DCN 959

DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20350-1000

MM-0360-F7
BSAT/JC
03 October 1994

MEMORANDUM FOR THE CHAIR, JOINT CROSS SERVICE GROUP-DEPOT MAINTENANCE

Subj: PROVISION OF CERTIFIED NAVY DATA TO BRAC-95 JOINT CROSS SERVICE GROUP-DEPOT MAINTENANCE

In compliance with the Internal Control Plan for Managing the Identification of DoD Cross-Service Opportunities as Part of the DoD 1995 Base Realignment and Closure Process, dated 13 April 1994, and as authorized by the Executive Secretary, BRAC-95 Steering Group memorandum dated 2 August 1994, I am forwarding the enclosed data and information to be used for analysis by the Joint Cross Service Group-Depot Maintenance (JCSG-DM). This data was obtained by the Department of the Navy (DON) in response to the JCSG-DM's request for information, as issued 4 April 1994, and was certified in accordance with the Department of the Navy BRAC-95 policy and procedures.

This is the seventh provision of DON data to the BRAC-95 JCSG-DM. It consists of responses not received at the time of the initial submission and technical corrections made to previously submitted data. This material is provided in addition to the material provided in DON Memoranda of the same subject (reference MM-0323-F6 BSAT/JC dated 06 September 1994, MM-0332-F6 BSAT/JC dated 12 September 1994, MM-0337-F6 BSAT/JC dated 15 September 1994, MM-0338-F6 BSAT/JC dated 15 September 1994, MM-0355-F7 BSAT/JC dated 30 September 1994 and MM-0356-F7 BSAT/JC dated 30 September 1994). Additionally, the JCSG-DM has requested a second copy of the material and that has been included in the attachment.

The documents enclosed consist of a certified true copy of the Data Call responses received from the activities listed on the attachment. The only changes authorized for the enclosed responses will be any technical corrections made in response to errors identified by internal DON verification checks, or for any additional clarifying information requested by the JCSG-DM. In either circumstance, another formal transmission will be made by the Department of the Navy for any such data submitted to the JCSG-DM.

JCSG-DM Data Call Supplement

Department of the Navy
Respondents

VOLUME I

Naval Aviation Depots

3. NADEP Cherry Point
4. NADEP Jacksonville
5. NADEP North Island

DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20350-1000

MM-0383-F7
BSAT/RM
11 October 1994

MEMORANDUM FOR THE CHAIR, JOINT CROSS SERVICE GROUP-DEPOT MAINTENANCE

Subj: PROVISION OF CERTIFIED NAVY DATA TO BRAC-95 JOINT CROSS SERVICE GROUP-DEPOT MAINTENANCE

In compliance with the Internal Control Plan for Managing the Identification of DoD Cross-Service Opportunities as Part of the DoD 1995 Base Realignment and Closure Process, dated 13 April 1994, and as authorized by the Executive Secretary, BRAC-95 Steering Group memorandum dated 2 August 1994, I am forwarding the enclosed data and information to be used for analysis by the Joint Cross Service Group-Depot Maintenance (JCSG-DM). This data was obtained by the Department of the Navy (DON) in response to the JCSG-DM's request for information , as issued 4 April 1994, and was certified in accordance with the Department of the Navy BRAC-95 policy and procedures.

This is the tenth provision of DON data to the BRAC-95 JCSG-DM. It consists of responses not received at the time of the initial submission and technical corrections made to previously submitted data. This material is provided in addition to the material provided in DON Memoranda of the same subject (reference MM-0323-F6 BSAT/JC dated 06 September 1994, MM-0332-F6 BSAT/JC dated 12 September 1994, MM-0337-F6 BSAT/JC dated 15 September 1994, MM-0338-F6 BSAT/JC dated 15 September 1994, MM-0355-F7 BSAT/JC dated 30 September 1994, MM-0356-F7 BSAT/JC dated 30 September 1994, MM-0360-F7 BSAT/JC dated 03 October 1994, MM-0375-F7 BSAT/RM dated 06 October 1994, and MM-0381-F7 BSAT/RM dated 07 October 1994). Additionally, the JCSG-DM has requested a second copy of the material and that has been included in the attachment.

The documents enclosed consist of a certified true copy of the Data Call responses received from the activities listed on the attachment. The only changes authorized for the enclosed responses will be any technical corrections made in response to errors identified by internal DON verification checks or for any additional clarifying information requested by the JCSG-DM. In either circumstance, another formal transmission will be made by the Department of the Navy for any such data submitted to the JCSG-DM.

JCSG-DM Data Call Supplement

Department of the Navy
Respondents

VOLUME I

Naval Aviation Depots

2. NADEP Cherry Point
3. NADEP Hacksonville
4. NADEP North Island

Every page of the datacall is hand-numbered in the bottom right hand corner. When I received the original datacall responses, I immediately numbered them and recorded the numbering system on W/P IV 9.

Data Updates: In the Updated Data binder, there are five divisions:

1. Air Force Volume 1:
   - AMARC
   - Oklahoma City
   - Ogden
2. Air Force Volume 2:
   - San Antonio
   - Sacramento
   - Warner Robins
3. Army
   - Anniston Army Depot
   - Corpus Christi
   - Letterkenny
   - Red River
   - Tobyhanna
4. Navy I/Marines
   - Cherry Point
   - Jacksonville
   - North Island
   - Albany
   - Barstow
5. Navy II
   - Long Beach
   - Norfolk
   - Pearl Harbor
   - Portsmouth
   - Puget Sound
   - Crane
   - Keyport
   - Louisville

Steps Done When I Received Revised Data:

1. In the Updated Data binder, I listed the table and what page it is on in the datacall.
2. I Numbered the revised data page in the lower right hand corner, to go into the datacall. (Example: If old data was on page B-14, revised data page would be B-14-1.)
3. I Recorded the new page number in the Updated Data binder.
4. I Numbered the revised data page at the top in the middle to match the corresponding page number in the Updated Data binder.
5. Using a red pen, I crossed out the old data in the datacall, and put the page number of the Updated Data binder at the top of the slash mark where I recorded the revised data.

At the bottom of the page in the Updated Data binder, I gave the page number to where the certification letter is and any other relevant information.

AMENDMENT EIGHT

FULL REPLACEMENT DOCUMENT

FOR

DATA CALL # 8
JOINT CROSS SERVICE GROUP SECTION

NADEP CHERRY POINT

30 SEPTEMBER 1994

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

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

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

8. Automotive / Construction Equipment

9. Tactical Vehicles
   Tactical Automotive Vehicles
   Components

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

11. Sea Systems
    Ships
    Weapons Systems

12. Software
    Tactical Systems
    Support Equipment

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

14. Other

Table of Acronyms

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

ACTIVITY UIC: N65923
CHERRY POINT

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

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

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

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	550,796	561,536	604,495	568,287	604,495
b. VSTOL	35,288	33,754	23,014	25,880	26,816
c. FIXED WING					
(1) Transport/Tanker/Bomber	6,137	6,678	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	718,029	615,234	615,234	745,509	753,317
(4) Admin/Training	49,096	0	0	0	0
d. OTHER (SUB-TOTAL) *	567,673	550,796	613,700	463,344	342,138
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	567,673	550,796	613,700	463,344	342,138
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	82,850	170,302	156,494	156,494	135,014
b. AIRCRAFT STRUCTURES	38,356	41,425	29,151	33,834	33,754

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

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

ACTIVITY UIC: N65923
CHERRY POINT

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

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

Table 1.1.a: **Capacity Index** R 8

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

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

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

ACTIVITY UIC: N65923
CHERRY POINT

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

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

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

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	548,868	508,680	538,522	430,648	466,412
b. VSTOL	32,219	30,424	20,012	19,612	20,534
c. FIXED WING					
(1) Transport/Tanker/Bomber	9,206	6,259	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	590,686	567,763	576,476	564,948	599,892
(4) Admin/Training	50,630	0	0	0	0
d. OTHER (SUB-TOTAL) *	466,412	504,768	579,947	347,064	246,934
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	466,412	504,768	579,947	347,064	246,934
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	82,850	161,122	135,014	120,404	108,932
b. AIRCRAFT STRUCTURES	32,219	32,219	26,299	25,640	27,617

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ACTIVITY UIC: N65923
CHERRY POINT

13

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

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

ACTIVITY UIC: N65923
CHERRY POINT

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

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

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

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	548,868	508,680	538,522	430,648	466,412
b. VSTOL	32,219	30,424	20,012	19,612	20,534
c. FIXED WING					
(1) Transport/Tanker/Bomber	(R) 6,069	(R) 6,069	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	590,686	567,763	576,476	564,948	599,892
(4) Admin/Training	50,630	0	0	0	0
d. OTHER (SUB-TOTAL) *	466,412	504,768	579,947	347,064	246,934
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	466,412	504,768	579,947	347,064	246,934
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	82,850	161,122	135,014	120,404	108,932
b. AIRCRAFT STRUCTURES	32,219	(R) 38,949	26,299	25,640	27,617

ACTIVITY UIC: N65923
CHERRY POINT

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

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

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

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

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

ACTIVITY UIC: N65923
CHERRY POINT

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

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

*** TOTALS WILL NOT EQUAL 100%.

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1.2 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 8

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

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

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

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

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

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

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

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

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

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

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

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

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

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CHERRY POINT

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

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

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

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

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

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

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

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

CAPACITY

3. Programmed Workload

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

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

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

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

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

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

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

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

CAPACITY

2. Plant Replacement Value

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CAPACITY

4. Service Centers of Excellence R

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

Aircraft Airframes

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

Aircraft Components

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

Engines (Gas Turbine)

- Aircraft
- Blades/Vanes (Type 2)

Other

- Aircraft Ground Support Equipment (GSE)
- Composite Repair

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DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

MEASURES OF MERIT

Geographic

1. Location

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

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

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

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

2. Environmental Compliance

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

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

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

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

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

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

Programmed Work	Restriction/Delay	Describe Impact
	N/A	

N/A - NOT APPLICABLE

3. Environmental Restrictions

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

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

If so, provide the details.

Special Program	Environmental/Industrial Waste	Describe
	N/A	

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

Type	Provisions	Describe
		N/A

N/A - NOT APPLICABLE

4. Other Collocated Activities

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

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

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

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

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

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

5. Encroachment

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

Type of Encroachment	Operation Impacted	Describe

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

Type of Encroachment	Constraint on Expansion	Describe

MEASURES OF MERIT

Facilities and Equipage

6. Unique or Peculiar Facilities

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

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

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

New GTC/APU Test Cell Facility Military Construction Project P507

Dedicated block of test cells for the testing of air turbine starters, jet fuel starters, gas turbine compressors, & auxiliary power units. Building will be completed by 5/95. All test cells will be operational by 1/97. Facility is unique in that it will provide the Navy with complete facilities for the overhaul and testing of related pneumatic components and gas turbine engines.

It will enhance productivity in testing due to the overhead carrier/adapter system that automatically couples the engine connections to the test cell instrumentation versus present method of manual connecting engine to the cell.

Facility permits the incorporation of a test system to be relocated from NADEP Alameda for testing of P-3 aircraft engine driven compressors.

It allows for expansion and rearrangement of existing cramped facilities & equipment.

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

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

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

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

7. Buildings and Their Condition

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

Table 7.1: **Facility Conditions**

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

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

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

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

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

8. Unique and/or Peculiar Capabilities and Capacities

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

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

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

Jet Edge Water Jet Cutting Capability	A cutting, trimming, and shape forming machining that utilizes a high energy, high density jet of water as a cutting tool. The water travels at 3,000 feet per second and is capable of cutting glass, plastics, composites, armor plating, and up to a maximum of 6 inches thick.
Composite Repair	We are the Navy's lead activity for Advanced Composite Repair. NADEP Cherry Point has the largest computer controlled autoclave (15' X 45') within the Naval Aviation Maintenance community which possesses the capability to meet the critical processing requirements (exceeding 650°F and up to 250 pounds per square inch) necessary for the higher temperature advance composite structures.

Reliability Centered Maintenance/Age Exploration Program (RCM/AEP)

We have implemented engineering, logistics, and maintenance support capability for the only fully reliability centered maintenance/age exploration program (RCM/AEP) aircraft within Naval Aviation, the AV-8 Harrier.

C-SCAN	This is the largest computer controlled non-destructive, C-Scan ultrasonic inspection capability (15' X 40').
25mm Gun Testing Capability	We have the only 25mm gun test facility within the Naval Aviation Maintenance community.
Aircraft Field Support Capacity/Capability	Cherry Point field teams have demonstrated the capability to support aircraft in the field by recovering 4 crash damaged C-130 aircraft from the Antarctic. In Fiscal Year 1992, we deployed 423

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

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

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

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

[DELETED] **R**

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

9. Acreage Available for Building

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

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

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

10. Administrative Space

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

Current Use	Square Feet	Potential Use (Be Specific)
NONE		

11. Industrial Waste

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

Inhibiting Factor	Provide Detailed Description
NONE	

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** 5

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

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

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

MEASURES OF MERIT

Workload and Capabilities

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

12. Core Capabilities (DoD)

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

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	204,404	206,248	190,196	191,632
b. VSTOL	29,501	19,112	19,112	19,112
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	168,265	198,091	151,992	131,744
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	168,265	198,091	151,992	131,744
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	133,439	117,210	108,781	90,882
b. AIRCRAFT STRUCTURES	28,344	25,116	24,086	27,510

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

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

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

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

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

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

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

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	52,500	52,500	4,810	4,810
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	352,800	364,560	352,800	364,560
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	1,596	1,643	1,666	1,714
d. INSTRUMENTS	2,270	2,337	2,371	2,437
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APU	[illegible]	[illegible]	[illegible]	[illegible]

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

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

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

CAPACITY

3. Programmed Workload

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

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

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

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**

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

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

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

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

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

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

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

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

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** 5

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	256,904	258,748	195,006	196,442
b. VSTOL	29,501	19,112	19,112	19,112
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	352,800	364,560	352,800	364,560
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	168,265	198,091	151,992	131,744
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	168,265	198,091	151,992	131,744
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	133,439	117,210	108,781	90,882
b. AIRCRAFT STRUCTURES	28,344	25,116	24,986	27,519
c. HYDRAULIC/PNEUMATIC	42,575	58,984	43,211	38,565
d. INSTRUMENTS	18,928	13,732	12,281	10,848
e. LANDING GEAR	8,861	9,387	9,698	8,572

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

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

13. Core Workloads

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

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	256,904	258,748	195,006	196,442
b. VSTOL	29,501	19,112	19,112	19,112
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	352,800	364,560	352,800	364,560
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	168,265	198,091	151,992	131,744
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	168,265	198,091	151,992	131,744
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	133,439	117,210	108,781	90,882
b. AIRCRAFT STRUCTURES	28,344	25,116	24,986	27,519
c. HYDRAULIC/PNEUMATIC	42,575	58,984	43,211	38,565
d. INSTRUMENTS	18,928	13,732	12,281	10,848
e. LANDING GEAR	8,861	9,387	9,698	8,572

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

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

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** 8 **R**

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	105,840	94,080	105,840	94,080
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	2,626	2,703	2,742	2,819
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	312	321	326	335
d. INSTRUMENTS	434	447	453	466

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

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14. Other Workloads (Above Core)

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

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

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

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

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

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

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

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

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

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

Table 14.1.d: **Last Source of Repair Workload** R 8

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

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

Table 14.1.f: **Low Quantity Above Core Workload** R 8

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

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

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

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)				

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	4,000	4,000	4,000	4,000
14. OTHER	1,544	798	0	0
15. MANUFACTURING	0	0	0	0
16. FLEET SUPPORT				
a. Product Support (Engineering)	0	0	0	0
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	41,506	31,927	0	0
Total:	47,050	36,725	4,000	4,000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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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	791,048	627,817	648,260	513,227
Total:	1,795,932	1,593,456	1,388,722	1,181,140

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

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**

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

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

R

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

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

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

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** 8

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

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

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

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

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

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

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

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

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

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

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

0

ACTIVITY UIC: N65923
CHERRY POINT

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

16. Scope of Work Performed

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

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

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

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

17. Interface with Customers

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Oxygen analysis for MALS-14, MALS-31.

NOAP analysis of engine and component oil.

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

LC-130F aircraft crash damage repair. An engineer from Branch 361 provided on-site support to VXE-6 squadron personnel for the temporary repair of LC-130F aircraft, S/N 148319, at an open field site in Antarctica. This aircraft had been damaged during take-off mishap in which the number one engine propeller departed aircraft and impacted port side of fuselage between FS 200 and FS 320, and then impacted post ski. Additionally, following completion of temporary repairs, the engineer provided the flight restrictions required for the

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

MEASURES OF MERIT

Costs

18. Real Property Maintenance (RPM)

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

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

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

Table 18.2: **Real Property Maintenance Expenses**

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

(19 MOVED TO NEXT PAGE) R

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

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

Table 19.1: **Annual Operating Costs** R

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

20. Environmental Compliance

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

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

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

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

$ 0

21. Local Wage Rate

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

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

Wage Rate	FY 1991	FY 1992	FY 1993	FY 1994

22. Programmed Capital Investments

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

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

Table 22.1: **Programmed Capital Investments**

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

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

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

ACTIVITY COMMANDER

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

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

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

F. C. Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

9/30/94
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Robert W. Smith
Signature

DEPUTY ASSISTANT COMMANDER
FOR AVIATION DEPOTS
Title

30 SEP 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

William J. Tinston Jr
Signature

ASSISTANT COMMANDER FOR LOGISTICS
AND FLEET SUPPORT
Title

30 Sept 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

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

W.C. Bowes
Signature

COMMANDER
Title

29 Sep 92
Date

NAVAL AIR SYSTEMS COMMAND
Activity

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

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)

BRAC-95 CERTIFICATION

JOINT CROSS SERVICE GROUP PORTION - CHERRY POINT
Data Call # 8 AMENDMENT TEN

rtify that the information contained herein is accurate and complete to the best of my knowledge and f.

NEXT ECHELON LEVEL (If applicable)

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

Robert W. Smith
Signature

ASSISTANT COMMANDER FOR AVIATION INDUSTRIAL CAPABILITIES
Title

7 OCT 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

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

NEXT ECHELON LEVEL (If applicable)

NAME (Please type or print)

Signature

Date

Activity

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

MAJOR CLAIMANT LEVEL

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

Signature

COMMANDER, NAVAL AIR SYSTEMS COMMAND
Title

7 OCT 94
Date

NAVAL AIR SYSTEMS COMMAND

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

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

F C Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

10/7/94
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

JOINT CROSS SERVICE GROUP PORTION - CHERRY POINT
Data Call # 8 AMENDMENT TEN - PART TWO

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

NEXT ECHELON LEVEL (If applicable)

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

Robert W. Smith
Signature

ASSISTANT COMMANDER FOR AVIATION
INDUSTRIAL CAPABILITIES
Title

11 OCT 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

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

NEXT ECHELON LEVEL (If applicable)

NAME (Please type or print)

Signature

tle

Date

Activity

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

MAJOR CLAIMANT LEVEL

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

Signature

COMMANDER, NAVAL AIR SYSTEMS COMMAND
Title

11 OCT 94
Date
D.W.C

NAVAL AIR SYSTEMS COMMAND

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

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

SUPERVISORY PROGRAM ANALYST
Title

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

F C Tillack
Signature

10/11/94
Date

NADEP Cherry Point
Data Call # 8, AMENDMENT # 12

rtify that the information contained herein is accurate and complete to the best of my knowledge and f.

NEXT ECHELON LEVEL (If applicable)

GEORGE R. BOTT IV
NAME (Please type or print)

GR Bott IV
Signature

ASSISTANT COMMANDER FOR AVIATION INDUSTRIAL CAPABILITIES (ACTING)
Title

19 Oct 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

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

NEXT ECHELON LEVEL (If applicable)

NAME (Please type or print)

Signature

Date

Activity

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

MAJOR CLAIMANT LEVEL

DONALD V. BOECKER, RADM USN
NAME (Please type or print)

Donald V. Boecker
Signature

COMMANDER (ACTING)
Title

19 Oct. 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

BRAC-95 CERTIFICATION
NADEP Cherry Point
Data Call # 8
AMENDMENT # 12

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

SUPERVISORY PROGRAM ANALYST
Title

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

F C Tillack
Signature

10/17/94
Date

Document Separator

AMENDMENT EIGHT

FULL REPLACEMENT DOCUMENT

FOR

DATA CALL # 8
JOINT CROSS SERVICE GROUP SECTION

NADEP JACKSONVILLE

30 SEPTEMBER 1994

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

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

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

8. Automotive / Construction Equipment

9. Tactical Vehicles
   Tactical Automotive Vehicles
   Components

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

11. Sea Systems
    Ships
    Weapons Systems

12. Software
    Tactical Systems
    Support Equipment

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

14. Other

Table of Acronyms

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

ACTIVITY UIC: N65886
JACKSONVILLE

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

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

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

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

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

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

ACTIVITY UIC: N65886
JACKSONVILLE

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

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COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	0	0	0	0	0
b. VSTOL	0	0	0	0	0
c. FIXED WING					
(1) Transport/Tanker/Bomber	0	0	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	314,696	712,426	686,762	702,735	660,918
(4) Admin/Training	87,250	0	0	0	0
d. OTHER (SUB-TOTAL) *	900,091	1,018,452	1,093,726	975,618	1,013,574
(1) P-3 (All TMS) *	374,576	400,742	374,912	364,043	337,711
(2) Aircraft/Airframe Other *	525,515	617,710	718,814	611,575	675,863
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	0	0	0	0	0
b. AIRCRAFT STRUCTURES	33,219	61,386	76,246	37,129	53,283

ACTIVITY UIC: N65886
JACKSONVILLE

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COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
f. AVIATION ORDNANCE	14,867	46,460	31,593	14,415	24,029
g. AVIONICS/ELECTRONICS	115,069	113,452	120,971	141,274	105,055
h. APUs	0	0	0	0	0
i. OTHER	92,171	98,152	134,158	121,578	136,101
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	456,782	490,093	456,122	440,842	428,006
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	52,614	118,470	91,078	94,821	124,680
14. OTHER	176,246	173,360	246,496	250,111	254,554
15. MANUFACTURING	545,774	501,677	531,638	681,454	585,252
16. FLEET SUPPORT					
a. Product Support (Engineering)	1,295,820	1,600,254	1,720,952	1,708,563	1,790,252
b. Voyage Repair	131,742	130,100	154,657	131,742	131,742
c. Customer Service	7,109	14,444	13,985	13,225	13,225
d. BRAC Transition	255,671	142,366	60,966	0	0
TOTAL	4,574,476	5,312,834	5,512,899	5,392,200	5,396,683

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

ACTIVITY UIC: N65886
JACKSONVILLE

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

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

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

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	0	0	0	0	0
b. VSTOL	0	0	0	0	0
c. FIXED WING					
(1) Transport/Tanker/Bomber	0	0	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	314,696	712,426	686,762	702,735	660,918
(4) Admin/Training	87,250	0	0	0	0
d. OTHER (SUB-TOTAL) *	900,091	1,018,452	1,093,726	975,618	1,013,574
(1) P-3 (All TMS) *	374,576	400,742	374,912	364,043	337,711
(2) Aircraft/Airframe Other *	525,515	617,710	718,814	611,575	675,863
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	0	0	0	0	0
b. AIRCRAFT STRUCTURES	33,219	61,386	76,246	37,129	53,283

ACTIVITY UIC: N65886
JACKSONVILLE

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
f. AVIATION ORDNANCE	14,867	46,460	31,593	14,415	24,029
g. AVIONICS/ELECTRONICS	115,069	113,452	120,971	141,274	105,055
h. APUs	0	0	0	0	0
i. OTHER	92,171	98,152	134,158	121,578	136,101
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	456,782	490,093	456,122	440,842	428,006
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	52,614	118,470	(R) 87,218	(R) 92,820	(R) 104,680
14. OTHER	176,246	173,360	246,496	250,111	254,554
15. MANUFACTURING	(R) 519,775	501,677	(R) 529,811	(R) 557,692	(R) 557,692
16. FLEET SUPPORT					
a. Product Support (Engineering)	(R) 1,210,820	(R)1,380,500	(R)1,494,200	(R)~~1,708,563~~ (R)1,648,000	(R)1,648,000
b. Voyage Repair	(R) 126,683	(R) 134,649	(R) 134,649	(R) 134,649	(R) 134,649
c. Customer Service	7,109	(R) 13,109	(R) 12,441	(R) 12,627	(R) 12,601
d. BRAC Transition	255,671	(R) 136,350	(R) 55,762	0	0
TOTAL	(R) 4,453,501	(R) 5,080,877	(R) 5,243,751	(R) 5,204,303	(R) 5,204,446

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

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

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

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

ACTIVITY UIC: N65886
JACKSONVILLE

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

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

*** TOTALS WILL NOT EQUAL 100%.

1.2 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	99	100	100	100	100
(4) Admin/Training	100	0	0	0	0
d. OTHER (SUB-TOTAL) *	98	99	99	98	98
(1) P-3 (All TMS) *	97	99	100	95	99
(2) Aircraft/Airframe Other *	99	99	99	99	98
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	0	0	0	0	0
b. AIRCRAFT STRUCTURES	80	97	98	98	97
c. HYDRAULIC/PNEUMATIC	97	88	88	92	88
d. INSTRUMENTS	89	93	81	89	80
e. LANDING GEAR	98	89	93	94	93
f. AVIATION ORDNANCE	89	91	85	82	94
g. AVIONICS/ELECTRONICS	97	96	96	97	94
h. APUs	0	0	0	0	0

ACTIVITY UIC: N65886
JACKSONVILLE

COMMODITY GROUP	INDEX %				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	77	100	94	98	84
14. OTHER	100	100	86	95	94
15. MANUFACTURING	95	98	94	79	92
16. FLEET SUPPORT					
a. Product Support (Engineering)	93	86	87	96	84
b. Voyage Repair	93	94	79	93	93
c. Customer Service	93	91	89	95	95
d. BRAC Transition	100	96	88	0	0
TOTAL	95	94	92	94	91

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

*** TOTALS WILL NOT EQUAL 100%.

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

Table 1.3.a: **Maximum Potential Capacity** **R** 6

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

ACTIVITY UIC: N65886
JACKSONVILLE

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

ACTIVITY UIC: N65886
JACKSONVILLE

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	99	100	100	100	100
(4) Admin/Training	100	0	0	0	0
d. OTHER (SUB-TOTAL) *	98	99	99	98	98
(1) P-3 (All TMS) *	97	99	100	95	99
(2) Aircraft/Airframe Other *	99	99	99	99	98
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	0	0	0	0	0
b. AIRCRAFT STRUCTURES	80	97	98	98	97
c. HYDRAULIC/PNEUMATIC	(R) 100	(R) 100	(R) 100	92	88
d. INSTRUMENTS	(R) 100	(R) 100	(R) 100	(R) 100	(R) 100
e. LANDING GEAR	(R) 100	(R) 100	(R) 100	(R) 100	(R) 100
f. AVIATION ORDNANCE	89	91	85	82	94
g. AVIONICS/ELECTRONICS	97	96	96	97	94
h. APU's	0	0	0	0	0

ACTIVITY UIC: N65886
JACKSONVILLE

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

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

*** TOTALS WILL NOT EQUAL 100%.

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

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

COMMODITY GROUP	INDEX (DLMHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	0	0	0	0	0
b. VSTOL	0	0	0	0	0
c. FIXED WING					
(1) Transport/Tanker/Bomber	0	0	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	651,712	1,246,562	1,068,340	1,031,254	986,437
(4) Admin/Training	86,954	0	0	0	0
d. OTHER (SUB-TOTAL)	1,201,712	1,245,255	1,256,795	1,249,308	1,156,739
(1) P-3 (All TMS)	720,376	772,614	786,227	719,120	654,626
(2) Aircraft/Airframe Other	481,336	472,641	470,568	530,188	502,113
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	0	0	0	0	0
b. AIRCRAFT STRUCTURES	321,447	321,107	320,977	320,983	320,983
c. HYDRAULIC/PNEUMATIC	31,346	37,400	34,246	29,137	29,137
d. INSTRUMENTS	21,741	19,954	10,399	9,130	8,302
e. LANDING GEAR	37,351	24,987	38,951	44,554	35,719

ACTIVITY UIC: N65886
JACKSONVILLE

COMMODITY GROUP	INDEX (DLMHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
i. OTHER **	230,792	214,639	240,216	241,032	239,108
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	985,756	1,183,831	1,124,708	1,075,472	1,073,873
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	90,990	118,470	87,218	92,820	104,680
14. OTHER	176,246	205,000	270,368	294,266	294,336
15. MANUFACTURING	519,775	501,930	529,811	557,692	557,692
16. FLEET SUPPORT					
a. Product Support (Engineering)	1,210,820	1,380,500	1,494,200	1,648,000	1,648,000
b. Voyage Repair	126,683	134,649	134,649	134,649	134,649
c. Customer Service	10,600	13,109	12,441	12,627	12,601
d. BRAC Transition	255,671	136,350	55,762	0	0
TOTAL	6,367,007	7,331,332	7,236,912	7,296,884	7,157,969

CAPACITY

2. Plant Replacement Value

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

Table 2.1: **Expenditures and Equipment Values**

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

CAPACITY

3. Programmed Workload

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

Table 3.1.a: **Programmed Workload** **R** 6

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

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

CAPACITY

3. Programmed Workload

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

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

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

ACTIVITY UIC: N65886
JACKSONVILLE

COMMODITY GROUP	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
i OTHER	11,909	16,489	21,085	18,166	20,314
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	139,508	155,601	147,074	141,174	144,611
b. SHIP	0	0	0	0	0
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	0	0	0	0	0
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	3,029	9,092	6,781	7,557	8,778
14. OTHER	11,676	11,355	14,678	17,366	17,848
15. MANUFACTURING	48,626	48,819	51,204	55,874	57,525
16. FLEET SUPPORT					
a. Product Support (Engineering)	83,341	97,775	109,003	123,824	115,971
b. Voyage Repair	9,638	9,918	10,215	10,522	10,837
c. Customer Service	518	1,059	1,035	1,081	1,112
d. BRAC Transition	20,083	11,021	4,467	0	0
TOTAL	489,589	576,119	593,410	589,182	590,174

Table 3.1.b: **Programmed Workload** **R** 6

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

ACTIVITY UIC: N65886
JACKSONVILLE

6

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

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

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

COMMODITY GROUP	DLMHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	0	0	0	0	0
b. VSTOL	0	0	0	0	0
c. FIXED WING					
(1) Transport/Tanker/Bomber	0	0	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	312,878	710,752	683,762	699,735	654,918
(4) Admin/Training	86,954	0	0	0	0
OTHER (SUB-TOTAL) *	885,079	1,010,452	1,082,526	953,618	994,574
(1) P-3 (All TMS) *	364,564	397,742	373,712	347,043	332,711
(2) Aircraft/Airframe Other*	520,515	612,710	708,814	606,575	661,863
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	0	0	0	0	0
b. AIRCRAFT STRUCTURES	26,648	59,625	74,712	36,296	51,929
c. HYDRAULIC/PNEUMATIC	31,346	37,400	34,246	19,365	23,966
d. INSTRUMENTS	21,741	19,954	10,399	9,130	8,302
e. LANDING GEAR	37,531	24,987	38,951	44,554	35,719
f. AVIATION ORDNANCE	13,300	42,254	26,771	11,774	22,554
g. AVIONICS/ELECTRONICS	111,817	109,043	116,090	136,820	98,583
h. APUs	0	0	0	0	0
i. OTHER **	69,121	97,608	127,353	118,013	126,719
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	445,774	479,136	443,312	427,159	414,392

ACTIVITY UIC: N65886
JACKSONVILLE

COMMODITY GROUP	DLMHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
b. Calibration (Type I)	0	0	0	0	0
c. TMDE	40,614	118,470	85,781	92,820	104,680
14. OTHER	176,246	173,360	212,560	238,774	238,404
15. MANUFACTURING	519,775	492,096	501,638	536,950	536,595
16. FLEET SUPPORT					
a. Product Support (Engineering)	1,210,820	1,380,493	1,494,191	1,647,926	1,498,453
b. Voyage Repair	122,700	122,700	122,700	122,700	122,700
c. Customer Service	6,590	13,108	12,442	12,626	12,602
d. BRAC Transition	255,671	136,350	53,657	0	0
TOTAL	4,374,605	5,027,788	5,121,091	5,108,260	4,945,090

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

**** Components Other includes Support Equipment Non-Avionics Programmed Workload as follows:**

FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
28,571	44,642	66,666	66,666	71,428

CAPACITY

4. Service Centers of Excellence

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

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

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

ACTIVITY UIC: N65886
JACKSONVILLE

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

MEASURES OF MERIT

Geographic

1. Location

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

Activity	Location	Description of Strategic Importance/Military Value

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

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

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

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

2. Environmental Compliance

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

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

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

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

Programmed Work	Restriction/Delay	Describe Impact
NONE		

3. Environmental Restrictions

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

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

Special Program	Environmental/Industrial Waste	Describe
NONE		

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

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

4. Other Collocated Activities

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

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

45% of Personnel Support Revenue

R

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

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

Collocated Activity

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

Describe Relationship **R**

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

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

Collocated Activity **R**

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

Describe Impact if not Collocated **R**

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

5. Encroachment

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

Type of Encroachment	Operation Impacted	Describe	R

NONE

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

Type of Encroachment	Constraint on Expansion	Describe	R

NONE

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VILLE

MEASURES OF MERIT

Facilities and Equipage

6. Unique or Peculiar I

6.1 List unique or peculia lheads, ports, tracks, ponds, etc.).

Test Facility

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

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

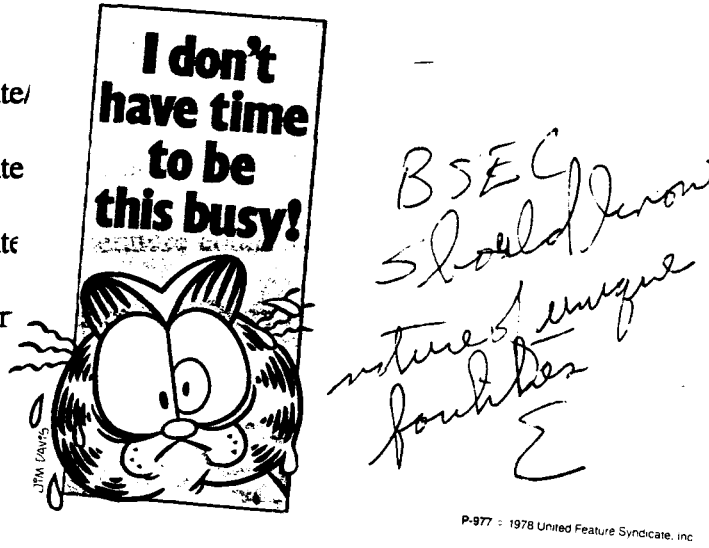
A 6300 square foot engine preparation area is provided adjacent to the test cells where all engine connections are made while an engine is being tested, a monorail engine handling system allows rapid interchange of tested engines with prepped engines which results in rapid and efficient turn around time.

