DCN 668

Technical Repair Center: AFMC Process Assessment
Aircraft Paint and Repaint - Executive Summary and
Data

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

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# AFMC PROCESS ASSESSMENT

# AIRCRAFT PAINT AND DEPAINT

## EXECUTIVE SUMMARY

### Scope

This study addresses the impacts of separating and locating the aircraft paint and depaint processes at different Air Logistics Centers (ALCs) from the aircraft repair process. The results are a overall assessment of the Command's current facility capacity and utilization. The scenarios address "what if" scenarios of accomplishing the depaint, repair, and paint processes at different Air Logistics Centers (ALCs). The scenarios separate the paint/depaint processes from the current operation of having these processes collocated at the same ALC. This study is based on aircraft paint and depaint workload currently programmed for FY95. The study proposed several consolidation scenarios that will rearrange paint and depaint workload into the fewest facilities possible. A scenario #2 was developed to address the potential for BRAC closure of a TRC under scenario #1. There is a potential for other scenarios that have differing complexities and costs. The study was based on the assumption that large aircraft will be worked separate from small aircraft because it is more efficient to use small facilities for small aircraft and large facilities for large aircraft. The B-1 and B-52 depaint workload currently is not being accomplished, but will begin in FY96 at OC-ALC using the Large Aircraft Robotic Paint Stripping (LARPS) process. Therefore, we have an additional workload included into the "as-is" baseline. We also limited the depaint process for E-3, C-135, B-52, and B-1 aircraft to LARPS process. This was based on the LARPS process being the only approved method for depainting these aircraft by the weapon system SPDs

### Methodology

The methodology used in this consolidation study started with the development of flow process charts for paint and depaint on each aircraft. Manpower was assumed not to be a constraint to process flow. Flowcharts were adjusted to reflect three (3) 8 hour shift work days. In addition, facility and aircraft sizes were identified. Next, an assessment was conducted to determine what aircraft and process would physically fit in what building. Workload was evaluated in terms of work days at each center to identify facility capacity <u>not</u> capability, (people are not a constraint) and "as-is" utilization. Finally, consolidation scenarios were developed based on facility utilization data. Processes, technology, environmental, etc. were considered in developing all options. Workload and FY96 division yield rates were used to calculate manpower moves and costs of each scenarios at the gaining centers. A 15 percent cut in direct personnel was included across the command with respect to paint and depaint manhours. Therefore, the workload is identified two ways in this study. Workload is identified both in workdays (1 workday = three 8 hr shifts) and manhours (FY95 DPSH). The relationship between manhours and workdays is depicted in each process flow chart and is different for paint and depaint on each weapon system.

COORDINATION:

Thomas R Spitler 3 Mar 95

HQ AFMC — Tom Spitler/LGPE

William A. Cain 3 Mar 95

OC-ALC — William Cain/LAPEP

J D Christensen 3 Mar 95

OO-ALC — J.D. Christensen/LAOPE

03 MAR 95

SA-ALC — Mike Haas/LAPME

3/5/95

SM-ALC — Steve Spacher/TIMMB

Joel J. Murphy 3/5/95

WR-ALC (Team Lead) — Joel Murphy/LPFL

The data developed was input into a macro level Pro Sim/Witness model to identify flowday and scheduling impacts to aircraft repair based on consolidation scenarios. In addition this data was used to feed the COBRA cost model which shows the reflective cost of each scenario. The costs generated are a relative indicator. There are many intangible benefits or costs associated with the different scenarios. Some of these benefits are identified in this study.

## Modeling

This study utilized a macro level Pro Sim/Witness model to assess scenario accuracy. The first model depicts the "as-is" PDM processes including paint and depaint on all the aircraft at their respective centers. The model was built so that it accurately portrayed what was happening now before any consolidations. The next task was to build a model for each scenario. The model is an attempt to identify the additional flow day impact to each aircraft due to each consolation scenario. The additional flowdays are caused by scheduling problems, ferrying aircraft and duplicated tasks that are required by separating paint and/or depaint from PDM.

## Scenarios

This report has four total scenarios. There is a scenario #1 and scenario #2 for both small aircraft paint/depaint processes and large aircraft paint/depaint processes. The large aircraft scenarios cannot be implemented until FY99 because one of the paint facilities (WR-ALC Building 89) will temporarily be used to beddown a B-1B Squadron until their MILCON projects are completed.

The proposed scenarios consolidate to the AFMC paint/depaint TRCs to the smallest number of facilities possible. The scenario #2s for add both small and large aircraft consolidations assume one of the scenario #1 bases will be closed by BRAC.

The following is a summary of each scenario impacts:

***Small Aircraft Scenario I***: Move all small aircraft paint and depaint to OO-ALC

*Benefits*: Consolidates to one center.

Closes three paint facilities: WR-ALC, Building 137 bay 5; SM-ALC, Building 690; SA-ALC, Building 385.

Closes three depaint facilities: WR-ALC, Building 137, bay 3; SM-ALC, Building 692A; SA-ALC, Building 385.

Command has significantly less environmental liabilities.

Better utilizes excess facility capacity at OO-ALC.

Provides excess surge capacity.

Provides excess capacity for other Air Force paint/depaint .

Better utilizes technology insertion initiative at OO-ALC Robotic Stripping.

Possibility of combining the paint/depaint together at OO-ALC *after* PDM at the respective TRCs.

*Disadvantages*: Incurs a 20 year cost of $99.4 Million.

Increases F-15, A-10, T-38 aircraft repair process flowdays

Duplicated work (receive and launch aircraft)

Increased personnel 5 PE (Reduction of 20 paint and depaint mechanics, Increase of 25 mechanics for additional duplicate work)

Eliminates technology insertion initiative at WR-ALC (i.e. Robotic Paint Cell).

***Small AircraftScenario II:*** Move all small aircraft paint to SM-ALC, move all A-10, F-16 depaint to SM-ALC, move all T-38, F-15 depaint to WR-ALC.

*Benefits*: Consolidates to two centers; closes three paint facilities (OO-ALC, Building 220; WR-ALC, Building 137 , Bay 5 SA-ALC, Building 385).

Closes two depaint facilities (OO-ALC, Building 220; SA-ALC, Building 385).

Command will have moderately less environmental liabilities.

Better utilizes excess facility capacity at SM-ALC and depaint facility capacity at WR-ALC.

*Disadvantages:* Incurs a 20 year cost of $101.7 Million

Increases F-16, F-15, T-38 aircraft repair process flowdays.

Duplicated work (receive and launch aircraft).

Increased personnel 13 PE (Reduction of 13 paint and depaint mechanics. Increase of 26 mechanics for additional duplicate work)

Eliminates technology insertion initiative at WR-ALC (Robotic Paint Cell, OO-ALC Robotic Paint Stripping Cell).

Minimal surge capacity.

No excess paint capacity for other Air Force workload.

Limited excess depaint capacity for other Air Force workload.

***Large Aircraft Scenario I:*** Consolidate all paint and depaint on large aircraft to three centers (OC-ALC, SA-ALC, and WR-ALC).

*Benefits:* Consolidates to three centers; closes two paint facilities (OO-ALC Building 270 C-130 paint booth, SM-ALC Building 692). Closes two depaint facilities; (OC-ALC Building 2122, SM-ALC Building 375).

Reduced personnel 19 PE (Reduction of 66 direct and 3 overhead paint and depaint mechanics. Increase of 50 mechanics for additional duplicate work)

Command will have less environmental liabilities.

Better utilizes excess facilities at WR-ALC and SA-ALC.

Eliminate the need for one time cost of $34,300,000 MILCON at OC-ALC (increased LARPS and paint capacity).

Capability to depaint B-1 and B-52s.

*Disadvantages:* Incurs a 20 year cost $87.2 Million.

Increases C-130, C-135, E-3 aircraft repair process flowdays.

Duplicated work (receive and launch aircraft).

Requires a LARPS system at WR-ALC with a cost of $11.86 Million.

Minimal surge capacity.

Very limited capacity at these centers for other Air Force paint/depaint workload.

***Large Aircraft Scenario II:*** Consolidate all large aircraft depaint to WR-ALC and OC-ALC. Consolidate all large aircraft paint to SM-ALC, OO-ALC, WR-ALC, and OC-ALC.

*Benefits:* Consolidates to four centers.

Closes one large paint facility at SA-ALC (Building 365).

Closes two large depaint facilities; (SA-ALC Building 379, SM-ALC 375).

Command will have less environmental liabilities.

Better utilizes excess facilities at WR-ALC and SM-ALC.

Eliminates the need for one-time cost at $34,300,000 MILCON at OC-ALC (increased LARPS and paint capacity).

Capability to depaint B-1 and B-52s.

*Disadvantages:* Incurs a 20 year cost $183.8 Million.

Increases C-5, C-135, B-52, C-130, and E-3 process flowdays.

Duplicate work (receive and launch aircraft).

No reduction in personnel (Reduction of 82 direct and 5 overhead paint and depaint mechanics. Increase of 78 mechanics for additional duplicate work)

Requires a LARPS system at WR-ALC with a cost of $11.86 Million.

Minimal surge capacity.

Very limited capacity at these centers for other Air Force paint/depaint workload.

**ANALYSIS**

All data was carefully evaluated to develop these scenarios. This analysis produced both tangible and intangible costs as well as savings by scenario. In addition, there are several intangible concerns that are documented in the study, including: scheduling, flowdays, and environmental impacts. The tangible cost and benefits include both one-time and recurring impacts. The bottom line is that consolidation of aircraft paint/depaint process could happen at a significant cost. The scenarios also have a significant net added flowday impact to the PDM process. If a small aircraft scenario is adopted it could be implemented in FY97. A large aircraft scenario could be implemented as early as FY99.

# AFMC PROCESS ASSESSMENT

# AIRCRAFT PAINT AND DEPAINT

## INTRODUCTION

### Task

Aircraft maintenance and repair operations, commonly called Programmed Depot Maintenance (PDM), are accomplished within AFMC at technical repair centers (TRCs) that are uniquely qualified to maintain Air Force aircraft weapon systems. Most USAF aircraft TRCs are presently located at one of five Air Logistics Centers (ALCs). Table 1 below lists the current aircraft TRCs and there respective locations. Traditionally, the TRC for a given weapon system is responsible for accomplishing all aspects of PDM to include aircraft exterior paint removal and re-application. Depaint and paint operations are an integral part of the PDM process at all weapon system TRCs. Depainting is accomplished to allow TRC technicians to identify exterior aircraft corrosion as well as inspect the aircraft surface for damage (i.e., cracks, leaks, broken fasteners etc.). Many of these surface defects are undetectable without removal of the aircraft paint system. Paint is reapplied by the TRC to provide an aircraft with a durable corrosion resistant barrier as well as provide a professional appearance. Depaint and paint operations have always been accomplished at the aircraft PDM TRC location in order to more timely facilitate the PDM process and in turn, minimize the time an aircraft is away from the using command. The focus of this evaluation is to assess the benefits of consolidating aircraft painting and depainting operation into independent TRCs, in many cases away from the aircraft PDM location.

In order to evaluate the viability of creating aircraft paint/depaint TRCs, it is necessary to assess the availability of existing paint and depaint facilities within the command with respect to existing workload. In addition, consideration must also be given to the actual physical size constraints of the aircraft to be painted and/or depainted. A prime example of this potential constraint is the C-5 aircraft. Presently, there are only three facilities (i.e., Bldg 2280, north dock at Tinker AFB, OK and Buildings 379 and 365 at Kelly AFB, TX) that are capable of housing the C-5 for painting and/or depainting operations. This study will focus on the existing paint and depaint facility utilization, for both large and small military aircraft repaired within the command, to develop possible workload consolidation scenarios.

The paint and depaint processes are unique in that throughput and processing time are dependent on several paint/depaint inherent process dwell times. Although there is an optimum manning necessary to insure minimum processing time, an important assumption for the purposes of this evaluation is that the paint and depainting operations under consideration are not constrained by manpower. With these thoughts in mind, it makes sense to measure aircraft paint/depaint facility capacity in term of flowday units. For this report a flowday is defined as the amount of work accomplished on an aircraft in three (3) eight-hour shifts. All flowday data presented in this report has been adjusted to reflect a three(3) eight hour shift per day, five workday a week paint/depaint operation. This adjustment allows for equal comparison of existing workloads at each ALC.

This study offers several consolidation scenarios for both large and small aircraft paint and depaint workload consolidation. Obviously, there are many other possible combinations of consolidation scenarios that were not considered in this report. However, the Scenario #1 presented provide the best utilization of existing AFMC aircraft paint and depaint resources with minimal impact to existing infrastructure. In addition, the scenarios presented have been carefully evaluated for potential cost savings, flowtime and environmental impacts.

**Table 1. Aircraft TRC Locations**

| TRC Location | Aircraft Type |
|---|---|
| 1. OC-ALC<br>Tinker AFB, OK | B-1, B-52, KC/C-135 and E-3 |
| 2. OO-ALC<br>Hill AFB, UT | F-16 and C-130 |
| 3. SA-ALC<br>Kelly AFB, TX | C-5 and T-38 |
| 4. SM-ALC<br>McClellan AFB, CA | F-15, A-10 and KC/135 |
| 5. WR-ALC<br>Robins AFB, GA | F-15, C-130 and C-141 |

**Assumptions and Constraints**

The following is a list of assumptions and/or constraints used for the purposes of this report. While all conditions listed below are important with respect to the study, they are not listed in any order of priority:

a. Some centers do not have surge capacity or latitude for marginal delays.

b. All facilities which are not utilized in a particular scenario are considered mothballed for the purpose of this study even though they may be utilized for other than aircraft paint/depaint.

c. Implementation year of FY99 for large aircraft due to B-1 Beddown in Bldg 89 at WR-ALC until FY99 and the manufacture and installation of Large Aircraft Robotic Paint Stripping (LARPS) systems at WR-ALC and OC-ALC.

d. No attempt was made to cost out impacts of additions to flowdays and aircraft schedule.

e. Where prep and/or deprep tasks were performed in support facilities rather than depainting facilities, that portion of the workday requirement for that specific aircraft was removed from the analysis.

f. Best utilization of facilities means that large aircraft are worked in large aircraft facilities and small aircraft are worked in small aircraft facilities.

g. Without the benefit of site specific Environmental Assessments accomplished on each scenario, no negative impacts would occur at the gaining center to prevent consolidation.

h. Centers with greater than 100% capacity would have to defer workload to perform equipment maintenance and repair.

i. LARPS is the only paint removal process authorized on C-135, B-52, E-3 and B-1 aircraft.

j. Projected flowtime savings of 50-70% utilizing LARPS over previous chemical depainting methods.

k. Scenario #2 was derived on the basis of a possible BRAC closure impacting Scenario #1.

l. Variation in flows at each center's industrial waste treatment plant (IWTP) due to the workload transfer in all scenarios will have no negative effects on the operation of the plant.

m. PMB depainting and painting of C-5 aircraft could be performed in same facility (i.e., Bldg 2280 in Scenario #2) with extra cleaning and extensive housekeeping between operations.

n. Environmentally compliant coating (i.e. low solvent content) will have sufficient success and preclude the need to revert to high solvent content coatings which necessitate installation of facility air abatement equipment.

o. Aircraft depaint and paint cannot be performed together after PDM.

p. MAJCOM aircraft could be depainted/painted with excess capacity generated at the centers as a result of this consolidation effort.

q. Manpower is not a constraint to the depainting/painting process under evaluation.

r. There will be no delays associated with aircraft PDM, transportation, incoming tasks, departure task, etc., which will impact aircraft induction into a paint or depaint TRC.

s. No additional painting equipment would be required at a gaining paint TRC under either scenario.

t. Use gaining center's FY95 aircraft sales rate to cost duplicated tasks.

u. Use FY96 division yield rates to calculate manpower requirements for workload transfer.

v. The ventilation system in Building 2280 at OC-ALC will only require minor modification for dual (PMB/paint) use - primarily trench modification.

w. Savings or cost associated with different sales rates for the paint/depaint packages were not addressed

**Workload Description**

The aircraft repair process includes all the things (depaint, PDM, TCTOs, repairs, paint, etc.) a depot does to an aircraft for the using Commands. For the purposes of this study, the primary aircraft repair processes are depaint, repair, and paint.

Aircraft depaint, repair, and paint are currently collocated at each of the five ALCs. AFMC is working 13 different aircraft models in 18 different paint and depaint facilities. Seven facilities are dedicated to depaint, five facilities are for paint, five are combined depaint and paint facilities and one facility is used to prepare the aircraft for depaint. Some facilities have multiple aircraft work stations and additional work stations can be added to other facilities if needed. Most aircraft are flown to a Depot depainted, repaired, painted and returned to its home base. Three Depots (OC-ALC, OO-ALC and WR-ALC) have some of their aircraft either depainted or painted at another site. WR-ALC is depainting the C-130s being repaired and painted by OO-ALC, a contractor is painting some of the C-135s being depainted and repaired by OC-ALC and a contractor is depainting some WR-ALC C-130s.

The Command's paint and depaint workload is projected to remain constant through FY99. The following chart reflects the workload by ALC. The data was calculated by multiplying the number of aircraft to be worked by the labor standard for the specific process.

**AFMC TOTAL PAINT AND DEPAINT WORKLOAD ( DPSH)**

| | FY94 | FY95 | FY96 | FY97 | FY98 | FY99 |
|---|---|---|---|---|---|---|
| OC-ALC | 254642 | 278855 | 315374 | 348330 | 348710 | 345761 |
| OO-ALC | 66985 | 65890 | 65890 | 65890 | 65890 | 65890 |
| SA-ALC | 90783 | 181744 | 181744 | 181744 | 181744 | 95581 |
| SM-ALC | 105941 | 144488 | 144488 | 144488 | 144488 | 144488 |
| WR-ALC | 162967 | 181802 | 150488 | 121323 | 107237 | 100404 |
| AFMC | 681318 | 852779 | 857984 | 861775 | 848069 | 752124 |

## AFMC LARGE AIRCRAFT PAINT WORKLOAD (DPSH)

| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
|---|---|---|---|---|---|---|
| OC-ALC | 188876 | 193437 | 198834 | 202187 | 202053 | 200435 |
| OO-ALC | 31740 | 30864 | 30864 | 30864 | 30864 | 30864 |
| SA-ALC | 45133 | 86163 | 86163 | 86163 | 86163 | 0 |
| SM-ALC | 25888 | 40450 | 40450 | 40450 | 40450 | 40450 |
| WR-ALC | 27007 | 32886 | 29142 | 16662 | 11046 | 9798 |
| AFMC | 318644 | 383800 | 385453 | 376326 | 370576 | 281547 |

## AFMC SMALL AIRCRAFT PAINT WORKLOAD ( DPSH)

| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 0 | 0 | 0 | 0 | 0 |
| OO-ALC | 15758 | 15952 | 15952 | 15952 | 15952 | 15952 |
| SA-ALC | 1067 | 10120 | 10120 | 10120 | 10120 | 10120 |
| SM-ALC | 26485 | 31129 | 31129 | 31129 | 31129 | 33937 |
| WR-ALC | 22050 | 20160 | 19530 | 29295 | 29925 | 29610 |
| AFMC | 65360 | 77361 | 76731 | 86496 | 87126 | 86811 |

## AFMC LARGE AIRCRAFT DEPAINT WORKLOAD (DPSH)

| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
|---|---|---|---|---|---|---|
| OC-ALC | 65766 | 85418 | 116540 | 146143 | 146637 | 145326 |
| OO-ALC | 0 | 0 | 0 | 0 | 0 | 0 |
| SA-ALC | 43626 | 83286 | 83286 | 83286 | 83286 | 83286 |
| SM-ALC | 26048 | 40700 | 40700 | 40700 | 40700 | 40700 |
| WR-ALC | 88710 | 105716 | 76256 | 41886 | 32066 | 27156 |
| AFMC | 224150 | 315120 | 316782 | 312015 | 302709 | 296468 |

## AFMC SMALL AIRCRAFT DEPAINT WORKLOAD (DPSH)

| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 0 | 0 | 0 | 0 | 0 |
| OO-ALC | 19487 | 19074 | 19074 | 19074 | 19074 | 19074 |
| SA-ALC | 957 | 2175 | 2175 | 2175 | 2175 | 2175 |
| SM-ALC | 27520 | 32209 | 32209 | 32209 | 32209 | 32209 |
| WR-ALC | 25200 | 23040 | 25560 | 33480 | 34200 | 33840 |
| AFMC | 73164 | 76498 | 79018 | 86938 | 87658 | 87298 |

## ANALYSIS

### Methodology

The methodology used in this consolidation study started with the development of flow process charts for paint and depaint on each aircraft. Manpower was assumed not to be a constraint to process flow. Flowcharts were adjusted to reflect three (3) 8 hour shift work days. In addition, facility and aircraft sizes were identified. Next, an assessment was conducted to determine what aircraft and process would physically fit in what building. Workload was evaluated in terms of work days at each center to identify facility capacity not capability, (people are not a constraint) and "as-is" utilization. Finally, consolidation scenarios were developed based on facility utilization data. Processes, technology, environmental, etc. were considered in developing all options. Workload and FY96 division yield rates were used to calculate manpower moves and costs of each scenarios at the gaining centers. A 15 percent cut in direct personnel was included across the command with respect to paint and depaint manhours. Therefore, the workload is identified two ways in this study. Workload is identified both in workdays (1 workday = three 8 hr shifts) and manhours (FY95 DPSH). The relationship between manhours and workdays is depicted in each process flow chart and is different for paint and depaint on each weapon system. The data developed was input into a macro level Pro Sim/Witness model to identify flowday and scheduling impacts to aircraft repair based on consolidation scenarios. In addition this data was used to feed the COBRA cost model which shows the reflective cost of each scenario. The costs generated are a relative indicator. There are many intangible benefits or costs associated with the different scenarios. Some of these benefits are identified in this study.

### Data Collected/Calculated/Derivatives

Centers collected FY95 workload data including G037E derived DPSH and number of aircraft negotiated. This data was further expanded by separating incoming tasks (i.e., receiving, towing, drain and purge), depaint, repair, paint, and outgoing (i.e., weight and balance, refuel, systems servicing, pre-flight tasks, and launching). These DPSHs were divided by the FY96 yield rate for each center's production division to determine the required number of Personnel Equivalents (PE) to accomplish the workload.

For the determination of center capacity, the facilities performing painting and depainting operations were identified. To determine weapon system compatibility, the size of the facility was identified, as well as the specific process utilized within that facility. From this determination, some weapon system specific processes and unique equipment were assumed to be required in large aircraft facilities. The aggregate facilities were assumed to be available 251 workdays per year and the facility utilization was derived by dividing combined paint and/or depaint workdays by available number of capacity days, within respective facilities.

The incoming and outgoing task data were also used as duplicated work at the gaining centers in addition to ferrying time of aircraft between the repair centers and the paint and depaint centers (if different from the repair center). The number of flight crews available at each center for both flight test after the repair cycle and ferrying aircraft to gaining centers was compared to the number required and the impact assessed.

