support Equipment Shops	3	3	139	
Manufacturing and Repair Shops	0	10	187	
Test and Calibration Shops	0	3	57	
Storage Facilities	6	4	130	
Activity Total	14	67	1,492	

NOTE: Management includes high grades; Leadingman = Foreman; Leaders are included in Journeyman.

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	
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 & Engine Accessories Overhaul	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

12.2 Expansion Potential. For the spaces identified above as available for expansion, identify what may be the appropriate uses for those spaces.

A comparison of projected workload and the maximum potential workload shown in sections 1.0, 3.0, 4.0, 5.0 and 6.0 would most probably indicate reserve capacity in almost all the Commodities. Reconfiguration may be necessary to conform to specific workload. However, it would not be a major cost because the facilities are configured for the general commodity type.

The installation spaces shown above are those that are currently partially vacant or underutilized as far as installation of work stations (equipment or specific workload components). The most appropriate use would be those identified by the CCN. However, the following are options.

a. CCN 211-14, Buildings 27 and 306. These are aircraft rework shops or aircraft high-bay facilities (aircraft hangars). These can easily be configured to support aircraft components, such as aircraft surfaces, wings, stabilators, landing gear doors, etc.

b. CCN 211-32, Building 65. This building is currently a surface shop and also houses foundry and drop hammer operations. Some of the shops that support the foundry and drop hammer operations could be relocated into the adjacent underutilized space. The facilities then made available by those relocations could be used for landing gear assembly shops, aircraft surfaces, hydraulic actuator shops, and other aircraft accessories and components.

c. CCN 171-20 and 211-33, Building 250. These are temperature and humidity controlled facilities that were designed as composite repair facilities. The best use would be for composite repairs. However, almost any workload requiring temperature and humidity control that was compatible with the adjacent composite repairs could be incorporated with some minor reconfiguration.

d. CCN 211-36, Building 378. This could be used for the current workload or any mechanical or electrical aircraft accessory or component that would not require temperature control. However, the available space could easily be reconfigured to a temperature controlled facility.

e. CCN 211-31, Building 379. Could be easily configured for hydraulic and pneumatic components, fuel accessories, electrical or mechanical components. Currently aircraft engine accessories are worked in this facility.

f. CCN 211-42, Building 463. Facility is temperature controlled and is used for electronic systems, components and calibration. Either use would be appropriate.

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.	* 1,279,794	1,279,794	0
Office space for command, management, and administrative, etc.	188,177	188,177	0
Office space for drafting, work planning, engineering, and computer aided design, etc.	141,795	167,145	** <25,350>
Storage for technical manuals and drawings of equipment and components for life-cycle management, etc.	13,281	22,281	*** <9,000>
Activity Total	1,623,047	1,657,397	<34,350>

* 441,176 sq. ft. of this is external storage. Total includes CCN 211-95 and 211-96.
** 25,350 sq. ft. is required to house additional CFA personnel being transitioned from closing Depots due to BRAC 93. MILCON P-720T programmed.
*** Additional milar storage provided by 95 Minor Construction project.

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: Naval Aviation Depot North Island

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
Navy Forestry Program	0	0	0	0
Navy 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 of taxiway.

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	92	92	
Missiles	N/A		
Components	14,467	17,380	
Engines	35	15	T64 scheduled for transition 01/95.
Aircraft Service Support	N/A		
Manufacturing	N/A		
Modifications	N/A		
Training	N/A		

N/A - NOT APPLICABLE

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?

Funding.

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.

As the largest government owned industrial activity in the region, NADEP North Island is activley involved in the Regional Maintenance Center concept for the southwest region. The NADEP is currently participating in, and chairing, a number of Process Action Teams (PAT) and Quality Management Boards.

The initial meetings of the Capabilities PAT focused on the potential consolidation candidates in the region. These candidates were then classified by their potential for consolidation and ranked into three categories. These categories were identified as high, medium, and low potential. The high and medium candidates are in the analysis process with preliminary reports due in the June/July time frame. The low potential candidates will follow.