Fuel Accessory Building

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

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

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



BSEC should know natural unique facilities
E

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

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

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

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

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

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

7. Buildings and Their Condition

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

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

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

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

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

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

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

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

8. Unique and/or Peculiar Capabilities and Capacities

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

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

MEASURES OF MERIT

Workload and Capabilities

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

12. Core Capabilities (DoD)

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

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	410,448	395,509	401,461	356,644
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	352,844	487,269	423,731	465,486
(1) P-3 (All TMS) *	118,380	118,380	118,380	118,380
(2) Aircraft/Airframe Other*	234,464	368,889	305,351	347,106
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	55,930	73,859	36,296	51,929
c. HYDRAULIC/PNEUMATIC	32,534	30,478	15,597	20,198

6

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

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

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** 9

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	410,448	395,509	401,461	356,644
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	352,844	487,269	423,731	465,486
(1) P-3 (All TMS) *	118,380	118,380	118,380	118,380
(2) Aircraft/Airframe Other*	234,464	368,889	305,351	347,106
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	55,930	73,859	36,296	51,929
c. HYDRAULIC/PNEUMATIC	32,534	30,478	15,597	20,198

9

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
h. APUs	0	0	0	0
i. OTHER	66,943	83,559	79,309	88,038
ENGINES (GAS TURBINE)				
a. AIRCRAFT	248,420	244,756	244,526	226,260
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	101,520	68,831	75,870	87,730
14. OTHER	87,756	111,791	135,696	136,140
15. MANUFACTURING	446,275	459,064	483,605	483,964
16. FLEET SUPPORT				
a. Product Support (Engineering)	330,303	610,281	673,443	733,359
b. Voyage Repair	122,700	122,700	122,700	122,700
c. Customer Service	7,743	7,291	7,828	7,855
d. BRAC Transition	0	0	0	0
Total:	2,440,668	2,857,567	2,873,653	2,916,774

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

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** 13

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	410,448	395,509	401,461	356,644
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	352,844	487,269	423,731	465,486
(1) P-3 (All TMS) *	118,380	118,380	118,380	118,380
(2) Aircraft/Airframe Other*	234,464	368,889	305,351	347,106
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	55,930	73,859	36,296	51,929
c. HYDRAULIC/PNEUMATIC	32,534	30,478	15,597	20,198

13

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
h. APUs	0	0	0	0
i. OTHER	67,044	83,559	79,309	88,038
ENGINES (GAS TURBINE)				
a. AIRCRAFT	248,420	244,756	244,526	226,260
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	101,520	68,831	75,870	87,730
14. OTHER	87,756	111,791	135,696	136,140
15. MANUFACTURING	446,275	459,064	483,605	483,964
16. FLEET SUPPORT				
a. Product Support (Engineering)	330,202	610,281	673,443	733,359
b. Voyage Repair	122,700	122,700	122,700	122,700
c. Customer Service	7,743	7,291	7,828	7,855
d. BRAC Transition	0	0	0	0
Total:	2,440,668	2,857,567	2,873,653	2,916,774

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

ECP's, proposals, statements of work and implement fleet modifications. Installation designs have been performed for active Navy squadrons, Naval Research Laboratory, Naval Air Test Center, National Center for Atmospheric Research (NCAR), and Naval Training Systems Command.

Electronic Warfare	NADEP Jacksonville has established complete depot capability for the Navy's TACAIR electronic warfare systems including Weapons Control High Speed Radiation Missile Command Launch Computer Systems. (These systems include ALE-29, ALE-39, ALQ-126A, ALR-45F, ALR-D, ALR-50, CP-1001A/AWG, CP-1269A/AWG-25, ALR-67, ALQ-126-B, ALQ-162, ALE-37, ALQ142, ALQ-76C, ALQ-78, ALH-6, ALQ-100, ALQ-108, ALQ-157, ALQ-167, ALQ-55, ALQ-86C, ALQ-99, ALR-66 Countermeasures). NADEP Jacksonville Calibration Lab is the primary electronic warfare systems repair site for over 25 special EW test systems that consist of multi-bay automatic test consoles with test program sets and bench top testers.
AMAD Test Stand	One of two Navy AMAD test stands producing for ASO, fleet, and McAir
F-14 Wingsweep TS	Only Navy test stand for these components
P-3 Ballscrew TS	Only Navy P-3 Ballscrew test stand
EA-6B NLG TS	Only Navy EA-6B NLG test stand
F-14 LDG TS	Only Navy F-14 LDG test stand
F/A-18 Blowdown TS	Only Navy F/A-18 Blowdown test stand installed

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

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

Cleaning & Plating

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

Waste Water Treatment

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

Fuel Accessories

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

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

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

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

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

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

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

R

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

Electronic Warfare Repair	Only EW repair depot in support of the Navy, Secret facility, unique equipment to test ALR-67 and ALQ-126A,

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

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

9. Acreage Available for Building

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

Table 9.1: **Real Estate Resources**

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

10. Administrative Space

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

Current Use	Square Feet	Potential Use (Be Specific)
NONE		

11. Industrial Waste

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

Inhibiting Factor

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

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

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

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

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

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

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**

13

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

ACTIVITY UIC: N65886
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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	248,420	244,756	244,526	226,260
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	101,520	68,831	75,870	87,730
14. OTHER	87,756	111,791	135,696	136,140
15. MANUFACTURING	446,275	459,064	483,605	483,964
16. FLEET SUPPORT				
a. Product Support (Engineering)	330,303	610,281	673,443	733,359
b. Voyage Repair	122,700	122,700	122,700	122,700
c. Customer Service	7,743	7,291	7,828	7,855
d. BRAC Transition	0	0	0	0
Total:	2,440,668	2,857,567	2,873,653	2,916,774

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

13. Core Workloads

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

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	410,448	395,509	401,461	356,644
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	352,844	487,269	423,731	465,486
(1) P-3 (All TMS) *	118,380	118,380	118,380	118,380
(2) Aircraft/Airframe Other*	234,464	368,889	305,351	347,106
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	55,930	73,859	36,296	51,929
c. HYDRAULIC/PNEUMATIC	32,534	30,478	15,597	20,198
d. INSTRUMENTS	16,744	7,362	6,503	5,675
e. LANDING GEAR	24,401	38,781	44,384	35,549

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JACKSONVILLE

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

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

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.

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

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

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	383,420	389,124	388,894	370,628
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	101,520	68,831	75,870	87,730
14. OTHER	87,756	111,791	135,696	136,140
15. MANUFACTURING	446,275	459,064	483,605	483,964
16. FLEET SUPPORT				
a. Product Support (Engineering)	330,303	610,281	673,443	733,359
b. Voyage Repair	122,700	122,700	122,700	122,700
c. Customer Service	7,743	7,291	7,828	7,855
d. BRAC Transition	0	0	0	0
Total:	2,585,466	3,027,138	3,043,224	3,086,345

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

13. Core Workloads

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

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	410,448	395,509	401,461	356,644
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	352,844	487,269	423,731	465,486
(1) P-3 (All TMS) *	118,380	118,380	118,380	118,380
(2) Aircraft/Airframe Other*	234,464	368,889	305,351	347,106
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	55,930	73,859	36,296	51,929
c. HYDRAULIC/PNEUMATIC	32,534	30,478	15,597	20,198
d. INSTRUMENTS	16,744	7,362	6,503	5,675
e. LANDING GEAR	24,401	38,781	44,384	35,549

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	383,420	389,124	388,894	370,628
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	101,520	68,831	75,870	87,730
14. OTHER	87,756	111,791	135,696	136,140
15. MANUFACTURING	446,275	459,064	483,605	483,964
16. FLEET SUPPORT				
a. Product Support (Engineering)	330,202	610,281	673,443	733,359
b. Voyage Repair	122,700	122,700	122,700	122,700
c. Customer Service	7,743	7,291	7,828	7,855
d. BRAC Transition	0	0	0	0
Total:	2,585,466	3,027,138	3,043,224	3,086,345

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

14. Other Workloads (Above Core)

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

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

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

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

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

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

9

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)				

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

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MEASURES OF MERIT

Workload and Capabilities

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

12. Core Capabilities (DoD)

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

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	410,448	395,509	401,461	356,644
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	352,844	487,269	423,731	465,486
(1) P-3 (All TMS) *	118,380	118,380	118,380	118,380
(2) Aircraft/Airframe Other*	234,464	368,889	305,351	347,106
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	55,930	73,859	36,296	51,929

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
h. APUs	0	0	0	0
i. OTHER	R 66,949	R 83,579	79,309	88,038
ENGINES (GAS TURBINE)				
a. AIRCRAFT	248,420	244,756	244,526	226,260
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	101,520	68,831	75,870	87,730
14. OTHER	87,756	111,791	135,696	136,140
15. MANUFACTURING	446,275	459,064	483,605	483,964
16. FLEET SUPPORT				
a. Product Support (Engineering)	R 330,303	610,281	673,443	733,359
b. Voyage Repair	122,700	122,700	122,700	122,700
c. Customer Service	7,743	7,291	7,828	7,855
d. BRAC Transition	0	0	0	0
Total:	R 2,440,674	2,857,587	2,873,653	2,916,774

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

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

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

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

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

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

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

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

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
a. AIRCRAFT	135,000	144,368	144,368	144,368
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	0	0	0	0
15. MANUFACTURING	0	0	0	0
16. FLEET SUPPORT				
a. Product Support (Engineering)	0	0	0	0
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	144,798	175,776	175,776	175,776

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

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

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

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	248,420	244,756	244,526	226,260
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	101,520	68,831	75,870	87,730
14. OTHER	87,756	111,791	135,696	136,140
15. MANUFACTURING	446,275	459,064	483,605	483,964
16. FLEET SUPPORT				
a. Product Support (Engineering)	330,303	610,281	673,443	733,359
b. Voyage Repair	122,700	122,700	122,700	122,700
c. Customer Service	7,743	7,291	7,828	7,855
d. BRAC Transition	0	0	0	0
Total:	* 2,440,674	2,857,587	2,873,653	2,916,774

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

13. Core Workloads

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

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	410,448	395,509	401,461	356,644
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	352,844	487,269	423,731	465,486
(1) P-3 (All TMS) *	118,380	118,380	118,380	118,380
(2) Aircraft/Airframe Other*	234,464	368,889	305,351	347,106
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	55,930	73,859	36,296	51,929
c. HYDRAULIC/PNEUMATIC	32,534	30,478	15,597	20,198
d. INSTRUMENTS	16,744	7,362	6,503	5,675

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	383,420	389,124	388,894	370,628
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	101,520	68,831	75,870	87,730
14. OTHER	87,756	111,791	135,696	136,140
15. MANUFACTURING	446,275	459,064	483,605	483,964
16. FLEET SUPPORT				
a. Product Support (Engineering)	(R) 330,303	610,281	673,443	733,359
b. Voyage Repair	122,700	122,700	122,700	122,700
c. Customer Service	7,743	7,291	7,828	7,855
d. BRAC Transition	0	0	0	0
Total:	(R) 2,585,472	(R) 3,033,363	(R) 3,049,429	(R) 3,092,550

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

14. Other Workloads (Above Core)

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

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

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
h. APUs	0	0	0	0
i. OTHER	6,452	8,452	8,452	8,452
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	3,950	3,950	3,950	3,950
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	2,400	2,300	2,337	2,337
15. MANUFACTURING	9,000	12,000	13,500	13,500
16. FLEET SUPPORT				
a. Product Support (Engineering)	0	0	0	0
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	172,999	103,727	38,721	38,721

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

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

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

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

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

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

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

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

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

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	16,950	16,950	16,950	16,950
14. OTHER	8,000	8,501	9,600	9,600
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	136,350	53,657	0	0
Total:	161,300	79,108	26,550	26,550

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

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

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

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

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

9

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

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

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

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	207,589	269,710	298,274	298,274
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	97,192	83,027	124,088	70,296
(1) P-3 (All TMS) *	53,792	39,627	80,688	26,896
(2) Aircraft/Airframe Other*	43,400	43,400	43,400	43,400
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	3,695	853	0	0
c. HYDRAULIC/PNEUMATIC	1,098	0	0	0
d. INSTRUMENTS	583	410	0	0
e. LANDING GEAR	416	0	0	0
f. AVIATION ORDNANCE	3,838	935	0	0
g. AVIONICS/ELECTRONICS	867	0	0	0
h. APUs	0	0	0	0
i. OTHER	20,983	32,112	27,022	26,999
3. ENGINES (GAS TURBINE)				

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	35,421	31,774	41,408	40,694
15. MANUFACTURING	36,821	30,575	39,845	39,131
16. FLEET SUPPORT				
a. Product Support (Engineering)	0	0	0	0
b. Voyage Repair	0	0	0	0
c. Customer Service	5,366	5,150	4,798	4,747
d. BRAC Transition	0	0	0	0
Total:	505,635	504,784	569,750	519,955

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

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

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

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

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

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	0	0	0	0
15. MANUFACTURING	0	0	0	0
16. FLEET SUPPORT				
a. Product Support (Engineering)	1,050,291	833,910	974,483	765,094
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	1,385,137	1,130,435	1,232,307	1,036,451

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

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

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

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

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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
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	300,304	288,253	298,274	298,274
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	657,608	595,257	529,887	529,088
(1) P-3 (All TMS) *	279,362	255,332	228,663	214,331
(2) Aircraft/Airframe Other*	378,246	339,925	301,224	314,757
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	3,695	853	0	0
c. HYDRAULIC/PNEUMATIC	4,866	3,768	3,768	3,768
d. INSTRUMENTS	3,210	3,037	2,627	2,627
e. LANDING GEAR	586	170	170	170
f. AVIATION ORDNANCE	4,954	2,051	1,116	1,116
g. AVIONICS/ELECTRONICS	3,668	2,801	2,801	2,801
h. APUs	0	0	0	0
i. OTHER	27,435	40,564	35,474	35,451
3. ENGINES (GAS TURBINE)				

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	16,950	16,950	16,950	16,950
14. OTHER	45,821	42,575	53,345	52,631
15. MANUFACTURING	45,821	42,575	53,345	52,631
16. FLEET SUPPORT				
a. Product Support (Engineering)	1,050,291	883,910	974,483	765,094
b. Voyage Repair	0	0	0	0
c. Customer Service	5,366	5,150	4,798	4,747
d. BRAC Transition	136,350	53,657	0	0
Total:	2,402,641	2,035,759	2,015,303	1,809,112

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

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

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

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

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

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

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

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	34,470	43,746	30,602	95,782
15. MANUFACTURING	0	0	0	0
16. FLEET SUPPORT				
a. Product Support (Engineering)	0	0	0	0
b. Voyage Repair	122,700	122,700	122,700	122,700
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	1,125,695	1,240,995	1,118,382	1,174,178

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

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

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

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

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

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

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

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	19,972	19,972	19,445	19,518
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	396,732	403,086	416,230	351,050
15. MANUFACTURING	0	0	0	0
16. FLEET SUPPORT				
a. Product Support (Engineering)	0	0	0	0
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	2,102,047	2,014,433	1,999,939	1,920,148

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

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

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

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

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

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

Logistics Support Analysis

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

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

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

Foreign Military Sales

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

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

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

Develops information to provide price quotes for FMS rework requirements.

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

Depot Maint Mgmt Logistics

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

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

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

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

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

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

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

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

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

Investigates and recommends potential (long-range) workloads.

Procurement

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

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

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

Reviews all major procurement requests for parts/service.

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

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	207,589	269,710	298,274	298,274
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	97,192	83,027	124,088	70,296
(1) P-3 (All TMS) *	53,792	39,627	80,688	26,896
(2) Aircraft/Airframe Other*	43,400	43,400	43,400	43,400
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	3,695	853	0	0
c. HYDRAULIC/PNEUMATIC	1,098	0	0	0
d. INSTRUMENTS	583	410	0	0
e. LANDING GEAR	416	0	0	0
f. AVIATION ORDNANCE	3,838	935	0	0
g. AVIONICS/ELECTRONICS	867	0	0	0
h. APUs	0	0	0	0
i. OTHER	(R) 20,977	(R) 25,887	(R) 20,817	(R) 20,794

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	(R) 75,203	(R) 89,968	(R) 91,141	(R) 90,327
15. MANUFACTURING	36,821	30,575	39,845	39,131
16. FLEET SUPPORT				
a. Product Support (Engineering)	0	0	0	0
b. Voyage Repair	0	0	0	0
c. Customer Service	5,366	5,150	4,798	4,747
d. BRAC Transition	0	0	0	0
Total:	(R) 545,411	(R) 556,753	(R) 613,278	(R) 563,383

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

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

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

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14.1.9

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	0	0	0	0
15. MANUFACTURING	0	0	0	0
16. FLEET SUPPORT				
a. Product Support (Engineering)	(R) 1,050,190	873,910	974,483	765,094
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	(R) 1,385,036	~~1,130,435~~ 1,180,435	1,232,307	1,036,451

RLM

RLM

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

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	300,304	288,253	298,274	298,274
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	657,608	595,257	529,887	529,088
(1) P-3 (All TMS) *	279,362	255,332	228,663	214,331
(2) Aircraft/Airframe Other*	378,246	339,925	301,224	314,757
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	3,695	853	0	0
c. HYDRAULIC/PNEUMATIC	4,866	3,768	3,768	3,768
d. INSTRUMENTS	3,210	3,037	2,627	2,627
e. LANDING GEAR	586	170	170	170
f. AVIATION ORDNANCE	4,954	2,051	1,116	1,116
g. AVIONICS/ELECTRONICS	3,668	2,801	2,801	2,801
h. APUs	0	0	0	0
i. OTHER	(R) 27,429	(R) 34,339	(R) 29,269	(R) 29,246

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	16,950	16,950	16,950	16,950
14. OTHER	(R) 85,604	(R) 100,769	(R) 103,078	(R) 102,264
15. MANUFACTURING	45,821	42,575	53,345	52,631
16. FLEET SUPPORT				
a. Product Support (Engineering)	(R) 1,050,190	883,910	974,483	765,094
b. Voyage Repair	0	0	0	0
c. Customer Service	5,366	5,150	4,798	4,747
d. BRAC Transition	136,350	53,657	0	0
Total:	(R) 2,442,316	(R) 2,087,728	(R) 2,058,831	(R) 1,852,540

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

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

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

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

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

15.1

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	(R) 172,931	(R) 209,001	(R) 260,953	(R) 261,808
15. MANUFACTURING	0	0	0	0
16. FLEET SUPPORT				
a. Product Support (Engineering)	0	0	0	0
b. Voyage Repair	122,700	122,700	122,700	122,700
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	(R) 1,264,156	(R) 1,406,250	(R)1,348,733	(R) 1,340,204

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

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

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

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

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

15.2

ACTIVITY UIC: N65886
JACKSONVILLE

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	19,972	19,972	19,445	19,518
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	(R) 177,771	(R) 157,331	(R) 105,379	(R) 104,524
15. MANUFACTURING	0	0	0	0
16. FLEET SUPPORT				
a. Product Support (Engineering)	0	0	0	0
b. Voyage Repair	0	0	0	0
c. Customer Service	0	0	0	0
d. BRAC Transition	0	0	0	0
Total:	(R) 1,883,086	(R) 1,768,678	(R) 1,689,088	(R) 1,673,622

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

16. Scope of Work Performed

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

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

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

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

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

Engineering Support

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

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

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

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

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

Advises NAVAIR in connection with engineering specifications.

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

Program Manager Air

Responsible to the Commander, Naval Air Systems Command (via the Assistant Commander for Fleet Support and Field Activity Management (AIR-04)) for the overall program (engineering,

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

Logistics Management

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

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

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

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

Reviews Engineering Change Proposals (ECP's), assesses the impact of the changes, prepares ECP cost and funding sheets, prepares ECP milestone charts, and recommends alternative

Publications

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

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

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

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

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

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

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

Specification Development

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

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

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

Develops requirements for contractor support.

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

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

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

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

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

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

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

Laboratory Services

Performs failure analysis of bearing components.

Performs physical destructive testing on materials and aircraft components.

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

Performs metallurgical tests on aspects of shop processes and problems.

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

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

Provides consultation and analytical services to the NADEP, NAS JAX, and other DOD facilities in the area of environmental

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

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

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

Provides physical and chemical property data on nonmetallic materials.

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

Source Selection

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

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

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

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

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

Logistics Management

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

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

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

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

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

Foreign Military Sales

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

Develops information to provide price quotes for FMS rework requirements.

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

Depot Maint Mgmt Logistics

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

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

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

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

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

Investigates and recommends potential (long-range) workloads.

Procurement

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

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

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

Reviews all major procurement requests for parts/service.

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

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

Publications

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

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

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

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

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

Specification Development

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

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

Maintains in-house data bases and establishes electronic gateways

Develops requirements for contractor support.

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

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

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

Issues local engineering specifications on cognizant systems

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

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

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

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

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

Laboratory Services

Performs failure analysis of bearing components.

Performs metallurgical tests on aspects of shop processes and problems.

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

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

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

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

Provides physical and chemical property data on nonmetallic materials.

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

Workload and Capabilities, continued

17. Interface with Customers

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

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

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

Mishap Investigations	The Accident Boards and Navy Safety Center rely heavily upon engineering investigations to determine causal factors in the mishaps and to develop corrective actions to prevent future mishaps. Engineers from the depot are available 24 hours a day to respond to requests for assistance to be dispatched to mishap sites throughout the world. Initial on-site investigations are typically followed up by extensive disassembly, inspections, metallurgical testing, measurements at the depot.
Technical Data	Provides the Fleet operators and maintainers with proper technical instructions and information by preparing, validating, and publishing technical manuals, by prototyping and validating new technical directives, by issuing bulletins and interim rapid action changes.
Communication	The Fleet personnel are kept aware of emerging problems and solutions, hardware changes, capability improvements, and program activity through reciprocal on-site visits, conferences, maintenance plan reviews, integrated logistics management support team meetings, vendor symposiums, maintenance engineering logistics reviews, component improvement program, workshops, systems safety working groups and industry/government technical data exchanges.
Modification and upgrades	Interface responsibility involves tailoring each work specification and Statements of Work (SOW) to the customer requirement. Certain design changes are required to allow system interface. Design review meetings are held with the customer to ensure the design meets the intent of the SOW. Program Management reviews ensure that the projects are meeting cost and schedule requirements. Technical data, engineering support, kit manufacture, and logistics elements are provided to properly field the modified hardware. The benefit of doing the work at the depot is that most of the source data and experience from previous and current CFA assignments are retained.

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

Support Operational Readiness

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

Foreign Military Sales

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

Interservice Program

Interfacing with Interservice customers concerning repairs performed on their assets require face-to-face meetings with program managers, production managers, item managers, financial personnel, engineers, and logistics personnel to establish a contractual agreement between the customer and repair facility. These meetings at the beginning of a repair program are necessary to agree on workload quantities, repair procedures, reporting procedures, funding requirements and procedures, warehousing and shipping of customer assets, engineering requirements and

MEASURES OF MERIT

Costs [1]

18. Real Property Maintenance (RPM)

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

$11,877

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

Table 18.2: **Real Property Maintenance Expenses**

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

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

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

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

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

20. Environmental Compliance

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

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

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

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

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

None, this facility has no outstanding compliance deficiencies.

21. Local Wage Rate

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

Table 21.1: **Wage Rate**

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

22. Programmed Capital Investments

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

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

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

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

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

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

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

ACTIVITY COMMANDER

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

Signature

COMMANDER
Title

29 Sep 92
Date

NAVAL AIR SYSTEMS COMMAND
Activity

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

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

SUPERVISORY PROGRAM ANALYST
Title

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

F C Tillack
Signature

9/30/94
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

DEPUTY ASSISTANT COMMANDER
FOR AVIATION DEPOTS
Title

30 Sep 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

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

NEXT ECHELON LEVEL (If applicable)

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

Signature

ASSISTANT COMMANDER FOR LOGISTICS
AND FLEET SUPPORT
Title

30 Sep 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

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

Signature

COMMANDER
Title

29 Sep 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

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

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

BRACON CERTIFICATION

JOINT CROSS SERVICE GROUP PORTION - JACKSONVILLE
Data Call # 8 AMENDMENT TEN

-tify 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

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

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

SUPERVISORY PROGRAM ANALYST
Title

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

F C Tillack
Signature

10/7/94
Date

JOINT CROSS SERVICE GROUP PORTION - JACKSONVILLE
Data Call # 8 AMENDMENT TEN - PART TWO

'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 INDUSTRIAL CAPABILITIES
Title

11 OCT 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

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

NEXT ECHELON LEVEL (If applicable)

NAME (Please type or print)

Signature

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)

Signature

COMMANDER, NAVAL AIR SYSTEMS COMMAND
Title

11 OCT 94
Date D.H.C

NAVAL AIR SYSTEMS COMMAND
Activity

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

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

F. C. Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

10/11/94
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

BRAC-95 CERTIFICATION

NADEP Jacksonville
Data Call # 8, AMENDMENT # 12

rtify that the information contained herein is accurate and complete to the best of my knowledge and .ef.

NEXT ECHELON LEVEL (If applicable)

GEORGE R. BOTT IV
NAME (Please type or print)

GR Bott IV
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

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

DONALD V. BOECKER, RADM USN
NAME (Please type or print)

Donald V. Boecker
Signature

COMMANDER (ACTING)
Title

19 Oct 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

BRAC-95 CERTIFICATION
NADEP Jacksonville
Data Call # 8
AMENDMENT # 12

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

F C Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

10/17/94
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

Document Separator

AMENDMENT EIGHT

FULL REPLACEMENT DOCUMENT

FOR

DATA CALL # 8
JOINT CROSS SERVICE GROUP SECTION

NADEP NORTH ISLAND

30 SEPTEMBER 1994

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 diff

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

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

8. Automotive / Construction Equipment

9. Tactical Vehicles
   Tactical Automotive Vehicles
   Components

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

11. Sea Systems
    Ships
    Weapons Systems

12. Software
    Tactical Systems
    Support Equipment

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

14. Other

Table of Acronyms

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

ACTIVITY UIC: N65888
NORTH ISLAND

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

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

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

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	0	0	0	0	0
b. VSTOL	0	0	0	0	0
c. FIXED WING					
(1) Transport/Tanker/Bomber	0	0	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	550,460	710,512	721,008	911,115	745,430
(4) Admin/Training	66,774	123,860	121,560	110,875	73,965
d. OTHER (SUB-TOTAL) *	813,748	842,132	897,475	819,788	871,268
(1) P-3 (All TMS) *	0	0	0	0	0
(2) Aircraft/Airframe Other *	813,748	842,132	897,475	819,788	871,268
2. AIRCRAFT COMPONENTS					
a. DYNAMIC COMPONENTS	319,124	121,780	51,199	61,899	33,754
b. AIRCRAFT STRUCTURES	56,426	45,213	42,620	51,195	38,572

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	27,617	33,486	26,272	45,062	42,823
3. ENGINES (GAS TURBINE)					
a. AIRCRAFT	0	0	0	0	0
b. SHIP	118,451	93,623	87,464	105,963	101,658
c. TANK	0	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0	0
13. SPECIAL INTEREST ITEMS					
a. Bearings & Refurbishment	16,877	16,773	22,216	25,566	28,914
b. Calibration (Type I)	33,754	41,613	44,021	42,356	41,226
c. TMDE	0	0	0	0	0
14. OTHER	2,374,761	2,598,219	2,415,434	2,885,698	2,699,514
TOTAL	4,677,893	4,978,542	4,854,415	5,385,747	4,991,524

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

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**

14

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

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).**

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	[illegible]				

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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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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					

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

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

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

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

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

*** TOTALS WILL NOT EQUAL 100%.

1.2 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	[illegible]		

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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%.

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	[illegible]				

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

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

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

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

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

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

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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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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

3. Programmed Workload

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

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

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

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

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

R

CAPACITY

2. Plant Replacement Value

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

Table 2.1: **Expenditures and Equipment Values**

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

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

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

CAPACITY

3. Programmed Workload

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

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

COMMODITY GROUP	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:					
a. ROTARY	0	0	0	0	0
b. VSTOL	0	0	0	0	0
c. FIXED WING					
(1) Transport/Tanker/Bomber	0	0	0	0	0
(2) Command and Control	0	0	0	0	0
(3) Light Combat	53,966	71,391	73,870	96,973	77,683
(4) Admin/Training	6,546	12,714	12,142	11,391	7,534
d. OTHER (SUB-TOTAL)*	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					

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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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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					

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COMMODITY GROUP	DLMHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
a. Bearings & Refurbishment	15,339	15,436	19,219	23,743	26,448
b. Calibration (Type I)	31,378	40,000	40,000	40,000	40,000
c. TMDE	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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Table 3.1.b: **Programmed Workload** R

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

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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	0	0	0	0	0
14. OTHER	2,211,488	2,569,763	2,354,134	2,773,599	2,576,378
TOTAL	4,410,848	4,867,740	4,694,466	5,163,269	4,713,318

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

R

CAPACITY

4. Service Centers of Excellence R

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

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

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

Geographic

1. Location

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

Activity	Location	Description of Strategic Importance/Military Value

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

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

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

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

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

Collocation of the NADEP with major activities enables the Depot to enjoy [illegible]
with our customers. [illegible]

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

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

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

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

2. Environmental Compliance

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

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

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

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

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

Programmed Work	Restriction/Delay	Describe Impact

No actual or programmed work at NAVAVNDEPOT North Island has been restricted or delayed because of environmental considerations. NAVAVNDEPOT North Island incorporates environmental considerations into all strategic planning and has developed a Master

3. Environmental Restrictions

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

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

Special Program	Environmental/Industrial Waste	Describe

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

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

(a) California Assembly Bill 2588 (1989) requires industrial activities to complete comprehensive inventories of listed hazardous air pollutants, perform refined health risk assessments attendant to quantified hazardous air pollution emissions, and perform public notification of excess health risk. Initial inventories were required in 1989 with follow-on inventories to be submitted every four years thereafter. NAVAVNDEPOT North Island, in conjunction with NAS North Island, has performed an extensive inventory of all sources of hazardous air pollutants, determined contribution to excess health risk, and has developed systems to continuously track the emissions of hazardous air pollutants. This has resulted in improved emission determinations and identification and implementation of emission reduction

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

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

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

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

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

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

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

4. Other Collocated Activities

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

Collocated Activity

Commander, Naval Air Forces Pacific Fleet	Commander, Naval Surface Fleet, Pacific
Commander Air Early Warning Wing Atlantic	Commander, Fighter Wing Pacific
Commander Helicopter Support Wing Pacific	Commander Anti-submarine Wing Pacific
Commander, Sea Control Wing Pacific	Commander Naval Fighter Weapons School (Top Gun)
Commander Naval Demonstration Squadron (Blue Angeles)	Commander, Carrier Air Wing Two (USS Constellation BG)
Commander, Carrier Air Wing Nine (USS Kitty Hawk BG)	Commander, Carrier Air Wing Eleven (USS Abraham Lincoln BG)
Commander, Carrier Air Wing 14 (USS Carl Vinson BG)	Commander, Carrier Air Wing 15 (USS Kitty Hawk BG)
Commander Marine Air Group 11	Commander Marine Air Group 13
Commander Marine Air Group 16	Commander Marine Air Group 39
Commander Marine Air Group 46	U.S. Marine Corps Camp Pendelton
U.S. Naval Ship Yard Long Beach	Naval Surface Warfare Center Port Hueneme
Naval Air Warfare Center Point Mugu	Naval Air Warfare Center China Lake

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	"

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

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

Collocated Activity | Describe Impact if not Collocated

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

5. Encroachment

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

Type of Encroachment	Operation Impacted	Describe

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

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

Type of Encroachment	Constraint on Expansion	Describe

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

MEASURES OF MERIT

Facilities and Equipage

6. Unique or Peculiar Facilities

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

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

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

Test Facility	Reasons Required for Maintenance

All these facilities support current workload that require the associated testing as part of the

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	

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 <u>current</u> day design criteria. The updates provide for upgraded seismic resistance, fire deterrent**

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

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

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

8. Unique and/or Peculiar Capabilities and Capacities

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

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

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

	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.

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

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

9. Acreage Available for Building

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

Table 9.1: **Real Estate Resources**

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

10. Administrative Space

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

Current Use	Square Feet	Potential Use (Be Specific)

Currently no administrative space can be made available for the depot maintenance function. Administrative space is typically in support of the depot maintenance function. With the transition of CFA personnel from the closing Depots due to BRAC 93, additional administrative facilities are required.

11. Industrial Waste

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

Inhibiting Factor	Provide Detailed Description

No inhibiting factors exist that would limit future expansion on the base. NAVAVNDEPOT North Island has reduced industrial wastewater discharges by 86 percent (based upon a 1989 baseline). This has been accomplished via an aggressive pollution prevention and water conservation program. Commencement of operation of Source Treatment Units (STUs) at the NAVAVNDEPOT's largest remaining sources of industrial wastewater in calendar year 1994 coupled with other reduction initiatives are anticipated to eliminate the discharge of industrial wastewater by calendar year 1996. Initiatives attendant to the elimination of industrial wastewater discharges have anticipated future expansion in design considerations to eliminate potential inhibition of future expansion.

MEASURES OF MERIT

Workload and Capabilities

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

12. Core Capabilities (DoD)

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

Table 12.1.a: **Service Required Core** **R** 1

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	478,444	405,082	505,791	424,219
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	407,346	486,494	394,124	439,667
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	407,346	486,494	394,124	439,667
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	51,439	31,694	59,631	31,550
b. AIRCRAFT STRUCTURES	39,405	40,115	49,157	36,729

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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	27,560	23,079	42,395	35,235
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	88,488	83,173	99,357	97,776
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	14,497	18,280	22,804	25,509
b. Calibration (Type I)	40,000	40,000	40,000	40,000
c. TMDE	0	0	0	0
14. OTHER	1,464,974	1,607,173	1,889,123	1,898,996
Total:	2,890,597	3,109,876	3,390,444	3,306,146

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

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** 7

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	478,444	405,082	505,791	424,219
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	407,346	486,494	394,124	439,667
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	407,346	486,494	394,124	439,667
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	51,439	31,694	59,631	31,550
b. AIRCRAFT STRUCTURES	39,405	40,115	49,157	36,729
c. HYDRAULIC/PNEUMATIC	17,348	23,702	26,170	22,948
d. INSTRUMENTS	86,394	118,797	89,844	82,610
e. LANDING GEAR	21,010	27,160	27,253	25,253
f. AVIATION ORDNANCE	6,039	3,243	2,444	2,770
g. AVIONICS/ELECTRONICS	147,653	201,884	142,351	142,884

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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	0	0	0	0
14. OTHER	1,464,974	1,607,173	1,889,123	1,898,996
Total:	2,890,597	3,109,876	3,390,444	3,306,146

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

13. Core Workloads

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

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	478,444	405,082	505,791	424,219
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	407,346	486,494	394,124	439,667
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	407,346	486,494	394,124	439,667
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	51,439	31,694	59,631	31,550
b. AIRCRAFT STRUCTURES	39,405	40,115	49,157	36,729
c. HYDRAULIC/PNEUMATIC	18,138	24,492	26,960	23,738
d. INSTRUMENTS	92,294	124,697	95,744	88,510
e. LANDING GEAR	21,010	27,160	27,253	25,253

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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	0	0	0	0
14. OTHER	1,468,974	1,611,173	1,893,123	1,902,996
Total:	2,917,225	3,136,540	3,417,072	3,332,774

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

14. Other Workloads (Above Core)

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

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

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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	[illegible]	[illegible]	[illegible]	[illegible]

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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 1)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	52,000	52,000	52,000	52,000
Total:	59,981	59,981	59,981	59,981

See additional information on next page.