Optimum facility utilization was the basis for consolidation in the first scenario for both small and large aircraft. These consolidation scenarios were modeled via ProSim Witness program utilizing the workdays, capacities, duplicated tasks at gaining centers, aircraft ferrying times, and PDM flowdays to determine the impact of paint and depaint consolidation to the overall repair cycle and delivery times.

Pounds of Volatile Organic Compound (VOC) emitted and pounds of solid waste generated per aircraft were compiled from each center's "as is" condition. Totals per workload transferred were used as a basis for environmental impact at the gaining centers, based on air emissions permits and waste disposal contracts. The coatings used for this data compilation are existing coatings and may not agree with the Air Force Coating Strategy Plan and associated Wright Laboratories Road Map for Air Force Coatings for outyears. (The Strategy follows EPA guidelines requiring primers with 350 grams/liter or less and topcoats with 420 grams/liter or less in FY97 and on.)

Unique equipment driven by process specific requirements were analyzed and the associated procurement and installation costs were developed and tabulated. Additional specialized equipment costs based on specific scenarios and associated workload transfers were also tabulated on a one time basis. Consolidation negated the requirement outyear MILCON project which was listed as a cost avoidance savings. Ramp-up times associated with gaining center's learning curves for new workloads were estimated and DPSHs were calculated based on the percentage of workload transferred and the learning curve times. These hours were input into a spreadsheet to determine the associated cost with each center for interim production support.

The data associated with costs were input into the Cobra model to determine the savings and costs derived from each scenario compared to the present configuration.

**Facility Size**

The first limitation to relocating aircraft is the inside clearance of the building where the aircraft will be worked. The aircraft dimensions (wingspan, length and tail height) taken from the aircraft specific technical order were compared to the clear inside dimensions of the paint and depaint facilities to determine which facilities are large enough to work which aircraft.

**Facility / Aircraft Compatibility**

The following charts show which aircraft can be worked in each of AFMC's Depaint and Paint facilities.

There are only three AFMC buildings are large enough to paint and depaint the C-5. Two buildings are at SA-ALC, Bldg. 365 and Bldg. 379, and one building is at OC-ALC, Bldg. 2280.

Only three ALC's; OC-ALC, SA-ALC and WR-ALC, have facilities large enough for B-1, B-52, C-141 and E-3 paint and depaint.

Three aircraft, F-15, F-16 and T-38 can be worked in all AFMC facilities.

## DEPAINT FACILITIES

| ALC | Facility | T-38 | F-16 | F-15 | A-10 | C-135 | B-1 | B-52 | C-130 | C-141 | E-3 | C-5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SA | B. 379 | X | X | X | X | X | X | X | X | X | X | X |
| OC | B. 2280N | X | X | X | X | X | X | X | X | X | X | X |
| WR | B. 54 | X | X | X | X | X | X | X | X | X | X | |
| WR | B. 50 | X | X | X | X | X | X | X | X | X | X | |
| OC | B. 2280S | X | X | X | X | X | X | X | X | X | X | |
| WR | B. 110 | X | X | X | X | X | X | X | X | X | X | |
| SM | B. 375 | X | X | X | X | X | X | | X | | | |
| OC | B. 2122W | X | X | X | X | X | X | X | | | | |
| OC | B. 2122E | X | X | X | X | X | X | X | | | | |
| SA | B. 385 | X | X | X | X | | | | | | | |
| SM | B. 692A | X | X | X | X | | | | | | | |
| OO | B. 220 | X | X | X | X | | | | | | | |
| WR | B. 137 | X | X | X | | | | | | | | |

## PAINT FACILITIES

| ALC | Facility | T-38 | F-16 | F-15 | A-10 | C-130 | C-135 | B-1 | E-3 | B-52 | C-141 | C-5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SA | B. 365 | X | X | X | X | X | X | X | X | X | X | X |
| OC | B. 2280N | X | X | X | X | X | X | X | X | X | X | X |
| WR | B. 89 | X | X | X | X | X | X | X | X | X | X | |
| WR | B. 50 | X | X | X | X | X | X | X | X | X | X | |
| OC | B. 2280S | X | X | X | X | X | X | X | X | X | | |
| SM | B. 692 | X | X | X | X | X | X | X | | | | |
| OO | B. 270 | X | X | X | X | X | | | | | | |
| WR | B. 137 | X | X | X | X | | | | | | | |
| SA | B. 385 | X | X | X | X | | | | | | | |
| SM | B. 690 | X | X | X | X | | | | | | | |
| OO | B. 220 | X | X | X | X | | | | | | | |

### Facility Capacity Analysis

Facility capacity and utilization are based on three eight hour shift workdays, five days per week. The change of baseline from a two shift to a three shift comparison was required to account for current three operations at the majority of the ALC's and provide additional capacity to allow workload consolidation of the large aircraft. OC-ALC facilities are currently saturated and even with three shift operations, require additional contractor support to facilitate the KC-135 workload.

The basis used for calculating capacity analysis and workload consolidation was best utilization of facilities. Large facilities are best utilized for large aircraft and small facilities are best utilized for small aircraft. The capacity analysis was performed with respect to the available number of workdays per facility and the number of facilities at each center. The workday unit is a composite measurement affected by the number of direct workers assigned, the process being used, the availability of equipment necessary to accomplish the task, and the number of shifts being worked. For this analysis, only the processes were changed. The LARFS process is used exclusively on the C-135, B-1, B-2, B-52, and E-3 aircraft for the large aircraft depaint scenarios. This process was used at a 50-70% reduction in workdays over previously used chemical methods.

The assumption was made that in instances where prep and/or deprep tasks were performed in separate support facilities rather than the depainting facilities, that portion of the workday requirement for that specific aircraft was removed from the analysis. This provides a more accurate

description of the depaint facility capacity. Support facilities are in aircraft buildings and on the ramp and are more than sufficient to support the depaint workload.

## AFMC SMALL AIRCRAFT PAINT AND DEPAINT SCENARIOS

**SCENARIO 1** Paint and depaint all small aircraft at OO-ALC

### SMALL AIRCRAFT PAINT

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| F-16 (OO) | 132 | 412 |
| F-15 (SM) | 24 | 96 |
| F-15 (WR) | 64 | 173 |
| A-10 (SM) | 49 | 245 |
| A-10 (SA) | 15 | 60 |
| T-38 (SA) | 25 | 33 |
| Total Workload | | 1019 |
| OO-ALC Capacity | | 1506 |
| AFMC Capacity | | 3230 |

### SMALL AIRCRAFT DEPAINT

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| F-16 (OO) | 124 | 71 |
| F-15 (SM) | 24 | 48 |
| F-15 (WR) | 64 | 128 |
| A-10 (SM) | 49 | 147 |
| T-38 (SA) | 25 | 33 |
| Total Workload | | 427 |
| OO-ALC Capacity | | 753 |
| AFMC Capacity | | 2008 |

## AFMC SMALL AIRCRAFT PAINT AND DEPAINT SCENARIOS

**SCENARIO 2** Paint all small aircraft at SM-ALC, Depaint small aircraft at SM-ALC AND WR-ALC

### SMALL AIRCRAFT PAINT (SM-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| F-16 (OO) | 132 | 412 |
| F-15 (SM) | 24 | 96 |
| F-15 (WR) | 64 | 173 |
| A-10 (SM) | 49 | 245 |
| A-10 (SA) | 15 | 60 |
| T-38 (SA) | 25 | 33 |
| Total Workload | | 1019 |
| SM-ALC Capacity | | 1004 |
| AFMC Capacity | | 3230 |

### SMALL AIRCRAFT DEPAINT (SM-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| F-16 (OO) | 124 | 71 |
| A-10 (SM) | 49 | 147 |
| Total Workload | | 218 |
| SM-ALC Capacity | | 251 |
| AFMC Capacity | | 2008 |

### SMALL AIRCRAFT DEPAINT (WR-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| F-15 (SM) | 24 | 48 |
| F-15 (WR) | 64 | 128 |
| T-38 (SA) | 25 | 33 |
| Total Workload | | 209 |
| WR-ALC Capacity | | 251 |
| AFMC Capacity | | 2008 |

## AFMC LARGE AIRCRAFT PAINT AND DEPAINT SCENARIOS

**SCENARIO 1** Paint and depaint large aircraft at OC-ALC, SA-ALC, and WR-ALC

### LARGE AIRCRAFT PAINT (OC-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| B-1 (OC) | 19 | 114 |
| B-52 (OC) | 21 | 105 |
| C-135 (OC) | 36 | 144 |
| E-3 (OC) | 10 | 100 |
| SP-135(OC) | 6 | 36 |
| Total Workload | | 499 |
| OC-ALC Capacity | | 502 |
| AFMC Capacity | | 1757 |

### LARGE AIRCRAFT PAINT (SA-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| C-5 (SA) | 21 | 147 |
| C-135 (OC) | 6 | 24 |
| C-135 (SM) | 25 | 175 |
| Total Workload | | 346 |
| SA-ALC Capacity | | 394 |
| AFMC Capacity | | 1757 |

### LARGE AIRCRAFT PAINT (WR-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| C-130 (00) | 45 | 260 |
| C-130 (WR) | 22 | 77 |
| C-141 (WR) | 37 | 174 |
| Total Workload | | 511 |
| WR-ALC Capacity | | 5O2 |
| AFMC Capacity | | 1757 |

## AFMC LARGE AIRCRAFT PAINT AND DEPAINT SCENARIOS

**SCENARIO 1** Paint and depaint large aircraft at OC-ALC, SA-ALC, and WR-ALC

### LARGE AIRCRAFT DEPAINT (OC-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| B-1 (OC) | 19 | 71 LARPS |
| C-135 (OC) | 48 | 180 LARPS |
| Total Workload | | 251 |
| OC-ALC Capacity | | 251 |
| AFMC Capacity | | 1763 |

### LARGE AIRCRAFT DEPAINT (SA-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| C-5 (SA) | 21 | 126 PMB |
| C-130 (OO & WR) | 28 | 140 PMB |
| Total Workload | | 266 |
| SA-ALC Capacity | | 251 |
| AFMC Capacity | | 1763 |

### LARGE AIRCRAFT DEPAINT (WR-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| B-52 (0C) | 21 | 105 LARPS |
| C-135 (SM) | 25 | 94 LARPS |
| C-141 (WR) | 32 | 215 BOSS |
| E-3 (OC) | 10 | 63 LARPS |
| Total Workload | | 477 |
| WR-ALC Capacity | | 5O2 |
| AFMC Capacity | | 1763 |

## AFMC LARGE AIRCRAFT PAINT AND DEPAINT SCENARIOS

**SCENARIO 2** Paint large aircraft at OC-ALC, OO-ALC, SM-ALC, and WR-ALC
Depaint large aircraft at OC-ALC AND WR-ALC

### LARGE AIRCRAFT PAINT (OC-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| B-1 (OC) | 19 | 114 |
| C-5 (SA) | 21 | 147 |
| C-135 (OC) | 34 | 148 |
| Total Workload | | 409 |
| OC-ALC Capacity | | 356 |

### LARGE AIRCRAFT PAINT (00-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| C-130 (OO) | 39 | 250 |
| OO-ALC Capacity | | 251 |

### LARGE AIRCRAFT PAINT (SM-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| C-135 (OC & SM) | 39 | 250 |
| OO-ALC Capacity | | 251 |

### LARGE AIRCRAFT PAINT (WR-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| B-52 (OC) | 21 | 105 |
| C-130 (00 & WR) | 23 | 106 |
| C-141 (WR) | 37 | 174 |
| E-3 (OC) | 10 | 100 |
| Total Workload | | 485 |
| WR-ALC Capacity | | 5O2 |
| AFMC Capacity | | 1757 |

## AFMC LARGE AIRCRAFT PAINT AND DEPAINT SCENARIOS

**SCENARIO 2** Paint large aircraft at OC-ALC, OO-ALC, SM-ALC, and WR-ALC
Depaint large aircraft at OC-ALC AND WR-ALC

### LARGE AIRCRAFT DEPAINT (OC-ALC)

| A/C Type | A/C QTY | W/L (days) | |
|---|---|---|---|
| B-1 (OC) | 19 | 71 | LARPS |
| C-5 (SA) | 21 | 126 | PMB |
| C-135 (OC) | 48 | 180 | LARPS |
| C-130 (OO & WR) | 28 | 140 | BOSS |
| Total Workload | | 517 | |
| OC-ALC Capacity | | 648 | |
| AFMC Capacity | | 1763 | |

### LARGE AIRCRAFT DEPAINT (WR-ALC)

| A/C Type | A/C QTY | W/L (days) | |
|---|---|---|---|
| B-52 (OC) | 21 | 105 | LARPS |
| C-135 (SM) | 25 | 94 | LARPS |
| C-141 (WR) | 32 | 215 | BOSS |
| E-3 (OC) | 10 | 63 | LARPS |
| Total Workload | | 477 | |
| WR-ALC Capacity | | 502 | |
| AFMC Capacity | | 1763 | |

## Modeling Strategy

Pro Sim/Witness software was used to ensure accurate simulation of the present day aircraft repair process. Then each paint/depaint consolidation scenario was modeled to determine the impacts to the aircraft repair process. Cobra models were developed to determine the cost changes of moving workloads in accordance with each consolidation option.

A determination was made to current facility utilization using workdays as the standard measurement for facility capacity and FY 95 process workload. Four scenarios were developed to consolidate the commands depaint and paint facilities, making for better optimization of existing facilities regardless of cost. Data was collected and analyzed to identify impacts of changing current operations. Impacts will be for the total aircraft repair process that includes everything (depaint, repair, and paint) done to the aircraft, from the time it is first received at a depot and until it is returned to service. The following rationale was used to develop the Pro Sim models.

SCENARIO 1 FOR SMALL AIRCRAFT - consolidates all fighter paint and depaint at OO-ALC. All aircraft will be delivered by the customer to OO-ALC for depaint. Then the pilot from the PDM center will commercially fly to OO-ALC and deliver the depainted aircraft to the PDM center as shown in the scenarios table. After PDM the pilot from the PDM center will fly aircraft to OO-ALC for paint. The pilot will commercially fly home and the customer will pickup completed aircraft at OO-ALC.

TWO EXCEPTIONS: 1. All F-15 pilots are from WR-ALC.
2. The A-10 workload in paint from SA-ALC is not a PDM and will never see SA-ALC, just OO-ALC.

SCENARIO 2 FOR SMALL AIRCRAFT PAINT - consolidates all at SM-ALC. the depaint is consolidated at SM-ALC and WR-ALC.
The customer will deliver all F-16 and A-10 aircraft to SM-ALC for depaint. Customer will deliver all F-15 and T-38 aircraft to WR-ALC for depaint. The F-16 and T-38 pilot from the PDM center will fly commercially to the depaint center and fly the aircraft to the PDM site. The 24 F-15's for SM-ALC PDM that are stripped at WR-ALC will be delivered by a WR-ALC F-15 pilot to SM-ALC. The F-15 pilot will then fly back to WR-ALC commercially. After PDM all aircraft will be flown by the PDM center pilots to SM-ALC for paint and customer pick-up. The pilots will then return to WR-ALC commercially.

ONE EXCEPTION: The A-10 shown from SA-ALC is a scuff and paint only. These aircraft will only go to SM-ALC and never see SA-ALC.

SCENARIO 1 FOR LARGE AIRCRAFT has the customer delivering all B-1 aircraft, 42 C-135 aircraft and 6 SP-135 aircraft to OC-ALC to be depainted by LARPS. These aircraft will stay at OC-ALC for PDM and all B-1'S, 36 C-135, and 6 SP-135 will remain at OC-ALC for paint and be picked up by the customer at OC-ALC. The other 6 C-135 that are PDM at OC-ALC will be flown to SA-ALC for paint and customer pick-up. The C-135 pilots will commercially fly back to OC-ALC from SA-ALC.
SCENARIO 1 FOR LARGE AIRCRAFT has the customer delivering all C-5 aircraft and 28 C-130'S to SA-ALC for depaint using PMB. The C-5 will stay AT SA-ALC for PDM, paint, and customer pick-up. There will be 18 C-130'S going to OO-ALC for PDM and 10 C-130'S will go to WR-ALC for PDM. The pilots from each OO-ALC AND WR-ALC will commercially fly to SA-ALC and deliver depainted C-130'S to PDM. The 18 C-130'S taken to OO-ALC for PDM will be flown to WR-ALC for paint and subsequent customer pick-up. the pilots will commercially fly back from WR-ALC to OO-ALC. The 10 C-130'S taken to WR-ALC for PDM will remain there for paint and customer pick-up.
SCENARIO 1 FOR LARGE AIRCRAFT has the customer delivering all B-52 aircraft to WR-ALC for depaint using LARPS. Pilots will fly commercially from OC-ALC to WR-ALC and fly all the B-52'S to OC-ALC for PDM, paint and customer pick-up. Customer will deliver all C-141'S to WR-ALC for depaint using BOSS, PDM, and paint. Customer will pick up all completed C-141'S at WR-ALC. Customer will deliver 25 C-135 aircraft to WR-ALC for depaint using LARPS. Pilots

will commercially fly from SM-ALC to WR-ALC to pick-up 25 depainted C-135'S and deliver to SM-ALC for PDM. Then 24 C-135's will be flown to SA-ALC for paint and customer pick-up. Pilots will fly commercially back to SM-ALC from SA-ALC. Customer will deliver all E-3 to WR-ALC for depaint using LARPS. Pilots will fly commercially from OC-ALC to WR-ALC and fly 10 E-3 to OC-ALC for PDM, paint and customer pick-up. There are 34 C-130'S that are scuff sand and paint with no depaint. These will be painted at WR-ALC. There are 27 of these that are PDM at OO-ALC and flown to WR-ALC for paint and customer pick-up. Pilots will commercially fly back to OO-ALC from WR-ALC. There are 7 of these that are PDM at WR-ALC. There are also 5 C-141'S that are scuff sand and paint only.

SCENARIO 2 FOR LARGE AIRCRAFT has the customer delivering all B-1 aircraft to OC-ALC for depaint using LARPS. These aircraft will remain at OC-ALC for PDM, paint and subsequent customer pick-up. Customer will deliver all C-5 aircraft to OC-ALC for depaint in B. 2280 using PMB. A flight crew will fly commercially from SA-ALC to OC-ALC and deliver 21 C-5 aircraft to SA-ALC for PDM. The flight crew will then deliver the C-5 back to OC-ALC for paint in B. 2280 and subsequent customer pick-up. The flight crew will fly home commercially to SA-ALC from OC-ALC. Customer WILL deliver 42 C-135 and 6 SP-135 to OC-ALC for depaint using LARPS. 28 C-135 and 6 SP-135 will remain at OC-ALC for PDM, paint and customer pick-up. The remaining 14 C-135 aircraft will be PDM at OC-ALC and flown to SM-ALC for paint and customer pick-up. The flight crew will fly home commercially from SM-ALC to OC-ALC. Customer will deliver 28 C-130 aircraft to OC-ALC for depaint using BOSS. Flight crew will fly commercially from OO-ALC to OC-ALC to fly 18 of these C-130'S to OO-ALC for PDM, paint and customer pick-up. Flight crew will fly commercially from WR-ALC to OC-ALC to fly 10 of the C-130'S to WR-ALC for PDM, paint, and customer pick-up.
SCENARIO 2 FOR LARGE AIRCRAFT has the customer delivering all B-52 aircraft to WR-ALC for depaint using LARPS. Flight crew will commercially fly from OC-ALC to WR-ALC to fly 21 B-52'S to OC-ALC for PDM. flight crew will fly 21 B-52'S to WR-ALC for paint and customer pick-up. The flight crew will then fly commercially back to OC-ALC from WR-ALC. Customer will deliver 25 C-135 aircraft to WR-ALC for depaint using LARPS. Flight crew will fly commercially from SM-ALC to WR-ALC to fly 25 C-135 aircraft to SM-ALC for PDM, paint and customer pick-up. Customer will deliver 32 C-141'S to WR-ALC for depaint using BOSS. All of these plus 5 additional scuff sand and paint aircraft will remain at WR-ALC for PDM, paint and customer pick-up. Customer will deliver all E-3 aircraft to WR-ALC for depaint using LARPS. Flight crew will fly commercially from OC-ALC to WR-ALC to pick-up and deliver 10 E-3 aircraft to OC-ALC for PDM. Flight crew will fly 10 E-3 aircraft to WR-ALC for paint and customer pick-up. Flight crew will return commercially to OC-ALC from WR-ALC.

**Benefits**

A benefits matrix was developed identifying the identifying the strengths and weaknesses of each scenario. Probabilities were identified as low, moderate or high with low meaning that the benefit had a low probability of being realized for that particular scenario. The following benefits were identified for each scenario.

| | Small Aircraft Scenario: | Large Aircraft Scenario: |
|---|---|---|

## BENEFITS MATRIX

| | 1 | 2 | 1 | 2 |
|---|---|---|---|---|
| A. EFFICIENCIES | | | | |
| 1. Larger workload | M | M | L | M |
| 2. Increased Facility, Equipment, & Personnel Utilization | M | M | H | H |
| 3. Process Improvements | L | L | H | H |
| 4. Decreased Flowtime, Increased Throughput | L | L | L | L |
| B. ELIMINATE NEED FOR REDUNDANCY | | | | |
| 1. Depreciation | H | M | M | M |
| 2. Plant Management Reduction | H | M | M | M |
| 3. Replacement Cost of Facility/Equipment | H | M | M | M |
| 4. Environmental | H | M | H | M |
| 5. Technology | M | M | H | H |
| 6. Personnel | M | M | M | M |
| C. INVENTORY CONSOLIDATION | | | | |
| 1. Material Cost, Inventory, WIP | H | M | M | M |
| 2. Personnel | H | M | M | M |
| D. CANCELING MILCON, EQUIP, TECHNOLOGY & ENVIR PROJECTS | L | L | H | H |
| E. CTX POSTURING | H | M | M | L |
| F. IMPROVED QUALITY | M | M | M | M |
| G. IMPROVED PROJECTION CONTROL | M | M | M | M |
| H. ADDITIONAL SURGE CAPACITY | H | L | L | L |
| I. MAJCOM CAPACITY | H | L | L | L |
| J. CAPABILITY TO DEPAINT/PAINT TOGETHER AFTER PDM ($ SAVINGS) | H | L | L | L |

## BENEFIT SUMMARY EXPLANATION

## SMALL AIRCRAFT SCENARIO 1

All small aircraft painted and depainted at OO-ALC.

| | | |
|---|---|---|
| **A. EFFICIENCIES** | | |
| 1. Larger workload | M | Significantly larger (more than double the tail #'s. |
| 2. Increased Facility, Equipment, & Personnel Utilization | M | Increased from 27% on paint to 67%; Increased from 9% on depaint to 57%. |
| 3. Process Improvements | L | Utilization same removal and application processes. |
| 4. Decreased Flowtime, Increased Throughput | L | Small impact. |
| **B. ELIMINATE NEED FOR REDUNDANCY** | | |
| 1. Depreciation | H | Closed facilities/equipment of 5 facilities (WR, SA, SM) |
| 2. Plant Management Reduction | H | Eliminate 5 facilities. No plant management. |
| 3. Replacement Cost of Facility/Equipment | H | Eliminate at 5 facilities. No buys. |
| 4. Environmental | H | Closed 5 facilities with emissions. |
| 5. Technology | M | No chemicals. |
| 6. Personnel | M | Eliminate staffing requirements at 5 facilities. |
| **C. INVENTORY CONSOLIDATION** | | |
| 1. Material Cost, Inventory, WIP | H | Only maintain PMB and paint inventory at 1 ALC. |
| 2. Personnel | H | Eliminate requirement to staff material support to 5 facilities. |
| **D. CANCELING MILCON, EQUIP, TECHNOLOGY & ENVIR PROJECTS** | L | Small impact. |
| **E. CTX POSTURING** | H | Creates small aircraft CTX. |
| **F. IMPROVED QUALITY** | M | Improved by quantity, reduced by 3rd shift application. |
| **G. IMPROVED PRODUCTION CONTROL** | M | Improved by quantity, reduced by 3rd shift application. |

| | | |
|---|---|---|
| H. ADDITIONAL SURGE CAPACITY | H | One full shift excess capacity. |
| I. MAJCOM CAPACITY | H | One full shift excess capacity |
| J. CAPABILITY TO DEPAINT/PAINT TOGETHER AFTER PDM ($ SAVINGS) | H | Possibility of combining paint/depaint after PDM. Could do both at same site after PDM and reduce the ferrying cost and duplicate tasks costs |

## BENEFIT SUMMARY EXPLANATION

### SMALL AIRCRAFT SCENARIO 2

All small aircraft painted at SM-ALC; F-16 and A-10 are depainted at SM-ALC and F-15 and T-38 are depainted at WR-ALC.