The NADEP currently has members seated on the Capabilities PAT and numerous sub-PATs such as:

* Calibration
* Contracting
* Non-destructive Testing/Metal Identification
* Fluid Analysis
* Plating
* Wood Working
* Pattern Making
* Small Boat and Craft Repair
* Electronic and Mechanical Calibration
* Diesel Engine Repair
* Foundry and Pattern
* Paint and Paint Removal
* Underwater Ships Husbandry
* Gas Turbine Engines
* Fiberglass Repair
* Flex Hose Manufacturing
* Contracts

* Sail Loft
* Sheetmetal
* Micro Mini Repair

The purpose of these sub-PATS is to identify areas for consolidation of similar processes and reduction of infrastructure.

These PATs are actively involved in defining the roles and responsibilities as well as the interrelationships of each activity to their customers and suppliers. Additionally, each PAT is providing a cost benefit analysis, based on life cycle costs, to support any consolidation proposals.

NOTE: The Commodity Groups for Tables 14.1 and 14.2 are the sub-PATs listed above. The workload data requested will become available as the sub-PATs recommendations are reviewed and approved. No workload data is avialable at this time.

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	
	NOT AVAILABLE							
Total:								

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	
	NOT AVAILABLE							
Total:								

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 ($K)	0	0	0	0
REPLACEMENT ($K)	1,729	**R** 1,794	1,800	1,800

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

BRAC-95 CERTIFICATION
North Island
Data Call # 8 AMENDMENT THIRTEEN

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

NEXT ECHELON LEVEL (If applicable)

NAME (Please type or print) — Signature

ASSISTANT COMMANDER FOR AVIATION INDUSTRIAL CAPABILITIES
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

'e — Date

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
Title — Date 28 X 1V 92

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 FARNER
IE (Please type or print) — Signature

Title — Date 12/14/94

BRAC-95 CERTIFICATION
North Island
Data Call # 8 AMENDMENT THIRTEEN

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

CAPACITY ANALYSIS:
Amendment One
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 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.

CAPACITY ANALYSIS:
Amendment One
DATA CALL WORK SHEET FOR NAVAL AVIATION DEPOTS

Questions for the Activities

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Mission Area 3

1. Dynamic Components Workload 3

2. Rotor Blades Workload 13

Data Call 8 for Capacity Analyses
Amendment One
Naval Aviation Depots

Primary UIC: N65888
(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-1	0	0	0	0	0	0	0	0
H-2	98	49	47	121	95	28	26	12
H-3	104	102	40	34	57	56	29	6
H-46	918	1,020	507	740	501	475	625	592
H-53	432	470	201	167	46	47	13	42
H-60	0	0	0	0	0	0	0	0
Total:	1,552	1,641	795	1,062	699	606	693	652

INFORMATION CONTAINED ON THIS PAGE IS CERTIFIED BY NADOC

DATA CALL #8 FOR CAPACITY ANALYSIS
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-1	0	13	11	9	40	8	0	0
H-2	30	140	134	61	0	0	0	0
H-3	52	332	289	121	4	4	2	3
H-46	514	423	349	278	294	252	223	225
H-53	16	1,970	242	0	91	78	68	67
H-60	0	568	393	309	468	192	4	4
Total:	612	3,446	1,418	778	897	534	297	299

DATA CALL #8 FOR CAPACITY ANALYSIS
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-1	0	0	0	0	0	0	0	0
H-2	1,970	924	1,396	2,976	2,006	1,060	841	381
H-3	1,701	1,732	603	462	844	778	368	57
H-46	37,007	69,956	56,552	94,418	62,210	62,396	69,906	61,027
H-53	66,826	77,022	35,804	38,689	3,789	10,226	2,352	2,509
H-60	0	0	0	0	0	0	0	0
Total:	107,504	149,634	94,355	136,545	68,849	74,460	73,467	63,974

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-1	0	744	629	515	2,288	458	0	0
H-2	712	5,561	5,366	1,633	0	0	0	0
H-3	739	46,485	45,590	6,761	86	86	43	65
H-46	27,853	38,072	29,841	18,226	26,097	21,841	19,437	19,841
H-53	1,443	128,399	2,971	0	1,233	1,058	915	909
H-60	0	25,385	20,332	16,049	33,243	9,157	74	74
Total:	30,747	244,646	104,729	43,184	62,947	32,600	20,469	20,889

DATA CALL #8 FOR CAPACITY ANALYSIS
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-1	13	11	9	40	8	0	0
H-2	423	349	278	294	252	223	225
H-3	0	0	0	0	0	0	0
H-46	0	0	0	0	0	0	0
H-53	1,921	242	0	91	78	68	67
H-60	568	393	309	468	192	4	4
Total:	2,925	995	596	893	530	295	296