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

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

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

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	0
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	790	790	790	790
d. INSTRUMENTS	5,900	5,900	5,900	5,900
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	14,385	14,385	14,385	14,385

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
a. AIRCRAFT	0	0	0	0
b. SHIP	614	614	614	614
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	939	939	939	939
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	4,000	4,000	4,000	4,000
Total:	26,628	26,628	26,628	26,628

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

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	478,444	405,082	505,791	424,219
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)*	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

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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).

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

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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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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

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.

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

Singapore	E-2	Logistics support
Taiwan	E-2	Logistics support
Saudi Arabia	LM2500 Marine Gas Turbine	Engine component repair
Korea	LM2500 Marine Gas Turbine	Engine component repair
Italy	LM2500 Marine Gas Turbine	Engine component repair

NOTE: In support of BRAC 93 transition, NADEP North Island will accept 396 FMS component repair line items from NADEP Pensacola. This total represents 70.8 percent of the 559 total lines being transitioned.

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

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

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

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

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

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

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

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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)				

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	268,063	26,000	26,000	26,000
Total:	268,063	26,000	26,000	26,000

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

10

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	0	0	0	33,261
(4) Admin/Training	120,990	112,140	102,140	65,585
d. OTHER (SUB-TOTAL)*	23,675	23,675	23,675	23,675
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	23,675	23,675	23,675	23,675
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	63,575	8,394	86	86
b. AIRCRAFT STRUCTURES	4,090	352	0	0
c. HYDRAULIC/PNEUMATIC	1,185	5	0	0
d. INSTRUMENTS	23,196	7,622	0	7
e. LANDING GEAR	610	90	90	90
f. AVIATION ORDNANCE	83	83	0	0
g. AVIONICS/ELECTRONICS	12,400	3,184	156	156
h. APUs	0	0	0	0
i. OTHER	2,913	573	266	374
3. ENGINES (GAS TURBINE)				

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	56,690	68,467	68,467	68,467
Total:	309,696	224,585	194,880	191,701

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

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

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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)				

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	724,036	596,494	734,009	526,915
Total:	1,112,147	970,203	1,101,609	884,078

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

R

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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
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	200,678	277,157	363,727	252,045
(4) Admin/Training	120,940	112,140	102,140	65,585
d. OTHER (SUB-TOTAL)*	411,786	397,384	391,275	380,838
(1) P-3 (All TMS) *	0	0	0	0
(2) Aircraft/Airframe Other*	411,786	397,384	391,275	380,838
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	63,575	8,394	86	86
b. AIRCRAFT STRUCTURES	4,090	352	0	0
c. HYDRAULIC/PNEUMATIC	3,002	1,822	1,817	1,817
d. INSTRUMENTS	23,603	8,029	407	414
e. LANDING GEAR	790	270	270	270
f. AVIATION ORDNANCE	714	714	631	631
g. AVIONICS/ELECTRONICS	14,499	5,283	2,255	2,255
h. APUs	0	0	0	0
i. OTHER	4,434	2,094	1,787	1,895

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
b. SHIP	1,615	1,326	1,326	1,326
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	1,100,789	742,961	880,476	673,382
Total:	1,950,515	1,557,926	1,746,197	1,380,544

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

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

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

Table 15.1: **Unique and/or Peculiar Total Core Workload** **R** 10

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

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
i. OTHER	0	0	0	0
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	56,700	56,700	56,700	56,700
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	15,436	19,219	23,473	26,477
b. Calibration (Type I)	40,000	40,000	40,000	40,000
c. TMDE	0	0	0	0
14. OTHER	111,952	113,452	115,222	115,922
Total:	319,829	320,786	329,390	325,399

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

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

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

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

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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

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Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
i. OTHER	0	0	0	0
3. ENGINES (GAS TURBINE)				
a. AIRCRAFT	0	0	0	0
b. SHIP	0	0	0	0
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	60,000	68,000	68,000	68,000
Total:	60,000	68,000	68,000	68,000

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)				

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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

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

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1. AIRCRAFT AIRFRAMES:				
a. ROTARY	0	0	0	0
b. VSTOL	0	0	0	0
c. FIXED WING				
(1) Transport/Tanker/Bomber	0	0	0	0
(2) Command and Control	0	0	0	0
(3) Light Combat	200,678	277,157	363,727	218,784
(4) Admin/Training	0	0	0	0
d. OTHER (SUB-TOTAL)	0	0	0	0
(1) P-3 (All TMS)	0	0	0	0
(2) Aircraft/Airframe Other	0	0	0	0
2. AIRCRAFT COMPONENTS:				
a. DYNAMIC COMPONENTS	0	0	0	0
b. AIRCRAFT STRUCTURES	0	0	0	0
c. HYDRAULIC/PNEUMATIC	0	0	0	0
d. INSTRUMENTS	0	0	0	0
e. LANDING GEAR	0	0	0	0
f. AVIATION ORDNANCE	0	0	0	0
g. AVIONICS/ELECTRONICS	0	0	0	0
h. APUs	0	0	0	0
i. OTHER	0	0	0	0
3. ENGINES (GAS TURBINE)				

Service Type	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
c. TANK	0	0	0	0
d. BLADE/VANES (Type 2)	0	0	0	0
13. SPECIAL INTEREST ITEMS				
a. Bearings & Refurbishment	0	0	0	0
b. Calibration (Type I)	0	0	0	0
c. TMDE	0	0	0	0
14. OTHER	0	0	0	0
Total:	200,678	277,157	363,727	218,784

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)				

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	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).

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)				

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).

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

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).

ACTIVITY UIC: N65888
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).

ACTIVITY UIC: N65888
NORTH ISLAND

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

ACTIVITY UIC: N65888
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

16. Scope of Work Performed

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

Service/Function	Description
Training (fleet, FMS)	Training provided by the Depot requiring certified instructors or special facilities not available through NAMTRA.
I and O level Logistics support for fleet and FMS customers.	Full range of logistic support services and products. Specific requirements are based on customer requirements.
Lab Services	Full range of lab services from failure/fatigue analysis to microspectrometry.
Tactical Software Development	Full range of tactical software and TPS development.

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

Service/Function	Describe Relationship and Benefit to Maintenance Mission
Training	This service though not an integral part of Depot maintenance provides part of the full service concept to the fleet or FMS customer. The benefit is derived through the fleet customer learning proper maintenance techniques and procedures. This leads to a higher level of material readiness and decreased maintenance expenditures.
I and O Level Logistics	This service provides a conduit through which the depot level can be integrated into the fleet team. Through the intimate knowledge gained of the supported system in this process, refinements can be developed to better support deployed weapons systems.
Lab Services	These services provide the ability to perform finite independent analysis. This is a valuable tool when evaluating failure or material conditions that could possible lead to failure. The fact that these services are not parochial in nature, enhance the analysis posture for all activities in the geographical region.
Technical Software Development	Through this program the reliability and maintainability of fielded weapons systems can be increased.

17. Interface with Customers

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

Service/Function	Describe Required Interface/Relationship/Benefit
Field Service Teams	These teams perform repair and modification at the fleet customer site. These functions occur when: * aircraft damage prohibits movement. * aircraft damage is beyond squadron capability but doesn't warrant removal from squadron custody. * depot level modifications can be done on-site minimizing operational down-time. * an Aircraft Service Period Adjustment (ASPA) inspection team can certify an aircraft to remain in service, postponing depot level repair.
Voyage Repair Teams (VRT)	These teams perform repair on aircraft carriers and other surface ships both dockside and at sea. Services include repair and modification of: * Flight deck catapults and arresting gear. * Minor landing systems. * Jet blast deflectors * RAST (recovery, assist, secure and traverse) systems.
Engineering Support	On-site engineering support to fleet customers may include * Repair designs for damaged aircraft in field service repair both at air station and at sea. * Rapid response to safety of flight determinations, in-theater (Desert Storm). * Customer liaison for I and O level modifications * Assisting field teams during ASPA inspections.
On-site Calibration	These teams calibrate support equipment ashore and afloat. The teams support: * Automatic Test Equipment (ATE) * Avionics Test Equipment

Equipment assets disallows lengthy out-of-service time. On-site services minimize down-time and eliminates transportation delays.

Depot Maintenance Interservice Program Reviews	These reviews may occur at the customer site to resolve quality, specification, packaging, or any other customer concern.
Foreign Military On-site Services	This on-site support may include: * Depot logistics site surveys to determine host country facility and equipment needs. * Aircraft and component inspection and evaluation services. * ATE installations.

MEASURES OF MERIT

Costs [1]

18. Real Property Maintenance (RPM)

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

$14,474 K

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

Table 18.2: **Real Property Maintenance Expenses**

	FY 1990	FY 1991	FY 1992	FY 1993
RPM Expenses ($K)	4,690	6,381	6,023	3,789

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

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

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

EXPENSE	FY 1990	FY 1991	FY 1992	FY 1993
AOC ($ K)	205,162	225,879	231,557	229,973
$ / DLH	46.00	50.38	59.06	60.38

20. Environmental Compliance

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

Table 20.1: **Environmental Compliance Costs**

COST($K)	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
Actual	5,157	6,465	6,511	7,281	0	0	0	0
Programmed	5,730	7,184	7,235	8,091	7,016	7,565	7,707	6,712

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

Spending as programmed above is directed at maintaining recurring environmental compliance program costs and includes all known facilities/equipment costs to assure full environmental compliance with anticipated future environmental regulation. It is anticipated that if spending is accomplished as programmed above all existing facilities and equipment (the vast majority of which is in compliance with existing requirements) will be in compliance and no backlog will exist attendant to existing facilities/equipment.

21. Local Wage Rate

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

Table 21.1: **Wage Rate**

Wage Rate	FY 1991	FY 1992	FY 1993	FY 1994
WG-11 / Step3	13.10	13.64	14.17	14.67

22. Programmed Capital Investments

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

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

Table 22.1: **Programmed Capital Investments**

TYPE	FY 1996	FY 1997	FY 1998	FY 1999
NEW MISSION ($K)	0	0	0	0
REPLACEMENT ($K)	1,729	1,894	1,800	1,800

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

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

ACTIVITY COMMANDER

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

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

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

SUPERVISORY PROGRAM ANALYST
Title

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

F C Tillack
Signature

9/30/94
Date

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

DEPUTY ASSISTANT COMMANDER
FOR AVIATION DEPOTS
Title

30 Sep 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

ASSISTANT COMMANDER FOR LOGISTICS
AND FLEET SUPPORT
Title

30 Sept 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

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

Signature

COMMANDER
Title

29 Sep 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

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

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

JOINT CROSS SERVICE GROUP PORTION - NORTH ISLAND
Data Call # 8 AMENDMENT TEN 7

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

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

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

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

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)

SUPERVISORY PROGRAM ANALYST
Title

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

F C Tillack
Signature

10/11/94
Date

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)

G R Bott IV
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)

Donald V. Boecker
Signature

COMMANDER (ACTING)
Title

19 Oct 94
Date

NAVAL AIR SYSTEMS COMMAND
Activity

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

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

F C Tillack
Signature

SUPERVISORY PROGRAM ANALYST
Title

10/17/94
Date

Division

BRAC IMPLEMENTATION TEAM
Department

NADOC
Activity

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

DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20350-1000

MM-0405-F8
BSAT/RM
28 October 1994

MEMORANDUM FOR THE CHAIR, JOINT CROSS SERVICE GROUP-DEPOT MAINTENANCE

Subj: PROVISION OF CERTIFIED NAVY DATA TO BRAC-95 JOINT CROSS SERVICE GROUP-DEPOT MAINTENANCE

In compliance with the Internal Control Plan for Managing the Identification of DoD Cross-Service Opportunities as Part of the DoD 1995 Base Realignment and Closure Process, dated 13 April 1994, and as authorized by the Executive Secretary, BRAC-95 Steering Group memorandum dated 2 August 1994, I am forwarding the enclosed data and information to be used for analysis by the Joint Cross Service Group-Depot Maintenance (JCSG-DM). This data was obtained by the Department of the Navy (DON) in response to the JCSG-DM's request for information , as issued 4 April 1994, and was certified in accordance with the Department of the Navy BRAC-95 policy and procedures.

This is the thirteenth provision of DON data to the BRAC-95 JCSG-DM. It consists of responses not received at the time of the initial submission and technical corrections made to previously submitted data. This material is provided in addition to the material provided in DON Memoranda of the same subject (reference MM-0323-F6 BSAT/JC dated 06 September 1994, MM-0332-F6 BSAT/JC dated 12 September 1994, MM-0337-F6 BSAT/JC dated 15 September 1994, MM-0338-F6 BSAT/JC dated 15 September 1994, MM-0355-F7 BSAT/JC dated 30 September 1994, MM-0356-F7 BSAT/JC dated 30 September 1994, MM-0360-F7 BSAT/JC dated 03 October 1994, MM-0375-F7 BSAT/RM dated 06 October 1994, MM-0381-F7 BSAT/RM dated 07 October 1994, MM-0383-F7 BSAT/RM dated 11 October 1994, MM-0385-F7 BSAT/RM dated 12 October 1994, and MM-0394-F8 BSAT/RM dated 19 October 1994). Additionally, the JCSG-DM has requested a second copy of the material and that has been included in the attachment.

The documents enclosed consist of a certified true copy of the Data Call responses received from the activities listed on the attachment. The only changes authorized for the enclosed responses will be any technical corrections made in response to errors identified by internal DON verification checks or for any additional clarifying information requested by the JCSG-DM. In either circumstance, another formal transmission will be made by the Department of the Navy for any such data submitted to the JCSG-DM.

JCSG-DM Data Call Supplement

Department of the Navy
Respondents

VOLUME II

Technical Centers

12. NSWC Crane
14. NSWC Louisville

JCSG-DM Data Call Supplement

Department of the Navy
Respondents

VOLUME I

1. Data Call Supplement as sent

Naval Aviation Depots

2. NADEP Cherry Point
3. NADEP Jacksonville
4. NADEP North Island

Marine Corps Logistics Bases

5. MCLB Albany
6. MCLB Barstow

VOLUME II

Naval Shipyards / Naval Ship Repair Facility [to be provided]

7. NSYD Long Beach
8. NSYD Norfolk
9. NSYD Pearl Harbor
10. NSYD Portsmouth
11. NSYD Puget Sound

Technical Centers

12. NSWC Crane [to be provided]
13. NUWC Keyport
14. NSWC Louisville

A

Crane

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

Naval Surface Warfare Center Crane Division Crane, Indiana Site
UIC: N00164

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**

18

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
2.g	261,960	273,563	279,234	280,768	282,302
4.a	22,193	22,193	22,193	22,193	22,193
4.b	37,800	37,800	37,500	37,800	37,800
7.e	2,196	11,333	21,815	29,310	29,327
7.f	58,000	86,000	92,000	121,000	156,000
11.a	16,998	16,998	16,998	16,998	16,998
11.b	342,932	397,827	410,137	415,309	423,948
14	4,432	4,564	4,701	4,842	4,988
TOTAL	746,511 ~~748,506~~	850,278 ~~852,274~~	884,578 ~~886,575~~	928,220 ~~930,218~~	973,556 ~~975,555~~

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Crane

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

Naval Surface Warfare Center Crane Division Crane, Indiana Site
UIC: N00164

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**

COMMODITY GROUP	INDEX (DLHs)					
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	
2.g	261,960	273,563	279,234	280,768	282,302	
4.a	22,193	22,193	22,193	22,193	22,193	
4.b	37,800	37,800	37,800R	37,800	37,800	R
7.e	2,196	11,333	21,815	29,310	29,327	
7.f	58,000	86,000	92,000	121,000	156,000	
11.a	16,998	16,998	16,998	16,998	16,998	
11.b	342,932	397,827	410,137	415,309	423,948	
14	4,432	4,564	4,701	4,842	4,988	
TOTAL	746,511	850,278	884,878R	928,220	973,556	R

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**

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COMMODITY GROUP	INDEX (%)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
2.g	62.5%	54.1%	53.3%	53.2%	52.8%
4.a	0	0	0	0	0
4.b	100%	100%	100%	100%	100%
7.e	83.93%	16.28%	20.83%	22.67%	21.65%
7.f	72.0%	81.0%	83.0%	88.0%	92.0%
11.a	98.48%	99.07%	99.07%	57.65%	57.65%
11.b	85.49%	89.76%	71.68%	81.5%	76.19%
[illegible]	56.40%	54.77%	89.34%	86.74%	84.20%
TOTAL	79.8 ~~564.8%~~	70.7 ~~494.98%~~	73.9 ~~517.22%~~	70.0 ~~489.76%~~	69.2 ~~484.49%~~

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
2.g	62.5%	54.1%	53.3%	53.2%	52.8%
4.a	0	0	0	0	0
4.b	100%	100%	100%	100%	100%
7.e	83.93%	16.28%	20.83%	22.67%	21.65%
7.f	72.0%	81.0%	83.0%	88.0%	92.0%
11.a	98.48%	99.07%	99.07%	57.65%	57.65%
11.b	85.49%	89.76%	71.68%	81.5%	76.19%
	56.40%	54.77%	89.34%	86.74%	84.20%
TOTAL	74.85%	72.9%	65.7%	69.2%	68.2%

no data

1. **Capacity Utilization, continued**

1 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
2.g	376,918	409,918	409,918	421,918	426,487 ~~426,980~~
4.a	24,140	25,347	26,615	27,946	29,343
4.b	76,000 ~~78,000~~	76,000 ~~78,000~~	76,000 ~~78,000~~	76,000 ~~78,000~~	76,000 ~~78,000~~
7.e	17,217	53,220	63,702	71,197	71,214
7.f	71,000	98,000	637,000	637,000	637,000
11.a	17,264	31,392	31,392	31,392	31,392
11.b	1,019,316	1,112,356	1,127,234	1,142,857	1,168,261
14	8,864	9,307	9,772	10,261	10,774
TOTAL	1,610,719 ~~1,612,719~~	1,815,540 ~~1,817,540~~	2,381,633 ~~2,383,633~~	2,418,571 ~~2,420,571~~	2,450,971 ~~2,452,964~~

MAXIMUM POTENTIAL CAPACITY

[illegible]odity Group 2.g:

Microwave Tubes

Maximum Potential Depot/Industrial Workload was calculated based on existing available space and additional space resulting from an already programmed MILCON. Pesonnel were not considered a constraint. Work positions were not considered a constraint but the equipment making up these work positions consist of numerous long lead items thus affecting the number of work positions available in each year. Maximum Potential Capacity was calculated in accordance with the Defense Depot Maintenance Council approved update to DoD 4151.15H dated December 5, 1990.

Maximum Potential Capacity = 1 + (1 - UI)) x Predicted Workload for each fiscal year.

Electronic Warfare

Data for units developed by each depot personnel utilizing their expertise. Data provided didn't include all hours, only technician/bench hours. A formula was developed based on FY-93 actual technician hour data and FY-93 actual depot labor expended. For each technician hour there are several other supporting personnel hours. Doubling workload does not result in all supporting hours doubling. A multiplication factor was established, based on historical data, to account for support hour growth with respect to workload growth. Utilized formula and Maximum Potential technician hours data provided to calculate maximum throughput.

[illegible]ed current spaces (constraint), high percentage of utilization of work positions and receiving new TTS, [illegible]RADCOM, use of CASS, ASPJ testers(4), build specific ATE to improve efficiencies.

Commodity Group 11.b:

Microwave Tubes

Maximum Potential Depot/Industrial Workload was calculated based on existing available space and additional space resulting from an already programmed MILCON. Pesonnel were not considered a constraint. Work positions were not considered a constraint but the equipment making up these work positions consist of numerous long lead items thus affecting the number of work positions available in each year. Maximum Potential Capacity was calculated in accordance with the Defense Depot Maintenance Council approved update to DoD 4151.15H dated December 5, 1990.

Maximum Potential Capacity = 1 + (1 - UI)) x Predicted Workload for each fiscal year.

Electronic Warfare

[redacted]CON (Bldg 3251) is in progress at NSWCCD to house Ship Self Defense Electronic Warfare Systems ([redacted]) (AN/SLQ-32(V), AN/SLA-10, AN/ULM-4, AN/WLR-1H, AN/SSQ-82, AN/ULQ-13, AN/SSQ-95 and MK-53). The contract completion date is September 1995, however, construction is three months ahead of schedule. This facility will provide 72,000 square feet to support Design Agent, In-Service Engineering Agent, Acquisition Engineering Agent, Depot, Technical Direction Agent, Software Support Agent and Tactical System Support Center assignments for EWSs.

Bldg 3251 provides the space to allow system repairs, overhauls and restorations to proceed through depot processes in a very cost effective and efficient manner. The government has procured twelve AN/SLQ-32(V) unique test stations with associated software, engineering papers and special tooling, with delivery scheduled to begin in May 1994. The receipt of this specialized equipment will increase the depot capacity and provides NSWCCD with full System unit level test capability. Bldg 3251 will house six AN/SLQ-32(V) test beds for Navy system and module depot efforts while the existing Systems Lab, at Bldg 41, will provide space for Foreign Military Sales system overhauls and Navy Training workload. Bldg 3224 will house Other EW workload.

NSWCCD does not require any additional major equipment beyond that described above.

Production rates will depend on the amount of personnel tasked to test, repair, overhaul, upgrade and restore complete Systems, Shipboard Replaceable Units and Shipboard Replaceable Assemblies. Throughput and capability to perform system (Restorations and Comprehensive Repair, Align and Calibrate) and lower level work w[illegible] [illegible]crease upon the receipt of the test equipment. NSWCCD is involved in a public/private teaming effort to p[illegible] [illegible]n AN/SLQ-32(V) Restorations due to the cessation of production by the Original Equipment Manufacturer. [illegible]CD is unique in that it is the only activity (DOD and commercial) that is certified to perform [illegible]prehensive Repair, Align and Calibrate to support the Fleet.

Upon receipt of the test equipment there will not be any workload constraints.

Radar

Current planned MILCONS will free up additional floor space within Bldg. 41N to allow expansion of radar work. In FY 95, we were able to add an additional 9,840 sq. ft. for LRU production due to MILCON P-242. In FY 96 we gained 2,080 sq. ft. total (2200 for LRUs and 880 for overhauls)due to MILCON P-266. In FY 97 we gained 2,000 sq. ft. for overhauls due to MILCON P-262.

For the LRU and overhaul areas, we calculated production rates (units per sq. ft.) using today's actual production numbers and existing test stations available. We then did a straight multiplication of units/sq. ft. times the space that would be available in that year to obtain total maximum throughput.

We assumed equipment would be made available to support the increased production rates relative to the space ble. The number of work stations over what now exists was increased as follows:

FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01
54	57	65	75	75	78	78	78

Commodity Group 7.f:

Additional space utilized:

FY95	add 2400 sq ft (module 4)
FY96	add 2400 sq ft (module 1)
	add 2800 sq ft (bldg 41)
FY97	add 52237 sq ft MILCON (maintenance space)

Major equipment required: No major equipment is currently planned to be procured. (major defined as greater than $300K in cost)

Production rates: Based on historical data our average production rate is 6.61 hours per item. (244 units per wor year)

Constraints: Prior to FY97 floor space is a constraining factor.

ACITY

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	104,235	108,604	112,948	117,570	122,273

3. Programmed Workload

3 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
2.g	12,237	11,071	11,492	11,757	12,095
4.a	0	0	0	0	0
4.b	1,924	2,040	2,162	2,292	2,429
7.e	92	92	212	332	317
7.f	1,894	3,204	3,636	5,272	7,308
11.a	837	843	793	494	469
11.b	16,045	17,495	17,184	17,401	17,074
14	125	128	223	229	236
TOTAL	33,154	34,873	35,702	37,777	39,928

Table 3.1.b: **Programmed Workload**

COMMODITY GROUP	DLHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
2.g	266,601	234,097	235,856	234,289	233,988
4.a	0	0	0	0	0
4.b	38,000	38,000	38,000	38,000	38,000
7.e	1,843	1,845	4,245	6,445 ~~6,645~~	6,346
7.f	41,491	70,039	76,597	106,943	144,395
11.a	16,741	16,840	16,840	9,800	9,800
11.b	332,371	357,122	341,097	338,818	323,014

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.

NAVAL SURFACE WARFARE CENTER, CRANE DIVISION
DEPOT MAINTENANCE CENTER OF TECHNICAL EXCELLENCE (CTX)

A. The Naval Surface Warfare Center, Crane Division, Crane Site identifies three (3) CTX capabilities:

- MICROWAVE SYSTEMS
- ELECTRONIC MODULE TEST AND REPAIR
- ACOUSTIC SENSORS

2. CRANE SITE

a. CTX name/identification - MICROWAVE SYSTEMS

Commodity/technology/process/system supported

Systems and components used for generation, transmission, reception and processing of microwave energy and associated data

Brief narrative - Microwave system depot functions are co-located with the engineering agent responsibilities for fielded systems. This dual use of resources provides a more effective utilization of a wide range of skills, facilities and equipment. Depot functions are performed from the system level down to the component level. The specific technologies contained within this CTX span a wide range such as digital, vacuum rf/microwave, solid state rf/microwave, analog, microwave antennas, laser and electro-optics.

b. CTX name/identification - ACOUSTIC SENSORS

Commodity/technology/process/system supported

Navigation
AN/BQN3 TR143 Transducers

Brief Narrative - The Acoustic Sensors Test complex located at the Crane Site provides the full spectrum of hydroacoustic facilities coupled with industrial equipment, failure analysis, environmental test laboratories, and repair operations required to support the complete life cycle of Fleet systems. This full spectrum capability has resulted in the evolution of acoustic devices from high cost, hard-to-produce items to low cost, competitively procured, easily producible items. Expertise and facilities support product and reverse engineering, prototyping, emergency production, repair, test, evaluation, and technology insertion for acoustic devices and systems.

c. CTX name/identification - ELECTRONIC MODULE TEST AND REPAIR

Commodity/technology/process/system supported

Fire Control
- MK86 Gun Fire Control System modules
- Precision Rotating Components

Mine Warefare
- AN/SQQ14 Mine Classifying/Detecting Set
- AN/SQQ30 Mine Classifying/Detecting Set

Anti submarine Warfare
- AN/SQQ89 Surface Anti Submarine Warfare modules

Navigation
- AN/SSN2 Precise Integrated Navigation System
- Precision Rotating Components

Computers
- AN/UYK7 Navy Standard Computer
- AN/UYK44 Navy Standard Computer

Combat Control
- AN/BSY1 Combat Control/Acoustic Set modules

Communication
- National Security Agency Signal Intelligence Systems modules

ATE & TPS development software
- Fleet Module Screen and Repair Activities
- Navy Progressive Repair Program

BRIEF NARRATIVE - Crane Division has World Class capability for the engineering and technical disciplines which support test and repair of electronic assemblies/subassemblies including digital and analog circuit card assemblies, power supplies, microwave modules, standard electronic modules, cameras and monitors, computers, and precision rotating

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

REMOTE LOCATION - Crane Division is set in the rolling hills of southwestern Indiana. Although it is conveniently located with respect to major urban areas, with good access to rail, highway, and air transportation, Crane Division offers a virtually crime-free rural setting with numerous opportunities for outdoor recreation. **The cost of living in southern Indiana is among the lowest in the nation.** Not coincidentally, many Navy military people remain in the Crane area after retirement for just these reasons.

With nearly **100 square miles** inside its boundaries, Crane has the space to locate several unique facilities within a single organization with **significant unused area remaining for growth.**

Environmental Compliance - From an environmental standpoint, the geographic location of this facility is key to its successful operation and the continuation of missions which other facilities are being forced to close. Crane Division is remote, with little encroachment from residential or private industry. **The facility occupies land which, due to the topography and soil types, is of little value for farming, residential development, or private industry.**

EPA Region V and the Indiana Department of Environmental Management work well with the people and operations at Crane. Furthermore, the communities surrounding the Division are extremely supportive of the facility and its programs. **In other words, there is almost no antagonistic opposition from the public or regulators to environmental permits and related activities.** This favorable relationship is extraordinary among Department of Defense facilities.

Crane Division is also located in an attainment area for criteria pollutants under paragraph 107 of the Clean Air Act. **The nearly 64,000 acres which the base occupies provide an excellent natural laboratory in which to conduct studies to determine and monitor the impacts and risks to the environment associated with mission activities.** A considerable amount of money has been spent doing environmental assessment and installing monitoring equipment (e.g. over 400 groundwater monitoring wells). All of this combines to allow a wide diversity of operations rarely available anywhere else. **The location of Crane Division ideally situates it for different types of test, demolition, and firing ranges, as well as manufacturing and munitions storage.**

Mission Execution - With a superficial review, Crane Division's midwestern location may be seen as a disadvantage to the Navy, simply because the Navy equates to coastal properties. However, **providing the Navy with superior electronic and mechanical products, must by no means be a coastal activity.** In fact, many features of unique remote site product testing, readiness, logistics supply, and retention of skilled personnel are enhanced by the mid-continent location.

Small Arms - Removal from high density population centers allows for the testing of small arms weapons, mounts and ammunition without restrictions based on noise pollution requirements. Also, **this location reduces security risks due to infiltration or threat of urban uprising.** The salt-free environment lowers maintenance costs, and there is decreased likelihood of environmental catastrophes (hurricanes, earthquakes, floods and large scale fires).

Radiation - This remote geographic location, with its low population density, has reduced FCC requirements and regulations. **As an ordnance storage and control facility, radio frequency radiators are controlled by the station, enabling testing that requires low background noise (large acreage and remote rural area with no large commercial radiators).** A restricted fly zone provides the free space high power microwave radiation requires and allows work to be performed in a "Blue Sky" environment. The valley location, surrounded by large indeciduous trees, minimizes outside interference. Large available acreage allows adaptability for all DoD antenna range requirements. The site also provides the quiet environment required for hydroacoustic measurements.

Night Vision - An additional advantage of the rural location of this facility is the ability to test and evaluate Night Vision and Electro-Optic devices and systems **under true "natural" light conditions** at the outdoor test range. As no urban areas are near the facility, urban "back lighting" of the sky is not present to adversely affect testing to simulate operational conditions.

SYNERGIES OF CO-LOCATION - Many of the functions performed at the Crane Division, Naval Surface Warfare Center **require access to other facilities and capabilities co-located on the base** in order to accomplish their missions. These facilities/capabilities include:

- *Environmental simulation facilities such as humidity, temperature cycling, vibration, shock, altitude, sun/rain, sand/dust, salt spray, jolt, and jumble;*
- *X-ray facilities including real-time capability;*
- *Ordnance materials analysis lab;*
- *Circuit card engineering and repair support;*
- *Cable engineering, repair and manufacturing support;*
- *Mounting platforms and brackets;*
- *System interface testing;*
- *Battery engineering and test support;*
- *Failure Analysis of components;*
- *Documentation Control;*
- *Acquisition (contracting) of repair parts, complete equipment, and support materials and equipment;*
- *Automated material handling facility for storage of material for staging/repair/issue;*
- *Video tape generation/editing and Graphic Arts;*
- *Firing Ranges and Range Support for Lasers and/or Weapon Sights/Fire Control Testing;*
- *Equipment Calibration Support;*
- *Defense Reutilization and Marketing Office for recycling and disposal of test and analysis samples.*

These facilities are unique from the standpoint they are Navy owned and operated. This gives complete control over physical security. For example, this eliminates problems such as coordination with Coast Guard and/or municipal authorities concerning safety issues relating to humans and marine mammals as well as other environmental issues. Another advantage is that test and evaluation activities can be controlled and executed with **no interference from civil marine traffic** unlike test facilities in densely populated coastal areas. The result is effective execution of test processes with minimal cost due to the avoidance of down time and **freedom from excessive public relations complications.**

Hydroacoustics - The Sonobuoy Life Cycle Engineering/Logistics Facility has been built over the past 30 years and has evolved as acoustic sensors have become more sophisticated and capable. Many facets of these evaluations (i.e. electronics, environmental, hydroacoustics, and magnetic) constitute an in-line process. **These evaluations must be performed in**

outboard of vessels to be integrated in a test/evaluation and maintenance complex at **a single geographic location which produces truly full spectrum equipment support for the Navy.** Clustered environmental test facilities, machining operations and a myriad of other industrial and engineering services **generate a synergetic effect that yields process effectiveness and efficiencies that would be practically impossible to duplicate.** Essentially any conceivable service or support requirement can be obtained "in-house". Complications such as contracting delays, non-uniform testing, excessive material shipping and handling efforts and expense as well as redundant coordination costs are avoided. This integrated facility allows for **effective and efficient management by higher authority** due to reduced lines of communication and the luxury of having many coordination and planning tasks performed on-site which could not be possible with widely dispersed activities. An additional relevant advantage with strategic value is its **virtually unlimited storage capacity and extensive material handling capability.** This is imperative since many systems no longer receive any form of original manufacturer support. Vast quantities of decommissioned material is retained here and serves as a source of supply for critical/obsolete material requirements. These storage and material handling capabilities **furnish invaluable mobilization capacity.**

These facilities are **unique from the standpoint they are Navy owned and operated.** This gives **complete control over physical security.** An added benefit is **location in a remote rural area which naturally reduces public relations concerns.** For example, this eliminates problems such as coordination with Coast Guard and/or municipal authorities concerning safety issues relating to humans and marine mammals as well as other environmental issues. Another advantage is that test and evaluation activities can be controlled and executed with no interference from civil marine traffic unlike test facilities in densely populated coastal areas. The result is effective execution of testing with minimal cost due to the avoidance of down time and freedom from excessive public relations complications.

Conventional Ammunition Engineering - The Crane Division is a unique Navy activity in that significant Single Manager for Conventional Ammunition (SMCA) production is performed by CAAA, the Army tenant, located at Crane. **Fifty-eight percent of CAAA's ordnance magazine storage (1.9 million square feet) contains Navy/Marine Corps Ammunition assets.** Co-location of the Program Management and engineering functions with a major DOD ammunition production, storage, maintenance and disposal activity provides rapid response capability throughout the life cycle to major regional conflicts such as Operation Desert Shield/Desert Storm.