A. EFFICIENCIES

| | | |
|---|---|---|
| 1. Larger workload | M | Significantly larger workload at SM paint/depaint and WR depaint. |
| 2. Increased Facility, Equipment, & Personnel Utilization | H | SM paint increased from 15% to 100%; SM depaint increased from 59% to 87%; and WR depaint increased from 19 % to 83%. |
| 3. Process Improvements | L | Utilization of same removal and application process. |
| 4. Decreased Flowtime, Increased Throughput | L | Small impact. |

B. ELIMINATE NEED FOR REDUNDANCY

| | | |
|---|---|---|
| 1. Depreciation | M | Paint - closed 3 facilities/ equip (OO, SA, and WR); Depaint - closed 1 facility/ equip (OO). |
| 2. Plant Management Reduction | M | Paint - closed 3 facilities/ equip (OO, SA, and WR); Depaint - closed 1 facility/ equip (OO). No plant management. |
| 3. Replacement Cost of Facility/Equipment | M | Paint - closed 3 facilities/ equip (OO, SA, and WR); Depaint - closed 1 facility/ equip (OO). No buys. |
| 4. Environmental | M | Paint - closed 3 facilities/ equip (OO, SA, and WR); Depaint - closed 1 facility/ equip (OO). No emissions. |
| 5. Technology | M | No chemicals. |
| 6. Personnel | M | Eliminate staffing requirements at 4 facilities. |

C. INVENTORY CONSOLIDATION

| | | |
|---|---|---|
| 1. Material Cost, Inventory, WIP | M | Maintain PMB and paint stock levels at 2 ALCs. |
| 2. Personnel | M | Personnel to staff material. |

| | | |
|---|---|---|
| D. CANCELING MILCON, EQUIP, TECHNOLOGY & ENVIR PROJECTS | L | Small impact. |
| E. CTX POSTURING | M | CTX small aircraft paint at SM: d vided on depaint at SM and WR. |
| F. IMPROVED QUALITY | | Improved by quantity, reduced by 3rd shift application. |
| G. IMPROVED PRODUCTION CONTROL | | Improved by quantity, reduced by 3rd shift application. |
| H. ADDITIONAL SURGE CAPACITY | | None on paint. 75 days on depaint. |
| I. MAJCOM CAPACITY | L | None on paint. 75 days on depaint. |
| J. CAPABILITY TO DEPAINT/PAINT TOGETHER AFTER PDM ($ SAVINGS) | L | Only on SM processed aircraft (1/2 of the fighters. |

## BENEFIT SUMMARY EXPLANATION

### LARGE AIRCRAFT SCENARIO 1

Paint and depaint large aircraft at OC-ALC, SA-ALC and WR-ALC.

A. EFFICIENCIES

| | | |
|---|---|---|
| 1. Larger workload | L | No significant increase in tail #s. |
| 2. Increased Facility, Equipment, & Personnel Utilization | H | All 3 centers close to 100% paint and depaint. |
| 3. Process Improvements | H | Robotic on LARPS vs PMB vs BOSS. |
| 4. Decreased Flowtime, Increased Throughput | L | Small impact. |

B. ELIMINATE NEED FOR REDUNDANCY

| | | |
|---|---|---|
| 1. Depreciation | M | Eliminate 4 facilities (Bldg 270, 2122 at OO, Bldg 692, 375 at SM). |
| 2. Plant Management Reduction | M | Eliminate plant management at 4 facilities (Bldg 270, 2122 at OO, Bldg 692, 375 at SM). |
| 3. Replacement Cost of Facility/Equipment | M | Eliminate 4 facilities (Bldg 270, 2122 at OO, Bldg 692, 375 at SM). No buys. |
| 4. Environmental | H | Reduction of chemical depaint: i.e. SM, OC. Emission reduction. |
| 5. Technology | H | LARPS vs Chemical. PMB vs BOSS. |
| 6. Personnel | M | Eliminate staffing at 4 facilities. |

C. INVENTORY CONSOLIDATION

| | | |
|---|---|---|
| 1. Material Cost, Inventory, WIP | M | Maintain stock levels at 3 ALCs. |
| 2. Personnel | M | Personnel at 3 ALCs to maintain stock. |

| | | |
|---|---|---|
| D. CANCELING MILCON, EQUIP, TECHNOLOGY & ENVIR PROJECTS | H | $25.8M cost avoidance at OC MILCON. |
| E. CTX POSTURING | M | Large aircraft at 3 large aircraft centers. |
| F. IMPROVED QUALITY | M | New technology provides robotic on LARPS. |

| | | |
|---|---|---|
| G. IMPROVED PRODUCTION CONTROL | M | New technology provides robotic on LARPS. |
| H. ADDITIONAL SURGE CAPACITY | L | Only at SA in paint and depaint. |
| I. MAJCOM CAPACITY | L | Only at SA in paint and depaint. |
| J. CAPABILITY TO DEPAINT/PAINT TOGETHER AFTER PDM ($ SAVINGS) | L | Only 3 of 8 aircraft. |

## BENEFIT SUMMARY EXPLANATION

### LARGE AIRCRAFT SCENARIO 2

Paint large aircraft at OC-ALC, OO-ALC, SM-ALC, and WR-ALC. Depaint large aircraft at OC-ALC and WR-ALC.

A. EFFICIENCIES

| | | |
|---|---|---|
| 1. Larger workload | M | Larger paint at SM and WR; Larger depaint at OC and WR with LARPS. |
| 2. Increased Facility, Equipment, & Personnel Utilization | H | 4 centers on paint at 100%; 2 centers on depaint at 100%. |
| 3. Process Improvements | H | LARPS vs Chemical. |
| 4. Decreased Flowtime, Increased Throughput | L | Small impact. |

B. ELIMINATE NEED FOR REDUNDANCY

| | | |
|---|---|---|
| 1. Depreciation | M | Close 1 paint facility (Bldg 365 at SA); Close 2 depaint facilities (Bldg 379 at SM, Bldg 375 at SA). |
| 2. Plant Management Reduction | M | Eliminate plant management at 3 facilities. |
| 3. Replacement Cost of Facility/Equipment | M | Eliminate facility/equipment at 3 facilities. No buys. |
| 4. Environmental | M | Paint emissions at 4 centers vs 5. Eliminate Chemical at OC and SM. |
| 5. Technology | H | LARPS vs Chemical. |
| 6. Personnel | M | Eliminate staffing at 3 facilities. |

C. INVENTORY CONSOLIDATION

| | | |
|---|---|---|
| 1. Material Cost, Inventory, WIP | M | Material at 4 paint centers vs 5. Material at 2 depaint reduction of depaint material using LARPS. |
| 2. Personnel | M | Paint support staffing at 4 ALCs vs 5. Depaint staffing reduced by LARPS. |
| D. CANCELING MILCON, EQUIP, TECHNOLOGY & ENVIR PROJECTS | H | $25.8M cost avoidance at OC MILCON. |
| E. CTX POSTURING | L | Utilization of small aircraft centers. For large aircraft centers, 2 centers for depaint. |

| | | |
|---|---|---|
| F. IMPROVED QUALITY | M | BOSS, PMB, LARPS on depaint. Same on paint. |
| G. IMPROVED PRODUCTION CONTROL | M | New technology with robotic LARPS. |
| H. ADDITIONAL SURGE CAPACITY | L | No paint surge. Depaint surge on BOSS only. |
| I. MAJCOM CAPACITY | L | No paint capacity. Depaint capacity on BOSS only. |
| J. CAPABILITY TO DEPAINT/PAINT TOGETHER AFTER PDM ($ SAVINGS) | L | Paint at 4 centers. Depaint at 2 centers. |

## RISKS

Facilities capacities are being maximized with 3 shift operations, which will not permit any delays. Any significant equipment or maintenance problems, would have to be resolved with overtime or some major scheduling delays would result.

PMB depainting and painting operations will be performed in the same facility, Bldg. 2280, at OC-ALC. The commingling of these two operations in the same building, will demand extensive housekeeping between the paint and depaint operations.

All ALCs gaining new workload will have to have a formal environmental assessment accomplished, proving environmental compatibility.

A B-1 air wing is being transferred to WR-ALC will use Bldg. 89, until 1999. This will delay the implementation of this building for painting operations.

The LARPS system being installed at OC-ALC and WR-ALC is estimated to reduce flowtime by 50-70%. This system is to replace current chemical stripping of KC-135 and E-3 aircraft, and is the only process being considered for paint stripping on B-1 and B-52s. If this new technology fails to meet engineering expectations, the large aircraft scenarios will falter.

LARPS Rationale

The Large Aircraft Robotic Paint Removal (LARPS) technology has been developed by OC-ALC and Wright Laboratories - Mantech Directorate to establish a safe and effective method for removing paint from these large military aircraft, B-52, KC/C-135, B-1 and E-3 aircraft. Although there are no other accepted depaint technologies (i.e., medium pressure water/ bicarbonate of soda (BOSS), plastic media blasting (PMB), and environmentally acceptable (E.A.) chemicals), for these aircraft. LARPS offers an improved process throughput, reduced hazardous waste generation, and minimal impacts to aircraft structural integrity compared to chemical stripping.

To validate the LARPS material characterization, OC-ALC and WL/MT engineers develop a test program to assess impacts on B-52, KC/C-135, B-1 and E-3 aircraft structure. LARPS technology generated acceptable material characterization results. Based on a careful comparison of available depaint technologies, the B-52, KC/C-135, B-1 and E-3 aircraft system program directors (SPDs) have all endorsed the LARPS process as the only current available technology for paint removal on their respective weapon systems.

One aspect of the LARPS system that makes it unique is the elimination of process variability during the depainting process. The LARPS robot carefully directs a blast stream of ultra-high pressure water (approximately 25,000 psi) across the aircraft surface, removing the aircraft paint system. The robotic process maintains an exact stand-off distance from the aircraft surface preventing over or under stripping. In addition, since the LARPS process is robotically actuated, manpower is reduced by a minimum of fifty (50) percent. Finally, since LARPS replaces people with robots, human exposure to a traditionally toxic depainting environment is eliminated. Although the LARPS system requires a significant upfront capital cost (approximately $8.5M for a two robot system), it will be quickly amortized with reductions in manpower and hazardous waste disposal costs. Based on the LARPS unique mobile design, the process can be easily retrofitted into existing facilities.

## Flowtime Impact

The scenarios were developed to address the impacts of separating the depaint and paint processes from the aircraft repair process. These impacts average out to about 9 days for each aircraft. The additional flowdays are the direct result of additional ferrying of aircraft to the various facilities and duplicated tasks due to in-processing and out-processing of aircraft because the paint and depaint operations are separated from the PDM functions.

This report doesn't include cost increases because of increase of flowdays and the effect on PDMs. This schedule impact will occur because our flight test crews will have to fly the aircraft to the depaint, repair and paint depots, as well as flight test the aircraft finishing the repair cycle. Also each of these flights will result in some redundant operations such as incoming flight preps, defueling, weight/balance, outgoing flight preps, and refueling. Scheduling problems will also effect other PDM aircraft that may or may not be affected by the paint/depaint ferrying.

Some of the delays maybe minimized by good planning and coordination of flights, enabling pilots to drop off one plane and picking up another, thereby eliminating the need for commercial flights. Some of the aircraft may be able to be depainted and painted after the PDM is accomplished, unless the aircraft requires an "Analytic Condition Inspection."

## PROS

Better utilization of existing facilities and their capacities.

An increase in efficiency due to larger volumes of work being processed at fewer locations.

A reduction in the number of facilities doing similar work. This will reduce maintenance costs.

New perspectives to new workload being done by gaining facilities.

## CONS

Facility capacities are maximized, hampering surge capability.

Flowtimes increase due to ferrying aircraft and additional tasks required for in-processing and out-processing aircraft at the depaint ALC and the paint ALC.

Additional work for mechanics accomplishing receiving and departing tasks on aircraft arriving and departing depaint ALCs and paint ALCs.

Significant cost increases for ferrying aircraft.

## Conclusions

The AFMC depots have excess facility space to depaint and paint military aircraft. Most of the excess space is the size that can be used for the fighter size aircraft and can be used to consolidate existing paint and depaint operations or more effectively used to accomplish other depaint or paint workload that may be needed by the Air Force. Separating the depaint and paint functions from the aircraft repair (PDM) site does not appear a feasible use of these facilities.

When separated from the aircraft depot, certain redundant or duplicated tasks are required at the depaint and the paint locations to receive and dispatch the aircraft. This requires more manpower and will result in additional cost to the customer. Additionally, our flight test pilots/crews will have to ferry the aircraft to the separated sites which also adds additional cost that must be absorbed by our customers. The off setting costs of mothballing unused facilities and personnel reductions of 15% does not appear to cover the costs of duplicate tasks and additional flying of the aircraft.

There is an increase in flowdays (6 - 10 days) due to the duplicated tasks and additional flying of the aircraft between depots. Also, the additional mechanics needed for duplicated tasks exceed the 15% reduction of paint and depaint personnel.

## Issues

Scenario 2 for large aircraft proposes installing a PMB stripping capability in the OC-ALC paint hangar Bldg. 2280 to depaint and paint the C-5 in the same facility. This is the only other AFMC facility large enough to house the C-5. This option has many inherent problems of mixing a PMB process with a painting process that would have to b overcome if implemented.

Both large aircraft scenarios use the reduced flowtimes (50% reduction for B-1, B-52, and C135 and 70% reduction for E-3) expected from the LARPS depaint process. If these times are too low once the new process is installed, the number of facilities could increase to three instead of the two identified in this study.

## Recommendation

The team recommends that the depaint and paint functions remain co-located at the aircraft repair site. Increased aircraft flowtime, increased manhours and cost for duplicated tasks and additional flying to deliver the aircraft to separate sites offset the benefits of centralizing the depaint and paint functions.

# ATTACHMENTS

**Aircraft Paint and Depaint Process**

**Data**

AFMC Depaint and Paint Workload
Aircraft Dimensions
AFMC Depaint and Paint Facilities
Facility Dimensions
Facility Capacity Calculations
COBRA Data
Pro Sim Modeling Data
Duplicate Tasks
Environmental Impacts
Flight Crew and Aircraft Transportation Costs
Interim Production Support Calculations
USAF Aircraft Coating Systems Strategy

**Team Membership**

# AFMC DEPAINT and PAINT FACILITIES

# FACILITY DIMENSIONS

# FACILITY CAPACITY CALCULATIONS

# FACILITY CAPACITY CALCULATIONS

FY95 Workload defined in workdays

Number of workdays to paint or depaint multiplied by the number of aircraft to be worked during the FY

Facility Capacity

Available workdays Subtract weekends (104 days) and holidays (10 days) from 365 days per year = 251 workdays

Multiply the number of workstations in the facility by 251 workdays

# COBRA DATA

## FY96 AIRCRAFT DIVISION YIELD RATE

| | | |
|---|---|---|
| OC-ALC | | 1286 |
| OO-ALC | | 1428 |
| SA-ALC | | 1208 |
| SM-ALC | | 1280 |
| WR-ALC | F-15 | 1493 |
| | C-130 | 1427 |
| | C-141 | 1392 |

## COBRA Personnel Spreadsheet Deviation

Justification for not using the COBRA spreadsheets to apportion the manpower transfers and cuts. Basically, the spreadsheet does not level the ALC's manpower to account for the movement of the workloads. Manpower must be moved to the ALC's gaining the workload and the 15% cut apportioned across the remaining ALC's: the spreadsheet does not level the manpower to workload.

For example, the large aircraft paint scenario 1 with the 15% cut should be apportioned as follows:

| | CURRENT | | SCENARIO 1 | | VARIANCE |
|---|---|---|---|---|---|
| | DPSH | PE | DPSH | PE | |
| OC-ALC | 193437 | 150 | 183729 | 122 | - 28 |
| OO-ALC | 30864 | 22 | 0 | 0 | - 22 |
| SA-ALC | 86163 | 71 | 136321 | 96 | + 25 |
| SM-ALC | 40450 | 32 | 0 | 0 | - 32 |
| WR-ALC | 32886 | 24 | 63750 | 39 | + 15 |

However, the COBRA spreadsheet apportioned the manpower as follows:

| | COBRA | SCENARIO 1 | VARIANCES |
|---|---|---|---|
| | PE | PE | |
| OC-ALC | 150 | 122 | +28 |
| OO-ALC | 0 | 0 | |
| SA-ALC | 78 | 96 | -18 |
| SM-ALC | 0 | 0 | |
| WR-ALC | 29 | 39 | -10 |
| TOTALS | 257 | 257 | |

Based on the COBRA shred, the PE's will be unequally distributed and one gaining ALC will have too many people and two ALC's will have too few people to accomplish the transferred workload. Therefore, the personnel transfers should be IAW the attached spreadsheets rather than the COBRA spreadsheets.

# PRO SIM MODELING DATA

# DUPLICATE TASKS

# ENVIRONMENTAL IMPACTS

# FLIGHT CREW AND AIRCRAFT TRANSPORTATION COSTS

# INTERIM PRODUCTION SUPPORT CALCULATIONS

# USAF AIRCRAFT COATING SYSTEMS STRATEGY

## Team Membership

| | |
|---|---|
| **HQ AFMC** | Tom Spitler<br>LGPE<br>Phone DSN 787 5610<br>FAX DSN 787 5612 |
| **OC-ALC** | Bill Cain<br>LAPEP<br>Phone DSN 336 5986<br>FAX DSN 336 4178 |
| **OO-ALC** | J. D. Christensen<br>LAOPE<br>Phone DSN 458 9077<br>FAX DSN 458 4352 |
| **SA-ALC** | Mike Haas<br>LAPME<br>Phone DSN 945 8541<br>FAX DSN 945 7466 |
| **SM-ALC** | Steve Spacher<br>TIMMB<br>Phone DSN 633 4710<br>FAX DSN 633 3047 |
| **WR-ALC** | Joel Murphy<br>LFPL<br>Phone DSN 468 9921 Phone<br>FAX DSN 468 3940 FAX<br>TEAM LEAD |

# AIRCRAFT PAINT AND DEPAINT

# AFMC PROCESS ASSESSMENT

# AIRCRAFT PAINT AND DEPAINT

## EXECUTIVE SUMMARY

### Scope

This study addresses the impacts of separating and locating the aircraft paint and depaint processes at different Air Logistics Centers (ALCs) from the aircraft repair process. The results are a overall assessment of the Command's current facility capacity and utilization. The scenarios address "what if" scenarios of accomplishing the depaint, repair, and paint processes at different Air Logistics Centers (ALCs). The scenarios separate the paint/depaint processes from the current operation of having these processes collocated at the same ALC. This study is based on aircraft paint and depaint workload currently programmed for FY95. The study proposed several consolidation scenarios that will rearrange paint and depaint workload into the fewest facilities possible. A scenario #2 was developed to address the potential for BRAC closure of a TRC under scenario #1. There is a potential for other scenarios that have differing complexities and costs. The study was based on the assumption that large aircraft will be worked separate from small aircraft because it is more efficient to use small facilities for small aircraft and large facilities for large aircraft. The B-1 and B-52 depaint workload currently is not being accomplished, but will begin in FY96 at OC-ALC using the Large Aircraft Robotic Paint Stripping (LARPS) process. Therefore, we have an additional workload included into the "as-is" baseline. We also limited the depaint process for E-3, C-135, B-52, and B-1 aircraft to LARPS process. This was based on the LARPS process being the only approved method for depainting these aircraft by the weapon system SPDs

### Methodology

The methodology used in this consolidation study started with the development of flow process charts for paint and depaint on each aircraft. Manpower was assumed not to be a constraint to process flow. Flowcharts were adjusted to reflect three (3) 8 hour shift work days. In addition, facility and aircraft sizes were identified. Next, an assessment was conducted to determine what aircraft and process would physically fit in what building. Workload was evaluated in terms of work days at each center to identify facility capacity <u>not</u> capability, (people are not a constraint) and "as-is" utilization. Finally, consolidation scenarios were developed based on facility utilization data. Processes, technology, environmental, etc. were considered in developing all options. Workload and FY96 division yield rates were used to calculate manpower moves and costs of each scenarios at the gaining centers. A 15 percent cut in direct personnel was included across the command with respect to paint and depaint manhours. Therefore, the workload is identified two ways in this study. Workload is identified both in workdays (1 workday = three 8 hr shifts) and manhours (FY95 DPSH). The relationship between manhours

and workdays is depicted in each process flow chart and is different for paint and depaint on each weapon system. The data developed was input into a macro level Pro Sim/Witness model to identify flowday and scheduling impacts to aircraft repair based on consolidation scenarios. In addition this data was used to feed the COBRA cost model which shows the reflective cost of each scenario. The costs generated are a relative indicator. There are many intangible benefits or costs associated with the different scenarios. Some of these benefits are identified in this study.