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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-1	743	629	515	2,288	458	0	0
H-2	0	0	0	0	0	0	0
H-3	0	0	0	0	0	0	0
H-46	38,072	29,841	18,226	26,097	21,841	19,437	19,841
H-53	122,439	2,971	0	1,233	1,058	915	909
H-60	25,385	20,332	16,049	33,243	9,157	74	74
Total:	186,639	53,773	34,790	62,861	32,514	20,426	20,824

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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-1	0	0	0	0	0	0	0
H-2	0	0	0	0	0	0	0
H-3	203	203	203	203	203	203	203
H-46	1,023	1,023	1,023	1,023	1,023	1,023	1,023
H-53*	12	12	12	12	12	12	12
H-60	0	0	0	0	0	0	0
Total:	1,238	1,238	1,238	1,238	1,238	1,238	1,238

* Assumes H-53 rotor head capability maintained and workload of third quarter.

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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-1	0	0	0	0	0	0	0
H-2	0	0	0	0	0	0	0
H-3	1,919	1,919	1,919	1,919	1,919	1,919	1,919
H-46	40,729	40,729	40,729	40,729	40,729	40,729	40,729
H-53*	10,704	10,704	10,704	10,704	10,704	10,704	10,704
H-60	0	0	0	0	0	0	0
Total:	53,352	53,352	53,352	53,352	53,352	53,352	53,352

* Assumes H-53 rotor head capability maintained and workload of third quarter.

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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.

a. Maximum potential workload is based on facilities and work station layout and work positions are determined using DoD Handbook 4151.15H as a guideline.

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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?

a. No facilities and/or equipment are planned to increase capacity.

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.)?

a. NAVAVNDEPOT North Island operates a large number of processes attendant to the performance of component workload. These processes include extensive metal plating and metalizing (thermal spray operations), metal surface treatment (chemical cleaning, corrosion prevention and abrasive blasting), heat treating and metal inspection processes. The processes are sources of a wide variety of hazardous waste, industrial wastewater, and hazardous air pollutants.

b. There are no environmental restrictions on the generation of hazardous waste streams from operations germane to component workload. Hazardous waste streams from these operations include spent chemical cleaning and plating bath solutions, spent abrasive blast media, "dirty" solvents, and paint related waste. NAVAVNDEPOT North Island has developed a quality two-fold approach to management of these waste steams to assure that no environmental factors will limit the development of component workload: (1) Extensive Standardized Procedure to the Management of Hazardous Waste, and (2) Development and Implementation of Extensive Pollution Prevention Practices.

c. Management of hazardous waste generated by these operations is performed in strict accordance with all environmental regulations as detailed in NAVAVNDEPOT, North Island's Hazardous Waste Management Plan. Moreover, waste management practices provide all record keeping and data elements to track the quantity and constituents of all hazardous waste streams required to perform Emergency Planning and Community Right to Know Act (EPCRA) reporting. NAVAVNDEPOT, North Island established a Hazardous Waste Minimization Plan in 1990. This plan is a working document developed in accordance with the California Hazardous Waste Source Reduction and Management Review Act of 1989 (California Senate Bill 14). The NAVAVNDEPOT established a Hazardous Waste Minimization Team in 1991. This Team, presently known as the Environmental Council, has implemented numerous programs, projects, and installations which have resulted in a 67 percent reduction in the generation of hazardous waste based on a 1989 baseline. Future initiatives are predicted to continue to assure

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reductions in the generation of hazardous waste from processes related to component workload. Operations germane to the development of component workload are a major source in industrial wastewater due to rinsing processes associated with metal processing. NAVAVNDEPOT, North Island initiated a Zero Discharge Team in 1992. The Team established an objective of eliminating the generation of industrial wastewater from all NAVAVNDEPOT processes by calendar year 1996. To date, NAVAVNDEPOT, North island has reduced industrial wastewater discharges by 86 percent. Initializing operation of Source Treatment Units servicing industrial wastewater discharges from NAVAVNDEPOT, North Island's chemical cleaning and plating shop operations in calendar year 1994 will eliminate wastewater discharges from these operations regardless of component workload.