The synergy generated due to the co-location of program management, engineering, logistics, and repair personnel, facilities and equipment is immeasurable. Virtually any conceivable service or support requirement can be obtained "in-house". Crane has developed

equipment and expertise is optimized for efficiency. Complications such as contracting delays, non-uniform testing, excessive material shipping and handling efforts and expense and redundant coordination costs are also avoided. Costs are minimized and capabilities are enhanced by broadening of application and increased usage.

An additional relevant advantage of this site is its storage capacity. This has been imperative since **many systems no longer receive any form of original manufacturer support.** Vast quantities of decommissioned material is retained here and serves as a source of supply for critical/obsolete material requirements.

EDUCATIONAL SUPPORT and RECRUITMENT - Although Indiana is noted as a major producer and exporter of consumer and industrial electronic goods, **Crane Division has little local competition for people with skills in electronics.** The Division is centrally located with respect to some of the world's largest and most highly regarded schools of engineering. In addition, a number of nearby schools and universities offer two year Associate degrees in electronics.

Quality of Life - Crane Division is the largest employer of engineers in Southern Indiana. The low cost of living (including cost of housing) at both sites, ample/free parking, and ease in getting to work result in extremely low attrition rates. **Thus far there has been no need to offer recruitment or retention bonuses to either acquire or retain technical personnel.** The low cost of living is supported by the fact that we are covered under RUS (Rest of United States) insofar as locality pay is concerned.

Recruitment - There are a number of reputable engineering schools within a 100-150 mile radius of Crane: Purdue University, the University of Evansville, Rose-Hulman Institute of Technology, the University of Cincinnati, IUPUI, and the University of Louisville. **We have had approximately 1,000 engineering applications in our files within the past two-three years.** In addition, there are a number of technical schools in the local areas which furnish a substantial supply of electronic, electrical, and mechanical engineering technicians. These technical programs include both two-year and four-year curricula.

Cooperative Education - Crane's centralized location also makes it a prime contender for Co-operative education students. **In recent years the Crane Division has had one of the largest Co-op programs in Navy.** Upon graduation 60-80% of the students accept permanent job offers with the Activity.

Future Industrial Base - Crane Division, Naval Surface Warfare Center, the Naval Air Warfare Center Indianapolis, and Indiana University-Purdue University at Indianapolis have evolved a unique partnership to create the **Electronics Manufacturing Productivity Facility**

TRANSPORTATION - Crane Division's geographic location enhances support to the fleet through **ready access to corridors of transportation.**

Volume - The shipment volume at the Crane Division for FY93 was 27,059 Navy fleet shipments and 4,047 Ordnance Government Bill of Lading (GBL's). **Crane Division utilizes the automated Conus Freight Management Field Module** (CFM-FM) system to process shipments and to provide compatibility with Military Traffic Management Command for routings, GBL generation, and carrier performance data.

Access to Air - Located just five miles from downtown Louisville and minutes from the Louisville site of the Crane Division is Standiford field. It is serviced by 18 different airlines with over 100 flights per day. According to the Airports Association Council International, **Standiford field is the 10th largest air cargo airport in the world and the fifth largest within the U.S.** A $400 million dollar expansion to add parallel runways is now underway.

Standiford field is the national air-freight Hub site for United Parcel Service's (UPS). **All shipments with UPS come through this Hub site.** UPS has a sorting capacity of 160,000 packages or documents per hour supported by over 86 flights per day. **UPS serves over 180 countries and territories.** Services offered include; Next-day, Second-Day, Comprehensive logistics capabilities, and On-Site customs clearance.

Located approximately 80 miles north of the Crane site is Indianapolis International Airport. **This airport ranks 11th in the U.S. for cargo shipments.** A Federal Express hub, U.S. Postal Service Eagle Air hub, and United Airlines' $800 million dollar air maintenance hub are located here. **It is also the home of the Greater Indianapolis Foreign Trade Zone.**

Access to Rail - Crane site of the Naval Surface Warfare Center has **over 150 miles of railroad track** providing access to the facility's storage areas. This track accommodates the 89-foot flat cars used when shipping Milvans and Seavans. Crane Site is serviced by the Soo Line which interconnects at Chicago, Kansas City, and Louisville. **The Louisville area is served by five rail lines:** the Soo Line, CSX Transportation, Conrail, Norfolk Southern Corp., and the Paducah & Louisville. Cities within two days rail travel from Louisville include; Atlanta, Chicago, Memphis, Minneapolis, and St. Louis. **Average rail time to east and west coast locations are six and ten days, respectively.** CSX's main north and south line runs through nearby Evansville, Indiana.

Access to Waterways - Between the Crane and Louisville sites is the Ohio River, **the major waterway to Cincinnati, Pittsburgh, St. Louis, Memphis, New Orleans and the Gulf of**

830 acres and offers storage, towing and fleeting, barge cleaning and repair, switching, and heavy lifting up to 450 tons. **Ports are also available in Evansville,Indiana and the Great Lakes area.**

Louisville's Foreign Trade Zone, with customs clearance, is located within the Jefferson Riverport International's 1,600 acres and **offers benefits to those involved in overseas markets.**

Access to Highways - The City of Louisville is served by three major interstate highways: I-64, I-65, and I-71. The Indianapolis area, just north of the Crane site, is a hub for four major interstate highways: I-70, I-74, I-65, and I-69. A proposed extension of I-69 south to I-64 is scheduled to begin construction in 1996. **This southern extension is slated to pass within a mile of the Crane site.** When completed, I-69 will link the Great Lakes and Canada with the Mexico and the rest of Central and South America. The current plan will link such cities as Evansville, Indiana, Memphis, Tennessee, Shreveport, Louisiana, and Houston, Texas.

This region is serviced by over 40 motor carriers, including most of the major freight companies. **These carriers can provide service to all 48 contiguous states, as well as Canada and Mexico, without interchange,** allowing Crane Division the opportunity to have carriers pickup additional freight as trucks pass through the area. **Due to the number of major carriers and shipping volume, the trucking rates in the Crane Division area are very competitive.**

Access to Suppliers - **Crane Division is located within 500 miles of nearly 50 percent of the U.S. consumer markets and within 650 miles of 65 percent of the population of the United States.** Because of the Crane site's shipping volume, two transportation companies, Baggett Transportation and Boyle Transportation, have Terminals just outside Crane's boundaries. They offer quick service for "hot" emergency shipments. After material is loaded, **trucks deliver to the East coast in 12 hours and to the West coast in 36-48 hours.**

b. WHAT IS THE IMPORTANCE OF THE PRESENT LOCATION RELATIVE TO CUSTOMERS SUPPORTED?

CENTRAL LOCATION - Crane Division's central geographic location makes travel to either coast relatively equally convenient. Suppliers are dispersed throughout the country and travel to their locations is also made with greater ease. **This results in lower average time and costs for personnel travel and material shipments.** This advantage, combined with the on-site synergetic effects previously discussed, present customers with the opportunity of

For example, 75 percent of ammunition component and end item production by both industry and government is within 750 miles (38 percent within 500 miles) of Crane Division, **allowing almost same-day response to resolve on-site production related problems.** The maintenance of product expertise is the only means available to **assure safe, reliable and effective ammunition to satisfy Fleet requirements.**

Other customers supported are the military users located world-wide. On-site assistance is required with many of the equipments and systems supported by Crane personnel, and is currently being provided or has recently been provided in **Southwest Asia, Alaska, Cuba, Africa, Central America, Hawaii, Japan, Taiwan, and numerous CONUS locations for Navy, Army, Marine Corp, Special Operations Forces and Foreign Military customers.**

Crane Division has convenient access to two major airports, transcontinental rail lines, and the Interstate Highway System, and is **fully connected to global data networks.**

Being centrally located within the country results in **lower average time and cost for personnel travel and material shipments.** This benefit, combined with the **synergetic and geographic advantages** previously discussed, present customers with the opportunity of utilizing **a maintenance and engineering resource** that can **provide superior cost controlled services and project them throughout the country with similar ease.**

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
NPDES	327IAC5-1 327IAC5-2	Agreed Order - No Expiration Date	8/94 for STP Modification and for NH3; Upon NPDES permit revewal for CN; 30 days after lead compliance plan schedule is achieved.
Air	326IAC2-1	Memo from IDEM inspector	No dates established in memo. Expect

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

3. Environmental Restrictions

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

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

Special Program	Environmental/Industrial Waste	Describe

No

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

Type	Provisions	Describe

Code of Federal Regulation 40 CFR 260-272

329 IAC (Indiana Administrative Code) Rule 3-1 through Rule 3-59

These regulations set forth requirements/guidelines pertaining to the proper management of HW, permiting and operation of Hazardous Waste Treatment, Storage Disposal Facilities.

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.

Defense Reutilization Management Office (DRMO) - Provides a convenient and efficient means of disposal of obsolete and excess material and equipment varying from airborne assemblies, radar components and systems to specialized test systems. This office is utilized for scrapping of microwave tubes either beyond economical repair or no longer required. The close proximity of this office reduces storage times and costs.

Hydroacoustic Test Facility - Provides complete in-process and final hydrostatic acceptance testing of cables, transducers, etc. Final system integration and acoustic acceptance testing. Collocation generated synergy between depot and test personnel yields a robust test capability for both "dry" and "wet" side acoustic system testing. Responsive in-line system and component testing. Minimal coordination efforts and reduced process costs due to single site convenience.

Elastomer Laboratory - Develops and produces specialty molded elastomer products (acoustic windows, seals, etc.) for repair of sensors, cables, and other underwater components. Effective source of unique repair parts. Procurement lead times eliminated due to "in-house" source.

Explosive Sciences Materials Analysis Laboratory - Performs extensive material and fluid analysis functions for mechanical and hydraulic systems and components. Timely and accessible source for non-destructive and SUBSAFE certification testing.

Environmental Test Laboratories - Provides environmental test and evaluation of system/component upgrade items. Provides environmental stress screening services. Convenient source to supplement final acceptance testing operations. Permits efficient test scheduling and execution.

Crane Army Ammunition Activity Machining Operations - Provides machining capability for modification and production of mechanical subassemblies and piece parts. Direct access to production personnel reduces drawings/specification interpretation problems and minimized rework requirements. Readily available source of supply for mechanical components. Reduces response time versus the private manufacturing sector traditionally known for long lead times.

Storage and Material Management Facilities - Stores depot repairables and materials. Provides material movement services. Makes possible "same day" material delivery service. Performs shipping/receiving functions. Convenient and practically unlimited storage capacity at a negligible cost.

Advanced Technology Failure Analysis Laboratory - Performs failure analysis on electronic components including integrated circuit evaluation and substrate analysis. Enables failure

Acoustic System In-service and Acquisition Engineering Activities - Provide technical support to depot operations including testing, failure analysis, obsolete part substitution, etc. This engineering/ depot combination is an exceptional advantage that concentrates technical expertise reducing overall depot operating costs and lowers mean time to repair standards. Makes in-depth system knowledge available to depot personnel. Provides responsive support to reduce troubleshooting durations, testability problems, etc. A vital component to depot operability.

Corrosion Control

Chemical conversion coating, painting, and corrosion control for depot repairables.

Rapid turn around time, process control.

Machine Shop Services (Louisville and Crane)

Manufacture of parts to support depots.

Rapid turn around time, process control.

Failure Analysis

Fault investigation.

Cost avoidance through failure analysis.

EMPF (Indianapolis)

Special process training.

Low training cost.

Technical Support

Drafting, CAD, desktop publishing.

Rapid documentation support.

In-Service Engineering Agents (ISEA)

Configuration management ILS, direct fleet support depot technical [illegible]

NSWC Crane is the Quality Evaluation (QE) test facility for the Sidewinder missile TDD (DSU-15B, DSU-15A/B, and DSU-21B) as well as the Safety and Arming Device (SAD, Mk 13 MOD 0 and Mk 13 MOD 2). They currently share test equipment and engineering support for both functions (QE and depot). The TDD and SAD must be collocated because together they form the Sidewinder Missile Fuzing System.

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

Collocated Activity Describe Relationship

Crane Army Ammunition Defense Reutilization Office (DRMO)

The two collocated activities support the Electronic Warfare Depots, Night and Activity and the Vision and Electro-Optical Equipment Depot, Radar Depot and the Microwave Tube Test Evaluation and Repair Facility; none of the collocated activities are supported by the Depots.

Hydroacoustic Test Facility - Mutually supportive. Directly supports the depot activity by simulating the operating environment of systems and components. The test facility supports the depot by uniquely simulating the operating environment of systems and components. This provides acoustic testing that is much more sensitive and accurate than could be obtained at coastal sites. The depot activity supplies test personnel with detailed equipment operational knowledge. This combination is mutually beneficial for producing efficient test processes and reducing costs to the Navy.

Elastomer Laboratory - Directly supports the depot activity as a source of supply of elastomer products.

Explosive Sciences Materials Analysis Laboratory - Directly supports the depot activity by providing metallurgical and wet chemical analysis of acoustic and hydraulic components.

Environmental Test Facilities - Directly supports the depot activity providing in-service operating conditions for acceptance testing and screening.

Crane Army Ammunition Activity Machining Operations - Directly supports the depot activity by manufacturing/altering machined components.

Storage and Material Management Facilities - Directly supports the depot activity by storing repairables, piece parts, etc.

Advanced Technology Failure Analysis Laboratory - Directly supports the depot activity by

Acoustic System In-service and Acquisition Engineering Activities - Mutually supportive. The depot activity receives in-depth specialized technical support, while in return the depot activity provides technicians for diagnostics, prototype/test fixture fabrication, fleet training, and other user support. Personnel sharing eliminates the duplication of technical expertise at separate sites.

Corrosion Control - Receives work from and is funded by maintenance activities at Crane. Depots benefit from close proximity. This allows local oversight, good communications, and contracting cost avoidance associated with utilizing commercial sources.

Failure Analysis - Receives work and funding from local maintenance activities, ISEA's and Program Offices. Supports local maintenance activities by investigating material failures.

EMPF (Indianapolis) - Supports maintenance activities by providing special process training and certification to depot personnel. Receives support (tuition) from maintenance activities.

Technical Support - Provides drafting, CAD, and desktop publishing services to maintenance activities to support technical drawing packages, technical manuals and procedures. Receives funding from depots for this support.

ISEA's - Receives funding from Program Offices. Supports Organizational, Intermediate and Depot Level maintenance activities. Supports depot activities by providing technical oversight, configuration and logistical support.

4. Other Collocated Activities, continued

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

Collocated Activity — Describe Impact if not Collocated

Defense Reutilization Management Office (DRMO) - Without the local DRMO the disposal operation would be less efficient with additional transportation costs generated moving material to another site. Probably a greater expense would be the lack of the bi-weekly visits to DRMO to assure that no mistakes have been made in the process causing needed useable material to be excessed. Past experience has indicated these "process checks" have yielded large dividends.

Hydro Acoustic Test Facility - The hydroacoustic test facility workload would be reduced causing higher rates for remaining customers if the depot testing was performed elsewhere. The depot activity would have to purchase the same test services elsewhere. It would not be

Elastomer Laboratory - **The depot activity would need to procure this support elsewhere** as establishing this capability within the depot would be cost prohibitive. **Repair part lead times would increase and additional resources would be committed** to procurement actions, shipping delays, etc. would result. **Higher costs could result** for remaining naval elastomer laboratory customers for this specialized product line.

Explosive Sciences Materials Analysis - The depot activity would require these services from another source. In addition, the **new source would be required to be certified for SUBSAFE work**, this would limit competition and likely be more costly in the private sector. This would mean **longer in-process times** for services. The effect on the laboratory would be minimal.

Environmental Test Facilities - Duplication of these facilities within the depot operation would be impossible and would be obtained elsewhere causing in-process delays. Environmental test cost impact is uncertain.

Crane Army Ammunition Activity Machining Operations - **Machining services would be required from other sources.** This would increase in-process and shipping durations. This would force the stocking of additional machined spares causing **inventory costs to rise. Rework times and machine stock waste would increase** due to customary and inevitable inaccurate documentation interpretation errors that could no longer be immediately reconciled on-site with zero travel expense. Impact to the machine operation is unknown.

Storage and Material Management Facilities - Depot **operations would be severely impacted** due to the need for massive amounts of out of service equipment storage. This is required for cannibalization of obsolete and critical parts. **Storage at other sites would be extremely impractical and costly.** The storage facility would still function, but other customers could see slight increases in their storage costs.

Advanced Technology Failure Analysis Laboratory - **The depot activity would require these services form another source. Identification** of such a source would be **difficult due to specialized equipment** required for military electronics analysis. Effect on the laboratory would be minimal.

Acoustic System In-service Acquisition Engineering Agent - **Significant damage would result** to both the engineering and depot and activities. **Efficiency would decrease** due to the variety of skills required supporting electronics, computers, software, mechanics, operation, training, documentation, etc. which is housed in both activities. **Separation would cause duplication of effort and increase system life cycle costs.**

Corrosion Control - Higher cost to do business, longer repairable turn around time, less process control.

Failure Analysis - Depots would be unable to start the investigative process as quickly. Costs would be higher and time to yield results would increase.

EMPF - Higher travel and tuition cost. Less consistent training, less depot input to curriculum.

*Technical Support - Drawing and procedure development would stretch out significantly. Costs to develop would increase.

*ISEA's - Slower information exchanges, less depot oversight, fleet has less ready access to depot technical base.

* If these two activities were not collocated, it would require duplication of equipment and engineering not currently required.

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		

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

Type of Encroachment	Constraint on Expansion	Describe

Located in the rolling hills of southwestern Indiana, the Crane Site has no encroachment constraints on current or future operations that would restrict expansion capability.

MEASURES OF MERIT

Test Facility Describe Uniqueness/Peculiarity

Ram Air Turbine Test Facility - This facility is a wind tunnel with computer controlled air speed and test section large enough to accommodate a ram air turbine.

RF Anechoic Test Chamber - This facility provides an economical means of testing microwave antennas used on various electronic warfare systems. It is sized for smaller antennas and will not accommodate the very large surface search radar antennas.

RF Test Range - This facility provides an absolute antenna test, duplicating the far field conditions experienced in operation and will accommodate antennas used on surface surveillance radars.

Antenna Test Facility - This facility is a unique combination of technically interrelated capabilities; the Antenna Gear Metrology facility and the Shipboard Windload and Vibration Simulation Facility. This facility provides capability for performance testing, engineering investigation and failure analysis of the mechanical components and system which form a radar antenna. The facility is sized to handle the large shipboard antennas.

Shipboard RadarSystem Test Facility - The uniqueness of this facility is its ability to test a large number of systems; SPS-40, SPS-48, SPS-49, SPS-64, SPS-67, MK 23 and MK 92 systems. The facility provides the specialized "hotel" services (dry air, pure water and required electrical power) necessary to the systems operation and the cabling simulating the shipboard environment. This provides the capability for complete electrical performance testing of all elements of the systems and provides the ability to evaluate proposed system changes before installation in the Fleet.

Failure Analysis Laboratory - The facility provides state-of-the-art electronic failure analysis capability. The available equipment has the capability to trouble shoot and make electrical measurements on all electronic components including measurements within an operating microcircuit to isolate the failed portion of the chip and determine the cause of the failure.

Materials Analysis Laboratory - The facility provides materials analysis testing capability unmatched in the Navy or DoD. The laboratory has the capability to determine the chemical composition of samples of material from bulk samples to surface films 10 angstroms in thickness.

Hydroacoustic Test Facility - **The composite capabilities** for providing total underwater acoustic evaluations in free field littoral and simulated ocean environments (temperature and pressure)

Efficiency and production capacity is also unique because of multiple tanks.

b) GLENDORA LAKE. The combination of features that make this facility unique are:
- 10' deep x 5100' long test area
- remote/quiet environment (quiet relative to low frequency sonobuoy requirements, remote locations and highwall boundaries reduce airborne noise, wind, etc.)
- Controlled/secure access (completely navy owned)
- natural "littoral" (sloped) test/training site

c) LOW FREQUENCY CALIBRATOR. Capability to calibrate sensitivity and directivity of pressure gradient hydrophones down to 5 hz at pressures to 10,000 psi at simulated ocean temperatures is unique within the navy.

Elastomer Laboratory - **The combined capabilities of this facility are not reproduced at any other site within the naval establishment.** Equipment includes environmental chambers, curing ovens, unique molds, oil fill room, walk-in freezer and specialized test equipment **peculiar** to elastomer technology.

Explosive Sciences Materials Analysis Laboratory - **The aggregate** of the following **capabilities combined with a SUBSAFE certification a unique facility** to support depot operations. Capabilities include:

a) non-destructive testing (ndt), including eddy current, ultrasonic, and dye penetrant inspection.

b) metallurgical and mechanical physical properties testing, performing hardness tests, stress-strain analysis, impact tests, and toughness tests.

c) standard wet chemical analysis, including complete quantitative analysis and metal spot (qualitative) testing.

d) micro-analytical instrument lab, including energy dispersive x-ray scanning electron microscope for fracture analysis, and fourier transfer infrared spectroscopy, for hydraulic fluid analysis and compatibility studies.

Advanced Technology Failure Analysis Laboratory - The purpose of electronic component evaluation due to the vast array of ultra sensitive diagnostic equipment. Included are:

a) Residual gas analysis equipment

b) Plasma etcher

e) Scanning ion mass spectrometer

f) Electron probe (wavelength dispersive spectrometry)

The Sensitive Compartmented Information Facility (SCIF) -- Requires TEMPEST protection from electronic and other eavesdropping to facilitate high security repair operations. Once certified these facilities take over one year to be replaced in another location. Also strict procedures must be followed to decommission the SCIF and move secret material, equipment, and knowledge. This is one of the few DOD sites that allows security for both data exchanges and repair workload.

The Model Depot Facility -- Is currently in the final phases of construction. It is a new 70,500 square foot state-of-the-art Paperless Automated Depot designed specifically for screening, evaluation, and repair of military and commercial electronic modules and related hardware.

Repair technicians are connected via a fiber optic network to a central computer system which can provide automated repairables induction, traveler, financial data, parts retrieval, drawings, procedures, and inventory status information. This automated system has been developed internally and is now in trial use in existing depot operations with very good results to date.

The Model Depot will incorporate an Automated Storage and Retrieval System (ASRS) for repairables, repair parts, and materials. Automatic Guided Vehicles will transport needed materials in a closed loop from the ASRS to repair technicians.

This facility will also be interconnected with the Crane Division Office Mail system. This will allow managers located in the Model Depot to have virtually instantaneous electronic communication with local customers and with external customers worldwide via Internet and the Defense Data Network.

The facility incorporates Liquid Nitrogen Storage Tanks and Dry Nitrogen into an integrated network of associated piping to allow direct supplying of these resources to the Work Stations. 3 Phase Power of varied cycles, amperage and voltage; and multiple outlets allows flexibility in floor space usage and permits drastic changes in the scope of the work being performed in an area. Compressed Air can piped to Work Stations at up to 120CFM/100PSI via a grided piping system that allows access to all areas of the building. Power Conditioning modulates voltage fluctuations, Uninterruptable Power Source (UPS) protect data, and Phase Protectors protect equipment during Brown Outs.

The Model Depot Facility will be completed in July 1994. It will be the first of its kind within the Navy.

The Ceramic Multilayer Repair Facility -- Serves as the technology base for the Navy. Utilizes expensive system level testers, state of the art repair equipment, extensive environmental testing equipment to conduct environmental stress screening, and replacement part remanufacture to effect repairs. Sophisticated nitrogen ovens are used to produce sample and limited production runs for technology insertion and materials qualification.

The Precision Rotating Components Repair Facility -- Requires stabilization platforms (foundations) for seismic shock/vibration isolation. The equipment/facilities were established over a 30 year period of time beginning in the early sixties. Since that time, numerous equipment additions and upgrades have been funded by a variety of NAVSEA programs. Equipment in most cases is relatively new, but the background knowledge to use them is invested in the people. This facility is the one place in the DOD where the entire overhaul/repair capabilities knowledge base exists. This is the only place that can completely disassemble, repair, and reassemble these mechanical systems.

The Fin Stabilizer Facility -- This is the only facility that can be used for both maintenance and training. The original cost to build was $2.5M and developed incrementally over several years. A maintenance spare for rapid deployment to the fleet is part of test system. The system occupies 7000 cubic feet and weighs 18 ton. This the only place where design improvements and upgrades can be made without incapacitating a ship. The cost to move this system would be over $50K, and the system could only be moved into a facility that has an overhead crane, 20 ft head clearance, and extensive electronic and mechanical repair capabilities.

Building 364 has a unique room for assembly of TDD's. The relative humidity can be controlled to a level lower than 5% RH. This room also has special air ionizers to control static electricity.

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

Test Facility	Reasons Required for Maintenance

Ram Air Turbine Test Facility - The ram air turbine generates all the electrical power used by the AN/ALQ-99 system; when a turbine has been repaired this facility allows testing to determine condition. The facility allows programming air speed to simulate flight profiles experienced in actual mission operations.

RF Anechoic Test Chamber - Before system components can be returned to the Fleet the antenna gain and pattern must be checked to assure proper operation. Without these crucial components the electronic warfare equipment could not properly radiate their jamming signals and accomplish their mission even with functioning electronics. The accurate assessment of the

RF Test Range - Although the anechoic chamber is the most economical means of testing antennas in a production environment, it records data and uses computers to analyze the data and predict actual operation. The far field range allows measurements to be taken duplicating operating conditions and periodically correlating and validating data from the anechoic chamber. It also provides the capability to make far field measurement on the very large, approximately 17 feet square, shipboard surveillance radar antennas. This facility also allows full power operation to test conditions to be encountered after shipboard installation.

Antenna Test Facility - Provides the necessary capability to test the mechanical components and system comprising the radar antenna after repair. The facility also provides first article testing of products from new manufacturers.

Shipboard Radar System Test Facility - Provides the capability for testing repaired system components in a environment duplicating that to be found on shipboard.

Failure Analysis Laboratory - The facility provides the Depots, repair and test facilities and operations the ability to investigate the cause of failure of electronic components. When high rates of failure are experienced on specific components it allows failure determination and feedback to the engineering group to provide a timely permanent fix to the problem.

Materials Analysis Laboratory - Provides the capability to determine what materials are present in various contaminants found in the equipment. The source of this material could be from component deterioration, corrosion or foreign material intrusion all of which will cause the equipment to fail in the future.

Hydroacousitc Test Facility - Selected acoustic systems and components **must be tested acoustically in their in-service environment** for survivability and performance accuracy before delivery to the fleet. Integration testing is also performed to validate complete system operation within design parameters.

Elastomer Laboratory - **Produces specialty molded products** (underwater cables, gaskets, seals, shockmounts, acoustic windows, etc.) to supply unique repair parts for depot operations. Performs design and reverse engineering for unique elastomer parts replacement.

Explosive SciencesMaterials Analysis Laboratory - Frequently, the depot activity **must manufacture or procure SUBSAFE parts**. Before use, **they must be certified** by non-destructive testing as acceptable. Also, the towed array handling test stand hydraulic fluid must be periodically inspected for contaminants to meet design specifications. Other uses of the laboratory include qualitative spot testing of **SUBSAFE** raw materials, verifying compliance with the appropriate specifications, and analyzing materials which have failed in the fleet.

Advanced Technology Failure Analysis Laboratory - At times, failed **components cannot be completely analyzed with depot level maintenance procedures and equipment.** The in-depth electronic analysis of this laboratory supplements depot and in-service engineering failure analysis capabilities.

The Sensitive Compartmented Information Facility (SCIF) -- NSG and NSĀ have top secret electronic modules that need to be repaired. This is the only kind of facility that is authorized for use to preform that depot function.

The Model Depot Facility -- In order to service the Fleet, keep inventory costs low, and meet just in time fleet stocking policy the Model Depot Facility reduces labor costs and repair turn around times.

The Ceramic Multilayer Repair Facility -- State of the art electronics requires sophisticated testers, elaborate environmental controls, exotic support equipment, and experienced personnel to effect repairs.

The Precision Rotating Components Repair Facility -- The adjustments required during repair require close tolerance that can only be obtained using stabilized platforms. Also the close tolerances require a clean room repair environment.

The Fin Stabilizer Facility -- The design of this system was done at NSWC Crane and the expertise could not be easily duplicated. This facility is required to test the all up system.

This is a requirement to store the open unit.

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

Test Facility Describe Testing Alternatives

Ram Air Turbine Test Facility - The turbine could be mechanically rotated testing only its electrical generating capability without testing its aerodynamic drive and control sections. For complete testing another facility would have to be found or developed. Use of existing general purpose wind tunnels located at other activities would mean scheduling difficulties to match production operations and dramatically higher costs for use of the more complex and sophisticated wind tunnels.

RF Anechoic Test Chamber - The only alternative would be to do all testing in the farfield antenna test range at substantially greater costs. The antennas must be tested before returning the equipment to a Ready for Issue condition. Without these antenna testing facilities the depot would need to send antennas to an engineering or research activity for testing; this would greatly complicate the ability to detect electromagnetic interference problems that would degrade system

Antenna Test Facility and Shipboard Radar System Test Facility - Similar facilities would need to be developed at another activity or commercial site since this testing is required before the radar antennas and system components can be returned to the ships.

Failure Analysis Laboratory - Components would need to be sent to laboratories at other activities or the private sector for the analysis. This would generate unacceptable delays before solutions could be incorporated into the depot operations, and more repairables would flow through the depots without the corrective action required generating higher costs and lower readiness.

Materials Analysis Laboratory - Alternatives identical to the Failure Analysis Test Facility.

Hydroacousitc Test Facility - Some acoustic system maintenance could not be performed due to final test requirements. Other hydrostatic pressure and acoustic **test services would need to be purchased**. Minimal facilities would required:

a) a hydrostatic pressure tank large enough to accommodate the 18" diameter x 72" long, 500 lb. Transducer array

b) an open water acoustic test facility at least 100' deep with the capacity to handle, operate and calibrate a full-up 3300 lb. AN/WQM-6 test system.

Elastomer Laboratory - **Sensor repair could not be accomplished without this facility** and its special process equipment. Alternative sources with the ability to produce molded elastomer items would have to be identified.

Explosive Sciences Laboratory - While the periodic testing of the depot test stand hydraulic fluid might be supplanted by excessive periodical replacement of the fluid, this would cause **increased costs** and **unnecessary down time**, and an alternative source for **SUBSAFE certification requirements would be mandatory** to ensure fleet safety requirements.

Advanced Technology Failure Analysis Laboratory - The depot activity could function without this facility. However, increased fleet Failure and repair parts costs could increase due to undiscovered, and subsequently, uncorrected failure inducing design flaws.

The Sensitive Compartmented Information Facility (SCIF) -- Once certified these facilities take over one year to be duplicated at another location. Also strict procedures must be followed to decommission the SCIF and move top secret material, equipment, and knowledge. Another already certified facility is the only alternative.

The Model Depot Facility -- The work could be shifted to facilities that were not designed for electronic maintenance or to general labs. The first alternative would require renovation to meet

The Ceramic Multilayer Repair Facility -- Without another facility with similar capabilities the tests and repairs could not be made. High end testers could be replaced with low end testers, but the associated test procedures would take several years to develop and validate. Past experience shows that high end testers simulate the operating system better and thus provide more accurate test diagnosis which expedites the repair process.

The Precision Rotating Components Repair Facility -- Since no other facility has all the test and repair capabilities in one area, work would have to be split between facilities. This would fragment the total test and repair process resulting in greater lead times and higher costs. Expertise in the total repair operation would be lost.

The Fin Stabilizer Facility -- Since there are no other existing facilities, module test procedures would have to be developed to replace system test procedures resulting in higher costs.

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	
44110	General Purpose Warehouse	585.9			
21210	Guided Missile Intergrated Facility	10.7			
21710	Electronics/ Communication Maintenance Shop	254.7			

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	
41	217-10	28			28
2521	217-10	4			4
36	217-10	3			3
2	217-10	21			21
37	217-10	35			35
121	217-10	23			23
2921	216-60	6			6
2951	216-60	2			2
2964	216-60	8			8
3007	216-60	2			2
353	217-77	10			10
354	217-77	10			10
355	217-77	10			10
2069	441-10	10			10
2070	441-10	10			10
2071	441-10	10			10
2072	441-10	10			10
2073	441-10	10			10

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

The AN/ALQ-99 maintenance depot is the only certified facility for the repair of the Navy version of the system and the items common between the Navy and Air Force systems. The common items represent about 65% of the Air Force system. This repair and test capability includes the electronic assemblies and components at all levels, interconnecting cables, mechanical repair of the specialized electronic housings, the pods which mount on the aircraft wings carrying the systems and the ram air turbine.

Upon completion in early 1995 of facilities currently under construction, the AN/SLQ-32 depot will be the only single activity capable of full system testing at component, subassembly and integrated system levels; the depot will be the only activity for which system restoration, including complete testing, will be practical. The depot is the most efficient and inexpensive for the systems, subassemblies and components repaired.

The unique feature of the Depots and the repair and test facilities located at the Crane Division that makes them irreplaceable is their existence in close proximity to a host of supporting and complementing engineering activities and other industrial operations in related product areas. The collocation of the Airborne Electronic Warfare Depot, the Surface Electronic Warfare Depot, Radar Depot, Microwave Tube Test and Repair Facility and the Night Vision Electro-optical Equipment Depot allows sharing of costly test and repair facilities such as the Corrosion Control Facility, RF Test Range, RF Anechoic Test Chamber, Solid State Devices Facility, Microwave Tube Facility, Printed Circuit Card Facility and Cable Fabrication Facility. Concern for the environment is reflected in the operation and design of the industrial activities such as the corrosion control facility which utilizes closed loop systems in many of its processes to minimize and eliminate the generation of hazardous wastes The support from engineering facilities such as the Failure Analysis Lab and Materials Analysis Lab allow rapid solution to problems found during depot repair but which generally exceed the capabilities of other depots. Equally as important is the location of the engineering and logistics functions supporting most of the same products as the depot. The collocation allows the lessons learned in the depot and the Fleet to be quickly fed back to the designers, manufacturers and engineering agents so that changes can be rapidly effected.

Crane is unique in that it has the only microwave tube repair facility within the CONUS with capability to rebuild "glass bulb" microwave tubes. Although not the technology used in state-of-the art microwave tubes today, it is still the technology required to repair several microwave

OK-276/BQ Towed Array Handling System Test. These capabilities are unique within DoD. This is the **only facility** equipped and staffed to perform this function. This includes system level testing as well as individual unit testing. Hydraulic and electronic functions can be calibrated and mechanical cable properties evaluated. A wide range of deficiencies including excessive noise, hydraulic fluid leakage and electronic control system abnormalities can be detected. New design modifications can be "dry" tested without the logistics and financial complications fleet testing would entail. **This facility is the only certified repair activity** for this system.