**Modeling**

This study utilized a macro level Pro Sim/Witness model to assess scenario accuracy. The first model depicts the "as-is" PDM processes including paint and depaint on all the aircraft at their respective centers. The model was built so that it accurately portrayed what was happening now before any consolidations. The next task was to build a model for each scenario. The model is an attempt to identify the additional flow day impact to each aircraft due to each consolation scenario. The additional flowdays are caused by scheduling problems, ferrying aircraft and duplicated tasks that are required by separating paint and/or depaint from PDM.

**Scenarios**

This report has four total scenarios. There is a scenario #1 and scenario #2 for both small aircraft paint/depaint processes and large aircraft paint/depaint processes. The large aircraft scenarios cannot be implemented until FY99 because one of the paint facilities (WR-ALC Building 89) will temporarily be used to beddown a B-1B Squadron until their MILCON projects are completed.

The proposed scenarios consolidate to the AFMC paint/depaint TRCs to the smallest number of facilities possible. The scenario #2s for add both small and large aircraft consolidations assume one of the scenario #1 bases will be closed by BRAC.

The following is a summary of each scenario impacts:

***Small Aircraft Scenario I***: Move all small aircraft paint and depaint to OO-ALC

*Benefits*: Consolidates to one center.

Closes three paint facilities: WR-ALC, Building 137 bay 5; SM-ALC, Building 690; SA-ALC, Building 385.

Closes three depaint facilities: WR-ALC, Building 137, bay 3; SM-ALC, Building 692A; SA-ALC, Building 385.

Command has significantly less environmental liabilities.

Better utilizes excess facility capacity at OO-ALC.

Provides excess surge capacity.

Provides excess capacity for other Air Force paint/depaint.

Better utilizes technology insertion initiative at OO-ALC Robotic Stripping.

Possibility of combining the paint/depaint together at OO-ALC *after* PDM at the respective TRCs.

*Disadvantages*: Incurs a 20 year cost of $99.4 Million.

Increases F-15, A-10, T-38 aircraft repair process flowdays

Duplicated work (receive and launch aircraft)

Increased personnel 5 PE (Reduction of 20 paint and depaint mechanics, Increase of 25 mechanics for additional duplicate work)

Eliminates technology insertion initiative at WR-ALC (i.e. Robotic Paint Cell).

***Small AircraftScenario II:*** Move all small aircraft paint to SM-ALC, move all A-10, F-16 depaint to SM-ALC, move all T-38, F-15 depaint to WR-ALC.

*Benefits*: Consolidates to two centers; closes three paint facilities (OO-ALC, Building 220; WR-ALC, Building 137, Bay 5; SA-ALC, Building 385).

Closes two depaint facilities (OO-ALC, Building 220; SA-ALC, Building 385).

Command will have moderately less environmental liabilities.

Better utilizes excess facility capacity at SM-ALC and depaint facility capacity at WR-ALC.

*Disadvantages:* Incurs a 20 year cost of $101.7 Million.

Increases F-16, F-15, T-38 aircraft repair process flowdays.

Duplicated work (receive and launch aircraft).

Increased personnel 13 PE (Reduction of 13 paint and depaint mechanics, Increase of 26 mechanics for additional duplicate work)

Eliminates technology insertion initiative at WR-ALC (Robotic Paint Cell, OO-ALC Robotic Paint Stripping Cell).

Minimal surge capacity.

No excess paint capacity for other Air Force workload.

Limited excess depaint capacity for other Air Force workload.

***Large Aircraft Scenario I:*** Consolidate all paint and depaint on large aircraft to three centers (OC-ALC, SA-ALC, and WR-ALC).

*Benefits:* Consolidates to three centers; closes two paint facilities (OO-ALC Building 270 C-130 paint booth, SM-ALC Building 692). Closes two depaint facilities; (OC-ALC Building 2122, SM-ALC Building 375).

Reduced personnel 19 PE (Reduction of 66 direct and 3 overhead paint and depaint mechanics, Increase of 50 mechanics for additional duplicate work)

Command will have less environmental liabilities.

Better utilizes excess facilities at WR-ALC and SA-ALC.

Eliminate the need for one time cost of $34,300,000 MILCON at OC-ALC (increased LARPS and paint capacity).

Capability to depaint B-1 and B-52s.

*Disadvantages:* Incurs a 20 year cost $87.2 Million.

Increases C-130, C-135, E-3 aircraft repair process flowdays.

Duplicated work (receive and launch aircraft).

Requires a LARPS system at WR-ALC with a cost of $11.86 Million.

Minimal surge capacity.

Very limited capacity at these centers for other Air Force paint/depaint workload.

***Large Aircraft Scenario II:*** Consolidate all large aircraft depaint to WR-ALC and OC-ALC. Consolidate all large aircraft paint to SM-ALC, OO-ALC, WR-ALC, and OC-ALC.

*Benefits:* Consolidates to four centers.

Closes one large paint facility at SA-ALC (Building 365).

Closes two large depaint facilities; (SA-ALC Building 379, SM-ALC 375).

Command will have less environmental liabilities.

Better utilizes excess facilities at WR-ALC and SM-ALC.

Eliminates the need for one-time cost at $34,300,000 MILCON at OC-ALC (increased LARPS and paint capacity).

Capability to depaint B-1 and B-52s.

*Disadvantages:* Incurs a 20 year cost $183.8 Million.

Increases C-5, C-135, B-52, C-130, and E-3 process flowdays.

Duplicate work (receive and launch aircraft).

No reduction in personnel (Reduction of 82 direct and 5 overhead paint and depaint mechanics, Increase of 78 mechanics for additional duplicate work)

Requires a LARPS system at WR-ALC with a cost of $11.86 Million.

Minimal surge capacity.

Very limited capacity at these centers for other Air Force paint/depaint workload.

## ANALYSIS

All data was carefully evaluated to develop these scenarios. This analysis produced both tangible and intangible costs as well as savings by scenario. In addition, there are several intangible concerns that are documented in the study, including: scheduling, flowdays, and environmental impacts. The tangible cost and benefits include both one-time and recurring impacts. The bottom line is that consolidation of aircraft paint/depaint process could happen at a significant cost. The scenarios also have a significant net added flowday impact to the PDM process. If a small aircraft scenario is adopted it could be implemented in FY97. A large aircraft scenario could be implemented as early as FY99.

### Recommendation

The team recommends that the depaint and paint functions remain co-located at the aircraft repair site. Increased aircraft flowtime, increased manhours and cost for duplicated tasks and additional flying to deliver the aircraft to separate sites offset the benefits of centralizing the depaint and paint functions.

## AFMC PROCESS ASSESSMENT

## AIRCRAFT PAINT AND DEPAINT

## INTRODUCTION

### Task

Aircraft maintenance and repair operations, commonly called Programmed Depot Maintenance (PDM), are accomplished within AFMC at technical repair centers (TRCs) that are uniquely qualified to maintain Air Force aircraft weapon systems. Most USAF aircraft TRCs are presently located at one of five Air Logistics Centers (ALCs). Table 1 below lists the current aircraft TRCs and there respective locations. Traditionally, the TRC for a given weapon system is responsible for accomplishing all aspects of PDM to include aircraft exterior paint removal and re-application. Depaint and paint operations are an integral part of the PDM process at all weapon system TRCs. Depainting is accomplished to allow TRC technicians to identify exterior aircraft corrosion as well as inspect the aircraft surface for damage (i.e., cracks, leaks, broken fasteners etc.). Many of these surface defects are undetectable without removal of the aircraft paint system. Paint is reapplied by the TRC to provide an aircraft with a durable corrosion resistant barrier as well as provide a professional appearance. Depaint and paint operations have always been accomplished at the aircraft PDM TRC location in order to more timely facilitate the PDM process and in turn, minimize the time an aircraft is away from the using command. The focus of this evaluation is to assess the benefits of consolidating aircraft painting and depainting operation into independent TRCs, in many cases away from the aircraft PDM location.

In order to evaluate the viability of creating aircraft paint/depaint TRCs, it is necessary to assess the availability of existing paint and depaint facilities within the command with respect to existing workload. In addition, consideration must also be given to the actual physical size constraints of the aircraft to be painted and/or depainted. A prime example of this potential constraint is the C-5 aircraft. Presently, there are only three facilities (i.e., Bldg 2280, north dock at Tinker AFB, OK and Buildings 379 and 365 at Kelly AFB, TX) that are capable of housing the C-5 for painting and/or depainting operations. This study will focus on the existing paint and depaint facility utilization, for both large and small military aircraft repaired within the command, to develop possible workload consolidation scenarios.

The paint and depaint processes are unique in that throughput and processing time are dependent on several paint/depaint inherent process dwell times. Although there is an optimum manning necessary to insure minimum processing time, an important assumption for the purposes of this evaluation is that the paint and depainting operations under consideration are not constrained by manpower. With these thoughts in mind, it makes sense to measure aircraft paint/depaint facility capacity in term of flowday units. For this report a flowday is defined as the amount of work accomplished on an aircraft in three (3) eight-hour shifts All flowday data presented in this report has been adjusted to reflect a three(3) eight hour shift per day, five workday a week paint/depaint operation. This adjustment allows for equal comparison of existing workloads at each ALC.

This study offers several consolidation scenarios for both large and small aircraft paint and depaint workload consolidation. Obviously, there are many other possible combinations of consolidation scenarios that were not considered in this report. However, the Scenario #1 presented provide the best utilization of existing AFMC aircraft paint and depaint resources with minimal impact to existing infrastructure. In addition, the scenarios presented have been carefully evaluated for potential cost savings, flowtime and environmental impacts.

**Table 1. Aircraft TRC Locations**

| TRC Location | Aircraft Type |
|---|---|
| 1. OC-ALC<br>Tinker AFB, OK | B-1, B-52, KC/C-135 and E-3 |
| 2. OO-ALC<br>Hill AFB, UT | F-16 and C-130 |
| 3. SA-ALC<br>Kelly AFB, TX | C-5 and T-38 |
| 4. SM-ALC<br>McClellan AFB, CA | F-15, A-10 and KC/135 |
| 5. WR-ALC<br>Robins AFB, GA | F-15, C-130 and C-141 |

**Assumptions and Constraints**

The following is a list of assumptions and/or constraints used for the purposes of this report. While all conditions listed below are important with respect to the study, they are not listed in any order of priority:

a. Some centers do not have surge capacity or latitude for marginal delays.

b. All facilities which are not utilized in a particular scenario are considered mothballed for the purpose of this study even though they may be utilized for other than aircraft paint/depaint.

c. Implementation year of FY99 for large aircraft due to B-1 Beddown in Bldg 89 at WR-ALC until FY99 and the manufacture and installation of Large Aircraft Robotic Paint Stripping (LARPS) systems at WR-ALC and OC-ALC.

d. No attempt was made to cost out impacts of additions to flowdays and aircraft schedule.

e. Where prep and/or deprep tasks were performed in support facilities rather than depainting facilities, that portion of the workday requirement for that specific aircraft was removed from the analysis.

f. Best utilization of facilities means that large aircraft are worked in large aircraft facilities and small aircraft are worked in small aircraft facilities.

g. Without the benefit of site specific Environmental Assessments accomplished on each scenario, no negative impacts would occur at the gaining center to prevent consolidation.

h. Centers with greater than 100% capacity would have to defer workload to perform equipment maintenance and repair.

i. LARPS is the only paint removal process authorized on C-135, B-52 E-3 and B-1 aircraft.

j. Projected flowtime savings of 50-70% utilizing LARPS over previous chemical depainting methods.

k. Scenario #2 was derived on the basis of a possible BRAC closure impacting Scenario #1.

l. Variation in flows at each center's industrial waste treatment plant (IWTP) due to the workload transfer in all scenarios will have no negative effects on the operation of the plant.

m. PMB depainting and painting of C-5 aircraft could be performed in same facility (i.e., Bldg 2280 in Scenario #2) with extra cleaning and extensive housekeeping between operations.

n. Environmentally compliant coating (i.e. low solvent content) will have sufficient success and preclude the need to revert to high solvent content coatings which necessitate installation of facility air abatement equipment.

o. Aircraft depaint and paint cannot be performed together after PDM.

p. MAJCOM aircraft could be depainted/painted with excess capacity generated at the centers as a result of this consolidation effort.

q. Manpower is not a constraint to the depainting/painting process under evaluation.

r. There will be no delays associated with aircraft PDM, transportation, incoming tasks, departure task, etc., which will impact aircraft induction into a paint or depaint TRC.

s. No additional painting equipment would be required at a gaining paint TRC under either scenario.

t. Use gaining center's FY95 aircraft sales rate to cost duplicated tasks.

u. Use FY96 division yield rates to calculate manpower requirements for workload transfer.

v. The ventilation system in Building 2280 at OC-ALC will only require minor modification for dual (PMB/paint) use - primarily trench modification.

w. Savings or cost associated with different sales rates for the paint/depaint packages were not addressed

**Workload Description**

The aircraft repair process includes all the things (depaint, PDM, TCTOs, repairs, paint, etc.) a depot does to an aircraft for the using Commands. For the purposes of this study, the primary aircraft repair processes are depaint, repair, and paint.

Aircraft depaint, repair, and paint are currently collocated at each of the five ALCs. AFMC is working 13 different aircraft models in 18 different paint and depaint facilities. Seven facilities are dedicated to depaint, five facilities are for paint, five are combined depaint and paint facilities and one facility is used to prepare the aircraft for depaint. Some facilities have multiple aircraft work stations and additional work stations can be added to other facilities if needed. Most aircraft are flown to a Depot depainted, repaired, painted and returned to its home base. Three Depots (OC-ALC, OO-ALC and WR-ALC) have some of their aircraft either depainted or painted at another site. WR-ALC is depainting the C-130s being repaired and painted by OO-ALC, a contractor is painting some of the C-135s being depainted and repaired by OC-ALC and a contractor is depainting some WR-ALC C-130s.

The Command's paint and depaint workload is projected to remain constant through FY99. The following chart reflects the workload by ALC. The data was calculated by multiplying the number of aircraft to be worked by the labor standard for the specific process.

**AFMC TOTAL PAINT AND DEPAINT WORKLOAD ( DPSH)**

| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
|---|---|---|---|---|---|---|
| OC-ALC | 254642 | 278855 | 315374 | 348330 | 348710 | 345761 |
| OO-ALC | 66985 | 65890 | 65890 | 65890 | 65890 | 65890 |
| SA-ALC | 90783 | 181744 | 181744 | 181744 | 181744 | 95581 |
| SM-ALC | 105941 | 144488 | 144488 | 144488 | 144488 | 144488 |
| WR-ALC | 162967 | 181802 | 150488 | 121323 | 107237 | 100404 |
| AFMC | 681318 | 852779 | 857984 | 861775 | 848069 | 752124 |

**AFMC LARGE AIRCRAFT PAINT WORKLOAD (DPSH)**

| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
|---|---|---|---|---|---|---|
| OC-ALC | 188876 | 193437 | 198834 | 202187 | 202053 | 200435 |
| OO-ALC | 31740 | 30864 | 30864 | 30864 | 30864 | 30864 |
| SA-ALC | 45133 | 86163 | 86163 | 86163 | 86163 | 0 |
| SM-ALC | 25888 | 40450 | 40450 | 40450 | 40450 | 40450 |
| WR-ALC | 27007 | 32886 | 29142 | 16662 | 11046 | 9798 |
| AFMC | 318644 | 383800 | 385453 | 376326 | 370576 | 281547 |

**AFMC SMALL AIRCRAFT PAINT WORKLOAD ( DPSH)**

| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 0 | 0 | 0 | 0 | 0 |
| OO-ALC | 15758 | 15952 | 15952 | 15952 | 15952 | 15952 |
| SA-ALC | 1067 | 10120 | 10120 | 10120 | 10120 | 10120 |
| SM-ALC | 26485 | 31129 | 31129 | 31129 | 31129 | 33937 |
| WR-ALC | 22050 | 20160 | 19530 | 29295 | 29925 | 29610 |
| AFMC | 65360 | 77361 | 76731 | 86496 | 87126 | 86811 |

**AFMC LARGE AIRCRAFT DEPAINT WORKLOAD (DPSH)**

| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
|---|---|---|---|---|---|---|
| OC-ALC | 65766 | 85418 | 116540 | 146143 | 146657 | 145326 |
| OO-ALC | 0 | 0 | 0 | 0 | 0 | 0 |
| SA-ALC | 43626 | 83286 | 83286 | 83286 | 83286 | 83286 |
| SM-ALC | 26048 | 40700 | 40700 | 40700 | 40700 | 40700 |
| WR-ALC | 88710 | 105716 | 76256 | 41886 | 32066 | 27156 |
| AFMC | 224150 | 315120 | 316782 | 312015 | 302709 | 296468 |

**AFMC SMALL AIRCRAFT DEPAINT WORKLOAD (DPSH)**

| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 0 | 0 | 0 | 0 | 0 |
| OO-ALC | 19487 | 19074 | 19074 | 19074 | 19074 | 19074 |
| SA-ALC | 957 | 2175 | 2175 | 2175 | 2175 | 2175 |
| SM-ALC | 27520 | 32209 | 32209 | 32209 | 32209 | 32209 |
| WR-ALC | 25200 | 23040 | 25560 | 33480 | 34200 | 33840 |
| AFMC | 73164 | 76498 | 79018 | 86938 | 87658 | 87298 |

## ANALYSIS

### Methodology

The methodology used in this consolidation study started with the development of flow process charts for paint and depaint on each aircraft. Manpower was assumed not to be a constraint to process flow. Flowcharts were adjusted to reflect three (3) 8 hour shift work days. In addition, facility and aircraft sizes were identified. Next, an assessment was conducted to determine what aircraft and process would physically fit in what building. Workload was evaluated in terms of work days at each center to identify facility capacity not capability, (people are not a constraint) and "as-is" utilization. Finally, consolidation scenarios were developed based on facility utilization data. Processes, technology, environmental, etc. were considered in developing all options. Workload and FY96 division yield rates were used to calculate manpower moves and costs of each scenarios at the gaining centers. A 15 percent cut in direct personnel was included across the command with respect to paint and depaint manhours. Therefore, the workload is identified two ways in this study. Workload is identified both in workdays (1 workday = three 8 hr shifts) and manhours (FY95 DPSH). The relationship between manhours and workdays is depicted in each process flow chart and is different for paint and depaint on each weapon system. The data developed was input into a macro level Pro Sim/Witness model to identify flowday and scheduling impacts to aircraft repair based on consolidation scenarios. In addition this data was used to feed the COBRA cost model which shows the reflective cost of each scenario. The costs generated are a relative indicator. There are many intangible benefits or costs associated with the different scenarios. Some of these benefits are identified in this study.

### Data Collected/Calculated/Derivatives

Centers collected FY95 workload data including G037E derived DPSH and number of aircraft negotiated. This data was further expanded by separating incoming tasks (i.e., receiving, towing, drain and purge), depaint, repair, paint, and outgoing (i.e., weight and balance, refuel, systems servicing, pre-flight tasks, and launching). These DPSHs were divided by the FY96 yield rate for each center's production division to determine the required number of Personnel Equivalents (PE) to accomplish the workload.

For the determination of center capacity, the facilities performing painting and depainting operations were identified. To determine weapon system compatibility, the size of the facility was identified, as well as the specific process utilized within that facility. From this determination, some weapon system specific processes and unique equipment were assumed to be required in large aircraft facilities. The aggregate facilities were assumed to be available 251 workdays per year and the facility utilization was derived by dividing combined paint and/or depaint workdays by available number of capacity days, within respective facilities.

The incoming and outgoing task data were also used as duplicated work at the gaining centers in addition to ferrying time of aircraft between the repair centers and the paint and depaint centers (if different from the repair center). The number of flight crews available at each center for both flight test after the repair cycle and ferrying aircraft to gaining centers was compared to the number required and the impact assessed.

Optimum facility utilization was the basis for consolidation in the first scenario for both small and large aircraft. These consolidation scenarios were modeled via ProSim Witness program utilizing the workdays, capacities, duplicated tasks at gaining centers, aircraft ferrying times, and PDM flowdays to determine the impact of paint and depaint consolidation to the overall repair cycle and delivery times.

Pounds of Volatile Organic Compound (VOC) emitted and pounds of solid waste generated per aircraft were compiled from each center's "as is" condition. Totals per workload transferred were used as a basis for environmental impact at the gaining centers, based on air emissions permits and waste disposal contracts. The coatings used for this data compilation are existing coatings and may not agree with the Air Force Coating Strategy Plan and associated Wright Laboratories Road Map for Air Force Coatings for outyears. (The Strategy follows EPA guidelines requiring primers with 350 grams/liter or less and topcoats with 420 grams/liter or less in FY97 and on.)

Unique equipment driven by process specific requirements were analyzed and the associated procurement and installation costs were developed and tabulated. Additional specialized equipment costs based on specific scenarios and associated workload transfers were also tabulated on a one time basis. Consolidation negated the requirement outyear MILCON project which was listed as a cost avoidance savings. Ramp-up times associated with gaining center's learning curves for new workloads were estimated and DPSHs were calculated based on the percentage of workload transferred and the learning curve times. These hours were input into a spreadsheet to determine the associated cost with each center for interim production support.

The data associated with costs were input into the Cobra model to determine the savings and costs derived from each scenario compared to the present configuration.

**Facility Size**

The first limitation to relocating aircraft is the inside clearance of the building where the aircraft will be worked. The aircraft dimensions (wingspan, length and tail height) taken from the aircraft specific technical order were compared to the clear inside dimensions of the paint and depaint facilities to determine which facilities are large enough to work which aircraft.

**Facility / Aircraft Compatibility**

The following charts show which aircraft can be worked in each of AFMC's Depaint and Paint facilities.

There are only three AFMC buildings are large enough to paint and depaint the C-5. Two buildings are at SA-ALC, Bldg. 365 and Bldg. 379, and one building is at OC-ALC, Bldg. 2280.

Only three ALC's; OC-ALC, SA-ALC and WR-ALC, have facilities large enough for B-1, B-53, C-141 and E-3 paint and depaint.

Three aircraft, F-15. F-16 and T-38 can be worked in all AFMC facilities.