d. Hazardous air pollutants generated by component workload operations include particulates emissions generated by abrasive blast operations and inorganic emissions generated from process tanks (plating and chemical cleaning). Particulate emissions generated from abrasive blast operations are permitted air pollution sources and no limitation on operation is required due to the level of control applied. Process tank emissions (with the exception of hard chrome plating and chromic acid anodizing) are controlled through conventional wet scrubbers. Emissions from these operations have been determined to be minimal and no restriction on operations exists. NAVAVNDEPOT, North Island has installed High Efficiency Fiber Bed Demisters for hard chrome plating and chromic acid anodizing operations. These units meet strict California standards attendant to the emissions of hexavalent chromium and far exceed the proposed Federal National Emission Standards for Hazardous Air Pollutants (NESHAP) being developed for these operations under Title III of the 1990 Clean Air Act Amendments.

e. The above considerations assure that there are no environmental, legal, or otherwise limiting factors that inhibit the further development of component workload at NAVAVNDEPOT, North Island.

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.

NONE.

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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-1	0	0	0	0	0	0	0	0
H-2	0	0	0	0	0	0	0	0
H-3	190	201	156	91	115	97	122	143
H-46	0	0	0	0	0	0	0	0
H-53	758	538	535	642	281	351	351	135
H-60	0	0	0	0	0	0	0	0
Total:	948	739	691	733	396	448	473	278

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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-1	0	0	0	0	0	0	0	0
H-2	0	0	0	0	0	0	0	0
H-3	126	41	33	0	0	0	0	0
H-46	0	0	0	0	0	0	0	0
H-53	290	222	68	0	14	13	11	10
H-60	0	173	0	0	0	0	0	0
Total:	416	436	101	0	14	13	11	10

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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-1	0	0	0	0	0	0	0	0
H-2	0	0	0	0	0	0	0	0
H-3	26,239	27,758	21,544	12,567	15,882	13,396	16,848	19,754
H-46	0	0	0	0	0	0	0	0
H-53	118,243	84,105	88,398	100,217	48,404	58,708	56,278	21,958
H-60	0	0	0	0	0	0	0	0
Total:	144,482	111,863	109,942	112,784	64,286	72,104	73,126	41,712

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-1	0	0	0	0	0	0	0	0
H-2	0	0	0	0	0	0	0	0
H-3	17,401	4,664	3,754	0	0	0	0	0
H-46	0	0	0	0	0	0	0	0
H-53	48,410	32,214	11,003	0	1,954	1,779	1,595	1,420
H-60	0	17,490	0	0	0	0	0	0
Total:	65,811	54,368	14,757	0	1,954	1,779	1,595	1,420

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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-1	0	0	0	0	0	0	0
H-2	0	0	0	0	0	0	0
H-3	0	0	0	0	0	0	0
H-46	0	0	0	0	0	0	0
H-53	159	16	0	14	13	11	10
H-60	173	0	0	0	0	0	0
Total:	332	16	0	14	13	11	10

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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-1	0	0	0	0	0	0	0
H-2	0	0	0	0	0	0	0
H-3	0	0	0	0	0	0	0
H-46	0	0	0	0	0	0	0
H-53	21,474	2,139	0	1,954	1,779	1,595	1,420
H-60	17,490	0	0	0	0	0	0
Total:	38,964	2,139	0	1,954	1,779	1,595	1,420

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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-1	0	0	0	0	0	0	0
H-2	0	0	0	0	0	0	0
H-3	202	101	101	101	101	101	101
H-46	0	0	0	0	0	0	0
H-53	439	218	218	218	218	218	218
H-60	0	0	0	0	0	0	0
Total:	641	319	319	319	319	319	319

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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-1	0	0	0	0	0	0	0
H-2	0	0	0	0	0	0	0
H-3	24,142	19,207	19,207	19,207	19,207	19,207	19,207
H-46	0	0	0	0	0	0	0
H-53	70,682	51,929	51,929	51,929	51,929	51,929	51,929
H-60	0	0	0	0	0	0	0
*Total:	94,824	71,136	71,136	71,136	71,136	71,136	71,136

* Reduction in production induction will cause a loss in efficiency.

INFORMATION CONTAINED ON THIS PAGE IS CERTIFIED BY NADEP

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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.

a. Maximum potential workload is based on facilities and work station layout and work positions are determined using DoD Handbook 4151.15H as a guideline.