The Sensitive Compartmented Information Facility (SCIF) -- Requires TEMPEST protection from electronic and other eavesdropping to facilitate high security operations. Once certified these facilities take over one year to be replaced in another location. Also strict procedures must be followed to decommission the SCIF and move secret material, equipment, and knowledge. This is one of the few DOD sites that allows security for both data exchanges and repair workload.

Full range test capability for TDDs.

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

The Model Depot Facility -- Is currently in the final phases of construction. It is a new 70,500 square foot state-of-the-art Paperless Automated Depot designed specifically for screening, evaluation, and repair of military and commercial electronic modules and related hardware.

Repair technicians are connected via a fiber optic network to a central computer system which can provide automated repairables induction, traveler, financial data, parts retrieval, drawings, procedures, and inventory status information. This automated system has been developed internally and is now in trial use in existing depot operations with very good results to date.

The Model Depot will incorporate an Automated Storage and Retrieval System (ASRS) for repairables, repair parts, and materials. Automatic Guided Vehicles will transport needed materials in a closed loop from the ASRS to repair technicians.

The electronic warfare depots are one-of-a-kind facilities because of the assemblage of test equipment, test facilities, industrial facilities and expertise. No single piece of equipment or single facility in most of the Depots and test and repair facilities at the Crane Division is unique; however the collocation of all the capabilities at one activity is unique and perfectly suited to operating the most responsive, efficient depots in DoD.

environmental stress screening facility integrated into the microwave tube test stations. This facility is equipped with a complete Vacuum Processing & Failure Analysis Laboratory providing a unique organic capability to successfully address microwave tube mobilization and surge capabilities, if natural disasters, such as earthquakes, damage major microwave tube suppliers or unexpected world conflicts develop. Crane's microwave tube test and repair facilities are capable of supporting the majority of the DoD requirements while assisting the suppliers in getting their facilities either back on line or increasing their output.

The Microwave Integrated Circuits Test, Evaluation, and Repair Facility provides a unique DoD capability for full spectrum testing and repair of a broad array of microwave solid state devices. The ability to effect repair down to the chip/substrate level on a broad array of microwave solid state devices makes this facility unique.

This facility will also be interconnected with the Crane Division Office Mail system. This will allow managers located in the Model Depot to have virtually instantaneous electronic communication with local customers and with external customers worldwide via Internet and the Defense Data Network.

The facility incorporates Liquid Nitrogen Storage Tanks and Dry Nitrogen into an integrated network of associated piping to allow direct supplying of these resources to the Work Stations. 3 Phase Power of varied cycles, amperage and voltage; and multiple outlets allows flexibility in floor space usage and permits drastic changes in the scope of the work being performed in an area. Compressed Air can piped to Work Stations at up to 120CFM/100PSI via a girded piping system that allows access to all areas of the building. Power Conditioning modulates voltage fluctuations, Uninterruptable Power Source (UPS) protect data, and Phase Protectors protect equipment during Brown Outs.

The Model Depot Facility will be completed in July 1994. It will be the first of its kind within the Navy.

The Ceramic Multilayer Repair Facility -- Serves as the technology base for the Navy. Utilizes expensive system level testers, state of the art repair equipment, extensive environmental testing equipment to conduct environmental stress screening, and replacement part remanufacture to effect repairs. Sophisticated nitrogen ovens are used to produce sample and limited production runs for technology insertion and materials qualification.

The Precision Rotating Components Repair Facility -- Requires stabilization platforms (foundations) for seismic shock/vibration isolation. The equipment/facilities were established over a 30 year period of time beginning in the early sixties. Initial equipment assets were recycled Navy program assets, originally purchased for a prime contractor's development effort. Since that time, numerous equipment additions and upgrades have been funded by a variety of NAVSEA programs. Equipment in most cases is relatively new, but the background knowledge

The Fin Stabilizer Facility -- This is the only facility that can be used for both maintenance and training. The original cost to build was $2.5M and developed incrementally over several years. A maintenance spare for rapid deployment to the fleet is part of test system. The system occupies 7000 cubic feet and weighs 18 ton. This the only place where design improvements and upgrades can be made without incapacitating a ship.
The cost to move this system would be over $50K, and the system could only be moved into a facility that has an overhead crane, 20 ft head clearance, and extensive electronic and mechanical repair capabilities.

OK-276/BQ Series Towed Array Handling System Test Stand - Consisting of the following major components:

a. Test stand

b. Ocean simulator

c. Pump stand

d. Sound proof enclosure.

This equipment is a one of a kind system not available elsewhere in DoD. The test stand system simulates conditions deployed systems undergo while deploying and retrieving submarine towed arrays. No other facilities exist to simulate ocean conditions or operated the system in a true fleet deployed simulation.

There are two TDD range test sets built to test Sidewinder TDDs. Ther is also a LASER Alignment Test Station built for optical alignment of LASER in Sidewinder TDD.

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	78.7	78.7	0	0
Operational Non-ordnance	722.5	305.0	10.6	406.9
Operational Ordnance	1266.7	768.2	0	498.5
Training	10.4	6.2	0	4.2
R & D	0	0	0	0
Supply & Storage Ordnance	23734.0	17485.6	0	6248.4
Supply & Storage Non-ordnance	1055.2	863.2	0	192
Admin	84.1	76.2	0	7.9
Housing	170.7	45.1	0	125.6
Recreational	675	257	0	418
Navy Forestry Program	48,563	0	44,723	3,840
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	56,290	0	52,450	3,840
Other (Sub-merged)	900	0	900	0
Total:	62467	19885.2	42581.8	

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)
Office/Light Industrial	23,040	Office
Office/Industrial	17,304 of 34,608	Office on 2nd Floor
Office/Heavy Industrial	6,052 of 28,203	Office on 2nd and 3rd floor
Office	7,589	Office

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

Water Quality Limits in Receiving Stream - Because receiving stream to which STP discharges has a 7-day 10 low flow of zero, discharge limits are extremely strict. We are currently on the Sec 304(l) list of CWA due to toxic polutant discharge to Boggs Creek. New processes would need to have guaranteed effective wastewater pretreatment in order to assure no further degradation of receiving stream quality. Economic feasibility of providing required degree of treatment could be an inhibiting factor to expansion.

MEASURES OF MERIT

Workload and Capabilities

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

12. Core Capabilities (DoD)

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

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

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
2.g	164,097	164,856	177,289	208,988
4.a	0	0	0	0
4.b	0	0	0	0
7.e	447	843	843	843
7.f	27300	27300	27300	27300
11.a	3,942	4408	4305	5515
11.b	293,220	293,411	293,365	293,206
14	0	0	0	0
TOTAL	489,006	490,818	503,102	535,852

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**

COMMODITY TYPE	Capability (DLHs)			
	F Y 1996	FY 1997	FY 1998	FY 1999
2.g	14,000	14,000	14,000	14,000
4.a	0	0	0	0
4.b	75,600	75,600	75,600	75,600
7.e	0	0	0	0

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

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
2.g	164,097	164,856	177,289	208,988
4.a	0	0	0	0
4.b	0	0	0	0
7.e	447	843	843	843
7.f	27300	27300	27300	27300
11.a	3,942	4408	4305	5515
11.b	293,220	293,411	293,365	293,206
14	0	0	0	0
TOTAL	489,006	490,818	503,102	535,852

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**

COMMODITY TYPE	Capability (DLHs)			
	F Y 1996	FY 1997	FY 1998	FY 1999
2.g	14,000	14,000	14,000	14,000
4.a	0	0	0	0
4.b	37,800	37,800	37,800	37,800
7.e	0	0	0	0
7.f	[illegible]	[illegible]	[illegible]	[illegible]

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)**

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
2.g	243,219 ~~164,097~~	243,219 ~~164,856~~	243,219 ~~177,289~~	243,219 ~~208,988~~
4.a	0	0	0	0
4.b	0	0	0	0
7.e	447	843	843	843
7.f	27300	27300	27300	27300
11.a	3,942	4408	4305	5515
11.b	302,029 ~~293,220~~	302,029 ~~293,411~~	302,029 ~~293,365~~	302,029 ~~293,206~~
14	0	0	0	0
TOTAL	576,987 ~~489,006~~	577,799 ~~490,818~~	577,696 ~~503,102~~	579,345 ~~535,852~~

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.

4 FY1999

Math error

Note: The hours shown reflect ‹ face Warfare
Center Naval Surface W ty into the

Table 13.1a **Total Core Workloads**

COMMODITY GROUP	Workload (DLHs)				
	FY 1996	FY 1997	FY 1998	FY 1999	
2.g	178,097	178,856	191,289	222,988	
4.a	0	0	0	0	
4.b	75,600	75,600	75,600	75,600	
7.e	447	843	843	843	
7.f	107,800	107,800	107,800	107,800	
11.a	3,942	4,408	4,305	5,515	
11.b	300,248	300,439	300,393	300,234	R
14	0	0	0	0	
TOTAL	666,134	667,946	680,230	712,980	R

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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**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
2.g	0	0	0	0
4.a	0	0	0	0
4.b	0	0	0	0
7.e	0	0	0	0
7.f	0	0	0	0

Table 13.1a Total Core Workloads

COMMODITY GROUP	Workload (DLHs)				
	FY 1996	FY 1997	FY 1998	FY 1999	
2.g	178,097	178,856	191,289	222,988	
4.a	0	0	0	0	
4.b	37,800	37,800	37,800	37,800	R
7.e	447	843	843	843	
7.f	86,000	92,000	107,800	107,800	R
11.a	3,942	4,408	4,305	5,515	
11.b	300,248	300,439	300,393	300,234	
14	0	0	0	0	
TOTAL	606,534	614,346	642,430	675,180	R

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**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
2.g	0	0	0	0
4.a	0	0	0	0
4.b	0	0	0	0
7.e	0	0	0	0
7.f	0	0	0	0
11.a	0	0	0	0

14. Other Workloads (Above Core), continued

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

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
2.g	0	0	0	0
4.a	0	0	0	0
4.b	0	0	0	0
7.e	0	0	0	0
7.f	0	0	0	36,200
11.a	0	0	0	0
11.b	0	0	0	0
14	0	0	0	0
TOTAL	0	0	0	36,200

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

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
2.g	0	0	0	0
4.a	0	0	0	0
4.b	0	0	0	0
7.e	0	0	0	0
7.f	0	0	0	0
11.a	0	0	0	0
11.b	0	0	0	[illegible]

14. Other Workloads (Above Core), continued

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

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
2.g	0	0	0	0
4.a	0	0	0	0
4.b	0	0	0	0
7.e	1,195	3,199	5,599	5,300
7.f	0	0	0	0
11.a	12,573	12,107	5,170	3,960
11.b	34,728	38,994	26,202	44,736
14	0	0	0	0
TOTAL	48,496	54,300	36,971	53,996

14. Other Workloads (Above Core), continued

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

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
2.g	0	0	0	0
4.a	0	0	0	0
4.b	0	0	0	0
7.f	0	0	0	0
11.a	0	0	0	0
11.b	25,842	22,117	19,187	16,609

14. Other Workloads (Above Core), continued

Table 14.1.f: Low Quantity Above Core Workload

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
2.g	0	0	0	0
4.a	0	0	0	0
4.b	0	0	0	0
7.e	203	203	203	203
7.f	0	0	0	0
11.a	325	325	325	325
11.b	0	0	0	0
14	0	0	0	0
TOTAL	528	528	528	528

14. All Other Workloads (Above Core), continued

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

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
2.g	70,000	71,000	57,000	25,000
4.a	0	0	0	0
4.b	0	0	0	0
7.f	0	0	0	0
11.a	0	0	0	0
11.b	3,923	3,917	3,959	3,939

14. Other Workloads (Above Core), continued

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

(Sum of Tables 14.1.a through 14.1.g)

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
2.g	70,000	71,000	57,000	25,000
4.a	0	0	0	0
4.b	0	0	0	0
7.e	1,398	3,402	5,802	5,503
7.f	0	0	0	36,200
11.a	12,898	12,432	5,495	4,285
11.b	83,199	84,611	70,704	88,829
14	2,500	4,200	4,200	4,200
TOTAL	169,995	175,645	143,201	164,017

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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**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
2.g	6,691	7,021	7,321	7,471
4.a	0	0	0	0
4.b	75,600	75,600	75,600	75,600
7.e	22	42	42	42
7.f	70,000	77,000	107,000	107,800
11.a	3,125	3,474	3,397	4,305
11.b	133,675	133,686	133,673	133,148
14	0	0	0	0
TOTAL	289,113	296,823	327,033	328,366

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**

COMMODITY GROUP	Workload (DLHs)				
	FY 1996	FY 1997	FY 1998	FY 1999	
4.a	0	0	0	0	
7.e	70	170	290	275	
7.f	0	0	0	36,200	R
11.a	9,755	9,405	4,202	3,295	
11.b	51,121	57,485	65,156	68,456	R

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

Design Engineering, Production Engineering, Acquisition Engineering, In-Service Engineering and Logistics Support for Airborne Electronic Warfare Systems - The Crane Division performs the full life cycle support for fielded airborne electronic warfare systems.

In-Service Engineering and Acquisition Engineering (ISEA/AEA) and Technical Manual Management Agent for Surface Ship Electronic Warfare Systems - The Crane Division provides life cycle support of fielded surface ship electronic warfare systems.

Radar Equipment Engineering; Radar Depot Maintenance Management, Production Engineering and Acquisition Engineering - The Crane Division provides technical experts for review, validation and verification of contractor's technical proposals; provides guidance and recommendations to avoid costly duplication of effort and reduction of costs associated with development, procurement and logistics support.

In-Service Engineering and Acquisition Engineering (ISEA/AEA) for Microwave Tubes - The Crane Division certifies designs, performs qualification and First Artical testing, develops, certifies and approves test procedures, validates producibility, performs sample lot testing, evaluates the performance of tubes in the Fleet, provides microwave tube training to the Fleet and performs engineering investigations.

Navy Night Vision Devices Program Manager - The Crane Division provides policy guidance and decisions on issues of Navy cognizance. The Program Manger helps to maintain stat-of-the-art capability through information exchange on equipment, training, education, technologies, and contacts with key players in the NVEO and scientific communities worldwide.

Navy NVEO In-Service Engineering Agent (ISEA), Acquisition Engineering Agent, Technical Direction Agent (TDA) - Provides technical support and guidance on processes, process improvements, interpretation and/or preparation of supporting documentation. Find and fix equipment or repair problems. Particiaptes as team members on numberous equipement repair process action teams. Assists in reviews and audits, oversees Department Quality Program, performs reverse engineering, investigates alternate sources of equipment and spare parts. Helps integrate upgrade, modification and improvement programs into the repair/maintenance cycle.

Cable Fabrication - Production of electronic cables and wiring harnesses

Painting - Refinishing and painting

Documentation/drafting - Drawing repository, drafting, and documentation control/accounting

Graphic Arts - Duplication, binding, and distribution of printed matter photography

First Article Test - Evaluation of second source electronic modules

Failure Tracking - Identification of failure trends

Failure Analysis - Scientific investigation of failures

Diminishing Means of Support - Analysis and tracking of obsolescent parts

Evaluation and Upgrade - Life cycle evaluation testing

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

The collocation of these functions delineated in paragraph 16.1 with the Depot provides the opportunity to integrate the information, expertise and experience from all these sources in providing total support to the Fleet and Program Managers. The lessons learned from Fleet operations and failure data from maintenance are rapidly fed back to the engineering groups who provide recommendations for improvement and corrective action effecting ongoing production, new acquisition and upgrades and changes to existing equipment. The logistics support can quickly assess the impact on readiness of any changes considered and support the Program Manager in optimizing the resources available and readiness objectives. This combination provides a synergy and capability impossible to achieve if all of these functions are separate or decentralized. An excellent example of this interaction occurred recently when airborne electronic warfare depot personnel reported a high failure rate of a specific assembly; engineers investigated and quickly found the need for an engineering change; the logisticians assembled the necessary data and the change was approved. The depot then installed the modification during routine repair as units returned to the Depot. This process rapidly transformed an assembly with a mean time to failure of 56 flight hours to an assembly with a mean time to failure of 206 flight hours. Supply functions supporting the Depots are modernized and automated and are centrally located to the depots minimizing internal logistics problems.

to the Fleet. Direct association of the ISEA/AEA with the depot, provides "hands on" involvement of both highly skilled technicians and engineers in the entire life cycle of microwave tubes. This hands-on involvement enhances Crane's role as a "smart buyer" of microwave tubes for the Navy.

Cable Fabrication - Fabrication and modification of system and subassembly wiring harnesses for use during depot maintenance cycle.

Painting - Painting of assemblies/parts for systems, sensors, shipping containers, etc.

Documentation/drafting - Provides documentation control repository services. Drawing generation and reproduction for maintenance procedures, manufacturing data packages, etc.

Graphic Arts - Services include reproduction of maintenance manuals, procedures, etc. Photographic services to support failure analysis.

First Article Test - The Mk-86 depot evaluates first article modules for Navy Ships Parts Control Center, Mechanicsburg, PA. (SPCC). SPCC contracts second source modules to private industry, and relies on the Mk-86 depot to provide objective analysis of the electronic performance, quality, and physical conformance. This provides the fleet and depot with modules that are equivalent to OEM modules. SPCC has confidence that they are purchasing modules that are equivalent and supportable.

Failure Tracking - The Mk-86 depot tracks module failure data by serial number, and identifies the failed part and failure mode. This data is used by the ISEA to identify failure trends and candidates for redesign or engineering change.

Failure Analysis - The Failure Analysis Branch investigates problems from a wide range of customers. Failures may range from the component to the system level. The benefit to the depots is the close proximity of powerful analysis instruments and specialized personnel who can determine why the part failed. This results in lower costs to maintain weapon systems and greater system availability.

Diminishing Means of Support - The Diminishing Means of Support Branch provides an early warning that a part may soon be unavailable due to obsolescence. As parts become obsolete, they identify possible replacement parts, perform circuit redesign, or build new devices under the GEM program. The depots benefit from a secure source of parts. The customer benefits by avoiding modules suddenly becoming non-repairable due to lack of parts.

Evaluation and Upgrade - This allows Crane to offer engineering recommendations to IESA on

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

Both the airborne and surface ship electronic warfare depot staffs, night vision electro-optical depot personnel and radar repair staff work closely with the engineering and logistics groups to provide technical assistance to the Fleet operators and to Fleet Intermediate Maintenance depots. Engineers and technicians have made equipment changes on deployed units to allow countering unexpected specific threats. The Fleet interactions provide excellent opportunities to get first hand information on maintenance problems encountered by Fleet technicians. The surface electronic warfare depot personnel assist Fleet technicians in performing their own repair, alignment and calibration procedures at pierside. This extends the service life of the equipment before return to the depot is required.

Personnel from all repair depots work with engineers to provide training to Fleet technicians in repair of the various equipments and proper handling of the very high cost parts such as microwave tubes and night vision equipment.

During Desert Shield/Desert storm maintenance personnel were sent in-theater to perform urgently needed equipment repairs, provide technical assistance and shipboard installations of night vision, electro-optical equipments.

The installation of upgrades and modifications is done routinely when it provides the most efficient solution for the Program Manager from both cost and schedule perspectives. An excellent example of this was presented in paragraph 16.2 above.

Technical Assistance - Includes on-site equipment repairs, equipment trouble-shooting over the phone, resolution of testing problems and special test requirements. Frequent communication with customers enhances both fleet and depot personnel's knowledge of and requirements for effective system operations. **Loss or failure** of this function **would lead to potential incorrect testing and subsequent degraded in-service system performance.**

Upgrade Installation - On-site upgraded system installations are performed. This interface includes training on the upgraded system capabilities and operation, knowledge of unique test requirements for future system incorporation and providing expected maintenance and reporting requirements to the users. **This service is an important factor to ensure maximum fleet**

Operator Support - Team with local operators while at sea to assist with repairs/special tests etc. Also provide operators on occasion when the forward sites have schedule conflicts with resident personnel. This involves communicating with ships crew, test directors and other personnel **which results in more capable, better trained forces.**

Refurbishment Cycle Restoration Overhaul Cycle - On going communication with the fleet is required to track usage and equipment condition. Schedules are also coordinated to minimize any impact. This service **provides reliable and dependable equipment to the fleet.**

Casualty Reports (CASREPs) - Provide on-demand fleet support by responding to urgent material requests. This interface is required to ensure exact maintenance requirements are met to return the affected equipment to full operability. This service **provides crucial repair parts to restore system operability.**

The Mk-86 depot is a mature depot and most customer interface consists of workload conferences to determine quarterly workload and repair prices. There is involvement with the ISEA for approval of ECP's and NOR's, and tech assists to the fleet to resolve problems that require a depot's technical perspective.

The SLQ-48 is a depot in transition, and most customer interface is with the ISEA and Program Office. The depot is involved in determining candidates for depot support, identifying capital requirements for depot establishment, developing plans, and performing test development to support depot level repairables.
The Program Office fund the effort, and measures the progress.
The ISEA provides technical expertise and assists the Program Office in evaluating the depot efforts.

The MK-366 depot performs repair on items such as the Weapon's Status - Warning Panel. NSWC Crane also provides Fleet support in the form of technical assists and troubleshooting consultations. A strong interface exists with Fleet officers aboard destroyers in both COMNAVSURFLANT and COMNAVSURFPAC.

The Fin Stabilizer depot provides repairs, SHIPALTs, MACHALTs, and technical assists to the Fleet. NSWC Crane has one of the two test beds available to the Navy. A strong interface exists with Fleet officers aboard FFGs in both COMNAVSURFLANT and COMNAVSURFPAC and in NAVSEA program office.

The MK-34 depot also acts as the ISEA. Modifications and upgrades are performed on board ships during technical assistance visits. Interfacing with Fleet officers is required since the MK-34 is an integral part of the MK 45 5"54 gun system.

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)?

$1,147

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)	439	246	576	73

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)	8775	27889	30788	33367
$ / DLH	38.99	42.83	49.11	51.02

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	20K	775K	25K	230K	35K	40K	40K	40K
Programmed	0	750	0	200	0	0	0	0

20.2 If spending is accomplished as programmed above, what will be the remaining costs (backlog at the end of Fiscal Year 1997 expressed in $K) to bring existing facilities/equipment into environmental compliance?

None

21. Local Wage Rate

21.1 What were your Department of Labor local wage rates for a WG-11, step 3 for Fiscal Years 1991 through 1994?

Table 21.1: **Wage Rate**

Wage Rate	FY 1991	FY 1992	FY 1993	FY 1994
WG-11 / Step3	14.13	14.72	15.26	15.59

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	FY1996	FY 1997	FY 1998	FY 1999
NEW MISSION ($K)	303	477	402	102
REPLACEMENT ($K)	987	887	902	952

DATA CALL #14

SEA09X
5/12/94

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.

NEXT ECHELON LEVEL (if applicable)

RADM (Sel) D. P. Sargent, Jr.
NAME (Please type of print

Signature

Commander
Title

5/11/94
Date

Naval Surface Warfare Center
Activity

In certify that the information herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

G. R. STERNER
NAME (Please type or print

Signature

5-13-94
Date

Commander
Naval Sea Systems Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge belief.

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

S. HOWARD
NAME (Please type or print)

Signature

COMMANDER
Title

6 May 94
Date

CRANE DIVISION
NAVAL SURFACE WARFARE CENTER
Activity

CRANE SITE

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.

NEXT ECHELON LEVEL (if applicable)

RADM (Sel) D. P. Sargent, Jr.
NAME (Please type of print

Signature

Commander
Title

8/17/94
Date

Naval Surface Warfare Center
Activity

In certify that the information herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print

Signature

8/27/94
Date

G. R. STERNER
Title
Commander
Naval Sea Systems Command

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge belief.

Crane Division
Crane Site
Data Call #14

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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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

S. Howard
NAME (Please type or print)

Signature

COMMANDER
Title

01 AUG 1994
Date

CRANE DIVISION
NAVAL SURFACE WARFARE CENTER
Activity

1. Data in Table 2.1 was incorrectly added as thousands instead of millions of dollars and understated the facility replacement value. Also, a math error was found in the equipment row.

2. In Table 12.1.A, the data for commodity ~~12.6~~ 11.6 MLP NSWC033 8/22/94 in FY 1999 was entered as 239,206 and should have been 293,206. This entry error resulted in an incorrect summation for commodity ~~12.6~~ 11.6 for

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.

NEXT ECHELON LEVEL (if applicable)

RADM (Sel) D. P. Sargent, Jr.
NAME (Please type of print

Signature

Commander
Title

9/14/94
Date

Naval Surface Warfare Center
Activity

In certify that the information herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print
G. R. STERNER
Commander
Naval Sea Systems Command
Title

Signature

9-22-94
Date

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)

NAVAL SURFACE WARFARE CENTER
CRANE DIVISION
DATA CALL #14

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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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

J. M. CARNEY	JMCarney
NAME (Please type or print)	Signature
COMMANDER	9/12/94
Title	Date
CRANE DIVISION, NSWC	
Activity	

Page 5R, Table 1.1.a. DLHs for FY 1997 for Commodity Group 4.b corrected. The total for FY 1997 revised to reflect this change.

NU WC Keyport,

B

Keyport

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)

   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
$K	Thousands of Dollars
ADCAP	Advanced Capability
ADMIN	Administrative; administration
AFB	Air Force Base
AICUZ	Air Installations Compatible Use Zone
AIMID	Aviation Intermediate Maintenance Department
AOC$	Annual Operating Cost (dollars)
ASW	Anti-Submarine Warfare
ATF	Acoustic Test Facility
CALS	Computer-Aided Logistics System
CAPTOR	Encapsulated Torpedo
CASREP	Casualty Report
CASS	Consolidated Automated Support System
CCN	Category Code Number
CCS	Combat Control System
CFR	Code of Federal Regulations
DBOF	Defense Business Operating Fund
DLH	Direct Labor Hour
DLR	Depot Level Repairable
DMS/MS	Diminishing Manufacturing Resources,Material Shortage
DWS/CS	Defensive Weapons System/Command System
DoD	Department of Defense
EDMICS	Engineering Data Management Information Control System
ESQD	Explosive Safety Quantity Distance
FCS	Fire Control System
FISC	Fleet Industrial Supply Center
FMS	Foreign Military Sales
FY	Fiscal Year
FYDP	Future Year Defense Plan
GTE	Gas Turbine Engines
HDGP	Heavyweight Data Gathering Program
HERF	Hazardous Electronic Radiation - Fuels
HERO	Hazardous Electronic Radiation - Ordnance
HERP	Hazardous Electronic Radiation - Personnel
HW	Hazardous Waste
IMA	Intermediate Maintenance Activity
IRM	Information Resource Management
ISE	In-Service Engineering
ISEA	In-Service Engineering Agent

MSRA	Module Screening and Repair Activity
MUC	Meritorious Unit Commendation
NAS	Naval Air Station
NOC	Naval Ordnance Center
NRFI	Not Ready For Issue
NUWC	Naval Undersea Warfare Center
ORDALT	Ordnance Alteration
PACNORWEST	Pacific Northwest
PCA	Physical Configuration Audit
PDLR	Progressive Depot Level Repair
PRV	Plant Replacement Value
PSNS	Puget Sound Naval Shipyard
QDR	Quality Discrepancy Report
R&D	Research and Development
RCRA	Resource Conservation and Recovery Act
RCW	Revised Code of Washington
RFI	Ready For Issue
RMC	Regional Maintenance Center
RPM	Real Property Maintenance
SECNAV	Secretary of the Navy
SF	Square Feet
SLMM	Submarine Launched Mobile Mine
SPAS	Shop Process Automation System
SSTD	Surface Ship Torpedo Defense
SUBASE	Submarine Base
TATF	Transducer Automated Test Facility
TCEB	Torpedo Certification Examination Board
TDA	Technical Direction Agent
TDS	Technical Data System
TMDR	Technical Manual Discrepancy Report
TMMA	Technical Manual Maintenance Activity
TPS	Test Program Set
TRF	Trident Refit Facility
TTF	Trident Training Facility
USW	Undersea Warfare
UWEF	Underwater Weapons Evaluation Facility
WAC	Washington Administrative Code
WG	Wage Grade

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

1.1 Calculate the capacity index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed in direct labor hours (DLHs) in Table 1.1.a by commodity groups for the Fiscal Years requested.

Table 1.1.a: **Capacity Index**

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	1,180,248	1,085,828	1,009,820	1,009,820	1,009,820
TOTAL	1,180,248	1,085,828	1,009,820	1,009,820	1,009,820

*Includes the following Undersea Warfare (USW) Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)
- Undersea Targets (MK 30)
- Other USW Systems (Mines, Acoustic Countermeasures)

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
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	84	88	82	85	87
TOTAL	84	88	82	85	87

*Includes the following Undersea Warfare (USW) Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)
- Undersea Targets (MK 30)
- Other USW Systems (Mines, Acoustic Countermeasures)

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
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	1,333,680	1,226,985	1,141,096	1,141,096	1,141,096
TOTAL	1,333,680	1,226,985	1,141,096	1,141,096	1,141,096

*Includes the following Undersea Warfare Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)
- Undersea Targets (MK 30)
- Other USW Systems (Mines, Acoustic Countermeasures)

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	87,685	98,738	105,613	109,204	111,762
Equipments	66,313	69,297	72,415	75,674	79,079
TOTAL	153,998	168,035	178,028	184,878	190,841

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
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	55,804	54,472	45,814	47,374	48,861
TOTAL	55,804	54,472	45,814	47,374	48,861

*Includes the following Undersea Warfare Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)
- Undersea Targets (MK 30)
- Other USW Systems (Mines, Acoustic Countermeasures)

Table 3.1.b: **Programmed Workload**

COMMODITY GROUP	DLHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	986,888	953,320	830,260	860,153	874,396
TOTAL	986,888	953,320	830,260	860,153	874,396

*Includes the following Undersea Warfare Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)
- Undersea Targets (MK 30)
- Other USW Systems (Mines, Acoustic Countermeasures)

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.

Centers of Excellence	Systems/Technologies
Heavyweight Torpedo	MK 48 Torpedo MK 48 ADCAP Torpedo
Lightweight Torpedo	MK 46 Torpedo MK 50 Torpedo
Submarine USW Combat Systems	CCS MK 1 CCS MK 2 FCS MK 113 Mod 9 DWS/Command System MK 118 AN/BQQ-5 Sonar, AN/BQQ-6 Sonar, AN/BQQ-9 Sonar, AN/BQR-15 Sonar, AN/BQR-21 Sonar TRIDENT Sonar Operator Trainer Defensive Weapons Maintenance Lab
Surface ASW Combat System	AN/SQQ-89 ASW Combat System FCS MK 111 FCS MK 114 FCS Panel MK 309
Undersea Targets & Vehicles	MK 30 Mobile Target MK 28 Target MK 27 Mobile Target (FMS Only) MK 40 Mobile Target (FMS Only) Undersea Vehicles

Undersea Warfare Mines	MK 67 Submarine Launched Mobile Mine MK 60 CAPTOR Mine Conventional Mines
Undersea Warfare Countermeasures	Mod 7 Surface Ship Torpedo Defense System Countermeasure (SSTD) MK 70 Mobile Submarine Simulator (MOSS)

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

MEASURES OF MERIT

Geographic

1. Location

1.1 Specify any strategic importance or military value consideration of your activity accruing from its geographical location.

The geographic location of NUWC Division, Keyport is a key asset contributing to its strategic value. Its location on Puget Sound in close proximity to several other Navy and DoD installations permits support of, and access to, regional Navy operations. Of critical importance are the unique environments for undersea ranges required for testing of torpedoes and USW systems.

Many synergistic relationships have been developed and continue to be developed among the Navy's regional activities, providing effective and efficient support to the Fleet. NUWC Division, Keyport's resources and technical expertise are readily available to support Fleet requirements. Colocated Fleet resources provide Fleet platforms for testing and enhancement of undersea systems. Recent initiatives to focus Navy maintenance resources on a regional basis affords NUWC Division, Keyport an opportunity to, further contribute to and be supported by, other activities.

The complex of undersea ranges for torpedo testing, which is made possible by the Puget Sound waters, cannot be duplicated anywhere else. The Dabob Bay range site provides an exceptionally quiet and secure operating environment. The Nanoose range site affords a very large operating area and deeper depths. The nearby Quinault Range site provides ideal shallow water with a sandy bottom, required for range operations in a littoral environment. All of these ranges are unique in the world, for their soft bottom and non-destructive depths, which permit recovery of virtually all undersea weapons and vehicles which are ranged. Savings associated with this recovery capability are in excess of $1.5B over the past 25 years.

The following table provides specific information concerning the strategic benefits of the locations of NUWC Division, Keyport facilities and operations at Keyport, WA with respect to other area commands, geographic features, and the unique facilities which the geography makes possible.

Activity	Location	Description of Strategic Importance/Military Value
NUWC Division, Keyport	Keyport, WA	**Proximity to Northwest Range System** • Proximity of the depot/engineering complex to the unique undersea ranges in the region provides ready access to sites for firing depot processed weapons and undersea vehicles for full operational tests. Its proximity minimizes transportation delays and costs. • Proximity of the depot to the ranges permits prompt disassembly of weapons to arrest corrosive processes and save expensive hardware for further use. • The Northwest Range System comprises a unique combination of undersea range environments, especially well-suited for torpedo testing and Undersea Warfare operations. • The bodies of water in Puget Sound afford a variety of depths, without exceeding crush depth of torpedoes. Soft bottom of ranges prevents damage of torpedoes on impact with range floor. Permits recovery of intact weapons off bottom of ranges. The 25 year estimated savings from recovery of torpedoes exceeds $1.5B. • Dabob Bay Range site is acclaimed for its exceptionally quiet and secure environment which is required for certain types of range operations.

NUWC Division, Keyport (cont'd)	Keyport, WA	• Quinault Range site is the Navy's only permanently instrumented shallow water range, providing undersea operations in a littoral environment. • Nanoose Range site is a joint US/Canada site operated under a formal International Agreement for some 30 years to mutual benefit, with reduced costs for both allied partners. **Proximity to Torpedo Explosive Operating Complex** • Located only five miles from the depot complex, the Torpedo Explosive Operating Complex provides the torpedo depot with properly sited facilities for safe assembly and test of weapons with their warheads. This permits final processing of torpedoes in a warshot configuration after maintenance operations in the depot. • The Torpedo Explosive Operating Complex is designed in compliance with strict Explosive Safety Quantity Distance (ESQD) and Hazardous Electronic Radiation-Ordnance (HERO) requirements. **Proximity to Torpedo Reserve Inventory** • An extensive complex of ordnance storage magazines houses the Navy's reserve inventory of torpedoes. Its proximity to the depot permits fast, responsive access to the depot complex for preparation and delivery to the Ready For Issue inventory in a mobilization scenario.