## DEPAINT FACILITIES

| ALC | Facility | T-38 | F-16 | F-15 | A-10 | C-135 | B-1 | B-52 | C-130 | C-141 | E-3 | C-5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SA | B. 379 | X | X | X | X | X | X | X | X | X | X | X |
| OC | B. 2280N | X | X | X | X | X | X | X | X | X | X | X |
| WR | B. 54 | X | X | X | X | X | X | X | X | X | X | |
| WR | B. 50 | X | X | X | X | X | X | X | X | X | X | |
| OC | B. 2280S | X | X | X | X | X | X | X | X | X | X | |
| WR | B. 110 | X | X | X | X | X | X | X | X | X | X | |
| SM | B. 375 | X | X | X | X | X | X | | X | | | |
| OC | B. 2122W | X | X | X | X | X | X | X | | | | |
| OC | B. 2122E | X | X | X | X | X | X | X | | | | |
| SA | B. 385 | X | X | X | X | | | | | | | |
| SM | B. 692A | X | X | X | X | | | | | | | |
| OO | B. 220 | X | X | X | X | | | | | | | |
| WR | B. 137 | X | X | X | | | | | | | | |

## PAINT FACILITIES

| ALC | Facility | T-38 | F-16 | F-15 | A-10 | C-130 | C-135 | B-1 | E-3 | B-52 | C-141 | C-5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SA | B. 365 | X | X | X | X | X | X | X | X | X | X | X |
| OC | B. 2280N | X | X | X | X | X | X | X | X | X | X | X |
| WR | B. 89 | X | X | X | X | X | X | X | X | X | X | |
| WR | B. 50 | X | X | X | X | X | X | X | X | X | X | |
| OC | B. 2280S | X | X | X | X | X | X | X | X | X | | |
| SM | B. 692 | X | X | X | X | X | X | X | | | | |
| OO | B. 270 | X | X | X | X | X | | | | | | |
| WR | B. 137 | X | X | X | X | | | | | | | |
| SA | B. 385 | X | X | X | X | | | | | | | |
| SM | B. 690 | X | X | X | X | | | | | | | |
| OO | B. 220 | X | X | X | X | | | | | | | |

### Facility Capacity Analysis

Facility capacity and utilization are based on three eight hour shift workdays, five days per week. The change of baseline from a two shift to a three shift comparison was required to account for current three operations at the majority of the ALC's and provide additional capacity to allow workload consolidation of the large aircraft. OC-ALC facilities are currently saturated and even with three shift operations, require additional contractor support to facilitate the KC-135 workload.

The basis used for calculating capacity analysis and workload consolidation was best utilization of facilities. Large facilities are best utilized for large aircraft and small facilities are best utilized for small aircraft. The capacity analysis was performed with respect to the available number of workdays per facility and the number of facilities at each center. The workday unit is a composite measurement affected by the number of direct workers assigned, the process being used, the availability of equipment necessary to accomplish the task, and the number of shifts being worked. For this analysis, only the processes were changed. The LARPS process is used exclusively on the C-135, B-1, B-2, B-52, and E-3 aircraft for the large aircraft depaint scenarios. This process was used at a 50-70% reduction in workdays over previously used chemical methods.

The assumption was made that in instances where prep and/or deprep tasks were performed in separate support facilities rather than the depainting facilities, that portion of the workday requirement for that specific aircraft was removed from the analysis. This provides a more

accurate description of the depaint facility capacity. Support facilities are in aircraft buildings and on the ramp and are more than sufficient to support the depaint workload.

## AFMC SMALL AIRCRAFT PAINT AND DEPAINT SCENARIOS

**SCENARIO 1** Paint and depaint all small aircraft at OO-ALC

### SMALL AIRCRAFT PAINT

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| F-16 (OO) | 132 | 412 |
| F-15 (SM) | 24 | 96 |
| F-15 (WR) | 64 | 173 |
| A-10 (SM) | 49 | 245 |
| A-10 (SA) | 15 | 60 |
| T-38 (SA) | 25 | 33 |
| Total Workload | | 1019 |
| OO-ALC Capacity | | 1506 |
| AFMC Capacity | | 3230 |

### SMALL AIRCRAFT DEPAINT

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| F-16 (OO) | 124 | 71 |
| F-15 (SM) | 24 | 48 |
| F-15 (WR) | 64 | 128 |
| A-10 (SM) | 49 | 147 |
| T-38 (SA) | 25 | 33 |
| Total Workload | | 427 |
| OO-ALC Capacity | | 753 |
| AFMC Capacity | | 2008 |

## AFMC SMALL AIRCRAFT PAINT AND DEPAINT SCENARIOS

**SCENARIO 2** Paint all small aircraft at SM-ALC, Depaint small aircraft at SM-ALC AND WR-ALC

### SMALL AIRCRAFT PAINT (SM-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| F-16 (OO) | 132 | 412 |
| F-15 (SM) | 24 | 96 |
| F-15 (WR) | 64 | 173 |
| A-10 (SM) | 49 | 245 |
| A-10 (SA) | 15 | 60 |
| T-38 (SA) | 25 | 33 |
| Total Workload | | 1019 |
| SM-ALC Capacity | | 1004 |
| AFMC Capacity | | 3230 |

### SMALL AIRCRAFT DEPAINT (SM-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| F-16 (OO) | 124 | 71 |
| A-10 (SM) | 49 | 147 |
| Total Workload | | 218 |
| SM-ALC Capacity | | 251 |
| AFMC Capacity | | 2008 |

### SMALL AIRCRAFT DEPAINT (WR-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| F-15 (SM) | 24 | 48 |
| F-15 (WR) | 64 | 128 |
| T-38 (SA) | 25 | 33 |
| Total Workload | | 209 |
| WR-ALC Capacity | | 251 |
| AFMC Capacity | | 2008 |

## AFMC LARGE AIRCRAFT PAINT AND DEPAINT SCENARIOS

**SCENARIO 1** Paint and depaint large aircraft at OC-ALC, SA-ALC, and WR-ALC

### LARGE AIRCRAFT PAINT (OC-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| B-1 (OC) | 19 | 114 |
| B-52 (OC) | 21 | 105 |
| C-135 (OC) | 36 | 144 |
| E-3 (OC) | 10 | 100 |
| SP-135(OC) | 6 | 36 |
| Total Workload | | 499 |
| OC-ALC Capacity | | 502 |
| AFMC Capacity | | 1757 |

### LARGE AIRCRAFT PAINT (SA-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| C-5 (SA) | 21 | 147 |
| C-135 (OC) | 6 | 24 |
| C-135 (SM) | 25 | 175 |
| Total Workload | | 346 |
| SA-ALC Capacity | | 394 |
| AFMC Capacity | | 1757 |

### LARGE AIRCRAFT PAINT (WR-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| C-130 (00) | 45 | 260 |
| C-130 (WR) | 22 | 77 |
| C-141 (WR) | 37 | 174 |
| Total Workload | | 511 |
| WR-ALC Capacity | | 5O2 |
| AFMC Capacity | | 1757 |

## AFMC LARGE AIRCRAFT PAINT AND DEPAINT SCENARIOS

**SCENARIO 1** Paint and depaint large aircraft at OC-ALC, SA-ALC, and WR-ALC

### LARGE AIRCRAFT DEPAINT (OC-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| B-1 (OC) | 19 | 71 LARPS |
| C-135 (OC) | 48 | 180 LARPS |
| Total Workload | | 251 |
| OC-ALC Capacity | | 251 |
| AFMC Capacity | | 1763 |

### LARGE AIRCRAFT DEPAINT (SA-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| C-5 (SA) | 21 | 126 PMB |
| C-130 (OO & WR) | 28 | 140 PMB |
| Total Workload | | 266 |
| SA-ALC Capacity | | 251 |
| AFMC Capacity | | 1763 |

### LARGE AIRCRAFT DEPAINT (WR-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| B-52 (0C) | 21 | 105 LARPS |
| C-135 (SM) | 25 | 94 LARPS |
| C-141 (WR) | 32 | 215 BOSS |
| E-3 (OC) | 10 | 63 LARPS |
| Total Workload | | 477 |
| WR-ALC Capacity | | 5O2 |
| AFMC Capacity | | 1763 |

## AFMC LARGE AIRCRAFT PAINT AND DEPAINT SCENARIOS

**SCENARIO 2** Paint large aircraft at OC-ALC, OO-ALC, SM-ALC, and WR-ALC
Depaint large aircraft at OC-ALC AND WR-ALC

### LARGE AIRCRAFT PAINT (OC-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| B-1 (OC) | 19 | 114 |
| C-5 (SA) | 21 | 147 |
| C-135 (OC) | 34 | 148 |
| Total Workload | | 409 |
| OC-ALC Capacity | | 356 |

### LARGE AIRCRAFT PAINT (00-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| C-130 (OO) | 39 | 250 |
| OO-ALC Capacity | | 251 |

### LARGE AIRCRAFT PAINT (SM-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| C-135 (OC & SM) | 39 | 250 |
| OO-ALC Capacity | | 251 |

### LARGE AIRCRAFT PAINT (WR-ALC)

| A/C Type | A/C QTY | W/L (days) |
|---|---|---|
| B-52 (OC) | 21 | 105 |
| C-130 (00 & WR) | 23 | 106 |
| C-141 (WR) | 37 | 174 |
| E-3 (OC) | 10 | 100 |
| Total Workload | | 485 |
| WR-ALC Capacity | | 5O2 |
| AFMC Capacity | | 1757 |

## AFMC LARGE AIRCRAFT PAINT AND DEPAINT SCENARIOS

**SCENARIO 2** Paint large aircraft at OC-ALC, OO-ALC, SM-ALC, and WR-ALC
Depaint large aircraft at OC-ALC AND WR-ALC

### LARGE AIRCRAFT DEPAINT (OC-ALC)

| A/C Type | A/C QTY | W/L (days) | |
|---|---|---|---|
| B-1 (OC) | 19 | 71 | LARPS |
| C-5 (SA) | 21 | 126 | PMB |
| C-135 (OC) | 48 | 180 | LARPS |
| C-130 (OO & WR) | 28 | 140 | BOSS |
| Total Workload | | 517 | |
| OC-ALC Capacity | | 648 | |
| AFMC Capacity | | 1763 | |

### LARGE AIRCRAFT DEPAINT (WR-ALC)

| A/C Type | A/C QTY | W/L (days) | |
|---|---|---|---|
| B-52 (0C) | 21 | 105 | LARPS |
| C-135 (SM) | 25 | 94 | LARPS |
| C-141 (WR) | 32 | 215 | BOSS |
| E-3 (OC) | 10 | 63 | LARPS |
| Total Workload | | 477 | |
| WR-ALC Capacity | | 5O2 | |
| AFMC Capacity | | 1763 | |

**Modeling Strategy**

Pro Sim/Witness software was used to ensure accurate simulation of the present day aircraft repair process. Then each paint/depaint consolidation scenario was modeled to determine the impacts to the aircraft repair process. Cobra models were developed to determine the cost changes of moving workloads in accordance with each consolidation option.

A determination was made to current facility utilization using workdays as the standard measurement for facility capacity and FY 95 process workload. Four scenarios were developed to consolidate the commands depaint and paint facilities, making for better optimization of existing facilities regardless of cost. Data was collected and analyzed to identify impacts of changing current operations. Impacts will be for the total aircraft repair process that includes everything

(depaint, repair, and paint) done to the aircraft, from the time it is first received at a depot and until it is returned to service. The following rationale was used to develop the Pro Sim models.

SCENARIO 1 FOR SMALL AIRCRAFT - consolidates all fighter paint and depaint at OO-ALC. All aircraft will be delivered by the customer to OO-ALC for depaint. Then the pilot from the PDM center will commercially fly to OO-ALC and deliver the depainted aircraft to the PDM center as shown in the scenarios table. After PDM the pilot from the PDM center will fly aircraft to OO-ALC for paint. The pilot will commercially fly home and the customer will pickup completed aircraft at OO-ALC.

TWO EXCEPTIONS: 1. All F-15 pilots are from WR-ALC.
2. The A-10 workload in paint from SA-ALC is not a PDM and will never see SA-ALC, just OO-ALC.

SCENARIO 2 FOR SMALL AIRCRAFT PAINT - consolidates all at SM-ALC. the depaint is consolidated at SM-ALC and WR-ALC.
The customer will deliver all F-16 and A-10 aircraft to SM-ALC for depaint. Customer will deliver all F-15 and T-38 aircraft to WR-ALC for depaint. The F-16 and T-38 pilot from the PDM center will fly commercially to the depaint center and fly the aircraft to the PDM site. The 24 F-15's for SM-ALC PDM that are stripped at WR-ALC will be delivered by a WR-ALC F-15 pilot to SM-ALC. The F-15 pilot will then fly back to WR-ALC commercially. After PDM all aircraft will be flown by the PDM center pilots to SM-ALC for paint and customer pick-up. The pilots will then return to WR-ALC commercially.

ONE EXCEPTION: The A-10 shown from SA-ALC is a scuff and paint only. These aircraft will only go to SM-ALC and never see SA-ALC.

SCENARIO 1 FOR LARGE AIRCRAFT has the customer delivering all B-1 aircraft, 42 C-135 aircraft and 6 SP-135 aircraft to OC-ALC to be depainted by LARPS. These aircraft will stay at OC-ALC for PDM and all B-1'S, 36 C-135, and 6 SP-135 will remain at OC-ALC for paint and be picked up by the customer at OC-ALC. The other 6 C-135 that are PDM at OC-ALC will be flown to SA-ALC for paint and customer pick-up. The C-135 pilots will commercially fly back to OC-ALC from SA-ALC.
SCENARIO 1 FOR LARGE AIRCRAFT has the customer delivering all C-5 aircraft and 28 C-130'S to SA-ALC for depaint using PMB. The C-5 will stay AT SA-ALC for PDM, paint, and customer pick-up. There will be 18 C-130'S going to OO-ALC for PDM and 10 C-130'S will go to WR-ALC for PDM. The pilots from each OO-ALC AND WR-ALC will commercially fly to SA-ALC and deliver depainted C-130'S to PDM. The 18 C-130'S taken to OO-ALC for PDM will be flown to WR-ALC for paint and subsequent customer pick-up. the pilots will commercially fly back from WR-ALC to OO-ALC. The 10 C-130'S taken to WR-ALC for PDM will remain there for paint and customer pick-up.
SCENARIO 1 FOR LARGE AIRCRAFT has the customer delivering all B-52 aircraft to WR-ALC for depaint using LARPS. Pilots will fly commercially from OC-ALC to WR-ALC and fly all the B-52'S to OC-ALC for PDM, paint and customer pick-up. Customer will deliver all C-

141'S to WR-ALC for depaint using BOSS, PDM, and paint. Customer will pick up all completed C-141'S at WR-ALC. Customer will deliver 25 C-135 aircraft to WR-ALC for depaint using LARPS. Pilots will commercially fly from SM-ALC to WR-ALC to pick-up 25 depainted C-135'S and deliver to SM-ALC for PDM. Then 24 C-135's will be flown to SA-ALC for paint and customer pick-up. Pilots will fly commercially back to SM-ALC from SA-ALC. Customer will deliver all E-3 to WR-ALC for depaint using LARPS. Pilots will fly commercially from OC-ALC to WR-ALC and fly 10 E-3 to OC-ALC for PDM, paint and customer pick-up. There are 34 C-130'S that are scuff sand and paint with no depaint. These will be painted at WR-ALC. There are 27 of these that are PDM at OO-ALC and flown to WR-ALC for paint and customer pick-up. Pilots will commercially fly back to OO-ALC from WR-ALC. There are 7 of these that are PDM at WR-ALC. There are also 5 C-141'S that are scuff sand and paint only.

SCENARIO 2 FOR LARGE AIRCRAFT has the customer delivering all B-1 aircraft to OC-ALC for depaint using LARPS. These aircraft will remain at OC-ALC for PDM, paint and subsequent customer pick-up. Customer will deliver all C-5 aircraft to OC-ALC for depaint in B. 2280 using PMB. A flight crew will fly commercially from SA-ALC to OC-ALC and deliver 21 C-5 aircraft to SA-ALC for PDM. The flight crew will then deliver the C-5 back to OC-ALC for paint in B. 2280 and subsequent customer pick-up. The flight crew will fly home commercially to SA-ALC from OC-ALC. Customer WILL deliver 42 C-135 and 6 SP-135 to OC-ALC for depaint using LARPS. 28 C-135 and 6 SP-135 will remain at OC-ALC for PDM, paint and customer pick-up. The remaining 14 C-135 aircraft will be PDM at OC-ALC and flown to SM-ALC for paint and customer pick-up. The flight crew will fly home commercially from SM-ALC to OC-ALC. Customer will deliver 28 C-130 aircraft to OC-ALC for depaint using BOSS. Flight crew will fly commercially from OO-ALC to OC-ALC to fly 18 of these C-130'S to OO-ALC for PDM, paint and customer pick-up. Flight crew will fly commercially from WR-ALC to OC-ALC to fly 10 of the C-130'S to WR-ALC for PDM, paint, and customer pick-up.
SCENARIO 2 FOR LARGE AIRCRAFT has the customer delivering all B-52 aircraft to WR-ALC for depaint using LARPS. Flight crew will commercially fly from OC-ALC to WR-ALC to fly 21 B-52'S to OC-ALC for PDM. flight crew will fly 21 B-52'S to WR-ALC for paint and customer pick-up. The flight crew will then fly commercially back to OC-ALC from WR-ALC. Customer will deliver 25 C-135 aircraft to WR-ALC for depaint using LARPS. Flight crew will fly commercially from SM-ALC to WR-ALC to fly 25 C-135 aircraft to SM-ALC for PDM, paint and customer pick-up. Customer will deliver 32 C-141'S to WR-ALC for depaint using BOSS. All of these plus 5 additional scuff sand and paint aircraft will remain at WR-ALC for PDM, paint and customer pick-up. Customer will deliver all E-3 aircraft to WR-ALC for depaint using LARPS. Flight crew will fly commercially from OC-ALC to WR-ALC to pick-up and deliver 10 E-3 aircraft to OC-ALC for PDM. Flight crew will fly 10 E-3 aircraft to WR-ALC for paint and customer pick-up. Flight crew will return commercially to OC-ALC from WR-ALC.

**Benefits**

A benefits matrix was developed identifying the identifying the strengths and weaknesses of each scenario. Probabilities were identified as low, moderate or high with low meaning that the benefit had a low probability of being realized for that particular scenario. The following benefits were identified for each scenario.

| BENEFITS MATRIX | Small Aircraft Scenario: 1 | Small Aircraft Scenario: 2 | Large Aircraft Scenario: 1 | Large Aircraft Scenario: 2 |
|---|---|---|---|---|
| A. EFFICIENCIES | | | | |
| 1. Larger workload | M | M | L | M |
| 2. Increased Facility, Equipment, & Personnel Utilization | M | M | H | H |
| 3. Process Improvements | L | L | H | H |
| 4. Decreased Flowtime, Increased Throughput | L | L | L | L |
| B. ELIMINATE NEED FOR REDUNDANCY | | | | |
| 1. Depreciation | H | M | M | M |
| 2. Plant Management Reduction | H | M | M | M |
| 3. Replacement Cost of Facility/Equipment | H | M | M | M |
| 4. Environmental | H | M | H | M |
| 5. Technology | M | M | H | H |
| 6. Personnel | M | M | M | M |
| C. INVENTORY CONSOLIDATION | | | | |
| 1. Material Cost, Inventory, WIP | H | M | M | M |
| 2. Personnel | H | M | M | M |
| D. CANCELING MILCON, EQUIP, TECHNOLOGY & ENVIR PROJECTS | L | L | H | H |
| E. CTX POSTURING | H | M | M | L |
| F. IMPROVED QUALITY | M | M | M | M |
| G. IMPROVED PROJECTION CONTROL | M | M | M | M |
| H. ADDITIONAL SURGE CAPACITY | H | L | L | L |
| I. MAJCOM CAPACITY | H | L | L | L |
| J. CAPABILITY TO DEPAINT/PAINT TOGETHER AFTER PDM ($ SAVINGS) | H | L | L | L |

## BENEFIT SUMMARY EXPLANATION

**SMALL AIRCRAFT SCENARIO 1**

All small aircraft painted and depainted at OO-ALC.

A. EFFICIENCIES

| | | |
|---|---|---|
| 1. Larger workload | M | Significantly larger (more than double the tail #'s. |
| 2. Increased Facility, Equipment, & Personnel Utilization | M | Increased from 27% on paint to 67%; Increased from 9% on depaint to 57%. |
| 3. Process Improvements | L | Utilization same removal and application processes. |
| 4. Decreased Flowtime, Increased Throughput | L | Small impact. |

B. ELIMINATE NEED FOR REDUNDANCY

| | | |
|---|---|---|
| 1. Depreciation | H | Closed facilities/equipment of 5 facilities (WR, SA, SM) |
| 2. Plant Management Reduction | H | Eliminate 5 facilities. No plant management. |
| 3. Replacement Cost of Facility/Equipment | H | Eliminate at 5 facilities. No buys. |
| 4. Environmental | H | Closed 5 facilities with emissions. |
| 5. Technology | M | No chemicals. |
| 6. Personnel | M | Eliminate staffing requirements at 5 facilities. |

C. INVENTORY CONSOLIDATION

| | | |
|---|---|---|
| 1. Material Cost, Inventory, WIP | H | Only maintain PMB and paint inventory at 1 ALC. |
| 2. Personnel | H | Eliminate requirement to staff material support to 5 facilities. |

| | | |
|---|---|---|
| D. CANCELING MILCON, EQUIP, TECHNOLOGY & ENVIR PROJECTS | L | Small impact. |
| E. CTX POSTURING | H | Creates small aircraft CTX. |
| F. IMPROVED QUALITY | M | Improved by quantity, reduced by 3rd shift application. |
| G. IMPROVED PRODUCTION CONTROL | M | Improved by quantity, reduced by |

| | | |
|---|---|---|
| | | 3rd shift application. |
| H. ADDITIONAL SURGE CAPACITY | H | One full shift excess capacity. |
| I. MAJCOM CAPACITY | H | One full shift excess capacity |
| J. CAPABILITY TO DEPAINT/PAINT TOGETHER AFTER PDM ($ SAVINGS) | H | Possibility of combining paint/depaint after PDM. Could do both at same site after PDM and reduce the ferrying cost and duplicate tasks costs |

## BENEFIT SUMMARY EXPLANATION

### SMALL AIRCRAFT SCENARIO 2

All small aircraft painted at SM-ALC; F-16 and A-10 are depainted at SM-ALC and F-15 and T-38 are depainted at WR-ALC.