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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?

a. Plans are to decrease capacity in FY96. NADEP is to vacate current rotor-blade repair facility and consolidate into other NADEP facilities. NADEP is vacating facilities due to the impact of the new CVN pier for nuclear powered carriers.

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.)?

a. NAVAVNDEPOT, North Island operates a large number of processes attendant to the performance of component workload. These processes include extensive metal plating and metalizing (thermal spray operations), metal surface treatment (chemical cleaning, corrosion prevention and abrasive blasting), heat treating and metal inspection processes. The processes are sources of a wide variety of hazardous waste, industrial wastewater, and hazardous air pollutants.

b. There are no environmental restrictions on the generation of hazardous waste streams from operations germane to component workload. Hazardous waste streams from these operations include spent chemical cleaning and plating bath solutions, spent abrasive blast media, "dirty" solvents, and paint related waste. NAVAVNDEPOT, North Island has developed a quality two-fold approach to management of these waste streams to assure that no environmental factors will limit the development of component workload: (1) Extensive Standardized Procedure to the Management of Hazardous Waste, and (2) Development and Implementation of Extensive Pollution Prevention Practices.

c. Management of hazardous waste generated by these operations is performed in strict accordance with all environmental regulations as detailed in NAVAVNDEPOT, North Island's Hazardous Waste Management Plan. Moreover, waste management practices provide all record keeping and data elements to track the quantity and constituents of all hazardous waste streams required to perform Emergency Planning and Community Right to Know Act (EPCRA) reporting. NAVAVNDEPOT, North Island established a Hazardous Waste Minimization Plan in 1990. This plan is a working document developed in accordance with the California Hazardous Waste Source Reduction and Management Review Act of 1989 (California Senate Bill 14). The NAVAVNDEPOT established a Hazardous Waste Minimization Team in 1991. This Team, presently known as the Environmental Council, has implemented numerous programs,

projects, and installations which have resulted in a 67 percent reduction in the generation of hazardous waste based on a 1989 baseline. Future initiatives are predicted to continue to assure reductions in the generation of hazardous waste from processes related to component workload. Operations germane to the development of component workload are a major source in industrial wastewater due to rinsing processes associated with metal processing. NAVAVNDEPOT, North Island initiated a Zero Discharge Team in 1992. The Team established an objective of eliminating the generation of industrial wastewater from all NAVAVNDEPOT processes by calendar year 1996. To date, NAVAVNDEPOT, North island has reduced industrial wastewater discharges by 86 percent. Initializing operation of Source Treatment Units servicing industrial wastewater discharges from NAVAVNDEPOT, North Island's chemical cleaning and plating shop operations in calendar year 1994 will eliminate wastewater discharges from these operations regardless of component workload.

d. Hazardous air pollutants generated by component workload operations include particulates emissions generated by abrasive blast operations and inorganic emissions generated from process tanks (plating and chemical cleaning). Particulate emissions generated from abrasive blast operations are permitted air pollution sources and no limitation on operation is required due to the level of control applied. Process tank emissions (with the exception of hard chrome plating and chromic acid anodizing) are controlled through conventional wet scrubbers. Emissions from these operations have been determined to be minimal and no restriction on operations exists. NAVAVNDEPOT, North Island has installed High Efficiency Fiber Bed Demisters for hard chrome plating and chromic acid anodizing operations. These units meet strict California standards attendant to the emissions of hexavalent chromium and far exceed the proposed Federal National Emission Standards for Hazardous Air Pollutants (NESHAP) being developed for these operations under Title III of the 1990 Clean Air Act Amendments.

e. The above considerations assure that there are no environmental, legal, or otherwise limiting factors that inhibit the further development of component workload at NAVAVNDEPOT, North Island.

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.

a. **Unique Facility**

1. Helicopter Blade Test Facility, CCN 211-84, 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.

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

BRAC-95 CERTIFICATION
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

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)

R Goodson
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)

W Earner
Signature

Title

9/1/94
Date

BRAC-95 CERTIFICATION
North Island
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

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

R. W. Neel
NAME (Please type or print)

R.W. Neel
Signature

Commanding Officer
Title

8/5/94
Date

Naval Aviation Depot North Island
Activity