NUWC Division, Keyport (cont'd)	Keyport, WA	**Proximity to Puget Sound Naval Shipyard** • Close proximity to Puget Sound Naval Shipyard (PSNS) permits reciprocal industrial support to make effective use of the activities' respective capabilities. PSNS provides local access to selected heavy industrial capabilities which are not available at NUWC Division, Keyport. NUWC Division, Keyport offers specialized light industrial capabilities. • PSNS and NUWC are partners in a reciprocal agreement to provide complementary use of plating capabilities, thereby providing cost-effective, non-duplicative capabilities. • NUWC Division, Keyport's Combat System depot delivers refurbished and upgraded equipment to PSNS for installation on submarines during availabilities. Keyport's depot personnel provide technical support during installation. **Proximity to Trident Refit Facility (TRF) and Submarine Squadron 17** • NUWC Division, Keyport provides engineering and maintenance support to TRF and Squadron 17 on request to assist in resolution of problems on Trident submarine combat systems. • Keyport's Combat Systems Depot provides refurbished and upgraded equipment for Trident Combat Systems for installation on OHIO Class submarines.

NUWC Division, Keyport (cont'd)	Keyport, WA	• Proximity to Submarine Squadron 17 at SUBASE, Bangor allows secure range support to OHIO Class submarines for pre-deployment ship trials. Service includes post-operation data analysis and shipboard equipment evaluations. **Proximity to Naval Air Station (NAS), Whidbey Island** • NUWC Division, Keyport's possession of and expertise with the AN/USM-636 Consolidated Automated Support System (CASS) constitutes a significant regional resource for maintenance of avionics for NAS, Whidbey Island. • With CASS as the cornerstone automated test equipment for Naval aviation electronics, NUWC Division, Keyport is poised to offer substantial local support for test, repair, and engineering support of avionics. • Proximity to Naval Air Station, Whidbey Island affords ready access to planes for air launch of torpedoes on ranges, which in turn is an important capability to the torpedo depot. • Proximity to Naval Air Station, Whidbey Island provides valuable training opportunities for ASW aircraft crews on the ranges.

NUWC Division, Keyport (cont'd)	Keyport, WA	**Proximity to Trident Training Facility (TTF)** • NUWC Division, Keyport Combat Systems Depot performs repair and overhaul of Trident combat systems equipment in support of TTF. **Naval Regional Maintenance Center (RMC)** • NUWC Division, Keyport's location in the Puget Sound region makes its maintenance, engineering, and industrial capabilities available to formation and operation of the Pacific Northwest Regional Maintenance Center. Together with other Navy maintenance facilities (Puget Sound Naval Shipyard, Trident Refit Facility, AIMD Whidbey Island, SIMA Puget Sound), coordination of all activities' capabilities and capacities on a regional basis will more efficiently satisfy Fleet maintenance requirements. • NUWC Division, Keyport is an active participant in CINCPACFLT's initiative to formalize regional maintenance operations. • NUWC Division, Keyport has been recognized within the region for its strong capabilities in electronics maintenance, process automation, design and process engineering, and information resource management.

NUWC Division, Keyport (cont'd)	Keyport, WA	**Regional Technical/Industrial Infrastructure** • Location in a region with a robust private sector industrial complex provides access to many required products, processes, and services within the region. • Location in a region known for its high technology workforce provides access to an excellent skill and talent pool. **Transportation Infrastructure** • Location in a major port gateway provides excellent access to air, sea, and rail transportation services. • Proximity to McChord Air Force Base provides excellent access to military transportation services for worldwide shipment of depot products. **Military Support Facilities** • Location in a region with several other major military installations (especially Navy) permits access to a wide range of support services for military personnel. **Climate** • Moderate climate of the region make reductions of operations a rarity due to inclement weather. **Utilities** • Location in a region with large water resources harnessed for hydroelectric power provides electric power at exceptionally low costs.

NUWC Detachment, Hawthorne, NV

Unpopulated Area

- Hawthorne is located in an area with unlimited explosive arcs.
- Site is remote from direct or terrorist attacks.

Climate

- Exceptionally dry climate is well-suited for long-term storage of material.

Army Command Tenant

- NUWC Detachment Hawthorne is a tenant activity of Hawthorne Army Ammunition Plant. This reduces the requirement and cost for support infrastructure.

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
HW	40 CFR 260-270	Memo of Agreement (MOA) (expiration date N/A)	FY 96

Note: As documented by an MOA with EPA, NUWC Division, Keyport will relocate its hazardous waste storage facility and construct a new building for storage. A new fully compliant facility is under construction at this time (MILCON P-370).

HW	WAC 173-303	N/A	July 4, 1994

Note: Current cleaning and metal finishing facility sumps lack secondary containment, interstitial monitoring, and high level alarms. The existing facility also is located on a National Priority List (NPL) site requiring remedial action. MILCON Project P-336 "Regional Cleaning and Metal Preparation Facility Consolidations", programmed for FY 96, will establish a new facility meeting environmental compliance regulations and includes demolition of the existing facility to support remediation of the NPL site.

HW	WAC 173-303	N/A	July 4, 1994

Note: Inactive underground hazardous waste storage tanks have been identified for RCRA closure.

No depot maintenance workloads or processes have been, or are expected to be, affected by the above environmental situations, pending satisfactory compliance by the dates shown.

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

Actual/programmed work has not been restricted or delayed because of environmental considerations.

Geographic, continued

3. Environmental Restrictions

Answers to the following questions need to reflect the particular workloads or processes affected by the environmental restrictions/compliance.

3.1 Are there any special programs relating to environmental or industrial waste considerations for your activity? If so, provide the details.

Awards

- 1994 - Secretary of the Navy Pollution Prevention Team Award. This award reflects use of Total Quality principles to make 25% reductions in hazardous waste generated.
- 1993 - The first-ever Secretary of the Navy Meritorious Unit Commendation for Environmental Achievement.
- 1993 - Finalist, Secretary of the Navy Pollution Prevention and Recycling Award.
- 1993 - Finalist, Governor's Outstanding Achievement in Pollution Prevention Award. This award reflects achievements in meeting state voluntary waste reduction goals.
- 1992 - Kitsap County Industrial Recycling Award. This award reflects accomplishments in reducing solid waste generated.
- 1991 - Finalist, Secretary of the Navy Industrial Installation Environmental Quality Award. This award is for accomplishments made in the environmental programs at Keyport.
- 1989 - Finalist, Secretary of the Navy Natural Resources Conservation Award. This award reflects the achievements in habitat restoration, wetlands protection, and resource conservation.

a. Program Name: Pollution Prevention Program

Scope of Applicability: All industrial waste.

Description: An agreement with Washington State Department of Ecology requires reduction of Hazardous Materials used and Hazardous Waste generated by 50% by 1995. Seven unique teams made up of various industrial, environmental, and support personnel were formed to develop and implement pollution prevention projects. The team uses Total Quality principles to accomplish their tasks. The program considers all forms of pollution

Scope of Applicability: All industrial waste.

Description: A self-funded program for evaluating and implementing recycling opportunities in industrial operations and wastestreams. Program generates revenues from the sale of industrial wastes. Revenues are reinvested into the program.

c. Program Name: Hazardous Waste Management Program

Scope of Applicability: All industrial waste.

Description: A comprehensive program to control the collection, movement, storage, treatment, and disposal of hazardous and industrial waste generated. The program uses an innovative information system to link generators and site managers together, and all costs are charged back to the customer.

d. Program Name: Hazardous Material Management Program

Scope of Applicability: All industrial activities.

Description: This program ensures all hazardous material is tracked through a life-cycle process. The program links all locations which use or store hazardous materials through the same innovative information system described above. The program meets all the requirements of Emergency Planning Community Right to Know Act (E.O. #12856).

e. Program Name: Air Quality Program

Scope of Applicability: All industrial activities with air emissions.

Description: This program inventories, permits, controls, and aggressively reduces the amount of air pollutants emitted from industrial processes. All air operators attend annual training to enhance their qualifications in order to maintain equipment and reduce air emissions.

f. Program Name: Water Quality Program

Scope of Applicability: All industrial activities.

Description: This program inventories, monitors and aggressively reduces pollutants from effluents generated by industrial processes. The program is linked to the hazardous material management and pollution prevention programs to help target reduction of chemicals contributing to water pollution.

Description: This program ensures environmental assessments are conducted on all industrial and construction operations. The program is integrated with the Division's Facilities Engineering program to guarantee complete review and coverage of all projects. The program reduces environmental impact of such operations.

h. Program Name: Natural Resources Management Program

Scope of Applicability: All industrial activities.

Description: This program ensures the compatibility of industrial operations with the surrounding environment. It manages all environmentally sensitive areas and conducts enhancement projects for wetlands and habitat to protect these fragile environments.

i. Program Name: Environmental Compliance Self Evaluation Program

Scope of Applicability: All industrial activities.

Description: Comprehensive program which conducts continuous review of compliance status of all industrial operations. Program provides instant feedback to industrial operators so they know where compliance emphasis needs to be placed.

j. Program Name: Drinking Water Program

Scope of Applicability: All industrial activities.

Description: This program ensures an adequate supply of clean drinking water is provided to NUWC Division, Keyport. The program operates a drinking water system which includes source management, collection, treatment, and distribution.

k. Program Name: Installation Restoration Program

Scope of Applicability: All industrial sites.

Description: This program actively pursues the cleanup of soils and groundwater contaminated by past industrial practices. The program involves the community, county, state, and federal representatives working with this Division to ensure total involvement in the process. The program has successfully completed removal actions at several sites.

3.2 Within what provisions must the activity operate with regard to disposal of hazardous wastes and radioactive materials?

HW	40 CFR 260-270	All federal regulations pertaining to management and disposal of hazardous waste.
	WAC 173-303	Washington State Dangerous Waste Regulations.
	Puget Sound Air Pollution Control Agency Regulations	Operating under the authority of the Revised Code of Washington (RCW), this agency regulates discharges to the atmosphere and establishes control and mitigation methodologies.
	Puget Sound Water Quality Authority	Operating under the authority of the Revised Code of Washington (RCW), this agency regulates discharges (Point and Non-Point Source) to the Puget Sound and its tributaries and establishes protection and mitigation measures for the Puget Sound.
Radioactive	10 CFR 30 49 CFR 173	Radioactive materials are disposed of in accordance with Navy Radioactive Material Permits (NRC License equivalent).

4. Other Colocated Activities

4.1 Are there any colocated 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 colocated.

The broad mission and assignments of NUWC Division, Keyport create many beneficial relationships of colocated activities.

The mix of colocated assignments at NUWC Division, Keyport results in several internal relationships and benefits which can best be characterized as synergistic. Resources and facilities are shared among colocated assigned activities. Personnel can be applied to several types of tasks among these assigned activities, resulting in the best utilization of expertise and sharing of information. Colocated activities internal to NUWC Division Keyport include depot maintenance, in-service engineering, undersea ranges, torpedo explosive operations, and environmental testing. The summary result of these relationships is an activity which accomplishes its total mission assignments more effectively and efficiently than the tasks could be accomplished separately.

Specific details of these relationships and benefits of collocation are described in the following tabular listing and in responses to questions 4.2 and 4.3.

Colocated Activity	Benefit/Relationship	Describe Impact
Pacific Northwest Range System	• Provides unique colocated capability for testing of torpedoes following depot maintenance processing. • Sample test of weapons ensures that processes and materials used in depot maintenance produce weapons which meet the operational requirements of the Fleet. Provides Fleet ships a safe range to experience and learn new undersea weapons systems with experts on hand for guidance.	• Improved weapon system reliability. Quick resolution of test anomalies and rapid retest with range close at hand. • Offers more range opportunities at lower cost.

In-Service Engineering (Torpedoes, Combat Systems, Undersea Targets)	• Provides for close coordination of depot maintenance processes and operations with in-service engineering responsibilities for maintenance engineering, technical documentation, configuration management, modifications and upgrades, and reliability/maintainability analysis. • In-service engineering personnel obtain first-hand knowledge of hardware problems.	• Improved life-cycle support for undersea systems. Reduced duplication of effort at multiple facilities and redundant engineering efforts. Puts engineering, maintenance, and testing in same locale.
Torpedo Explosive Operating Complex	• These facilities provide the initial stock point inventory support for the Fleet. Collocation with Torpedo Explosive Operating Complex provides capability to prepare and test weapons with warheads at completion of depot processing. Rapid and safe handling of explosive components for all undersea weapons.	• Safe and efficient handling of weapons components local to the depot process-not across high population areas.
Industrial Base	• Colocated industrial support enhances depot maintenance operations by providing depot maintenance shops with precision parts and materials when they are not available from the private sector. Fabricates hardware to drawing for obsolete parts, for last source, and for small lot quantities. Keyport fabricates Fleet hardware on short notice when other sources fail to deliver on time for deployment. • Provides core capability surge capacity.	• Industrial support, surge capability, can quickly eliminate a Fleet shortage or emergent need for parts. Close to depot engineering and can provide repair or fabrication of unique parts on site and quickly.

Calibration Laboratory	• Provides responsive access to calibration resources for depot maintenance equipment. Minimizes downtime for calibration and repair of specialized test equipment which is critical to maintaining production schedules.	• Efficiency of depot operations. Require less investment in equipment, faster response time, with less chance of equipment damage.
Ordnance Storage Facility	• Provides safe, protected storage of reserve inventory of torpedoes. • Collocation with depot facility affords quick access to the depot for preparing weapons for replenishment of Fleet inventories in the event of combat requirements. • Inventory of reserve assets can selectively be used as a source of replacement hardware for depot maintenance repairs. This saves considerable cost of procuring new material.	• Ready access to war reserve assets. Quick turnaround of weapons just in time for Fleet needs with no delay to Navy ships or planes. • Substantial cost savings for replacement hardware.
Torpedo Production Proofing	• Proofing (Acceptance Test and Evaluation) relies on depot support for equipment failure analysis and problem screening. The depot test equipment (many one of a kind) and the depot engineering capabilities provide on-site support that would otherwise need to be done at the vendor's facilities. The depot support during development and production allows repair and logistics problems to be identified, then corrected early in the process.	• Lowered cost and improved schedule for torpedo proofing. • Information exchange that improves maintenance, production, and reliability.

Foreign Military Sales (FMS)	• Support of international customers is accomplished at the depot. Programs supported are MK 46 and MK 48 Torpedoes, Mobile Targets, and Combat Systems. • Repair of depot level repairable (DLR) components similar to USN assets is accomplished. • Cost efficiencies are realized for both US and international customers, by performing this work at one activity. • International customers receive the benefit of receiving latest configuration upgrades to systems.	• Cost reduction for both USN and international customers. • Customers benefit from USN depot expertise and improved system reliability improvements.
Depot Engineering	• Provides on-line engineering support to Depot process; resolves test equipment and procedural issues. • Designs/develops new depot level test equipment required for new/modified systems. • Procedures are maintained in compliance with applicable regulations and safety considerations. • Synergy between similar in-service and proofing engineering support functions.	• Efficient and timely engineering direction for Depot functions. • Ensures compliance to regulations. • Improved material reliability. • New programs are supported efficiently. • Strong support to TDA and Program Sponsors.

Intermediate Maintenance Activity (IMA)	• Failures detected during routine IMA level maintenance are repaired and corrected in a very timely manner and at a significant cost savings. • Test equipment upgrades/repair can be accomplished simultaneously. • Costly and time consuming use of formal supply system for DLR's is avoided. • Corrective actions developed during Depot repair can be implemented in real time at IMA. • Shared engineering and other infrastructure resources reduces overall costs.	• Efficient and timely repair of Depot level components. • Problem detection and resolution. • Significant cost reduction through concurrent repairs and shared infrastructure.
Environmental Test Facility	• The Environmental Test Facility provides support for depot engineering through environmental conditioning of repairables prior to stress and screen test. • Provides failure analysis of failed components received in the depot. • Provides environmental test capability for unique undersea weapon systems hardware procured by the Navy.	• Synergism is realized between the depot and the environmental test activities with economies of not packaging and shipping to another facility.

USW Information Resource Management (IRM)	• Shop Process Automation System (SPAS) provides on-line "Client-Server" collection of shop processing information; provides for a quality product by verification of mechanic certification, procedure and process compliance, and correct hardware/software baseline use; and collects discrepancy, process, configuration, logistics, etc. information.	• Improved weapon/ vehicle quality. • Efficient utilization of resources and equipment by using common IRM systems across weapon programs and across Center functions.
	• Technical Data Systems (TDS) collects Reliability, Logistics, Maintainability, Availability, and Performance Information; provides for historical tracking, trend analysis, fault isolation, inventory, and configuration management.	• Assures weapon quality and reliability tracking. The system assists in fault isolation and efficient use of resources due to commonality of the system across numerous programs, and facilitates effective sharing of information between IMA, Contractor, ISE, and Depot functional areas.
	• Engineering Data Management Information Control System (EDMICS) provides an on-line electronic central repository of all technical/ engineering drawings and documents. It is the only government-owned CALS Compliant system.	• Assures personnel and programs have easy, and immediate access to the latest revisions of all technical documents and drawings related to their programs.

Supply System Stock Point	• NUWC Division, Keyport serves as a designated Supply System Stock Point for Undersea Warfare System repairable components. This service reduces added costs of shipping and stocking at remote stock points, since the designated depot for items stocked is colocated at the stocking activity. This also reduces the number of "pipeline" quantities necessary to sustain efficient throughput to meet Fleet readiness demands. Stock point collocation provides for the expeditious induction of repairable assets into the depot process since repairables are stocked waiting for induction as required by planned or emergent replacement needs. This greatly simplifies inventory control and accuracy (NUWC Division, Keyport has been recognized for inventory accuracy between 98 and 100% over the last 5 years.)	• Results in significantly reduced cost of investment for supply inventory due to shorter turnaround time in transportation and induction of assets. • Improves response time of depot to repair requirements.

4. Other Colocated Activities, continued

4.2 Do colocated activities support, or are they supported by, the depot maintenance activity?

Colocated Activity	Describe Relationship
Pacific Northwest Range System	• NUWC, Division Keyport's Range Complex supports depot maintenance. Weapons prepared by the depot can be tested quickly and economically to ensure a high quality repair process is maintained. Weapons can be tested with little chance of loss or damage.
In-Service Engineering	• In-Service Engineering Assignments and depot provide mutual reciprocal support. Depot enhancements or improvements can be quickly evaluated and applied to Fleet processes. In-service engineers have immediate access to depot hardware and equipment to solve problems and explore anomalies encountered by Fleet operators.
Torpedo Explosive Operating Complex	• NUWC, Division Keyport's Torpedo Explosive Operating Complex supports depot with warhead processing. The proximity of the Explosive Complex offers in-service engineers and depot engineers access to the full spectrum weapon system for problem resolution versus dealing with parts of the system at a time.
Industrial Base	• Industrial base supports depot operations. This facility supports Keyport's depot operations to ensure repaired items are delivered to the Fleet on time. This facility is essential for supporting Fleet needs in the event of war. It provides a surge capacity for emergency repairs and enhances the depot's capability to maintain Fleet weapons systems readiness. It

Calibration Laboratory	•	NUWC, Division Keyport's Calibration Laboratory supports depot operations. This lab is directly linked to the National Standard Lab and provides unique service to Keyport, as well as other military facilities. All depot test equipment and tools are calibrated through this lab.
Ordnance Storage Facility	•	Torpedo depot supports preparation and surveillance of reserve torpedoes. Torpedoes are received, stored, and issued as ready for issue ammunition from this facility. This storage facility provides the only storage available for explosive components on which Keyport performs depot repair and testing. The depot repair and testing of explosive components is a vital link in the support of undersea weapons as a system versus component repair.
Torpedo Production Proofing	•	The depot supports proofing with test/repair and screening capabilities. On-site capability saves time and cost in test acceptance of new equipment.
Foreign Military Sales (FMS)	•	Support of international customers is provided by the depot. The FMS customer has a U.S. activity to deal with for undersea weapons maintenance.
Depot Engineering	•	Depot engineering functions support depot maintenance. Depot engineering provides responsive capability to resolve technical problems in the depot maintenance process, analyzes failure data, and improves depot processes.
Intermediate Maintenance Activity (IMA)	•	Torpedo/target depots support the IMA's. The depot provides a responsive source of repair and test of assets beyond the capability of intermediate maintenance.

Environmental Test Facility	• The Environmental Test Facility and the depot support each other. When hardware is procured for undersea weapons, the Environmental Test Facility performs contractual testing to accept items used in depot maintenance to return weapons to service. The environmental lab and depot repair activity share expensive test equipment for both functions. To split locality on these functions would require two sets of some expensive undersea weapons test equipment that only exists at NUWC Division, Keyport.
Supply System Stock Point	• The Supply System Stock Point function both supports and is supported by the depot operations. The synergy of the two operations, while independent functions, greatly enhances efficiency and economics of the overall depot maintenance process for Fleet support of undersea weapon systems. It minimizes pipeline quantities and throughput times and simplifies inventory control and logistics.

USW Information Resource Management

- The Shop Process Automation System (SPAS) supports the Depot Maintenance Activity by collocating depot process information; providing mechanic, process, procedure, and material and software verification; and by utilizing information and providing information to other colocated activities, including the IMA, fabrication, contractor support, manufacturers, etc. The system is used to assure quality depot support is provided, and (due to the commonality) allows for the efficient use of personnel and resources between the various programs and activities.

- The Technical Data Systems (TDS) supports the depot as the repositories for all failure, reliability, performance, maintenance, availability, etc. information on the major underwater systems. The depot provides information to the TDS for historical tracking, logistics tracking, asset management, trend analysis, failure analysis, etc.; and utilizes this information in the TDS for assistance in fault isolation, repair, quality tracking, etc. Since the TDS is utilized by various undersea programs and functional activities, the system provides the depot with on-line access to information received by the IMA's, Proofing Activity, contractor and manufacturer activities, etc.

- The Engineering Data Management Information Control System (EDMICS) supports the depot by providing on-line technical documentation and technical drawings to depot, fabrication and development, ISE, and IMA personnel. The state-of-the-art system allows depot personnel immediate access to the latest

4. Other Colocated Activities, continued

4.3 How would these activities and the depot maintenance activity function if they were not colocated?

Colocated Activity	Describe Impact If Not Colocated
Pacific Northwest Range System	• Reduced and more expensive in-water testing of torpedoes at some other ranges, with resultant loss of performance data.
	• Substantially higher losses of expensive torpedoes by testing on ranges without recovery capability.
	• If not colocated, the system approach to depot maintenance of weapons is lost, as well as ownership of the total process for the depot engineers and workers.
In-Service Engineering	• Degraded knowledge of hardware problems by in-service engineering personnel.
	• Poorer access by depot to accurate technical information and requirements.
	• Loss of visibility, and systems approach to full support of undersea weapons for the Fleet, which is the main function of in-service engineering. Manuals, hardware, drawings, test equipment, support equipment, and weapons are maintained in a systems approach versus the least desirable method, a component by component approach.
	• Increased time and cost to resolve engineering related deficiencies discovered by the depot.

Torpedo Explosive Operating Complex	• Inability to complete assembly and test of weapons for warshot configuration delivery to the Fleet inventory. • Engineering support for explosive depot operations would be separate from area where work is performed. • The Navy would lose the systems approach to Weapons maintenance and repair and rely on a disjointed explosives maintenance and inert maintenance with little systems integration.
Industrial Base	• Substantially degraded ability to respond to emergent requirements for light industrial support to meet depot maintenance production requirements and schedules. • Less able to guarantee timely delivery of weapons to the Fleet. • May not be able to fabricate Fleet hardware for which this division is the last source, parts are obsolete, or emergent small quantities are needed. Will not be able to fabricate on short notice hardware that other sources fail to deliver on time for deployments.
Calibration Laboratory	• Frequent disruption of production operations due to less responsive calibration support; missed schedules; and inefficient operations. • Would need more equipment to operate at same level due to transportation delays. • On-site calibration of large test equipment would require travel time and budgets not currently required.

Ordnance Storage Facility	• Reduced responsiveness in surging to quickly deliver reserve torpedoes to the Fleet in a mobilization scenario. • Loss would result in multiple handling of weapons before delivery to the Fleet with more chance for error. • Loss of a safe, controlled, highly specialized facility for handling new design, prototype, and non-standard explosive components separate from standard weapons handling.
Torpedo Production Proofing	• Loss of on-site test support would delay acceptance and eliminate the synergy of repair process development during acceptance.
Foreign Miliary Sales (FMS)	• Support of international customers by other activities would significantly increase their costs. • Cost savings to the U.S. Navy through expanded workload from FMS customers would not be realized. • System configuration and performance reliability of the components needing repair and upgrade would not be realized.
Depot Engineering	• Timely resolution of test equipment and process problems not addressed. • Synergy between depot functions, in-service engineering, and depot engineering would not exist. • Real-time support to new or development programs would not be accomplished.

Intermediate Maintenance Activity (IMA)	• Timeliness and significant cost savings achieved by concurrent repair of failed components would be lost.
	• Sharing of engineering, resources, and infrastructures would not occur.
Environmental Test	• If not colocated, the depot would be required to acquire specific unique undersea weapons test equipment (those equipments previously shared with Environmental Test) to conduct some required test after depot repairs are completed.
	• Timely delivery to the Fleet of undersea weapons hardware procured, environmentally tested and ranged at Keyport for the Navy, would be impacted due to the loss of synergism between depot and environmental test resulting from separation of the activities.
Supply System Stock Point	• Considerable loss of efficiency due to increased pipeline quantities and throughput times.
	• Added costs for shipping and stocking at remote stockpoints, loss of precious time for induction of assets for emergent needs, and added cost of inventory and logistic support for oversight of scattered inventories.

USW Information Resource Management

- Due to the requirement for immediate, high-speed data access, and the volumes of data utilized and provided by the depot (especially in the area of technical drawings and shop processing information), without the collocation of the numerous Information Resource Management (IRM) systems with the depot maintenance functions, the performance of the systems, the ability of the depot to efficiently perform these functions, and the cost savings realized by the collocation of these systems would be significantly compromised. The EDMICS system alone stores several trillion bytes of data, to handle the enormous quantities of data associated with technical drawing and documents.

- Without collocation, the cost savings and efficiencies realized from these system would be eliminated, and the processes supported by these systems would be returned to inefficient, error prone, and labor intensive manual processes.

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

Local community concerns have not constrained the mission and operations of NUWC Division, Keyport. Open communications with local community groups have fostered understanding and cooperation with the general public.

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 issues that impact or will impact mission performance. NUWC Division, Keyport monitors areas of potential concern stemming from its operations to ensure that encroachment does not become an issue.

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
Pacific Northwest Range System	• The NUWC Division, Keyport system of undersea ranges is unique in providing high accuracy performance testing of undersea weapons and vehicles in shallow, medium, and deep depth environments. • The Dabob Range site is recognized as the world's quietest and most secure saltwater range. • The Quinault Range site is the only permanently instrumented shallow-water range, well-suited for testing in the littoral environment. • The Nanoose Range site constitutes a shared facility with our close Canadian allies, which satisfies critical testing needs of both forces at reduced cost for each nation through shared support. • Range firing/retrieval platforms include capability for retrieval of valuable weapons from deep bottom sites. The soft bottom in combination with depths which do not crush the weapons permits retrieval of intact weapons. • Located in close proximity to depot facilities for quick access to depot turnaround of hardware. Minimizes degradation of weapons from corrosive compounds after range test. Minimizes transportation costs and delays.

Torpedo Explosive Operating Complex	• Only U.S. depot/industrial facility with necessary provisions for assembling and testing explosives in complete warshot configuration for all torpedoes (MK 46, MK 50, MK 48, and MK 48 ADCAP). • Satisfies all ESQD requirements in a facility outfitted with the required test systems.
Transducer Automated Test Facility (TATF)	• TATF is the only test facility in the Department of Defense which is able to perform testing of acoustic transducers for all U.S. Torpedoes (MK 46, MK 50, MK 48, MK 48 ADCAP) in production volumes. The facility employs highly automated collection and analysis of test data to keep costs low and throughput high. • Provides self-contained shore-based testing of acoustic transducers to the extreme depths required to simulate operating environments and verify conformance with design specifications. • Located adjacent to depot facilities, providing rapid turnaround of test articles.
Underwater Weapons Evaluation Facility (UWEF)	• UWEF is a unique land-based instrumented waterfilled pressure vessel in which undersea weapons can be tested under controlled conditions for portions of their operating envelope. It is the only such facility which provides for combined testing of both the propulsion systems and acoustics portions of the torpedoes. • The completely controlled environment of this unique facility permits repeatability of tests not possible in natural bodies of water. • Test in an enclosed vessel greatly reduces risk of damaged or lost hardware due to failure of the weapon system.

Environmental Test Facility	• Consists of a unique complex of environmental testing capabilities tailored to the requirements of torpedoes and undersea vehicles. • Includes dynamic test capability for functional testing of undersea weapons hardware in combination with vibration, temperature, and pressure testing. • Provides land-based test of torpedo propulsion systems under realistic operational conditions. • Contains high-energy radiographic capability for x-ray analysis of warheads. • Includes centrifuge facility specifically designed for torpedo test requirements. • Vibration test facility is one of few sites with necessary size and force to test complete torpedoes to required specifications. • Located adjacent to depot facilities, it provides rapid turnaround of test articles.
Torpedo Depot	• The torpedo depot facility is the only site (DoD or private sector) having the necessary combination of testing capabilities required to support depot operations for all torpedo components and subassemblies. The complex at NUWC Division, Keyport contains the testing capabilities and infrastructure to perform depot maintenance on MK 46, MK 50, MK 48, and MK 48 ADCAP Torpedoes. • Includes automated test capability for most all electronics components and subassemblies. • Unique, high accuracy, automated 3-axis rate-motion test system provides required test capability for gyro control systems employed in torpedoes.

USW Combat Systems Depot

Sonar System Testing

- Only AN/BQQ-5 System Test Facility designed for integration testing of depot refurbished units prior to delivery to the Fleet for installation.

- Designed to be reconfigurable for testing of selected AN/BQQ-6 equipment.

- Additional testing capabilities include automatic continuity and isolation testing of cables, harnesses, and backplane chassis.

Combat Control System Testing

- Unique CCS MK 1 System Test Facility designed for integration testing and/or unit-level testing of depot refurbished units prior to delivery to the Fleet for installation.

- Test facility is built to a configuration not available at other Navy/DoD maintenance sites.

- Additional testing capabilities include specialized standalone test sets used for testing equipment in the DWS/CS MK 118, AN/BSY-1, interface subsystems equipment, and retained equipment utilized in the CCS MK 2 system.

MK 113 Fire Control System Testing

- Only MK 113 Fire Control System Lab/Test Facility available for testing of equipment and subassemblies prior to delivery to the Fleet.

- **Special Sonar System Testing (AN/BQQ-9, AN/BQR-15, AN/.BQR-19, AN/BQR-21)**
  The Navy's only Lab/Test Facility available for testing of the associated sonar systems equipment and subassemblies.

- **CV/ASWM (Carrier ASW Module) System Testing**
  The Navy's only shore-based facility that houses a

Undersea Targets Depot	• This facility is the only Navy location with the necessary combination of testing capabilities required to support depot operations for all Undersea Targets components and subassemblies. • The targets depot provides sole support to three countries on three different target systems. It provides the only depot repair and logistics support for four U.S. Fleet IMA's. The repair and logistics integration permits fulfillment of Fleet requirements with minimum resources.
Torpedo Intermediate Maintenance Activity (IMA)	• IMA facilities for Mk 46, MK 48, and MK 50 torpedoes, as well as mobile targets are uniquely consolidated within NUWC Division, Keyport. The capacity of these facilities allows for support of multiple configurations, as well as for large scale maintenance and test efforts. Efficiencies result due to these capabilities. • The capacity of these facilities allows for support of multiple configurations, as well as for large scale maintenance and test efforts. Efficiencies result due to these capabilities. • These IMA facilities are the only sites world wide that concurrently support maintenance, proofing, R&D, and troubleshooting/failure analysis efforts. • Unique testing capabilities/equipment allow for multi-faceted support of all maintenance, proofing, and test programs.

MEASURES OF MERIT

Facilities and Equipage

6. Unique or Peculiar Facilities

6.2 Indicate the reasons that these facilities are required by the depot maintenance function.

Test Facility	Reasons Required for Maintenance
Pacific Northwest Range System	• Ranges constitute a vital resource for operational testing of torpedoes. This real world testing environment establishes confidence in the adequacy and quality of the processes used in depot maintenance. It provides an important validation of processes designed to ensure that deployed weapons will perform as required in the hands of the Fleet. • Ranges with capability to consistently recover weapons are required in order to be able to retain costly weapons in the inventory and perform run/failure analysis.
Torpedo Explosive Operating Complex	• The Torpedo Explosive Operating Complex provides the necessary capability to complete processing of weapons hardware/systems maintained in the depot and configure torpedoes as warshot units ready to be delivered to the Fleet. • Its unique testing capability in an explosive-safe environment permits test of completely assembled weapons to ensure that the system is operational before delivery to Fleet inventory. There is no industry/private sector capability to accomplish these explosives operations. • Its location at a safe site in proximity to the depot facility minimizes transportation/packaging and handling of partially completed weapons.

Transducer Automated Test Facility (TATF)	• TATF provides necessary acoustic testing of transducer assemblies for torpedoes to ensure that all performance parameters are being satisfied prior to being assembled onto the weapon. Testing covers all critical acoustic/electro-acoustic parameters defined in weapons specifications. • TATF achieves the necessary testing in an efficient, cost-effective process made possible by high automation for testing in production volumes.
Underwater Weapons Evaluation Facility (UWEF)	• UWEF permits rapid turnaround of test articles and test results, which is not achievable in open undersea ranges. • UWEF permits very specific testing under carefully controlled conditions.
Environmental Test Facility	• Unique capabilities of the Environmental Test Facility provide necessary test of undersea warfare systems (especially weapons) to ensure that depot maintenance processes are producing units which continue to meet all required performance characteristics with respect to environmental conditions. • The environmental facilities also test hardware in process to ensure that no unacceptable degradation has occurred due to age or other factors.

Torpedo Depot	• Comprises the complete range of test capability required to test components and subassemblies of torpedoes at all levels of assembly. Weapons supported are MK 46, MK 50, MK 48, and MK 48 ADCAP. Permits the depot to replenish Fleet inventories of complete weapons, functional subassemblies, and discrete modules with confidence of delivering quality operational hardware. • Supports proofing and research and development requirements for production and developmental programs. Support of IMA level test equipment is also provided.
USW Combat Systems Depot	• Provides capability to perform functional operations test of mission essential equipment after accomplishment of depot refurbishment, restoration, or repair. • Operational testing is required to verify that equipment and systems are Ready for Issue (RFI) prior to delivery and installation on Fleet platforms. Failure to test units prior to shipment increases costs and adds risk to Fleet schedules due to excessive troubleshooting incurred after installation on submarine platforms. Experience has shown that system level testing significantly reduces system installation time, costs, and risks. • Test facilities provide essential testing resource for systems, subassemblies, and units to satisfy emergent Fleet casualty reports (CASREPs). Required hardware is quickly repaired and tested to restore the Fleet to full operational readiness.