A. EFFICIENCIES

| | | |
|---|---|---|
| 1. Larger workload | M | Significantly larger workload at SM paint/depaint and WR depaint. |
| 2. Increased Facility, Equipment, & Personnel Utilization | H | SM paint increased from 15% to 100%; SM depaint increased from 59% to 87%; and WR depaint increased from 19 % to 83%. |
| 3. Process Improvements | L | Utilization of same removal and application process. |
| 4. Decreased Flowtime, Increased Throughput | L | Small impact. |

B. ELIMINATE NEED FOR REDUNDANCY

| | | |
|---|---|---|
| 1. Depreciation | M | Paint - closed 3 facilities/ equip (OO, SA, and WR); Depaint - closed 1 facility/ equip (OO). |
| 2. Plant Management Reduction | M | Paint - closed 3 facilities/ equip (OO, SA, and WR); Depaint - closed 1 facility/ equip (OO). No plant management. |
| 3. Replacement Cost of Facility/Equipment | M | Paint - closed 3 facilities/ equip (OO, SA, and WR); Depaint - closed 1 facility/ equip (OO). No buys. |
| 4. Environmental | M | Paint - closed 3 facilities/ equip (OO, SA, and WR); Depaint - closed 1 facility/ equip (OO). No emissions. |
| 5. Technology | M | No chemicals. |
| 6. Personnel | M | Eliminate staffing requirements at 4 facilities. |

C. INVENTORY CONSOLIDATION

| | | |
|---|---|---|
| 1. Material Cost, Inventory, WIP | M | Maintain PMB and paint stock levels at 2 ALCs. |
| 2. Personnel | M | Personnel to staff material. |

| | | |
|---|---|---|
| D. CANCELING MILCON, EQUIP, TECHNOLOGY & | L | Small impact. |

ENVIR PROJECTS

| | | |
|---|---|---|
| E. CTX POSTURING | M | CTX small aircraft paint at SM; divided on depaint at SM and WR. |
| F. IMPROVED QUALITY | | Improved by quantity, reduced by 3rd shift application. |
| G. IMPROVED PRODUCTION CONTROL | | Improved by quantity, reduced by 3rd shift application. |
| H. ADDITIONAL SURGE CAPACITY | | None on paint. 75 days on depaint. |
| I. MAJCOM CAPACITY | L | None on paint. 75 days on depaint. |
| J. CAPABILITY TO DEPAINT/PAINT TOGETHER AFTER PDM ($ SAVINGS) | L | Only on SM processed aircraft (1/2 of the fighters. |

## BENEFIT SUMMARY EXPLANATION

**LARGE AIRCRAFT SCENARIO 1**
Paint and depaint large aircraft at OC-ALC, SA-ALC and WR-ALC.

A. EFFICIENCIES

| | | |
|---|---|---|
| 1. Larger workload | L | No significant increase in tail #s. |
| 2. Increased Facility, Equipment, & Personnel Utilization | H | All 3 centers close to 100% paint and depaint. |
| 3. Process Improvements | H | Robotic on LARPS vs PMB vs BOSS. |
| 4. Decreased Flowtime, Increased Throughput | L | Small impact. |

B. ELIMINATE NEED FOR REDUNDANCY

| | | |
|---|---|---|
| 1. Depreciation | M | Eliminate 4 facilities (Bldg 270, 2122 at OO, Bldg 692, 375 at SM). |
| 2. Plant Management Reduction | M | Eliminate plant management at 4 facilities (Bldg 270, 2122 at OO, Bldg 692, 375 at SM). |
| 3. Replacement Cost of Facility/Equipment | M | Eliminate 4 facilities (Bldg 270, 2122 at OO, Bldg 692, 375 at SM). No buys. |
| 4. Environmental | H | Reduction of chemical depaint; i.e. SM OC. Emission reduction. |
| 5. Technology | H | LARPS vs Chemical. PMB vs BOSS. |
| 6. Personnel | M | Eliminate staffing at 4 facilities. |

C. INVENTORY CONSOLIDATION

| | | |
|---|---|---|
| 1. Material Cost, Inventory, WIP | M | Maintain stock levels at 3 ALCs. |
| 2. Personnel | M | Personnel at 3 ALCs to maintain stock. |
| D. CANCELING MILCON, EQUIP, TECHNOLOGY & ENVIR PROJECTS | H | $25.3M cost avoidance at OC MILCON. |
| E. CTX POSTURING | M | Large aircraft at 3 large aircraft centers. |
| F. IMPROVED QUALITY | M | New technology provides robotic on LARPS. |
| G. IMPROVED PRODUCTION CONTROL | M | New technology provides robotic on |

| | | |
|---|---|---|
| | | LARPS. |
| H. ADDITIONAL SURGE CAPACITY | L | Only at SA in paint and depaint. |
| I. MAJCOM CAPACITY | L | Only at SA in paint and depaint. |
| J. CAPABILITY TO DEPAINT/PAINT TOGETHER AFTER PDM ($ SAVINGS) | L | Only 3 of 8 aircraft. |

## BENEFIT SUMMARY EXPLANATION

### LARGE AIRCRAFT SCENARIO 2

Paint large aircraft at OC-ALC, OO-ALC, SM-ALC, and WR-ALC. Depaint large aircraft at OC-ALC and WR-ALC.

A. EFFICIENCIES

| | | |
|---|---|---|
| 1. Larger workload | M | Larger paint at SM and WR; Larger depaint at OC and WR with LARPS. |
| 2. Increased Facility, Equipment, & Personnel Utilization | H | 4 centers on paint at 100%; 2 centers on depaint at 100%. |
| 3. Process Improvements | H | LARPS vs Chemical. |
| 4. Decreased Flowtime, Increased Throughput | L | Small impact. |

B. ELIMINATE NEED FOR REDUNDANCY

| | | |
|---|---|---|
| 1. Depreciation | M | Close 1 paint facility (Bldg 365 at SA); Close 2 depaint facilities (Bldg 379 at SM, Bldg 375 at SA). |
| 2. Plant Management Reduction | M | Eliminate plant management at 3 facilities. |
| 3. Replacement Cost of Facility/Equipment | M | Eliminate facility/equipment at 3 facilities. No buys. |
| 4. Environmental | M | Paint emissions at 4 centers vs 5. Eliminate Chemical at OC and SM. |
| 5. Technology | H | LARPS vs Chemical. |
| 6. Personnel | M | Eliminate staffing at 3 facilities. |

C. INVENTORY CONSOLIDATION

| | | |
|---|---|---|
| 1. Material Cost, Inventory, WIP | M | Material at 4 paint centers vs 5. Material at 2 depaint reduction of depaint material using LARPS. |
| 2. Personnel | M | Paint support staffing at 4 ALCs vs 5. Depaint staffing reduced by LARPS. |
| D. CANCELING MILCON, EQUIP, TECHNOLOGY & ENVIR PROJECTS | H | $25.8M cost avoidance at OC MILCON. |
| E. CTX POSTURING | L | Utilization of small aircraft centers. For large aircraft centers, 2 centers for depaint. |

| | | |
|---|---|---|
| F. IMPROVED QUALITY | M | BOSS, PMB, LARPS on depaint. Same on paint. |
| G. IMPROVED PRODUCTION CONTROL | M | New technology with robotic LARPS. |
| H. ADDITIONAL SURGE CAPACITY | L | No paint surge. Depaint surge on BOSS only. |
| I. MAJCOM CAPACITY | L | No paint capacity. Depaint capacity on BOSS only. |
| J. CAPABILITY TO DEPAINT/PAINT TOGETHER AFTER PDM ($ SAVINGS) | L | Paint at 4 centers. Depaint at 2 centers. |

## RISKS

Facilities capacities are being maximized with 3 shift operations, which will not permit any delays. Any significant equipment or maintenance problems, would have to be resolved with overtime or some major scheduling delays would result.

PMB depainting and painting operations will be performed in the same facility, Bldg. 2280, at OC-ALC. The commingling of these two operations in the same building, will demand extensive housekeeping between the paint and depaint operations.

All ALCs gaining new workload will have to have a formal environmental assessment accomplished, proving environmental compatibility.

A B-1 air wing is being transferred to WR-ALC will use Bldg 89, until 1999. This will delay the implementation of this building for painting operations.

The LARPS system being installed at OC-ALC and WR-ALC is estimated to reduce flowtime by 50-70%. This system is to replace current chemical stripping of KC-135 and E-3 aircraft, and is the only process being considered for paint stripping on B-1 and B-52s. If this new technology fails to meet engineering expectations, the large aircraft scenarios will falter.

LARPS Rationale

The Large Aircraft Robotic Paint Removal (LARPS) technology has been developed by OC-ALC and Wright Laboratories - Mantech Directorate to establish a safe and effective method for removing paint from these large military aircraft, B-52, KC/C-135, B-1 and E-3 aircraft. Although there are no other accepted depaint technologies (i.e., medium pressure water/ bicarbonate of soda (BOSS), plastic media blasting (PMB), and environmentally acceptable (E.A.) chemicals), for these aircraft. LARPS offers an improved process throughput, reduced hazardous waste generation, and minimal impacts to aircraft structural integrity compared to chemical stripping.

To validate the LARPS material characterization, OC-ALC and WL/MT engineers develop a test program to assess impacts on B-52, KC/C-135, B-1 and E-3 aircraft structure. LARPS technology generated acceptable material characterization results. Based on a careful comparison of available depaint technologies, the B-52, KC/C-135, B-1 and E-3 aircraft system program directors (SPDs) have all endorsed the LARPS process as the only current available technology for paint removal on their respective weapon systems.

One aspect of the LARPS system that makes it unique is the elimination of process variability during the depainting process. The LARPS robot carefully directs a blast stream of ultra-high pressure water (approximately 25,000 psi) across the aircraft surface, removing the aircraft paint system. The robotic process maintains an exact stand-off distance from the aircraft surface preventing over or under stripping. In addition, since the LARPS process is robotically actuated, manpower is reduced by a minimum of fifty (50) percent. Finally, since LARPS replaces people with robots, human exposure to a traditionally toxic depainting environment is eliminated. Although the LARPS system requires a significant upfront capital cost (approximately $8.5M for a two robot system), it will be quickly amortized with reductions in manpower and hazardous waste disposal costs. Based on the LARPS unique mobile design, the process can be easily retrofitted into existing facilities.

## Flowtime Impact

The scenarios were developed to address the impacts of separating the depaint and paint processes from the aircraft repair process. These impacts average out to about 9 days for each aircraft. The additional flowdays are the direct result of additional ferrying of aircraft to the various facilities and duplicated tasks due to in-processing and out-processing of aircraft because the paint and depaint operations are separated from the PDM functions.

This report doesn't include cost increases because of increase of flowdays and the effect on PDMs. This schedule impact will occur because our flight test crews will have to fly the aircraft to the depaint, repair and paint depots, as well as flight test the aircraft finishing the repair cycle. Also each of these flights will result in some redundant operations such as incoming flight preps, defueling, weight/balance, outgoing flight preps, and refueling. Scheduling problems will also effect other PDM aircraft that may or may not be affected by the paint/depaint ferrying.

Some of the delays maybe minimized by good planning and coordination of flights, enabling pilots to drop off one plane and picking up another, thereby eliminating the need for commercial flights. Some of the aircraft may be able to be depainted and painted after the PDM is accomplished, unless the aircraft requires an "Analytic Condition Inspection."

## PROS

Better utilization of existing facilities and their capacities.

An increase in efficiency due to larger volumes of work being processed at fewer locations.

A reduction in the number of facilities doing similar work. This will reduce maintenance costs.

New perspectives to new workload being done by gaining facilities.

## CONS

Facility capacities are maximized, hampering surge capability.

Flowtimes increase due to ferrying aircraft and additional tasks required for in-processing and out-processing aircraft at the depaint ALC and the paint ALC.

Additional work for mechanics accomplishing receiving and departing tasks on aircraft arriving and departing depaint ALCs and paint ALCs.

Significant cost increases for ferrying aircraft.

## Conclusions

The AFMC depots have excess facility space to depaint and paint military aircraft. Most of the excess space is the size that can be used for the fighter size aircraft and can be used to consolidate existing paint and depaint operations or more effectively used to accomplish other depaint or paint workload that may be needed by the Air Force. Separating the depaint and paint functions from the aircraft repair (PDM) site does not appear a feasible use of these facilities.

When separated from the aircraft depot, certain redundant or duplicated tasks are required at the depaint and the paint locations to receive and dispatch the aircraft. This requires more manpower and will result in additional cost to the customer. Additionally, our flight test pilots/crews will have to ferry the aircraft to the separated sites which also adds additional cost that must be absorbed by our customers. The off setting costs of mothballing unused facilities and personnel reductions of 15% does not appear to cover the costs of duplicate tasks and additional flying of the aircraft.

There is an increase in flowdays (6 - 10 days) due to the duplicated tasks and additional flying of the aircraft between depots. Also, the additional mechanics needed for duplicated tasks exceed the 15% reduction of paint and depaint personnel.

## Issues

Scenario 2 for large aircraft proposes installing a PMB stripping capability in the OC-ALC paint hangar Bldg. 2280 to depaint and paint the C-5 in the same facility. This is the only other AFMC facility large enough to house the C-5. This option has many inherent problems of mixing a PMB process with a painting process that would have to b overcome if implemented.

Both large aircraft scenarios use the reduced flowtimes (50% reduction for B-1, B-52, and C135 and 70% reduction for E-3) expected from the LARPS depaint process. If these times are too low once the new process is installed, the number of facilities could increase to three instead of the two identified in this study.

## Recommendation

The team recommends that the depaint and paint functions remain co-located at the aircraft repair site. Increased aircraft flowtime, increased manhours and cost for duplicated tasks and additional flying to deliver the aircraft to separate sites offset the benefits of centralizing the depaint and paint functions.

# ATTACHMENTS

**Aircraft Paint and Depaint Process**

**Data**

AFMC Depaint and Paint Workload
Aircraft Dimensions
AFMC Depaint and Paint Facilities
Facility Dimensions
Facility Capacity Calculations
COBRA Data
Pro Sim Modeling Data
Duplicate Tasks
Environmental Impacts
Flight Crew and Aircraft Transportation Costs
Interim Production Support Calculations
USAF Aircraft Coating Systems Strategy

**Team Membership**

# DATA

# AFMC DEPAINT and PAINT WORKLOAD

| AFMC TOTAL PAINT AND DEPAINT WORKLOAD ( DPSH) | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| OC-ALC | 254642 | 278855 | 315374 | 348330 | 348710 | 345761 |
| OO-ALC | 66985 | 65890 | 65890 | 65890 | 65890 | 65890 |
| SA-ALC | 90783 | 181744 | 181744 | 181744 | 181744 | 95581 |
| SM-ALC | 105941 | 144488 | 144488 | 144488 | 144488 | 144488 |
| WR-ALC | 162967 | 181802 | 150488 | 121323 | 107237 | 100404 |
| | | | | | | |
| AFMC | 681318 | 852779 | 857984 | 861775 | 848069 | 752124 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **AFMC LARGE AIRCRAFT PAINT WORKLOAD (DPSH)** | | | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| OC-ALC | 188876 | 193437 | 198834 | 202187 | 202053 | 200435 |
| OO-ALC | 31740 | 30864 | 30864 | 30864 | 30864 | 30864 |
| SA-ALC | 45133 | 86163 | 86163 | 86163 | 86163 | 0 |
| SM-ALC | 25888 | 40450 | 40450 | 40450 | 40450 | 40450 |
| WR-ALC | 27007 | 32886 | 29142 | 16662 | 11046 | 9798 |
| AFMC | 318644 | 383800 | 385453 | 376326 | 370576 | 281547 |
| **AFMC SMALL AIRCRAFT PAINT WORKLOAD ( DPSH)** | | | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| OC-ALC | 0 | 0 | 0 | 0 | 0 | 0 |
| OO-ALC | 15758 | 15952 | 15952 | 15952 | 15952 | 15952 |
| SA-ALC | 1067 | 10120 | 10120 | 10120 | 10120 | 10120 |
| SM-ALC | 26485 | 31129 | 31129 | 31129 | 31129 | 31129 |
| WR-ALC | 22050 | 20160 | 19530 | 29295 | 29925 | 29610 |
| AFMC | 65360 | 77361 | 76731 | 86496 | 87126 | 86811 |
| **AFMC LARGE AIRCRAFT DEPAINT WORKLOAD (DPSH)** | | | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| OC-ALC | 65766 | 85418 | 116540 | 146143 | 146657 | 145326 |
| OO-ALC | 0 | 0 | 0 | 0 | 0 | 0 |
| SA-ALC | 43626 | 83286 | 83286 | 83286 | 83286 | 83286 |
| SM-ALC | 26048 | 40700 | 40700 | 40700 | 40700 | 40700 |
| WR-ALC | 88710 | 105716 | 76256 | 41886 | 32066 | 27156 |
| AFMC | 224150 | 315120 | 316782 | 312015 | 302709 | 296468 |

ALC TOTAL

| AFMC SMALL AIRCRAFT DEPAINT WORKLOAD (DPSH) | | | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| OC-ALC | 0 | 0 | 0 | 0 | 0 | 0 |
| OO-ALC | 19487 | 19074 | 19074 | 19074 | 19074 | 19074 |
| SA-ALC | 957 | 2175 | 2175 | 2175 | 2175 | 2175 |
| SM-ALC | 27520 | 32209 | 32209 | 32209 | 32209 | 32209 |
| WR-ALC | 25200 | 23040 | 25560 | 33480 | 34200 | 33840 |
| | | | | | | |
| AFMC | 73164 | 76498 | 79018 | 86938 | 87658 | 87298 |

| OC-ALC Workload Aircraft Paint | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | Number of Aircraft | | | | |
| | FY94 | FY95 | FY96 | FY97 | FY98 | FY99 |
| B-1 | 18 | 19 | 23 | 23 | 23 | 23 |
| B-52 | 17 | 21 | 16 | 17 | 16 | 16 |
| E-3 | 11 | 10 | 10 | 11 | 11 | 11 |
| C-135 | 45 | 42 | 42 | 43 | 43 | 42 |
| SP-135 | 6 | 6 | 8 | 7 | 8 | 8 |
| | | | | | | |
| TOTAL | 97 | 98 | 99 | 101 | 101 | 100 |
| | | | | | | |
| | | | | | | |
| | | Workload DPSH | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| B-1 | 52776 | 55708 | 67436 | 67436 | 67436 | 67436 |
| B-52 | 34357 | 42441 | 32336 | 34357 | 32336 | 32336 |
| E-3 | 17611 | 16010 | 16010 | 17611 | 17611 | 17611 |
| C-135 | 72810 | 67956 | 67956 | 69574 | 69574 | 67956 |
| SP-135 | 11322 | 11322 | 15096 | 13209 | 15096 | 15096 |
| | | | | | | |
| TOTAL | 188876 | 193437 | 198834 | 202187 | 202053 | 200435 |
| | | | | | | |
| | | | | | | |
| **OC-ALC Workload Aircraft Depaint** | | | | | | |
| | | | | | | |
| | | Number of Aircraft | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| B-1 | 0 | 0 | 12 | 23 | 23 | 23 |
| B-52 | 0 | 0 | 8 | 17 | 16 | 16 |
| E-3 | 12 | 10 | 10 | 11 | 11 | 11 |
| C-135 | 27 | 42 | 42 | 43 | 43 | 42 |
| SP-135 | 3 | 6 | 8 | 7 | 8 | 8 |
| | | | | | | |
| TOTAL | 42 | 58 | 80 | 101 | 101 | 100 |
| | | | | | | |
| | | | | | | |
| | | Workload DPSH | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| B-1 | 0 | 0 | 21924 | 42021 | 42021 | 42021 |
| B-52 | 0 | 0 | 6536 | 13889 | 13072 | 13072 |
| E-3 | 25836 | 21530 | 21530 | 23683 | 23683 | 23683 |
| C-135 | 35937 | 55902 | 55902 | 57233 | 57233 | 55902 |
| SP-135 | 3993 | 7986 | 10648 | 9317 | 10648 | 10648 |
| | | | | | | |
| TOTAL | 65766 | 85418 | 116540 | 146143 | 146657 | 145326 |

| OO-ALC Workload Aircraft Paint | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | Number of Aircraft | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| C-130 | 15 | 13 | 13 | 13 | 13 | 13 |
| C-130N | 10 | 10 | 10 | 10 | 10 | 10 |
| C-130SS | 22 | 22 | 22 | 22 | 22 | 22 |
| F-16 | 70 | 66 | 66 | 66 | 66 | 66 |
| F-16SS | 8 | 8 | 8 | 8 | 8 | 8 |
| F-16B40 | 39 | 58 | 58 | 58 | 58 | 58 |
| F-16PP | 55 | 74 | 74 | 74 | 74 | 74 |
| | | | | | | |
| | | | | | | |
| TOTAL | 164 | 177 | 177 | 177 | 177 | 177 |
| | | | | | | |
| | | | | | | |
| | | Workload DPSH | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| C-130 | 6570 | 5694 | 5694 | 5694 | 5694 | 5694 |
| C-130N | 4380 | 4380 | 4380 | 4380 | 4380 | 4380 |
| C-130SS | 20790 | 20790 | 20790 | 20790 | 20790 | 20790 |
| F-16 | 11900 | 11220 | 11220 | 11220 | 11220 | 11220 |
| F-16SS | 1840 | 1840 | 1840 | 1840 | 1840 | 1840 |
| F-16B40 | 1248 | 1856 | 1856 | 1856 | 1856 | 1856 |
| F-16PP | 770 | 1036 | 1036 | 1036 | 1036 | 1036 |
| | | | | | | |
| | | | | | | |
| TOTAL | 47498 | 46816 | 46816 | 46816 | 46816 | 46816 |
| | | | | | | |
| | | | | | | |
| **OO-ALC Workload Aircraft Depaint** | | | | | | |
| | | | | | | |
| | | Number of Aircraft | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| F-16 | 70 | 66 | 66 | 66 | 66 | 66 |
| F-16B40 | 39 | 58 | 58 | 58 | 58 | 58 |
| | | | | | | |
| | | | | | | |
| TOTAL | 109 | 124 | 124 | 124 | 124 | 124 |
| | | | | | | |
| | | | | | | |
| | | Workload DPSH | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| F-16 | 18200 | 17160 | 17160 | 17160 | 17160 | 17160 |
| F-16B40 | 1287 | 1914 | 1914 | 1914 | 1914 | 1914 |
| | | | | | | |
| | | | | | | |
| TOTAL | 19487 | 19074 | 19074 | 19074 | 19074 | 19074 |

| SA-ALC Workload Aircraft Paint | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | Number of Aircraft | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 0 | 15 | 15 | 15 | 15 | 15 |
| C-5 | 11 | 21 | 21 | 21 | 21 | 0 |
| T-38 | 11 | 25 | 25 | 25 | 25 | 25 |
| | | | | | | |
| TOTAL | 22 | 61 | 61 | 61 | 61 | 40 |
| | | | | | | |
| | | | | | | |
| | | Workload DPSH | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 0 | 7695 | 7695 | 7695 | 7695 | 7695 |
| C-5 | 45133 | 86163 | 86163 | 86163 | 86163 | 0 |
| T-38 | 1067 | 2425 | 2425 | 2425 | 2425 | 2425 |
| | | | | | | |
| TOTAL | 46200 | 96283 | 96283 | 96283 | 96283 | 10120 |
| | | | | | | |
| | | | | | | |
| **SA-ALC Workload Aircraft Depaint** | | | | | | |
| | | | | | | |
| | | Number of Aircraft | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 0 | 15 | 15 | 15 | 15 | 15 |
| C-5 | 11 | 21 | 21 | 21 | 21 | 21 |
| T-38 | 11 | 25 | 25 | 25 | 25 | 25 |
| | | | | | | |
| TOTAL | 22 | 61 | 61 | 61 | 61 | 61 |
| | | | | | | |
| | | | | | | |
| | | Workload DPSH | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 0 | 0 | 0 | 0 | 0 | 0 |
| C-5 | 43626 | 83286 | 83286 | 83286 | 83286 | 83286 |
| T-38 | 957 | 2175 | 2175 | 2175 | 2175 | 2175 |
| | | | | | | |
| TOTAL | 44583 | 85461 | 85461 | 85461 | 85461 | 85461 |

| SM-ALC Workload Aircraft Paint | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | Number of Aircraft | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 40 | 49 | 49 | 49 | 49 | 49 |
| KC-135 | 16 | 25 | 25 | 25 | 25 | 25 |
| F-15 | 23 | 24 | 24 | 24 | 24 | 24 |
| | | | | | | |
| | | | | | | |
| TOTAL | 79 | 98 | 98 | 98 | 98 | 98 |
| | | | | | | |
| | | | | | | |
| | | Workload DPSH | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 19240 | 23569 | 23569 | 23569 | 23569 | 23569 |
| KC-135 | 25888 | 40450 | 40450 | 40450 | 40450 | 40450 |
| F-15 | 7245 | 7560 | 7560 | 7560 | 7560 | 7560 |
| | | | | | | |
| | | | | | | |
| TOTAL | 52373 | 71579 | 71579 | 71579 | 71579 | 71579 |
| | | | | | | |
| | | | | | | |
| **SM-ALC Workload Aircraft Depaint** | | | | | | |
| | | | | | | |
| | | Number of Aircraft | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 40 | 49 | 49 | 49 | 49 | 49 |
| KC-135 | 16 | 25 | 25 | 25 | 25 | 25 |
| F-15 | 23 | 24 | 24 | 24 | 24 | 24 |
| | | | | | | |
| | | | | | | |
| TOTAL | 79 | 98 | 98 | 98 | 98 | 98 |
| | | | | | | |
| | | | | | | |
| | | Workload DPSH | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 19240 | 23569 | 23569 | 23569 | 23569 | 23569 |
| KC-135 | 26048 | 40700 | 40700 | 40700 | 40700 | 40700 |
| F-15 | 8280 | 8640 | 8640 | 8640 | 8640 | 8640 |
| | | | | | | |
| | | | | | | |
| TOTAL | 53568 | 72909 | 72909 | 72909 | 72909 | 72909 |