Undersea Targets Depot	• Comprises the complete range of test capability required to test components and subassemblies of Undersea Targets at all levels of assembly. Permits the depot to replenish Fleet inventories of complete targets, functional subassemblies, and discrete modules with confidence of delivering quality operational hardware.
Torpedo Intermediate Maintenance Activity (IMA)	• Failed components from maintenance actions, proofing, and R&D efforts feed the depot maintenance function. • Test equipment and procedures in the IMA's at Keyport are supported by the depot. • Assembles and integrates full up weapons, less warhead assembly.

MEASURES OF MERIT

Facilities and Equipage

6. Unique or Peculiar Facilities

6.3 How could the depot maintenance functions be performed without these specialized facilities?

Test Facility	Describe Testing Alternatives
Pacific Northwest Range System	• There are no alternative ranges which can provide the combination of capabilities to accomplish the required testing. Specifically, NUWC Division Keyport's ranges permit runs of negatively buoyant weapons and bottom recovery of intact weapons. This has permitted in excess of $1.5 billion of hardware to be recovered and reused after range testing.
	• Transshipment of weapons to distant (>1500 miles) ranges would permit some similar testing. However, these ranges do not have the required tracking accuracy, and use of distant ranges would entail additional costs. At other ranges, hardware which sinks to the bottom will crush under pressure, resulting in loss of significantly more hardware. Hardware losses will also occur due to corrosion of parts after the range run of the weapon. Quick access to the depot arrests this corrosion, saving many parts.
Torpedo Explosive Operating Complex	• Without the Explosive Operating Complex, the depot could not complete processing of weapons configured to warshot configuration. The depot would have no facility to complete assembly of the weapons with their warheads and perform necessary testing to verify that all weapon subsystems are operating correctly prior to delivery into Fleet inventory.
	• There is no private sector alternative for accomplishing this explosives processing and testing.

Transducer Automated Test Facility (TATF)	• No other facility is designed to accomplish specification testing of torpedo acoustic transducers in production volumes. • Alternative would entail shipment of transducers to a remote site with slower test turnaround, substantial interference with other testing requirements at the remote site, and shipping delays and costs.
Undersea Weapons Evaluation Facility (UWEF)	• There is no other land-based facility which can perform the combination of in-water acoustic and propulsion systems testing of torpedoes and undersea targets. • Alternatives are to not perform the tests in the tightly controlled conditions which this facility permits. Tests would have to be run on undersea ranges without the ability to control many environmental test parameters. Test runs cannot be aborted and hardware recovered as readily on undersea ranges as they can in the UWEF.
Environmental Test Facility	• The dynamic test capability of the Environmental Test Facility is unique. • Alternative is to perform static bench testing in place of dynamic simulation conditions, at a cost of undiscovered intermittent failures occurring in weapons run on the ranges and delivered to the Fleet.
Torpedo Depot	• Test capability of the depot is a vital component of the depot's operation. Torpedo hardware (components, subassemblies, complete weapons) simply must be tested prior to delivery to Fleet inventories. There are no alternatives, since NUWC Division Keyport depot is the only facility of its kind with the full scope of testing capabilities required.

USW Combat Systems Depot	• For systems and equipment undergoing depot maintenance, Alternative 1 is to ship units and systems directly to the destination platform for installation. Units and systems would require test at system light-off. Impacts are very high risk to schedule of ship availabilities and likely increase in cost of overhaul. This approach entails test of complex systems with an unacceptably high number of unknowns as causes of operational failures. The shipboard environment is a much more difficult location in which to identify and correct failures.
	• For systems and equipment undergoing depot maintenance, Alternative 2 is to design, develop, and fabricate special-purpose unit test equipment for each unique piece of equipment employed in sonar and combat control systems. Impacts would be extremely high development costs and high life-cycle maintenance costs for unique test equipment. While an improvement over Alternative 1, this costly approach cannot test for proper collective operation of system units with each other.
	• For test of subassemblies and components required to satisfy an emergent immediate Fleet requirement, the alternative is to send untested hardware. This alternative entails a high degree of risk that the Fleet will not receive operating material to correct a critical deficiency.
Undersea Targets Depot	• Test capability in the depot is a vital component of the depot's operation. Undersea Target hardware (components, subassemblies, complete weapons) simply must be tested prior to delivery to Fleet inventories. There are no alternatives, since NUWC Division, Keyport depot is the only facility of its kind with the full scope of testing capabilities required.

Torpedo Intermediate Maintenance Activity (IMA)	• The cost to perform depot maintenance would increase significantly without performing concurrent repair from the on-site IMA. • Timeliness of depot repair of components would be impacted negatively without the colocated IMA's. • Shipping and storage costs would increase without the colocated IMA's. • Weapons could not be prepared as an all up round.

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	
216-40	Torpedo Shop	32.5	45.0	9.6	
216-60	Quality Evaluation Laboratory	2.3	0.0	0.0	
216-77	Ammunition-Explosive Maintenance Storage	28.4	0.0	0.0	
218-10	Container Repair and Test Facility	34.5	0.0	0.0	
315-20	Underwater Weapons Systems Laboratory	188.0	49.2	0.0	

CCN	Facility Type	Condition / Area (# KSF)			Comments
		Adequate	Substandard	Inadequate	
317-20	Electrical and Electronic Systems Laboratory	74.4	0.0	0.0	
318-10	Propulsion Equipment Laboratory	1.4	0.0	0.0	
320-10	Underwater Equipment Laboratory	6.4	0.0	0.0	
421-32	Inert Storehouse	3.9	0.0	0.0	
423-10	Liquid Propellant Storage	N/A	N/A	N/A	Sized by capacity in gallon, not KSF
831-10	Sewage & Comb. Sewage Industrial Treatment Plant	N/A	N/A	N/A	Sized by capacity in gallon, not KSF
831-14	Industrial Waste Treatment Building	8.3	0.0	0.0	

CCN	Facility Type	Condition / Area (# KSF)			Comments
		Adequate	Substandard	Inadequate	
	Total	380.1	94.2*	9.6**	

*Substandard under current seismic evaluation criteria.
**Denotes existing cleaning and metal finishing facilities which are inadequate to meet environmental compliance regulations and are located over a National Priority List (NPL) site requiring remedial action. MILCON Project P-336 "Regional Cleaning and Metal Preparation Facility Consolidations," programmed for FY 96, will enable NUWC Division, Keyport to perform cleaning and metal finishing operations in compliance with environmental regulations and allow demolition of the existing facilities for remediation of the NPL site.

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	
Underwater Weapons Systems Laboratory	315-20	18	21	0	39
Torpedo Shop	216-40	0	2	0	2
Inert Storehouse	421-32	4	0	0	4
General Storage	441-35	4	0	0	4
	TOTAL:	26	23	0	49

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
Torpedo Depot Maintenance	• NUWC Division, Keyport is the only activity, public or private, with the necessary facilities, equipment, and infrastructure to conduct the complete range of torpedo depot maintenance. • Only facility with the equipment and processes required to test and repair depot level repairables for MK 46, MK 50, MK 48, and MK 48 ADCAP weapons. Specialized equipment includes automated test equipment (HP 9500, ATS-80, Teradyne L210) and manual test benches designed for fault isolation. • Located adjacent to undersea ranges for in-water testing of torpedoes. • Unique capacity to test torpedo acoustic transducers in production volumes. • Only depot complex with required facilities and permits to assemble and test torpedoes with warheads. • Only site with facilities, processes, and permits to reclaim, store, and/or dispose of hazardous materials related to torpedo fuels (e.g., Otto fuel, lithium).

	• Collocated with appropriate type and quantity of ordnance storage bunkers which allow storage of reserve inventories of torpedoes which can be readily drawn out and processed by the depot for emergent Fleet requirements in the event of major combat scenarios.
	• Only depot complex with the necessary facilities, equipment, and personnel to provide the Title 10 core capacity for torpedo depot maintenance.
USW Combat Systems Depot	• NUWC Division, Keyport is the only depot activity with the systems and test equipment required to accomplish component, subassembly, and unit test of combat systems hardware.
	• Extensive facilities comprised of the tactical equipment, unique power and cooling utilities, and complex interconnect cabling.
	• Only depot complex with the necessary facilities, equipment, and personnel to provide the Title 10 core capacity to respond to a mobilization requirement for USW Combat Systems depot maintenance.
Undersea Targets Depot	• NUWC Division, Keyport is the only depot activity with the systems and test equipment required to accomplish component, subassembly, and complete system test of Undersea Targets hardware.
Submarine Launched Mobile Mine (SLMM) Depot	• NUWC Division, Keyport is the only depot activity with the systems and test equipment required to accomplish component, subassembly, and complete system test of

	• Only depot complex with the necessary facilities, equipment, and personnel to provide the Title 10 core capacity to respond to a mobilization requirement for SLMM depot maintenance.
Reclamation of Otto Fuel	• NUWC Division Keyport is the only site with the facility to reprocess Otto fuel, which is used as the propulsion fuel for the MK 46, MK 48, and MK 48 ADCAP Torpedoes.
	• This capability reclaims large amounts of highly hazardous material from around the world and makes it available for reuse, thereby avoiding significant disposal costs and procurement costs.
Foreign Military Sales	• The torpedo and target depots provide the only capability worldwide to fully test and repair all depot level repairable (DLR) components in these combined weapon systems.
	• The depots maintain the procedures, equipment, material and resource capacity to support all users (USN and international) of these weapon systems.
Depot Engineering	• NUWC Division, Keyport maintain a strong contingent of engineering expertise to develop, maintain, and improve the unique depot processes for undersea warfare systems. Undersea warfare systems operate under extreme environmental conditions and employ complex technology. Depot engineering knowledge of system requirements, as well as test equipment and software constitutes a capability vital to the

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
Torpedo Depot	• Only Navy/DoD facility with equipment capable of testing all torpedo repairables to Ready-for-Issue specifications. • Depot automated test equipment and associated Test Program Sets (TPS) employed for specification acceptance testing and fault isolation of torpedo electronics is of a unique configuration, existing only at NUWC Division, Keyport. This equipment is specifically configured in its range of capabilities and physical interfaces to satisfy the testing requirements of USW electronics. • MK 46 Fueling Robot is a unique robotic facility for fueling and defueling MK 46 Torpedoes with hazardous Otto fuel. This greatly reduces the potential for human contact with hazardous material. • MK 46 Engineering Control System is a unique automated process control system specifically designed for the MK 46 overhaul process. It incorporates interactive video job instructions and automated torquing stations. • MK 50 Engineering Control System is the only automated configuration control and process monitoring system specifically designed for the MK 50 Torpedo overhaul process.

	• MK 48 Data Gathering Process is an automated process control system specifically designed for the requirements of MK 48 Torpedo depot maintenance processes.
Pacific Northwest Range System	• Only complex of instrumented undersea ranges in proximity to depot maintenance facilities. This permits both prompt turnaround of ranged weapons in depot facilities and ready access to ranges for test of weapons processed through the depot.
	• Only complex of undersea ranges with several operating depths and soft bottom which permits recovery of valuable torpedo hardware.
Lithium Decontamination Facility	• Only Navy/DoD facility with equipment, processes, and permits for disassembly, clean-up, and decontamination of hardware resulting from MK 50 Torpedo lithium boiler breach.
Otto Fuel Reclamation Facility	• Only Navy/DoD facility with equipment and processes capable of reclaiming residual Otto fuel after MK 46, MK 48, and MK 48 ADCAP Torpedo range testing. Process involves separation of fuel from sea water. Robotic fueling/defueling systems are employed. Reclaimed fuel is reusable for subsequent range testing.
Underwater Weapons Evaluation Facility	• Unique Navy/DoD land-based facility which permits simultaneous operational test and monitoring of acoustic and propulsion systems for torpedoes and targets.

Torpedo Explosive Operating Complex	• Only Navy/DoD facilities designed and certified for assembly and testing of warheads to all torpedoes. • Facilitized with required test systems in buildings designed to meet safety requirements for ordnance (e.g., ESQD and HERO).

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	35	35	0	0
Operational	163	136	25 A, E	2
Training	0	0	0	0
R & D	0	0	0	0
Supply & Storage	1,010	666	320 B	24

Housing	75	50	25 A, C	0
Recreational	50	40	10 C, D, E	0
Forestry Program	768	1	735 A	30
Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	0	0	0	0
Other	90	10	73 A, E	7
Total:	2,218	965	1,190	63

A. Steep Slopes
B. Explosive QD Arcs
C. Quality of Life
D. Archeological
E. Wetlands

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)
Personnel (B.1)	5,000	Electronic Module Repair, Inert Storage
Supply/Comptroller (B.12)	10,755	Torpedo/Target/Mine Depot
Military Housing (B.35)	2,205	Electronic Module Repair, Inert Storage
Command Headquarters	9,000	Electronic Module Repair, Inert Storage
Facility Engineering (B.94)	10,164	Electronic Module Repair, Inert Storage
Security (B.812/916)	2,539	Electronic Module Repair, Inert Storage
Safety (B.913)	3,708	Electronic Module Repair, Inert Storage
Supply (B.938/944/945/957)	3,632	Electronic Module Repair, Inert Storage
	Total: 47,003	

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

There are no inhibiting factors that would limit future expansion on the base.

NUWC Division, Keyport has developed an outstanding comprehensive industrial waste management program to ensure that there are no inhibiting factors which would limit future expansion of the base. This program has received national recognition through such awards as the 1994 Secretary of the Navy Pollution Prevention Team Award and the first-ever Secretary of the Navy Meritorious Unit Commendation for Environmental Achievement in 1993. The program aggressively manages the entire spectrum of solid waste management, including paper and scrap metal wastes, hazardous wastes, wastewaters, air emissions, and effluent discharges. This flexible program handles high volume wastes (5,000,000 gallons of wastewater per year) as well as exotic wastes (Otto Fuel monopropellants and lithium metals). It is designed to reduce operational and disposal costs by ardently seeking out waste minimization and recycling opportunities. The program is fully integrated throughout this Division, and all hazardous materials and wastes are tracked and managed by a relational Environmental Management Information System.

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**

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	825,379	825,379	825,379	825,379
TOTAL	825,379	825,379	825,379	825,379

*Includes the following Undersea Warfare (USW) Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)

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**

COMMODITY TYPE	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	0	0	0	0
Total	0	0	0	0

*Includes the following Undersea Warfare (USW) Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)

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)**

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	825,379	825,379	825,379	825,379
TOTAL	825,379	825,379	825,379	825,379

*Includes the following Undersea Warfare (USW) Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)

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**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	820,692	703,082	698,012	733,969
TOTAL	820,692	703,082	698,012	733,969

*Includes the following Undersea Warfare (USW) Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)
- Undersea Targets (MK 30)
- Other USW Systems (Mines, Acoustic Countermeasures)

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**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	9,663	12,670	9,545	8,931
TOTAL	9,663	12,670	9,545	8,931

*Includes the following Undersea Warfare (USW) Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)
- Undersea Targets (MK 30)

Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

Table 14.1.b: **Interservice Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	0	0	0	0
TOTAL	0	0	0	0

*Includes the following Undersea Warfare (USW) Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)
- Undersea Targets (MK 30)
- Other USW Systems (Mines, Acoustic Countermeasures)

Table 14.1.c: **Other Agency Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	0	0	0	0
TOTAL	0	0	0	0

*Includes the following Undersea Warfare (USW) Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)
- Undersea Targets (MK 30)
- Other USW Systems (Mines, Acoustic Countermeasures)

Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

Table 14.1.d: **Last Source of Repair Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	0	0	0	0
TOTAL	0	0	0	0

*Includes the following Undersea Warfare (USW) Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)
- Undersea Targets (MK 30)
- Other USW Systems (Mines, Acoustic Countermeasures)

Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

Table 14.1.e: **Within Service Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	0	0	0	0
TOTAL	0	0	0	0

*Includes the following Undersea Warfare (USW) Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)
- Undersea Targets (MK 30)
- Other USW Systems (Mines, Acoustic Countermeasures)

Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

Table 14.1.f: **Low Quantity Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	8,297	8,526	8,514	8,514
TOTAL	8,297	8,526	8,514	8,514

*Includes the following Undersea Warfare (USW) Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)
- Undersea Targets (MK 30)
- Other USW Systems (Mines, Acoustic Countermeasures)

Workload and Capabilities, continued

14. All Other Workloads (Above Core), continued

Table 14.1.g: **All Other Workload (Above Core)**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	114,668	105,982	144,082	122,982
TOTAL	114,668	105,982	144,082	122,982

*Includes the following Undersea Warfare (USW) Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)
- Undersea Targets (MK 30)
- Other USW Systems (Mines, Acoustic Countermeasures)

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)

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	132,628	127,178	162,141	140,427
TOTAL	132,628	127,178	162,141	140,427

*Includes the following Undersea Warfare (USW) Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)
- Undersea Targets (MK 30)
- Other USW Systems (Mines, Acoustic Countermeasures)

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**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	820,692	703,082	698,012	733,969
TOTAL	820,692	703,082	698,012	733,969

*Includes the following Undersea Warfare (USW) Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)
- Undersea Targets (MK 30)
- Other USW Systems (Mines, Acoustic Countermeasures)

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**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Weapons Systems (Torpedoes, USW Combat Systems, Undersea Targets, Other USW Systems)*	132,628	127,178	162,141	140,427
TOTAL	132,628	127,178	162,141	140,427

*Includes the following Undersea Warfare (USW) Systems:
- Heavyweight Torpedoes (MK 48 and MK 48 ADCAP)
- Lightweight Torpedoes (MK 46 and MK 50)
- USW Combat Systems (Sonar and Fire Control)
- Undersea Targets (MK 30)
- Other USW Systems (Mines, Acoustic Countermeasures)

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
Undersea Ranges	• Undersea ranges operated by NUWC Division, Keyport are a resource which provides an important opportunity to perform operational tests of undersea weapons systems and platforms. The ranges afford a capability to test systems in shallow-water, medium depth, deep depth, and open ocean environments. They are instrumented to provide accurate tracking of location and recording of telemetry data for weapons, targets, and submarines. • The undersea range complex operated at NUWC Division, Keyport has the unique depth and bottom characteristics which permit recovery of intact torpedoes from the floor of the ranges. This important and unique feature precludes the loss of large numbers of very expensive weapons. In the past 25 years, this Division's recovery vehicles have recovered over 2,900 units from the sea bottom, saving over $1.5 to $2 billion in hardware replacement costs.

Hazardous Material Processing	• NUWC Division, Keyport provides processing of specific hazardous materials associated with undersea weapons systems. Specifically, facilities and processes are employed to process unspent fuel and contaminated hardware from torpedo propulsion systems. Unspent fuel from MK 46, MK 48, and MK 48 ADCAP Torpedoes is collected and processed for reutilization, rather than disposing of it, resulting in significant cost savings. Contaminated hardware from lithium-reactor vessels used in propulsion of MK 50 Torpedoes are decontaminated and residual wastes are safely disposed of. NUWC Division, Keyport is the worldwide center for collection and processing of these hazardous materials.
Environmental Test Facility	• Provides vibration and temperature cycling tests combined with functional operation in a laboratory setting through land-based propulsion test services. • Diagnoses comprehensive and intermittent failures that occur in dynamic range and Fleet operations. • Provides dynamic non-destructive testing and operation of rebuilt and upgraded hardware to disclose workmanship defects. • Provides quality evaluation of spare parts procurement by testing periodic samples of production runs.
Instrument Calibration	• Provides Level II calibration services for all depot measurement Calibration devices used in acceptance testing. Calibration standards are traceable to the National Bureau of Standards.
Failure Analysis	• Provides chemical, radiographic, and mechanical failure analysis services of recurrent failure modes and of hardware failing after depot maintenance.

Undersea Weapons Storage	• War reserve undersea weapons are prepared for storage and stored in bunkers at NUWC Division, Keyport. The weapons are stored in a recoverable state, should a mobilization scenario require more than the inventory immediately available to the Fleet. Bunker areas and stored weapons are monitored for safety, security, and any indications of degradation of the weapons.
Information Resource Management (IRM)	• NUWC Division, Keyport develops and manages Information Resource systems and software for tracking torpedo inventory configuration, maintenance processes, and operations. These systems serve as a networked, on-line resource for maintenance and management sites associated with torpedo operations throughout the United States. • NUWC Division, Keyport provides analysis, reporting, and data storage for in-water test programs. • Undersea Weapon repair, turnaround, alteration, and configuration information is reported to and stored by the IRM facility.
Torpedo In-Service Engineering	• In-service engineering tasks encompass test support, technical documentation maintenance, performance and maintenance data analysis, maintenance engineering, Fleet technical support, data management, supply support, and technical oversight of repair facilities.
Combat Systems In-Service Engineering	• Encompasses operation of the Technical Manual Maintenance Activity, Fleet training support, supply support operations, Test Set program development, and Diminishing Manufacturing Sources and Material Shortages tasks.

Supply System Stock Point	• NUWC Division, Keyport serves as a designated Supply System Stock Point for Undersea Warfare System repairable components. This service reduces added costs of shipping and stocking at remote stock points since the designated depot for items stocked is collocated at the stocking activity. This also reduces the number of "pipeline" quantities necessary to sustain efficient throughput to meet Fleet readiness demands. Stock point collocation provides for the expeditious induction of repairable assets into the depot process, since repairables are stocked waiting for induction as required by planned or emergent replacement needs. This greatly simplifies inventory control and accuracy (NUWC Division, Keyport has been recognized for inventory accuracy between 98 and 100% over the last 5 years.)
Depot Engineering	• Provides responsive engineering support to the depot in the form of technical oversight, procedure generation, compliance with regulations and safety concerns and failure analysis. • Synergy with in-service and IMA support engineering efforts creates efficiencies and improved reliability of weapon systems.

Quality Program

- NUWC Division, Keyport's quality program provides a focused commitment to continuous improvement of all functions and processes. This Division is recognized as a national leader in implementing the principles of Total Quality while pursuing its vision, "Quality for our Customers...Improvement for our Future!" The success of these efforts was recently demonstrated when NUWC Division, Keyport received the 1994 National Quality Improvement Prototype Award as one of only three winners in the entire Federal Government. When announcing the awards, Michele Hunt, Director of the Federal Quality Institute, said, "These organizations are among the very best in government. They exemplify the vision of the Vice President's National Performance Review--a government that works better and costs less. The employees in these defense centers are demonstrating what a customer-centered government can do when there is a strong shared vision and a commitment to excellence throughout the organization." In recognizing NUWC Division, Keyport's achievement, The Honorable John H. Dalton, Secretary of the Navy, said, "You were the only Navy applicant selected as a 1994 Finalist. Your selection as a Winner for a first time applicant is unusual in the history of this award and is a credit to your people...the men and women who made this happen, both civilian and military...I congratulate you on a job extremely well done and an award that is very well deserved!"

16.2 Describe how these services/functions are related to accomplishment of the depot maintenance mission, and the benefits of these relationships.

Service/Function	Description
Undersea Ranges	• Undersea ranges provide the resources for periodic test of weapons systems processed by the depot. These operational tests afford an important opportunity to ensure that the maintenance processes and tests accomplished in the depot continue to ensure that high quality systems are delivered to the Fleet.
	• Location of the depot in close proximity to the ranges ensures that weapons which are ranged can be quickly processed to minimize corrosive damage to internal propulsion hardware. Hydrogen cyanide is a corrosive by-product of fuel combustion which causes significant damage to hardware if not processed quickly. Close location of the depot to the ranges allows most hardware to be reused in the weapons, saving significant costs of replacing components.
Hazardous Material Processing	• Operation of the specialized facilities for processing of hazardous materials constitutes a resource at which the depot can safely dispose of and/or reprocess them. This service provides a cost-effective, environmentally safe method for dealing with these hazardous and toxic substances.
Environmental Test Facility	• The depot maintenance functions provided by the combination of functions available cannot be obtained locally. Static diagnostic bench testing would have to be performed in place of testing under dynamic simulation conditions at a cost of undiscovered intermittent failures occurring in the Fleet and on the ranges. Periodic testing of spare parts procurement would have to be performed at the nearest government facilities in San Diego.

Instrument Calibration	•	On site calibration support enables the depot to maintain a minimal amount of shop equipment due to quick turnarounds. Special and emergency calibrations are facilitated. Test capabilities of the Calibration Lab are sometimes utilized for performing special depot tests.
Failure Analysis	•	Provides the means for determining emerging depot maintenance requirements due to aging, over use, and misuse. Provides the means for improving the workmanship practices employed in the depot maintenance processes.
Undersea Weapons Storage	•	Depot facilities prepare the weapons for bunkering in a recoverable state. Depot personnel monitor the bunkered weapons and bunkering facility to assure the recoverability of the weapons.
Information Resource Management (IRM)	•	Undersea Weapon repair, turnaround, alteration, and configuration information is reported to the IRM facility by the depot and the IMA's. Depot engineers use this data to assist in failure analysis of hardware.

Combat Systems In-Service Engineering

- The sonar and combat systems depot labs provide a synergistic relationship with Technical Manual Maintenance Activity functions, such as Technical Manual Discrepancy Reports (TMDR's.) TMDR's benefit from lab use by hands-on validations and verification of proposed changes.

- Fleet training uses lab and depot repair functions for developing curriculum, designing/developing pre-faulted modules, and validating them in actual system performance tests.

- System test facilities and depot repair benefit supply support operations by providing Fleet support (e.g., CASREP's and urgent material requests). Components are tested in system labs prior to Fleet delivery.

- Test Program Set (TPS) development engineering also supports depot test, repair, and troubleshooting operations. This link provides the most in-depth knowledge available for repair support. TPS engineering benefits by proximity to where the tests are actually used, and can target test design to specific failure modes not seen at the manufacturer (e.g., component age-related failures).

- DMS/MS works hand-in-hand with depot repair by testing new designs and solutions in circuit cards or depot labs to ensure solution validity and viability. Required upgrades can be made at the depot with DMS/MS oversight. Additionally, the depot can bring new DMS/MS cases directly to the DMS/MS working group, who can validate the case on-site.

Supply System Stock Point	• The Supply System Stock Point function both supports and is supported by the depot operations. The synergy of the two operations, while independent functions, greatly enhances efficiency and economics of the overall depot maintenance process for Fleet support of undersea weapon systems. It minimizes pipeline quantities and throughput times and simplifies inventory control and logistics.
Depot Engineering	• Colocating depot engineering support with the depot achieves time and cost efficiencies.
	• The quality and reliability of the work performed by the depot is enhanced by having on-site engineering support.
	• Compliance with regulations and safety rules is ensured by having on-site engineering support.
Quality Program	• Quality of products and processes is fundamental to depot operations to ensure that weapon systems delivered to customers are of high quality.
	• The 1994 National Quality Improvement Prototype Award winning quality program provides focused attention on continuous improvement of depot operations to maximize performance and value to the customer. This installation-wide commitment ensures integration of depot quality initiatives with all operations at NUWC Division, Keyport.

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
On-Site Fleet Support	• Technical assistance is provided on-site to both US Fleet and FMS IMAs and depots. In the case of IMAs this usually involves repair of test equipment or on-site installation of weapon modifications/upgrades. In the case of FMS depots the technical support is initial set up and periodic reviews.
ORDALT Verifications	• NUWC Division, Keyport depot facilities are tasked and used by the In-Service Engineering Agent to perform the verification walk through of new ordnance alterations and modifications. In the case of the MK 50 Torpedo, the depot automated test equipment provides the means for In-Service Engineering to validate software changes for Depot/Factory Test Equipment.
Combat Weapon System Material Receipt and Deliveries	• Constant communication is required to coordinate receipt of materials prior to a refurbishment. Constant communication is also required with the installation site to assure continually changing delivery requirements are met.
	• Coordination is maintained throughout the shipyard installation process. Technical assistance, including on-site visits, are performed to assist in the installation.
Module Screening and Repair Activity Support	• Close interface with MSRA activity is required for rehosting of depot Test Program Sets to the MSRA (I-level).
Physical Configuration Audit (PCA)	• Validation of physical configurations involves depot engineering to ensure testability and maintainability

Technical Manual Verification	• During the development of Technical Manuals for new systems, depot engineering personnel provide on-site support at contractor facilities to ensure technical adequacy and maintainability of the technical documentation.
Progressive Depot Level Repair (PDLR)	• The depot provides modified depot repair procedures to the PDLR and performs walk-throughs and modifications to existing PDLR repair procedures. Depot engineering provides engineering support and failure analysis for the PDLR.
Heavyweight Data Gathering Program	• Heavyweight Depot engineers and technicians travel to all IMA's and, using IMA personnel, perform a structured teardown of heavyweight torpedoes. All personnel and hardware discrepancies found during the teardown process are recorded. This data is used by the ISEA, IMA's, and depot to improve torpedo hardware, depot repair, and IMA turnaround processes.
Quality Discrepancy Report (QDR) Responses	• Depot repaired hardware found by the IMA as defective is returned to the Depot with a QDR. The Depot reviews the QDR and performs failure analysis on the failed hardware. If the failure was due to depot work, the hardware is repaired at no cost to the customer. The results of the failure analysis are reported to the IRM, and changes to the depot repair process/procedures are made as required.

Torpedo Certification Evaluation Board (TCEB)	• A Depot representative is a member of the TCEB team and participates in recertification of the IMA's. This provides an opportunity for depot personnel to review the IMA operations and provide input as required to assist the IMA to improve their processes and transport new ideas from the IMA's to the depot.
Foreign Military Sales (FMS)	• Depot personnel provide technical assistance to international customers, both on-site and in a consulting role. • International trainees visit and train in depot facilities as part of short and longer term training programs. These programs include MK 46 Torpedo maintenance, Quality Assurance, MK 48 Torpedo maintenance, and mobile targets. • Depot personnel assist with in-country certification assists. • Repair of components and test equipment for international customers is accomplished.
Ready For Issue Verification (RFIV)	• NUWC Division, Keyport depot engineers and technicians make regular trips to each Fleet IMA. A randomly selected weapon is disassembled and any problems (personnel or material) are identified. The disassembly and problem identification is a joint IMA/depot personnel effort. This program is key for ongoing training of IMA personnel and provides a measure of Fleet readiness.
MK 541 Test System Upgrades	• NUWC Division, Keyport's depot technicians go to the Fleet IMA, access test set condition and then develop a refurbishment plan. After required materials are identified, the upgrades are conducted on-site as a cooperative effort with IMA & Depot personnel.

MEASURES OF MERIT

Costs

18. Real Property Maintenance (RPM)

18.1 What is your activity's backlog of real property maintenance for facilities performing depot maintenance as of 30 September 1993 (express in $K)?

NUWC Division, Keyport has zero critical maintenance backlog.

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)	1,367	1,807	1,725	1,967

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)	64,178	59,087	60,746	62,032
$ / DLH	47.97	50.80	51.44	54.31

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	985	1089	2243	1172	1200			
Programmed					2,288	1044	1,513	1379

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?

The projected backlog after FY 97 is $250K.

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 / Step 3	$14.99	$15.61	$16.18	$16.82

Costs, continued

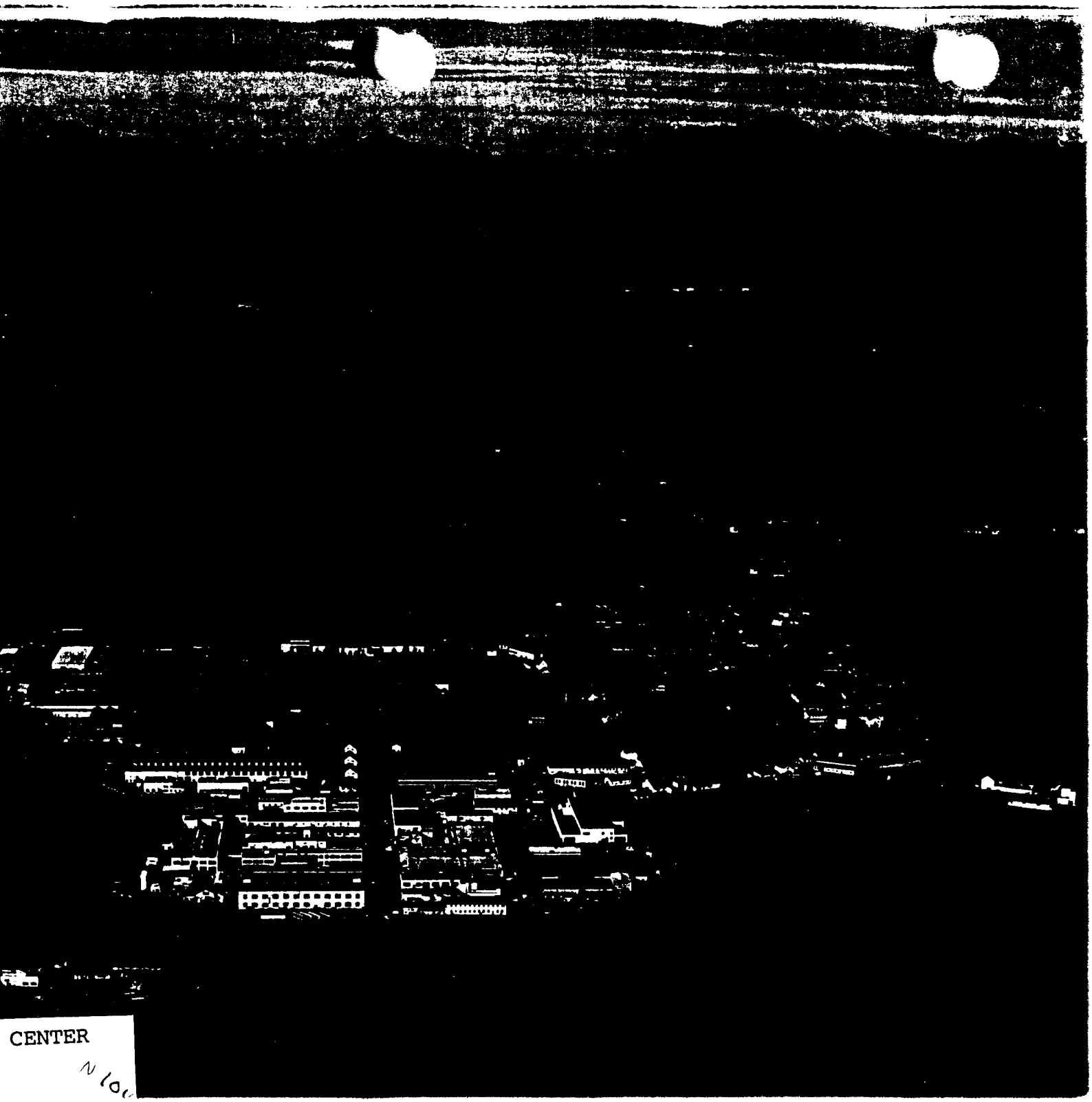
22. Programmed Capital Investments

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)	907	1,800	1,177	417



CENTER

N 10

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

RADM Scott L. Sears
NAME (Please type or print)

Scott L. Sears
Signature

Commander
Title

11 MAY 94
Date

Naval Undersea Warfare Center
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

G. R. STERNER
NAME (Please type or print)

G. R. Sterner
Signature

Commander
Title

5-13-94
Date

Naval Sea 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)

05

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with the 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 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

NAME: Dennis K. Gibbs
(Please type or print)

Signature

Commander
Title

11 May 94
Date

NAVAL UNDERSEA WARFARE CENTER DIVISION, KEYPORT
Activity

NSWC, Louisville,

C

Louisville

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CRANE DIVISION
NAVAL SURFACE WARFARE CENTER
LOUISVILLE, KENTUCKY SITE

N00197

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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

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

7. Ground and Shipboard Communications and Electronic Equipment
   Radar
   Radio Communications
   Wire Communications
   Electronic Warfare
   Navigational Aids
   Electro-Optics / Night Vision
   Satellite Control / Space Sensors

8. Automotive / Construction Equipment

9. Tactical Vehicles
   Tactical Automotive Vehicles
   Components

10. Ground General Purpose Items
    Ground Support Equipment (except aircraft)
    Small Arms / Personal Weapons
    Munitions / Ordnance
    Ground Generators
    Other

11. Sea Systems
    Ships
    Weapons Systems

12. Software
    Tactical Systems
    Support Equipment

13. Special Interest Items
    Bearings Refurbishment
    Calibration (Type I)
    TMDE

14. Other

Table of Acronyms

$/DLH	Cost per Direct Labor Hour
$K	Thousands of Dollars
ADMIN	Administrative; administration
AICUZ	Air Installations Compatible Use Zone
AOC$	Annual Operating Cost (dollars)
CCN	Category Code Number
DBOF	Defense Business Operating Fund
DLH	Direct Labor Hour
DoD	Department of Defense
ESQD	Explosive Safety Quantity Distance
FMS	Foreign Military Sales
FY	Fiscal Year
FYDP	Future Year Defense Plan
GTE	Gas Turbine Engines
HERF	Hazardous Electronic Radiation - Fuels
HERO	Hazardous Electronic Radiation - Ordnance
HERP	Hazardous Electronic Radiation - Personnel
JCSG-DM	Joint Cross Service Group - Depot Maintenance
KSF	Thousands of Square Feet
PRV	Plant Replacement Value
R&D	Research and Development
RPM	Real Property Maintenance
SF	Square Feet
WG	Wage Grade

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

1.1 Calculate the capacity index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed in direct labor hours (DLHs) in Table 1.1.a by commodity groups for the Fiscal Years requested.

Table 1.1.a: **Capacity Index**

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
11.Sea Systems (Weapons Systems)	1840875	1858209	1823544	1778656	1756213
TOTAL	1840875	1858209	1823544	1778656	1756213

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
11. Sea Systems (Weapon Systems)	68%	72%	75%	76%	79%
TOTAL	68%	72%	75%	76%	79%

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**

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COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
11. Sea Systems (Weapon Systems)	3771350	3771350	3771350	3771350	3771350
TOTAL	3771350	3771350	3771350	3771350	3771350

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** **R**

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
11. Sea Systems (Weapon Systems)	2479750	2479750	2479750	2479750	2479750
TOTAL	2479750	2479750	2479750	2479750	2479750

Note 1: Maximum Potential Capacity (DLHs) is based on existing facilities and equipment but assumes unlimited personnel ceilings. This capacity is constrained by the 1-shift, 8-hour, 5-day work schedule and resultant bottlenecks (due to unique equipments/machines that support workload). Maximum 1st shift potential capacity could be increased 13% with the addition of selected 2nd shift operations to relieve bottlenecks.

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	264000	274000	286000	299000	311000
Equipments	513981	533032	550829	570354	590465
TOTAL	777981	807032	836829	869354	901465

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
11. Sea Systems (Weapon Systems)	59636	63958	66592	65697	68398
TOTAL	59636	63958	66592	65697	68398

Table 3.1.b: **Programmed Workload**

COMMODITY GROUP	DLHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
11. Sea Systems (Weapon Systems)	1161657	1246951	1271415	1223028	1303931
TOTAL	1161657	1246951	1271415	1223028	1303931

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.

NSWC, Louisville has been designated as a Center of Excellence for the Commodity Group Sea Systems (11) Subgroup Weapon Systems as follows: (NSWC Headquarters refers to these as Technical Capabilities)

CTX	DEPOT
SURFACE MISSILE SYSTEMS LAUNCHER	**NSWC, Louisville**

- MK 13 TARTAR Launcher Components
- MK 26 TARTAR Launcher Components
- MK 5 TERRIER Launchers and Components
- MK 10 TERRIER Launcher Systems
- MK 143 Armored Box Launchers (ABLs)
- MK 112 ASROC Launchers and Components
- MK 32 Surface Vessel Torpedo Tubes (SVTTs)

RADAR **NSWC, Louisville**

- MK 23 Target Acquisition System (TAS)
- MK 92 Fire Control System which includes:
  - MK 53 Combined Antenna System (CAS)
  - MK 54 Separate Tracking Illumination Radar (STIR)

PNEUMATICS **NSWC, Louisville**

- MK 17 Turbine Pump Ejection Systems (TPES)

The Naval Surface Warfare Center recognizes a unique Technical Capability in Surface Missile Systems Launchers at the Louisville, Kentucky site of the Crane Division. Within this Technical Capability a Center of Excellence can be identified for each of the systems above.

4.1 (Con't)

CTX	DEPOT
NAVAL GUN WEAPON SYSTEMS	**NSWC, Louisville**

- Gun Engagement Systems
  - Minor Cal Gun Systems (20mm to 3.9 inch)
  - Medium Cal Gun Systems (4 inch to 7.9 inch)
  - Major Cal Gun Systems (8 inch to 16 inch)
  - Gun Fire Control Systems

- Theater Air Defense Systems
  - Close-In Weapon Systems
  - Decoy Launching Systems

The Naval Surface Warfare Center has a uniquely integrated engineering and industrial facility, located in Louisville, which provides the Navy with the **only qualified and certified** depot facility of Naval Gun Weapon Systems. Within this Technical Capability, a Center of Excellence can be identified for each of the systems above. This facility is a co-location of engineering and depot maintenance facilities which provides the Navy a **unique full spectrum capability to respond to reconstitution, surge/mobilization and rapid response requirements for Naval Gun Weapon Systems.**

CTX	DEPOT
SPECIALIZED MECHANICAL DEVICES	**NSWC, Louisville**

- Standard Missile Rocket Motor Casings MK 56 and MK 104
- Naval Gun Barrels (76mm and 5 inch)
- Valve Ball Overhaul
- Amphibious Assault Vehicle Modification (Marine Corps)
- Decoy Launcher Tubes

The Naval Surface Warfare Center, Crane Division (Louisville site) is a **national asset** recognized as a leader, in and outside of DoD, capable of providing a full array of products and services in all aspects of research and development, engineering, modernization, manufacture, repair and fleet support for virtually any mechanical item used or needed by DoD. The Specialized Mechanical Devices Technical Capability serves as a **leading Navy and Joint/DoD testbed for developing, verifying and applying new/emerging technology and processes to all phases of product engineering and transferring these technologies and processes to other public as well as private industrial concerns**. Louisville is designated by the DoD Joint Logistics Center as one of the two original Flexible Computer Integrated Manufacturing (and repair) (FCIM) Process Validation Enterprises for mechanical parts.

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
NSWC, Louisville	Louisville, KY	- Collocation of full spectrum life cycle engineering and depot overhaul/production capabilities unparalled within DON, allows DON to retain its ability to be a "**smart buyer**".
NSWC, Louisville	Louisville, KY	- The **last remaining organic depot capability for Naval Weapon Systems** in the DON. NSWC, Louisville is more reponsive to field service operations due to our central location in the country.
NSWC, Louisville	Louisville, KY	- Is located within 30 miles of Ft. Knox which provides firing ranges for the testing of major gun systems such as the PHALANX, MK 45, and MK 75.

NSWC, Louisville	Louisville, KY	- One of the greatest benefits to NSWC, Louisville's location in the central-midwest is that of providing a consolidated "**full spectrum**" activity in an affordable labor market that is capable of supporting the East and West coasts along with the Gulf Coast. Coupled with the co-location of engineering and industrial capabilities, this makes NSWC, Louisville an affordable one stop shop for our customers. The lower cost of living for this area attracts and retains quality technical people which sustains our stability, necessary for maintaining a "**smart buyer**" capability over the life cycle of a weapon system.
NSWC, Louisville	Louisville, KY	- Central location (within the city of Louisville) has enhanced our ability to demonstrate remarkable expedience in readiness and in the deployment of technical personnel.
NSWC, Louisville	Louisville, KY	- Continued expansion and development of the Standiford Field Airport (located only **5 minutes** from NSWC, Louisville).
NSWC, Louisville	Louisville, KY	- Louisville, KY is considered the Midwest's **Crossroads** for many major interstates tied in with both the Atlantic, Pacfic and Gulf Coasts (e.g., I-64 running from **Norfolk, VA** directly through Louisville, KY which provides easy access for all trucking transportation; I-65, I-71).
NSWC, Louisville	Louisville, KY	- Historically, NSWC, Louisville has provided a stable workforce including high caliber engineers and highly skilled (journeymen) tradespeople.

Activity	Location	Description of Strategic Importance/Military Value
NSWC, Louisville	Louisville, KY	- United Parcel Service (UPS) has its **primary** international and national operations hub located at the Standiford Field Airport. All air shipments are routed through this site, UPS has a sorting capacity of 160,000 packages or documents per hour supported by 90 to 100 flights per day. UPS serves over 185 countries and territories. Services include: next day air, second day, comprehensive logistics capabilities, and on-site customs clearance.
NSWC, Louisville	Louisville, KY	- Louisville is served by five railroads and is directly adjacent to CSX Transportation's Regional Railroad Freight Classification yard (a major rail facility).
NSWC, Louisville	Louisville, KY	- City of Louisville is located on a major inland water thoroughfare (Ohio River), which is a route for major barge lines serviced by the Louisville River Port Industrial Zone (proximity to NSWC, Louisville is approximately **5 miles**).

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
Air emissions of volatile organic compounds	Jefferson County Regulation 6.31	To be negotiated	N/A
Industrial wastewater effluent intermittent	40 CFR 433	Indefinite, NSWC, Louisville has consented in writing to test every batch prior to discharge.	N/A

2.2 Has any actual or programmed work at this installation been restricted or delayed because of environmental considerations, such as air or water quality? If so, provide the details of the impact of the restrictions or delays.

Programmed Work	Restriction/Delay	Describe Impact
None		

Geographic, continued

3. Environmental Restrictions

Answers to the following questions need to reflect the particular workloads or processes affected by the environmental restrictions/compliance.

3.1 Are there any special programs relating to environmental or industrial waste considerations for your activity? If so, provide the details.

Special Program	Environmental/Industrial Waste	Describe
Jefferson County Regulation 5.04 Jefferson County Regulation 5.13	Asbestos	Repairs involving asbestos are controlled by County/State standards.
Jefferson County Hazardous Materials Ordnance	Spills/Release	Prompt spill reporting to multiple agencies required agencies required for many substances.

3.2 Within what provisions must the activity operate with regard to disposal of hazardous wastes and radioactive materials?

Type	Provisions	Describe

* NSWC, Louisville must meet the national standards required by federal regulations for any generation of hazardous waste in the United States. There are no special provisions concerning disposal of hazardous waste.

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	Benefit/Relationship	Describe Impact
Engineering/ Technical Center	- Provides **unique** full spectrum corrective action. - Combines skills and expertise of fleet, depot, and support personnel to solve fleet and depot technical problems.	- Reduces time to effect life cycle support **synergy**. - Ensures that modification engineering upgrades and safety are effectively introduced into the Weapons Systems.

4.2 Do collocated activities support, or are they supported by, the depot maintenance activity?

Collocated Activity	Describe Relationship
Engineering/Technical Center	The synergy gained by collocating the depot and the Engineering/Technical Center help support each other.

4.3 How would these activities and the depot maintenance activity function if they were not collocated?

Collocated Activity	Describe Impact if not Collocated
Engineering/Technical Center	- Reduced efficiency. - Increased time to resolve technical problems which could

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
None		

5.2 Indicate any encroachment constraints on current or future operations that would restrict future expansion.

Type of Encroachment	Constraint on Expansion	Describe
None		

MEASURES OF MERIT

Facilities and Equipage

6. Unique or Peculiar Facilities

6.1 List unique or peculiar testing facilities, excluding equipment (e.g. runways, railheads, ports, tracks, ponds, etc.).

Test Facility	Describe Uniqueness/Peculiarity
- Cable Manufacturing & Test Facility - Fire Control/Director Overhaul/Test Facility - Launcher Overhaul Test Facility - Motor Overhaul/Test Facility - Radar/Target Acquisition System Overhaul/Test Facility - Turbine Pump Ejection System Overhaul/Test Facility - Gun System Maintenance & Overhaul Support Facility - Shipboard Physical Security Mockup Facility/Equipment - Gun System Engineering Laboratory & Test Tower - Software Development/Test & Maintenance Facility - Gun System Engineering Test and Advanced Training Facility 'alibration Laboratory Facility .lose-in Defense Modernization/Upgrade/Overhaul Facility Performance Engineering and Training Systems (PETS) - TE125 Indoor Antenna Analyzer/Compact Range - TE8000 Weapon System Test Range - Metal/Composite Facility - Nondestructive Testing Facility	NSWC, Louisville is the **only remaining DoD activity which supports Surface Weapon Systems within the Sea Systems Commodity Group.**

6.2 Indicate the reasons that these facilities are required by the depot maintenance function.

Test Facility	Reasons Required for Maintenance
- Cable Manufacturing & Test Facility - Fire Control/Director Overhaul/Test Facility - Launcher Overhaul Test Facility - Motor Overhaul/Test Facility - Radar/Target Acquisition System Overhaul/Test Facility - Turbine Pump Ejection System Overhaul/Test Facility - Gun System Maintenance & Overhaul Support Facility - Shipboard Physical Security Mockup Facility/Equipment - Gun System Engineering Laboratory & Test Tower - Software Development/Test & Maintenance Facility - Gun System Engineering Test and Advanced Training Facility - Calibration Laboratory Facility - Close-in Defense Modernization/Upgrade/Overhaul Facility - Performance Engineering and Training Systems (PETS) - TE125 Indoor Antenna Analyzer/Compact Range - TE8000 Weapon System Test Range Metal/Composite Facility Nondestructive Testing Facility	These test facilities are required to ensure that modernized, upgraded and overhauled systems meet the Weapons Systems specifications. This is required prior to reinstallation aboard Navy ships.

6.3 How could the depot maintenance function be performed without these specialized facilities?

est Facility	Describe Testing Alternatives
- Cable Manufacturing & Test Facility - Fire Control/Director Overhaul/Test Facility - Launcher Overhaul Test Facility - Motor Overhaul/Test Facility - Radar/Target Acquisition System Overhaul/Test Facility - Turbine Pump Ejection System Overhaul/Test Facility - Gun System Maintenance & Overhaul Support Facility - Shipboard Physical Security Mockup Facility/Equipment - Gun System Engineering Laboratory & Test Tower - Software Development/Test & Maintenance Facility - Gun System Engineering Test and Advanced Training Facility - Calibration Laboratory Facility - Close-in Defense Modernization/Upgrade/Overhaul Facility - Performance Engineering and Training Systems (PETS) - TE125 Indoor Antenna Analyzer/Compact Range - TE8000 Weapon System Test Range - Metal/Composite Facility - Nondestructive Testing Facility	
All Test Facilities	**Without these full spectrum, co-located test facilities, the new manufactured or overhauled equipment could not be tested and therefore Fleet readiness would be severely impacted.**

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	
171-20	Applied Instruction	1.2	N/A	N/A	Solderfication Training
212-20	Missile Equipment Maintenance	117.5	N/A	N/A	
213-41	Central Tool Shop	.8	N/A	N/A	N/A
213-44	Forge and Heat Treat	23.7	N/A	N/A	N/A
213-45	Welding Shop	94.2	N/A	N/A	N/A
213-49	Inside Machine Shop	172.3	N/A	N/A	N/A
213-60	Paint and Blast Shop	39.0	N/A	N/A	N/A
215-20	Light Gun Shop	630.5	N/A	N/A	N/A
215-77	Light Gun Storage	18.0	N/A	N/A	
217-10	Electronics Maintenance	192.3	N/A	N/A	N/A
Subtotal (Table 1)		1289.5			

7.1 (con't)

Table 7.1: **Facility Conditions**

CCN	Facility Type	Condition / Area (# KSF)			Comments
		Adequate	Substandard	Inadequate	
ex: 211-03	*ex: Corrosion Control Hangar*	#	#	N/A	N/A
217-30	Field Maint. Shop	5.0	N/A	N/A	
218-45	Instrument Calibration shop	8.4	N/A	N/A	N/A
218-68	Prod. Equip. Maint	14.3	N/A	N/A	N/A
313-25	Ships Integration Lab	2.9	N/A	N/A	R&D Support Prod.
315-15	Ship WPN Sys Lab	6.1	N/A	N/A	R&D Support Prod.
317.20	Electronics Sys Lab	.9	N/A	N/A	R&D Support Prod.
	Subtotal (Table 2)	37.6	N/A	N/A	N/A
			N/A	N/A	
	Subtotal (Table 1)	1289.5	N/A	N/A	
	Grand Total	1327.1	N/A	N/A	

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	
"C"/Prod.	212-20	85.5	N/A	N/A	85.5
"E"/Prod.	212-49	26.6	N/A	N/A	26.6
56/Prod.	215-20	3.8	N/A	N/A	3.8
122/Prod.	212-20	3.1	N/A	N/A	3.1
N/A	N/A	0	N/A	N/A	0
N/A	N/A	0	N/A	N/A	0
N/A		0	N/A	N/A	0
	TOTAL:	119.0	N/A	N/A	119.0

NOTE: All installation space is provided in net square feet.

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
- Naval Engineering Drawing Management Facility - Manufacturing & Test Facility - Fire Control/Director Overhaul/Test Facility - Launcher Overhaul Test Facility - Motor Overhaul/Test Facility - Radar/Target Acquisition System Overhaul/Test Facility - Turbine Pump Ejection System Overhaul/Test Facility - Gun System Maintenance & Overhaul Support Facility - Shipboard Physical Security Mockup Facility/Equipment - Gun System Engineering Laboratory & Test Tower - Software Development/Test & Maintenance Facility - Gun System Engineering Test and Advanced Training Facility - Calibration Laboratory Facility Close-in Defense Modernization/Upgrade/Overhaul Facility erformance Engineering and Training Systems (PETS) TE125 Indoor Antenna Analyzer/Compact Range TE8000 Weapon System Test Range - Soldering and Wiring Technology Facility - Plating Facility - Metal/Composite Facility - Gear Manufacturing Cell - Machining Facility - Standard Missile Rocket Motor Facility - Valve Ball Overhaul Facility - Nondestructive Testing Facility - Engineering and Production Documentation Support Facility	NSWC, Louisville is the **only remaining DoD Cable Activity which supports Surface Weapon Systems within the Sea Systems Commodity Group. Without these full spectrum, co-located capabilities, capacities and facilities, Fleet Readiness would be severely impacted.**

° 2 Separately list the depot maintenance facilities and equipment which are one of a kind within the Service .d/or DoD.

Facility/Equipment	Describe Why It is One of a Kind
- Naval Engineering Drawing Management Facility - Cable Manufacturing & Test Facility - Fire Control/Director Overhaul/Test Facility - Launcher Overhaul Test Facility - Motor Overhaul/Test Facility - Radar/Target Acquisition System Overhaul/Test Facility - Turbine Pump Ejection System Overhaul/Test Facility - Gun System Maintenance & Overhaul Support Facility - Shipboard Physical Security Mockup Facility/Equipment - Gun System Engineering Laboratory & Test Tower - Software Development/Test & Maintenance Facility - Gun System Engineering Test and Advanced Training Facility - Calibration Laboratory Facility - Close-in Defense Modernization/Upgrade/Overhaul Facility - Performance Engineering and Training Systems (PETS) - TE125 Indoor Antenna Analyzer/Compact Range - TE8000 Weapon System Test Range Soldering and Wiring Technology Facility Plating Facility Metal/Composite Facility - Gear Manufacturing Cell - Machining Facility - Standard Missile Rocket Motor Facility - Valve Ball Overhaul Facility - Nondestructive Testing Facility - Engineering and Production Documentation Support Facility	**Previous consolidations have resulted in this facility now being unique in its capabilities and capacities within the Navy and DoD.**

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.

See Table 9.1

Table 9.1: **Real Estate Resources**

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	119.572	65.383	1.549 (NOTE #2)	57.869
Operational	.444	.222	N/A	N/A
Training	.397	.199	N/A	N/A
R & D	.449	.225	N/A	N/A
Supply & Storage	7.753	3.876	.459 (NOTE #3)	3.417
Admin	4.658	2.329	N/A	2.329
Housing	8.300	4.150	N/A	N/A
Recreational	.867	.433	N/A	N/A
Forestry Program	N/A	N/A	N/A	N/A
Agricultural Outlease Program	N/A	N/A	N/A	N/A
Hunting/Fishing Programs	N/A	N/A	N/A	N/A
Other	N/A	N/A	N/A	N/A
Total:	142.44 (NOTE #1)	76.817	2.008	63.615

NOTE #1 - Activity is compact (142.44 Acres) with multi-feeds of each utility and minimal distance for any undeveloped site to roads, utilities, etc. with less than 10% of new facility cost required for site development.

NOTE #2 - HERP locations at L, 62, 72 & 119 restrict construction.

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)
Category Code # CNN		
212 (Missile)	13,923	See Notes 1. - 6.
213 (Paint, Welding)	3,055	See Notes 1. - 6.
215 (Light Gun)	5,016	See Notes 1. - 6.

**Administrative space is interpreted to extend beyond 610-10 space and include all office spaces unrelated to the CNN.

**Square footages listed are office spaces formerly occupied by production groups or support groups that could be made available at minimal costs.

Notes:

1. Engineering Support
2. Production Support
3. Production Controller
4. Quality Assurance
5. Administrative Support
6. Training/Conference Room

11. Industrial Waste

11.1 Are there any inhibiting factors that would limit future expansion on the base? Provide the details if applicable.

Inhibiting Factor	Provide Detailed Description
None	Note: Restriced existing buildable acreage is minimal compared to the total acreage available for future expansion

MEASURES OF MERIT

Workload and Capabilities

Answers to the following questions are to reflect programmed amounts by commodity group, by activity in direct labor hours by Fiscal Year for FY 1996 through FY 1999.

12. Core Capabilities (DoD)

12.1 What is the amount of core capability required to support your own Service? Provide your answers in Table 12.1.a by commodity group for the Fiscal Years requested.

Table 12.1.a: **Service Required Core**

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Sea Systems (Weapons Systems)	1193563	1245264	1199539	1281152
TOTAL	1193563	1245264	1199539	1281152

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**

COMMODITY TYPE	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
TOTAL	N/A	N/A	N/A	N/A

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)**

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Sea Systems (Weapons Systems)	1193563	1245264	1199539	1281152
TOTAL	1193563	1245264	1199539	1281152

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 13.1.a **Total Core Workloads**

25

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Sea Systems (Weapons Systems)	1193563	1245264	1199539	1281152
TOTAL	1193563	1245264	1199539	1281152

Note: The hours shown reflect only work performed by the Naval Surface Warfare Center. Naval Surface Warfare Center does not have visibility into the total (i.e., public and private) depot maintenance requirement for surface warfare systems.

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 13.1.a **Total Core Workloads** **R**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Sea Systems (Weapons Systems)	1139243	1190808	1145674	1228240
TOTAL	1139243	1190808	1145674	1228240

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**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Sea Systems (Weapons Systems)	102310	107710	102310	102310
TOTAL	102310	107710	102310	102310

14. Other Workloads (Above Core), continued

Table 14.1.b: **Interservice Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
TOTAL	N/A	N/A	N/A	N/A

Table 14.1.c: **Other Agency Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
TOTAL	N/A	N/A	N/A	N/A

Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

Table 14.1.d: **Last Source of Repair Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Sea Systems (Weapons Systems)	41550	41550	41550	41550
TOTAL	41550	41550	41550	41550

Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

Table 14.1.e: **Within Service Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Sea Systems (Weapons Systems)	53030	22323	21931	21351
TOTAL	53030	22323	21931	21351

14. Other Workloads (Above Core), continued

Table 14.1.f: **Low Quantity Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
TOTAL	N/A	N/A	N/A	N/A

14. All Other Workloads (Above Core), continued

Table 14.1.g: **All Other Workload (Above Core)**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
TOTAL	N/A	N/A	N/A	N/A

14. Other Workloads (Above Core), continued

Table 14.1.h: **Total Above Core Workload**

(Sum of Tables 14.1.a through 14.1.g)

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Sea Systems (Weapons Systems)	196890	171583	165794	165211
TOTAL	196890	171583	165794	165211

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**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Sea Systems (Weapons Systems)	1198563	1245264	1199539	1281152
TOTAL	1198563	1245264	1199539	1281152

1,139263

Typo?
This # is above the Total core W/L # (Table 13.1) for FY 1996

25

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** **R**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Sea Systems (Weapons Systems)	1139243	1190808	1145674	1228240
TOTAL	1139243	1190808	1145674	1228240

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**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
11. Sea Systems (Weapons Systems)	196890	171583	165794	165211
TOTAL	196890	171583	165794	165211

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
Acquisition/Contracting Support	The co-location of the engineering and technical centers enables the DON to be a **"smart buyer"**, and rapidly apply engineering lessons learned to new system acquisition and **full spectrum life cycle support.**
First Article Testing	Supports the Inventory Control Point (ICP) for spares/repair items procurement.
Rapid Prototype/Limited Production	Concept, design, engineering, and manufacturing of safety and modernization changes for **full spectrum life cycle support** of all Commodity Groups.
Fleet Support	A reliable, dependable workforce that ensures lessons learned in the depot and aboard ships are integrated into the Fleet maintenance philosophy and weapon system acquisition process.
Reverse Engineering Function	Since NSWC, Louisville is the repository of technical knowledge for Naval Surface Weapon Systems it performs reverse engineering to extend the service life. Significant reverse engineering capabilities exist in support of weapon systems and their components allowing for the ability to make/buy/repair components or items out of production while performing the maintenance function. Supports the ICP.
Industrial Process Technology Transfer	Satisfies the requirement to maintain a viable technological base for transfer of industrial processes to the private sector. Supports the ICP.

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
Acquisition/Contracting Support	See 16.1 above
First Article Testing	See 16.1 above
Rapid Prototype/Limited Production	See 16.1 above
Fleet Support	See 16.1 above
Reverse Engineering Function	See 16.1 above
Industrial Process Technology Transfer	See 16.1 above
Last Source of Repair/Manufacturing	See 16.1 above

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
Quality Management	Customer sponsored Quality Assurance Representatives are available on-site to address matters on quality. Quality Deficiency Reports, Material Review Boards and validation plans are just a few of the actions coordinated.
Technical Assistance	Provide direct technical assistance via phone/message when requested ships/NAVSEACENs. Provide on-site support (troubleshooting/ corrective actions) for correcting problems that are beyond the capability of the NAVSEACENS.
Crash/Battle Damage	Provide technical experts for investigation of damage if cognizant systems are suspected of failure or of causing damage to determine fault. Propose solutions/corrective actions to eliminate future problems of the same type.
Modification/Upgrade Installations	Provide technical assistance to Navy shipyards, NAVSEACENS, and private shipyards, for installation of major system modifications/upgrades. Provide technical training to Navy shipyard/NAVSEACEN/ships personnel to insure familiarity with modified/upgraded systems.

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)?

$6124.1
* This figure only includes backlog for those facilities identified as part of depot maintenance. It does not include roads, main utilities, railroad, etc.)

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)	5788.0	4969.0	5548.0	5052.9

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)	$84,895	$93,452	$102,635	$102,573
$ / DLH	$40.13	$41.07	$49.19	$51.47

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	442.6	790.3	824.8	1307.8	N/A	N/A	N/A	N/A
Programmed	N/A	N/A	N/A	N/A	1027.0	910.1	1500.0	893.1

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?

$0K

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	13.36	13.90	14.48	15.01

Costs, continued

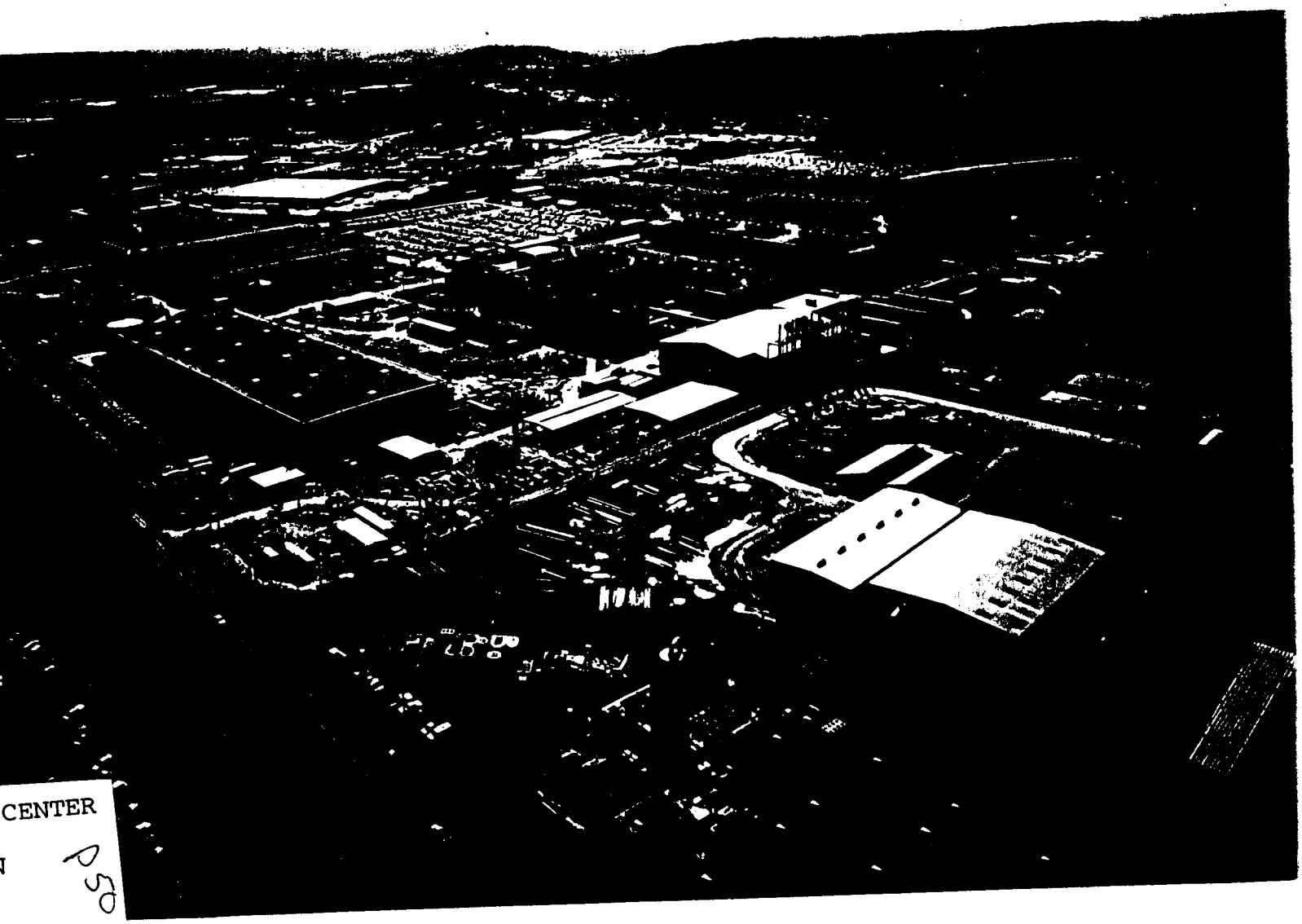
22. Programmed Capital Investments

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)	3105	1494	2000	2000



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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.

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 the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R.W. GILBERT

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. M. CARNEY	
NAME (Please type or print)	Signature
Commander	9/16/94
Title	Date
Crane Division, NSWC	
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)

Dr. Ira M. Blatstein	
NAME (Please type or print)	Signature
Technical Director	10/4/94
Title	Date
Naval Surface Warfare Center	
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
	10-4-94
Title	Date
G. R. STERNER Commander Naval Sea 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)

BRAC-95 CERTIFICATION

Reference: SEVNAVNOTE 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 certificaiton that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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I certify that the information contained herein is accurate and complet to the best of my knowledge and belief.

ACTIVITY COMMANDER

JON R. CUMMINGS	Jon R Cummings
NAME (Please type or print)	Signature
COMMANDING OFFICER	9/15/94
Title	Date
NAVSURFWARCEN ORDSTA	
Activity	

1. This certification is submitted for changes to Data Call #14, Question 1.3. The reason for these changes are because the 1-8-5 rule for calculating capacity was not followed by all Technical Capability (TC) leaders. The figures have been corrected to remove 2nd and 3rd shift hours.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

25

NEXT ECHELON LEVEL (if applicable)

J. M. CARNEY
NAME (Please type or print)

Signature

Commander
Title

10/24/94
Date

Crane Division, NSWC
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)

Dr. Ira M. Blatstein
NAME (Please type or print)

Signature

Technical Director
Title

10/26/94
Date

Naval Surface Warfare Center
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

G. R. STERNER
Commander
Naval Sea Systems Command
Title

10/26/94
Date

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)

BRAC-95 CERTIFICATION

Reference: SEVNAVNOTE 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 certificaiton 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 complet to the best of my knowledge and belief.

ACTIVITY COMMANDER

JON R. CUMMINGS	Jon R. Cummings
NAME (Please type or print)	Signature
COMMANDING OFFICER	10/24/94
Title	Date
NAVSURFWARCEN ORDSTA	
Activity	

1. This certification pertains to the revision on Data Call #14 as requested on 21 October 1994.

2. In order to make the programmed workload equal to the sum of Core Workload and all Above

DATA CALL #14 5/12/9

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

S. HOWARD
NAME (Please type or print

Signature

COMMANDER
Title

6 MAY, 1994
Date

CRANE DIVISION
NAVAL SURFACE WARFARE CENTER
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)

RADM (SEL) D.P. SARGENT, JR.
NAME (Please type of print

Signature

COMMANDER
Title

5/11/94
Date

NAVAL SURFACE WARFARE CENTER
Activity

In certify that the information herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

G. R. STERNER
NAME (Please type or print

Signature

Commander
Title

5-13-94
Date

Naval Sea 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)