**WR-ALC Workload Aircraft Paint**

| | | | | | | |
|---|---|---|---|---|---|---|
| | | Number of Aircraft | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| C-130 | 11 | 10 | 10 | 10 | 10 | 10 |
| C-130SS | 9 | 7 | 7 | 7 | 7 | 7 |
| C-141 | 24 | 37 | 31 | 11 | 2 | 0 |
| F-15 | 70 | 64 | 62 | 93 | 95 | 94 |
| | | | | | | |
| TOTAL | 114 | 118 | 110 | 121 | 114 | 111 |
| | | | | | | |
| | | | | | | |
| | | Workload DPSH | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| C-130 | 12031 | 9798 | 9798 | 9798 | 9798 | 9798 |
| C-141 | 14976 | 23088 | 19344 | 6864 | 1248 | 0 |
| F-15 | 22050 | 20160 | 19530 | 29295 | 29925 | 29610 |
| | | | | | | |
| TOTAL | 49057 | 53046 | 48672 | 45957 | 40971 | 39408 |

**WR-ALC Workload Aircraft Depaint**

| | | | | | | |
|---|---|---|---|---|---|---|
| | | Number of Aircraft | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| C-130 | 30 | 28 | 28 | 28 | 28 | 28 |
| C-141 | 24 | 32 | 20 | 6 | 2 | 0 |
| F-15 | 70 | 64 | 71 | 93 | 95 | 94 |
| | | | | | | |
| TOTAL | 124 | 124 | 119 | 127 | 125 | 122 |
| | | | | | | |
| | | Workload DPSH | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| C-130 | 29790 | 27156 | 27156 | 27156 | 27156 | 27156 |
| C-141 | 58920 | 78560 | 49100 | 14730 | 4910 | 0 |
| F-15 | 25200 | 23040 | 25560 | 33480 | 34200 | 33840 |
| | | | | | | |
| TOTAL | 113910 | 128756 | 101816 | 75366 | 66266 | 60996 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **WR-ALC Workload** | | **Aircraft Paint / Depaint** | | **FY95** | | |
| | | | | | | |
| | | DPSH | | PE | | Yeild = 1344 |
| | | | | | | |
| C-130 | | 36954 | | 28 | | A/C RGC B |
| C-141 | | 101648 | | 76 | | |
| F-15 | | 43200 | | 33 | | |
| | | | | | | |
| TOTAL | | 181802 | | 137 | | |

| LABOR STANDARD | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | |
| | | | Depaint DPSH | | | | | Paint DPSH | | | |
| | ALC | | Prep | Depaint | Deprep | Total | | Prep | Paint | Deprep | Total |
| | | | | | | | | | | | |
| A-10 | SA | | | | | 0 | | | | | 513 |
| | SM | | | | | 481 | | | | | 420 |
| B-1 | OC | | | | | 1827 | | 476 | 2456 | | 2932 |
| B-52 | OC | | | | | 817 | | 270 | 1751 | | 2021 |
| C-5 | SA | | | | | 3966 | | | | | 4103 |
| C-130 | OO | AF | | | | 0 | | | | | 438 |
| | OO | NAVY | | | | 0 | | | | | 438 |
| | OO | SS | | | | 0 | | | | | 945 |
| | WR | OO | 112 | 845 | | 957 | | | | | |
| | WR | | 102 | 891 | | 993 | | 102 | 305 | | 305 |
| | WR | SS | | | | 0 | | | | | 964 |
| C-135 | OC | | | | | 1331 | | | | | 1618 |
| | SM | | | | | 1628 | | | | | 1618 |
| C-141 | WR | | | | | 2455 | | | | | 624 |
| E-3 | OC | | | | | 2153 | | | | | 1601 |
| F-15 | SM | | 144 | | | 360 | | | | | 315 |
| | WR | | | | | 360 | | | | | 315 |
| F-16 | OO | | | | | 260 | | | | | 170 |
| | OO | SS | | | | 0 | | | | | 230 |
| | OO | B40 | | | | 33 | | | | | 32 |
| | OO | PP | | | | 0 | | | | | 14 |
| SP-135 | OC | | | | | 1331 | | | | | 1887 |
| T-38 | SA | | | | | 87 | | | | | 97 |

**AFMC Workload Large Aircraft Paint**

| | Number of Aircraft | | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| B-1 | 18 | 19 | 23 | 23 | 23 | 23 |
| B-52 | 17 | 21 | 16 | 17 | 16 | 16 |
| C-5 | 11 | 21 | 21 | 21 | 21 | 0 |
| C-130 | 67 | 67 | 67 | 67 | 67 | 67 |
| C-135 | 61 | 67 | 67 | 68 | 68 | 67 |
| C-141 | 24 | 37 | 31 | 11 | 2 | 0 |
| E-3 | 11 | 10 | 10 | 11 | 11 | 11 |
| SP-135 | 6 | 6 | 8 | 7 | 8 | 8 |
| TOTAL | 226 | 273 | 268 | 250 | 241 | 217 |

| | Workload DPSH | | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| B-1 | 52776 | 55708 | 67436 | 67436 | 67436 | 67436 |
| B-52 | 34357 | 42441 | 32336 | 34357 | 32336 | 32336 |
| C-5 | 45133 | 86163 | 86163 | 86163 | 86163 | 0 |
| C-130 | 43771 | 40662 | 40662 | 40662 | 40662 | 40662 |
| C-135 | 98698 | 108406 | 108406 | 110024 | 110024 | 108406 |
| C-141 | 14976 | 23088 | 19344 | 6864 | 1248 | 0 |
| E-3 | 17611 | 16010 | 16010 | 17611 | 17611 | 17611 |
| SP-135 | 11322 | 11322 | 15096 | 13209 | 15096 | 15096 |
| TOTAL | 318644 | 383800 | 385453 | 376326 | 370576 | 281547 |

**AFMC Workload Small Aircraft Paint**

| | Number of Aircraft | | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 40 | 64 | 64 | 64 | 64 | 64 |
| F-15 | 93 | 88 | 86 | 117 | 119 | 118 |
| F-16 | 172 | 132 | 132 | 132 | 132 | 132 |
| T-38 | 11 | 25 | 25 | 25 | 25 | 25 |
| TOTAL | 316 | 309 | 307 | 338 | 340 | 339 |

| | Workload DPSH | | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 19240 | 31264 | 31264 | 31264 | 31264 | 31264 |
| F-15 | 29295 | 27720 | 27090 | 36855 | 37485 | 37170 |
| F-16 | 15758 | 15952 | 15952 | 15952 | 15952 | 15952 |
| T-38 | 1067 | 2425 | 2425 | 2425 | 2425 | 2425 |
| TOTAL | 65360 | 77361 | 76731 | 86496 | 87126 | 86811 |

| AFMC Workload Large Aircraft Depaint | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | Number of Aircraft | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| B-1 | 0 | 0 | 12 | 23 | 23 | 23 |
| B-52 | 0 | 0 | 8 | 17 | 16 | 16 |
| C-5 | 11 | 21 | 21 | 21 | 21 | 21 |
| C-130 | 30 | 28 | 28 | 28 | 28 | 28 |
| C-135 | 43 | 67 | 67 | 68 | 68 | 67 |
| C-141 | 24 | 32 | 20 | 6 | 2 | 0 |
| E-3 | 12 | 10 | 10 | 11 | 11 | 11 |
| SP-135 | 3 | 6 | 8 | 7 | 8 | 8 |
| TOTAL | 134 | 189 | 199 | 206 | 202 | 199 |
| | | | | | | |
| | | Workload DPSH | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| B-1 | 0 | 0 | 21924 | 42021 | 42021 | 42021 |
| B-52 | 0 | 0 | 6536 | 13889 | 13072 | 13072 |
| C-5 | 43626 | 83286 | 83286 | 83286 | 83286 | 83286 |
| C-130 | 29790 | 27156 | 27156 | 27156 | 27156 | 27156 |
| C-135 | 61985 | 96602 | 96602 | 97933 | 97933 | 96602 |
| C-141 | 58920 | 78560 | 49100 | 14730 | 4910 | 0 |
| E-3 | 25836 | 21530 | 21530 | 23683 | 23683 | 23683 |
| SP-135 | 3993 | 7986 | 10648 | 9317 | 10648 | 10648 |
| | | | | | | |
| TOTAL | 224150 | 315120 | 316782 | 312015 | 302709 | 296468 |

| AFMC Workload Small Aircraft Depaint | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | Number of Aircraft | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 40 | 64 | 64 | 64 | 64 | 64 |
| F-15 | 93 | 88 | 95 | 117 | 119 | 118 |
| F-16 | 109 | 124 | 124 | 124 | 124 | 124 |
| T-38 | 11 | 25 | 25 | 25 | 25 | 25 |
| TOTAL | 253 | 301 | 308 | 330 | 332 | 331 |
| | | | | | | |
| | | Workload DPSH | | | | |
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 19240 | 23569 | 23569 | 23569 | 23569 | 23569 |
| F-15 | 33480 | 31680 | 34200 | 42120 | 42840 | 42480 |
| F-16 | 19487 | 19074 | 19074 | 19074 | 19074 | 19074 |
| T-38 | 957 | 2175 | 2175 | 2175 | 2175 | 2175 |
| | | | | | | |
| TOTAL | 73164 | 76498 | 79018 | 86938 | 87658 | 87298 |

| CURRENT WORKLOAD | | | | SCENARIO 1 | | | | SCENARIO 2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALC | A/C TYPE | A/C QTY | DPSH | ALC | A/C TYPE | A/C QTY | DPSH | ALC | A/C TYPE | A/C QTY | DPSH |
| | **PAINT** | | | | | | | | | | |
| OC | NONE | | | OC | NONE | | | OC | NONE | | |
| OO | F16 | 132 | 15952 | OO | A10 | 64 | 31264 | OO | NONE | | |
| | | | | | F15 | 88 | 27720 | | | | |
| SA | A10 | 15 | 7695 | | F16 | 132 | 15952 | SA | NONE | | |
| | T38 | 25 | 2425 | | T38 | 25 | 2425 | | | | |
| | TOTAL | 40 | 10120 | | TOTAL | 309 | 77361 | SM | A10 | 64 | 31264 |
| | | | | | | | | | F15 | 88 | 27720 |
| SM | A10 | 49 | 23569 | SA | NONE | | | | F16 | 132 | 15952 |
| | F15 | 24 | 7560 | | | | | | T38 | 25 | 2425 |
| | TOTAL | 73 | 31129 | SM | NONE | | | | TOTAL | 309 | 77361 |
| WR | F15 | 64 | 20160 | WR | NONE | | | WR | NONE | | |
| TOTALS | | 309 | 77361 | TOTALS | | 309 | 77361 | TOTALS | | | |
| | **DEPAINT** | | | | | | | | | | |
| OC | NONE | | | OC | NONE | | | OC | NONE | | |
| OO | F16 | 124 | 19074 | OO | A10 | 49 | 23569 | OO | | | |
| | | | | | F15 | 88 | 31680 | | | | |
| SA | A10 | NONE | | | F16 | 124 | 19074 | SA | NONE | | |
| | T38 | 25 | 2175 | | T38 | 25 | 2175 | | | | |
| | | | | | TOTAL | 286 | 76498 | SM | A10 | 49 | 23569 |
| | | | | | | | | | F16 | 124 | 19074 |
| SM | A10 | 49 | 23569 | SA | NONE | | | | TOTAL | 173 | 42643 |
| | F15 | 24 | 8640 | | | | | | | | |
| | TOTAL | 73 | 32209 | SM | NONE | | | WR | F15 | 88 | 31680 |
| | | | | | | | | | T38 | 25 | 2175 |
| WR | F15 | 64 | 23040 | WR | NONE | | | | TOTAL | 113 | 33855 |
| TOTALS | | 286 | 76498 | TOTALS | | 286 | 76498 | TOTALS | | 286 | 76498 |

| CURRENT WORKLOAD | | | | SCENARIO 1 | | | | SCENARIO 2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALC | A/C TYPE | A/C QTY | DPSH | ALC | A/C TYPE | A/C QTY | DPSH | ALC | A/C TYPE | A/C QTY | DPSH |
| | **PAINT** | | | | | | | | | | |
| OC | B1 | 19 | 55708 | OC | B1 | 19 | 55708 | OC | B1 | 19 | 55708 |
| | B52 | 21 | 42441 | | B52 | 21 | 42441 | | C5 | 21 | 86163 |
| | E3 | 10 | 16010 | | E3 | 10 | 16010 | | C135 | 28 | 45304 |
| | C135 | 42 | 67956 | | C135 | 36 | 58248 | | SP135 | 6 | 11322 |
| | SP135 | 6 | 11322 | | SP135 | 6 | 11322 | | TOTAL | 74 | 198497 |
| | TOTAL | 98 | 193437 | | TOTAL | 92 | 183729 | | | | |
| OO | C130 | 45 | 30864 | OO | NONE | | | OO | C130 | 39 | 28236 |
| SA | C5 | 21 | 86163 | SA | C5 | 21 | 86163 | SA | NONE | | |
| | | | | | C135 | 6 | 9708 | | | | |
| SM | KC135 | 25 | 40450 | | KC135 | 25 | 40450 | SM | C135 | 39 | 63102 |
| | | | | | TOTAL | 52 | 136321 | | | | |
| WR | C130 | 17 | 9798 | | | | | | | | |
| | C141 | 37 | 23088 | SM | NONE | | | WR | B52 | 21 | 42441 |
| | TOTAL | 54 | 32886 | | | | | | C130 | 23 | 12426 |
| | | | | WR | C130 | 62 | 40662 | | C141 | 37 | 23088 |
| | | | | | C141 | 37 | 23088 | | E3 | 10 | 16010 |
| | | | | | TOTAL | 99 | 63750 | | TOTAL | 91 | 93965 |
| TOTALS | | 243 | 383800 | TOTALS | | 243 | 383800 | | | 243 | 383800 |
| | **DEPAINT** | | | | | | | | | | |
| OC | B1 | NONE | | OC | B1 | 12 | 10414 | OC | B1 | 12 | 10414 |
| | B52 | NONE | | | C135 | 42 | 55902 | | C5 | 21 | 83286 |
| | E3 | 10 | 21530 | | SP135 | 6 | 7986 | | C130 | 28 | 27156 |
| | C135 | 42 | 55902 | | TOTAL | 60 | 74302 | | C135 | 42 | 55902 |
| | SP135 | 6 | 7986 | | | | | | SP135 | 6 | 7986 |
| | TOTAL | 58 | 85418 | SA | C5 | 21 | 83286 | | TOTAL | 109 | 184744 |
| | | | | | C130 | 28 | 27156 | | | | |
| OO | C130 | NONE | | | TOTAL | 49 | 110442 | WR | B52 | 8 | 8579 |
| | | | | | | | | | KC135 | 25 | 40700 |
| SA | C5 | 21 | 83286 | WR | B52 | 8 | 8579 | | C141 | 32 | 78560 |
| | | | | | KC135 | 25 | 40700 | | E3 | 10 | 21530 |
| SM | KC135 | 25 | 40700 | | C141 | 32 | 78560 | | TOTAL | 75 | 149369 |
| | | | | | E3 | 10 | 21530 | | | | |
| WR | C130 | 28 | 27156 | | TOTAL | 75 | 149369 | | | | |
| | C141 | 32 | 78560 | | | | | | | | |
| | TOTAL | 60 | 105716 | | | | | | | | |
| TOTALS | | 164 | 315120 | | | 184 | 334113 | | | 184 | 334113 |

# AIRCRAFT DIMENSIONS

**Aircraft Dimensions**

| | Wingspan | Length | Height |
|---|---|---|---|
| A-10 | 57 ft 6 in | 53 ft 4 in | 14 ft 8 in |
| B-1B | 136 ft 8 in | 145 ft 9 in | 33 ft 7 in |
| B-52 | 185 ft 0 in | 160 ft 4 in | 40 ft 8 in |
| C-5 | 222 ft 9 in | 247 ft 10 in | 65 ft 1 in |
| C-130 | 132 ft 7 in | 99 ft 11 in | 38 ft 8 in |
| C-141 | 159 ft 11 in | 168 ft 4 in | 40 ft 7 in |
| E-3 | 145 ft 9 in | 152 ft 11 in | 41 ft 9 in |
| F-15 | 42 ft 10 in | 63 ft 9 in | 18 ft 8 in |
| F-16 | 32 ft 10 in | 49 ft 6 in | 16 ft 10 in |
| F-18 | 38 ft 5 in | 56 ft 0 in | 15 ft 4 in |
| F-111 | 63 ft 0 in | 77 ft 2 in | 17 ft 0.5 in |
| KC-135 | 130 ft 10 in | 142 ft 0 in | 41 ft 8 in |
| T-38 | 25 ft 3 in | 46 ft 4 in | 12 ft 10 in |

# AFMC DEPAINT and PAINT FACILITIES

## AFMC PAINT AND DEPAINT FACILITIES

| ALC | Facility Number | Process | | Aircraft Worked |
|---|---|---|---|---|
| OC | B. 2122 | 2 docks | Chemical Depaint | B-1, B-52, C-135 |
| | B. 2280 | 2 docks | Paint and chem. depaint | B-1, B-52, C-135, E-3 |
| | B. 3105 | 1 dock | Depaint High pres. water | B-1, C-135 |
| OO | B. 220 | 2 docks | Depaint PMB manual | F-16, F-18 |
| | | 1 dock | Depaint PMB robotic | F-16 |
| | | 2 docks | Wash, Deprep for PMB | F-16, F-18 |
| | | 6 docks | Paint | F-16, F-18 |
| | B. 270 | 4 docks | Prep. for PMB | F-16, F-18 |
| | | 1 dock | Paint | C-130 |
| SA | B. 365 | 1 dock | Paint | C-5 |
| | B. 379 | 1 dock | Depaint PMB manual | A-10, C-5 |
| | B. 385 | 1 dock | Paint and chem. depaint | A-10 |
| SM | B. 362A | 2 dock | Prep | A-10, F-15 |
| | B. 375 | 1 dock | Chem. Depaint (3 stations) | A-10, KC-135,F-15, F-111 |
| | B. 690 | 4 docks | Paint | A-10, F-15, F-111 |
| | B. 692 | 1 dock | Paint | KC-135 |
| | B. 692A | 1 dock | Depaint PMB | A-10, F-15 |
| WR | B. 50 | 1 dock | Paint and depaint (BOSS) | C-130 |
| | B. 54 | 1 dock | Depaint (BOSS), Wash | C-141 |
| | B. 89 | 1 dock | Paint | C-141 |
| | B. 110 | 1 dock | Depaint (BOSS), Wash | C-141 |
| | B. 137 | 1 dock | Paint, Robotic | F-15 |
| | | 1 dock | Depaint PMB manual | F-15 |
| | | 1 dock | Prep/Deprep for PMB | F-15 |

BOSS is bicarbonate of soda and high pressure water

# FACILITY DIMENSIONS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | **Facility Size** | | | | | | |
| **Paint Facilities** | | | | | | | | |
| | | Dimensions (Clear) | | | Door | | | |
| ALC | Facility | Length | Width | Height | Width | Height | | |
| OC | B. 2280S | 168 ft 0 in | 203 ft 0 in | 50 ft 0 in | 205 ft 0 in | 50 ft 0 in | Depaint | 34,104 |
| | B. 2280N | 262 ft 0 in | 226 ft 0 in | 73 ft 0 in | 234 ft 0 in | 73 ft 0 in | Depaint | [illegible] |
| | | | | | | | | 43,310 |
| OO | B. 220 | 80 ft 0 in | 126 ft 0 in | 23 ft 0 in | 120 ft 0 in | 23 ft 0 in | 3 Stations | 10,080 |
| | B. 220 | 80 ft 0 in | 126 ft 0 in | 23 ft 0 in | 120 ft 0 in | 23 ft 0 in | 3 Stations | [illegible] |
| | B. 270 | 120 ft 0 in | 152 ft 0 in | 40 ft 0 in | 153 ft 0 in | 40 ft 0 in | | [illegible] |
| | | | | | | | | 38,400 |
| SA | B. 365 | 234 ft 0 in | 242 ft 0 in | 80 ft 0 in | 242 ft 0 in | 80 ft 0 in | | [illegible] |
| | B. 385 | 122 ft 0 in | 198 ft 6 in | 28 ft 0 in | 193 ft 6 in | 28 ft 0 in | 2 Stations | [illegible] |
| | | | | | | | | [illegible] |
| SM | B. 690 | 100 ft 0 in | 180 ft 0 in | 25 ft 0 in | 180 ft 0 in | 25 ft 0 in | 2 Stations | 18,000 |
| | | 100 ft 0 in | 180 ft 0 in | 25 ft 0 in | 180 ft 0 in | 25 ft 0 in | 2 Stations | 18,000 |
| | B. 692 | 160 ft 0 in | 205 ft 0 in | 44 ft 0 in | 205 ft 0 in | 40 ft 0 in | | 32,800 |
| | | | | | | | | 68,800 |
| WR | B. 50 | 200 ft 0 in | 204 ft 0 in | 50 ft 0 in | 200 ft 0 in | 50 ft 0 in | Depaint | 40,800 |
| | B. 89 | 189 ft 0 in | 202 ft 0 in | 58 ft 0 in | 200 ft 0 in | 58 ft 0 in | | 38,175 |
| | B. 137 | 105 ft 0 in | 90 ft 0 in | 38 ft 0 in | 90 ft 0 in | 38 ft 0 in | Check height | [illegible] |
| | | | | | | | | [illegible] |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | **Facility Size** | | | | | |
| | | | | | | | |
| **Depaint Facilities** | | | | | | | |
| | | | | | | | |
| | | Dimensions (Clear) | | | Door | | |
| ALC | Facility | Length | Width | Height | Width | Height | |
| | | | | | | | |
| OC | B. 2122W | 195 ft 0 in | 158 ft 0 in | 35 ft 0 in | 158 ft 0 in | 35 ft 0 in | |
| | B. 2122E | 188 ft 0 in | 158 ft 0 in | 35 ft 0 in | 158 ft 0 in | 35 ft 0 in | |
| | B. 2280S | 168 ft 0 in | 203 ft 0 in | 50 ft 0 in | 205 ft 0 in | 50 ft 0 in | Paint |
| | B. 2280N | 262 ft 0 in | 226 ft 0 in | 73 ft 0 in | 234 ft 0 in | 73 ft 0 in | Paint |
| | B. 3105 | 222 ft 0 in | 151 ft 6 in | 35 ft 0 in | 146 ft 6 in | 35 ft 0 in | |
| | | | | | | | |
| OO | B. 220 | 72 ft 0 in | 52 ft 0 in | 20 ft 0 in | 52 ft 0 in | 20 ft 0 in | Manual PMB |
| | B. 220 | 72 ft 0 in | 52 ft 0 in | 20 ft 0 in | 52 ft 0 in | 20 ft 0 in | Manual PMB |
| | B. 220 | 74 ft 0 in | 45 ft 0 in | 20 ft 0 in | 45 ft 0 in | 20 ft 0 in | Robotic PMB |
| | B. 220 | 84 ft 0 in | 40 ft 0 in | 23 ft 0 in | 40 ft 0 in | 23 ft 0 in | Deprep, Wash |
| | B. 220 | 84 ft 0 in | 40 ft 0 in | 23 ft 0 in | 40 ft 0 in | 23 ft 0 in | Deprep, Wash |
| | B. 270 | 80 ft 0 in | 180 ft 0in | 35 ft 0 in | 200 ft 0 in | 35 ft 0 in | Prep for PMB 4 docks |
| | | | | | | | |
| SA | B. 379 | 295 ft 4 in | 265 ft 4 in | 80 ft 0 in | 265 ft 4 in | 80 ft 0 in | |
| | | | | | | | |
| SM | B. 362A | 202 ft 0 in | 127 ft 0 in | 28 ft 0 in | 123 ft 0 in | 28 ft 0 in | Prep for PMB |
| | B. 375 | 170 ft 0 in | 259 ft 6 in | 38 ft 0 in | 250 ft 0 in | 42 ft 0 in | |
| | B. 692A | 92 ft 6 in | 81 ft 0 in | 25 ft 0 in | 81 ft 0 in | 25 ft 0 in | Manual PMB |
| | | | | | | | |
| WR | B. 50 | 200 ft 0 in | 204 ft 0 in | 50 ft 0 in | 200 ft 0 in | 50 ft 0 in | Paint |
| | B. 54 | 210 ft 0 in | 232 ft 0 in | 58 ft 0 in | 200 ft 0 in | 58 ft 0 in | |
| | B. 110 | 197 ft 9 in | 265 ft 0 in | 47 ft 3 in | 235 ft 0 in | 47 ft 3 in | |
| | B. 137 | 76 ft 9 in | 60 ft 0 in | 20 ft 0 in | 60 ft 0 in | 20 ft 0 in | Prep for PMB |
| | B. 137 | 76 ft 9 in | 60 ft 0 in | 20 ft 0 in | 60 ft 0 in | 20 ft 0 in | Manual PMB |
| | | | | | | | Check height |

# FACILITY CAPACITY CALCULATIONS

# FACILITY CAPACITY CALCULATIONS

FY95 Workload defined in workdays

Number of workdays to paint or depaint multiplied by the number of aircraft to be worked during the FY

Facility Capacity

Available workdays Subtract weekends (104 days) and holidays (10 days) from 365 days per year = 251 workdays

Multiply the number of workstations in the facility by 251 workdays

**AFMC Baseline Capacity vs FY95 Workload (3 Shifts)**

(Measured in Workdays)

**DEPAINT**

| ALC | Facility | Capacity | Workload | Variance | Per Cent Utilization | |
|---|---|---|---|---|---|---|
| OC | B. 2122 | 251 | 183 | 68 | 73 | |
| | B. 2280 | 63 | 63 | 0 | 100 | |
| OO | B. 220 | 1255 | 163 | 1092 | 13 | |
| | B. 270 | 1004 | 94 | 910 | 10 | |
| SA | B. 379 | 251 | 105 | 146 | 42 | |
| | B. 385 | 753 | 33 | 720 | 5 | |
| SM | B. 362A | 502 | 219 | 283 | 44 | |
| | B. 375 | 251 | 95 | 156 | 38 | (Cargo) |
| | B. 375 | 450 | 219 | 231 | 49 | (Fighters) |
| | B. 692A | 251 | 195 | 56 | 78 | |
| WR | B. 50 | 194 | 140 | 54 | 73 | |
| | B. 54 | 251 | 215 | 36 | 86 | |
| | B. 110 | 251 | 0 | 251 | 0 | |
| | B. 137 | 502 | 173 | 329 | 35 | |
| Total | | 6229 | 1897 | 4332 | 31 | |

**AFMC Baseline Capacity vs FY95 Workload (3 Shifts)** (Measured in Workdays)

**LARGE AIRCRAFT DEPAINT**

| ALC | Facility | Capacity | Workload | Variance | Per Cent Utilization |
|---|---|---|---|---|---|
| OC | B. 2122 | 251 | 183 | 68 | 73 |
| | B. 2280 | 63 | 63 | 0 | 100 |
| | B. 3105 | 251 | 176 | 75 | 71 |
| OO | B. 220 | 0 | 0 | 0 | 0 |
| | B. 270 | 0 | 0 | 0 | 0 |
| SA | B. 379 | 251 | 105 | 146 | 42 |
| | B. 385 | 0 | 0 | 0 | 0 |
| SM | B. 362A | 0 | 0 | 0 | 0 |
| | B. 375 | 251 | 95 | 156 | 38 |
| | B. 692A | 0 | 0 | 0 | 0 |
| WR | B. 50 | 194 | 140 | 54 | 73 |
| | B. 54 | 251 | 215 | 36 | 86 |
| | B. 110 | 251 | 0 | 251 | 0 |
| | B. 137 | 0 | 0 | 0 | 0 |
| Total | | 1763 | 977 | 786 | 56 |

**SMALL AIRCRAFT DEPAINT**

| ALC | Facility | Capacity | Workload | Variance | Per Cent Utilization |
|---|---|---|---|---|---|
| OC | B. 2122 | 0 | 0 | 0 | 0 |
| | B. 2280 | 0 | 0 | 0 | 0 |
| OO | B. 220 | 753 | 71 | 682 | 10 |
| | B. 270 | 0 | 0 | 0 | 0 |
| SA | B. 379 | 0 | 0 | 0 | 0 |
| | B. 385 | 753 | 33 | 720 | 5 |
| SM | B. 362A | 0 | 0 | 283 | 0 |
| | B. 375 | 0 | 0 | 0 | 0 |
| | B. 692A | 251 | 195 | 56 | 78 |
| WR | B. 50 | 0 | 0 | 0 | 0 |
| | B. 54 | 0 | 0 | 0 | 0 |
| | B. 110 | 0 | 0 | 0 | 0 |
| | B. 137 | 251 | 128 | 123 | 51 |
| Total | | 2008 | 427 | 1864 | 22 |

**AFMC Baseline Capacity vs FY95 Workload (3 Shifts)** (Measured in Workdays)

**PAINT**

| ALC | Facility | Capacity | Workload | Variance | Per Cent Utilization |
|---|---|---|---|---|---|
| OC | B. 2280 | 439 | 523 | -84 | 120 |
| OO | B. 220 | 1506 | 412 | 1094 | 28 |
| | B. 270 | 251 | 280 | -29 | 112 |
| SA | B. 365 | 251 | 105 | 146 | 42 |
| | B. 385 | 469 | 93 | 376 | 20 |
| SM | B. 375 | 52 | 52 | 0 | 100 |
| | B. 690 | 1004 | 292 | 712 | 30 |
| | B. 692 | 251 | 125 | 126 | 50 |
| WR | B. 50 | 57 | 57 | 0 | 100 |
| | B. 89 | 251 | 174 | 77 | 70 |
| | B. 137 | 251 | 173 | 78 | 69 |
| | TOTALS | 4782 | 2286 | 2496 | 48 |

**AFMC Baseline Capacity vs FY95 Workload (3 Shifts)** (Measured in Workdays)

**LARGE AIRCRAFT PAINT**

| ALC | Facility | Capacity | Workload | Variance | Per Cent Utilization |
|---|---|---|---|---|---|
| OC | B. 2280 | 439 | 523 | -84 | 120 |
| OO | B. 220 | 0 | 0 | 0 | 0 |
| | B. 270 | 251 | 280 | -29 | 112 |
| SA | B. 365 | 251 | 105 | 146 | 42 |
| | B. 385 | 0 | 0 | 0 | 0 |
| SM | B. 375 | 0 | 0 | 0 | 0 |
| | B. 690 | 0 | 0 | 0 | 0 |
| | B. 692 | 251 | 125 | 126 | 50 |
| WR | B. 50 | 57 | 57 | 0 | 100 |
| | B. 89 | 251 | 174 | 77 | 70 |
| | B. 137 | 0 | 0 | 0 | 0 |
| | TOTALS | 1500 | 1264 | 236 | 85 |

**SMALL AIRCRAFT PAINT**

| ALC | Facility | Capacity | Workload | Variance | Per Cent Utilization |
|---|---|---|---|---|---|
| OC | B. 2280 | 0 | 0 | 0 | 0 |
| OO | B. 220 | 1506 | 412 | 1094 | 28 |
| | B. 270 | 0 | 0 | 0 | 0 |
| SA | B. 365 | 0 | 0 | 0 | 0 |
| | B. 385 | 469 | 93 | 376 | 20 |
| SM | B. 375 | 0 | 0 | 0 | 0 |
| | B. 690 | 1004 | 292 | 712 | 30 |
| | B. 692 | 0 | 0 | 0 | 0 |
| WR | B. 50 | 0 | 0 | 0 | 0 |
| | B. 89 | 0 | 0 | 0 | 0 |
| | B. 137 | 251 | 173 | 78 | 69 |
| | TOTALS | 3230 | 970 | 2260 | 31 |

| SMALL AIRCRAFT PAINT | | | | |
|---|---|---|---|---|
| ALC | Facility | Paint Capacity | Support Capacity | Total Capacity |
| OC | None | | | |
| OO | B. 220 | 1506 | 0 | 1506 |
| SA | B. 385 | 469 | 0 | 469 |
| SM | B. 690 | 1004 | 0 | 1004 |
| WR | B. 137 | 251 | 0 | 251 |
| Totals | | 3230 | 0 | 3230 |

| SMALL AIRCRAFT DEPAINT | | | | |
|---|---|---|---|---|
| ALC | Facility | Depaint Capacity | Support Capacity | Total Capacity |
| OC | None | | | |
| OO | B. 220 | 753 | 502 | 1255 |
| | B. 270 | 0 | 1004 | 1004 |
| SA | B. 385 | 753 | 0 | 753 |
| SM | B. 692A | 251 | 0 | 251 |
| | B. 362A | 0 | 502 | 502 |
| WR | B. 137 | 251 | 251 | 502 |
| Totals | | 2008 | 2259 | 4267 |

**OC-ALC Baseline Capacity vs FY95 Workload (3 Shifts)**

(Measured in Workdays)

**DEPAINT**

| | A/C QTY | Number of Workdays | Workload | Facility Capacity | Variance | Per Cent Utilization |
|---|---|---|---|---|---|---|
| **BLDG 2122** (2 chemical strip aircraft docks) | | | | | | |
| C-135 | 42 | 3.8 | 160 | 2 docks | | |
| SP-135 | 6 | 3.8 | 23 | @ 251 days | | |
| TOTAL | 48 | | 183 | 251 | 68 | 73 |
| **BLDG 2280** (2 aircraft paint or chemical strip docks) (Capacity = Workload NTE 502 workdays) | | | | | | |
| E-3 | 10 | 6.3 | 63 | 63 | 0 | 100 |
| **BLDG 3105 UNDER CONSTRUCTION** Available 2nd QTR FY96 | | | | | | |
| B-1 | 19 | 3.7 | 71 | Projected W/L | | |
| B-52 | 21 | 5 | 105 | Projected W/L | | |
| TOTAL | 40 | | 176 | 251 | 75 | 71 |

**PAINT**

**BLDG 2280** (2 aircraft paint or chemical strip docks) (Capacity = 502 workdays - E-3 depaint workload)

| | | | | | | |
|---|---|---|---|---|---|---|
| B-1 | 19 | 6 | 114 | | | |
| B-52 | 21 | 5 | 105 | | | |
| E-3 | 10 | 10 | 100 | | | |
| C-135 | 42 | 4 | 168 | | | |
| SP-135 | 6 | 6 | 36 | | | |
| TOTAL | 98 | | 523 | 439 | -84 | 120 |

Workload of 33 C-135 to be done with overtime or contract

**OO-ALC Baseline Capacity vs FY95 Workload (3 Shifts)** (Measured in Workdays)

**DEPAINT**

| | A/C QTY | Number of Workdays | Workload | Facility Capacity | Variance | Per Cent Utilization |
|---|---|---|---|---|---|---|
| **BLDG 220** (2 manual and 1 robotic PMB aircraft docks) | | | | | | |
| F-16 | 66 | 0.8 | 53 | | | |
| F-16B40 | 58 | 0.3 | 18 | 3 docks | | |
| F-18 | 0 | 0.7 | 0 | @ 251 days | | |
| TOTAL | 124 | | 71 | 753 | 682 | 10 |
| **BLDG 220** (2 aircraft deprep and wash docks)(Capacity = workload NTE 502 workdays) | | | | | | |
| F-16 | 66 | 1.2 | 80 | | | |
| F-16B40 | 58 | 0.2 | 12 | 2 docks | | |
| F-18 | 0 | 1.1 | 0 | @ 251 days | | |
| TOTAL | 124 | | 92 | 502 | 410 | 19 |
| **BLDG 270** (4 aircraft prep docks) (Capacity = Workload NTE 1004 workdays) | | | | | | |
| F-16 | 66 | 0.8 | 53 | | | |
| F-16B40 | 58 | 0.7 | 41 | | | |
| F-18 | 0 | 1.8 | 0 | | | |
| TOTAL | 124 | | 94 | 1004 | 910 | 10 |

**PAINT**

| | | | | | | |
|---|---|---|---|---|---|---|
| **BLDG 220** (6 aircraft paint docks) | | | | | | |
| F-16 | 66 | 4.1 | 271 | | | |
| F-16SS | 8 | 4.4 | 36 | 6 docks | | |
| F-16B40 | 58 | 0.9 | 53 | @ 251 days | | |
| F-16PP | 74 | 0.7 | 52 | | | |
| F-18 | 0 | 4.7 | 0 | | | |
| TOTAL | 206 | | 412 | 1506 | 1094 | 28 |
| **BLDG 270** (1 dock) | | | | | | |
| C-130 | 13 | 4.8 | 63 | | | |
| C-130N | 10 | 10.4 | 104 | | | |
| C-130SS | 22 | 5.1 | 113 | | | |
| TOTAL | 45 | | 280 | 251 | -29 | 112 |

**SA-ALC Baseline Capacity vs FY95 Workload (3 Shifts)**

(Measured in Workdays)

**DEPAINT**

| | A/C QTY | Number of Workdays | Workload | Facility Capacity | Variance | Per Cent Utilization |
|---|---|---|---|---|---|---|
| **BLDG 379** | | | | | | |
| C-5 | 21 | 5 | 105 | 251 | 146 | 42 |
| **BLDG 385** | | | | | | |
| A-10 | 15 | 0 | 0 | 3 docks | | |
| T-38 | 25 | 1.3 | 33 | @251 days | | |
| TOTAL | 40 | | 33 | 753 | 720 | 5 |

**PAINT**

| | | | | | | |
|---|---|---|---|---|---|---|
| **BLDG 365** | | | | | | |
| C-5 | 21 | 5 | 105 | 251 | 146 | 42 |
| **BLDG 385** (2 docks) (Capacity = 502 - depaint workload) | | | | | | |
| A-10 | 15 | 4 | 60 | | | |
| T-38 | 25 | 1.3 | 33 | | | |
| TOTAL | 40 | | 93 | 469 | 376 | 20 |

**SM-ALC Baseline Capacity vs FY95 Workload (3 Shifts)**

(Measured in Workdays)

DEPAINT

| | A/C QTY | Number of Workdays | Workload | Facility Capacity | Variance | Per Cent Utilization |
|---|---|---|---|---|---|---|
| **BLDG 692A** (1 PMB dock) | | | | | | |
| A-10 | 49 | 3 | 147 | | | |
| F-15 | 24 | 2 | 48 | | | |
| TOTAL | 73 | | 195 | 251 | 56 | 78 |
| **BLDG 362A** (2 PMB prep docks) (Capacity = Workload NTE 502 workdays) | | | | | | |
| A-10 | 49 | 3 | 147 | | | |
| F-15 | 24 | 3 | 72 | | | |
| TOTAL | 73 | | 219 | 502 | 283 | 44 |
| **BLDG 375** (1 KC-135 and 2 fighter chemical strip docks)(Capacity = 502 - paint prep workload) | | | | | | |
| KC-135 | 25 | 3.8 | 95 | 251 | 156 | 38 |
| Fighter docks | | | | | | |
| A-10 | 49 | 3 | 147 | | | |
| F-15 | 24 | 3 | 72 | | | |
| TOTAL | 73 | | 219 | 450 | 231 | 49 |

**PAINT**

| | | | | | | |
|---|---|---|---|---|---|---|
| **BLDG 690** (4 docks) (Bldg. BOD 2nd QTR FY59) | | | | | | |
| A-10 | 49 | 4 | 196 | | | |
| F-15 | 24 | 4 | 96 | | | |
| F-111 | 0 | 2 | 0 | | | |
| TOTAL | 73 | | 292 | 1004 | 712 | 30 |
| **BLDG 692** | | | | | | |
| KC-135 | 25 | 5 | 125 | 251 | 126 | 50 |
| **BLDG 375** (paint prep.) (Capacity = prep. workload NTE 502) | | | | | | |
| F-111 | 26 | 2 | 52 | 52 | 0 | 100 |

**WR-ALC Baseline Capacity vs FY95 Workload (3 Shifts)** (Measured in Workdays)

**DEPAINT**

| | A/C QTY | Number of Workdays | Workload | Facility Capacity | Variance | Per Cent Utilization |
|---|---|---|---|---|---|---|
| **BLDG 50** (Capacity = 251 - paint workdays) | | | | | | |
| C-130 | 28 | 5 | 140 | 194 | 54 | 73 |
| **BLDG 54** | | | | | | |
| C-141 | 32 | 6.7 | 215 | 251 | 36 | 86 |
| **BLDG 110E** | | | | | | |
| C-141 | 0 | 4.7 | 0 | 251 | 251 | 0 |
| **BLDG 137-3** (PMB depaint dock) | | | | | | |
| F-15 | 64 | 2 | 128 | 251 | 123 | 51 |
| **BLDG 137-1** (PMB prep dock) (Capacity = Workload NTE 251) | | | | | | |
| F-15 | 64 | 0.7 | 45 | 251 | 206 | 18 |

**PAINT**

| | | | | | | |
|---|---|---|---|---|---|---|
| **BLDG 50** (Capacity = Paint workload) | | | | | | |
| C-130 | 17 | 3.3 | 57 | 57 | 0 | 100 |
| **BLDG 89** | | | | | | |
| C-141 | 37 | 4.7 | 174 | 251 | 77 | 70 |
| **BLDG 137-5** | | | | | | |
| F-15 | 64 | 2.7 | 173 | 251 | 78 | 69 |

COBRA DATA

# FY96 AIRCRAFT DIVISION YIELD RATE

| | | | | RES |
|---|---|---|---|---|
| OC-ALC | | | 1286 | 198 |
| OO-ALC | | | 1428 | 47 |
| SA-ALC | | | 1208 | 79 |
| SM-ALC | | | 1280 | 83 |
| WR-ALC | F-15 | | 1493 | 114 |
| | C-130 | 1457 | 1427 | |
| | C-141 | | 1392 | |

## COBRA Personnel Spreadsheet Deviation

Justification for not using the COBRA spreadsheets to apportion the manpower transfers and cuts. Basically, the spreadsheet does not level the ALC's manpower to account for the movement of the workloads. Manpower must be moved to the ALC's gaining the workload and the 15% cut apportioned across the remaining ALC's: the spreadsheet does not level the manpower to workload.

For example, the large aircraft paint scenario 1 with the 15% cut should be apportioned as follows:

| | CURRENT | | SCENARIO 1 | | VARIANCE |
|---|---|---|---|---|---|
| | DPSH | PE | DPSH | PE | |
| OC-ALC | 193437 | 150 | 183729 | 122 | - 28 |
| OO-ALC | 30864 | 22 | 0 | 0 | - 22 |
| SA-ALC | 86163 | 71 | 136321 | 96 | + 25 |
| SM-ALC | 40450 | 32 | 0 | 0 | - 32 |
| WR-ALC | 32886 | 24 | 63750 | 39 | + 15 |

However, the COBRA spreadsheet apportioned the manpower as follows:

| | COBRA | SCENARIO 1 | VARIANCES |
|---|---|---|---|
| | PE | PE | |
| OC-ALC | 150 | 122 | +28 |
| OO-ALC | 0 | 0 | |
| SA-ALC | 78 | 96 | -18 |
| SM-ALC | 0 | 0 | |
| WR-ALC | 29 | 39 | -10 |
| TOTALS | 257 | 257 | |

Based on the COBRA shred, the PE's will be unequally distributed and one gaining ALC will have too many people and two ALC's will have too few people to accomplish the transferred workload. Therefore, the personnel transfers should be IAW the attached spreadsheets rather than the COBRA spreadsheets.

MANPOWER TRANSFERS DIRECT AND OVERHEAD

| | CURRENT | | SCENARIO 1 | | | O/H | SCENARIO 2 | | | O/H |
|---|---|---|---|---|---|---|---|---|---|---|
| ALC | W/L | PE | W/L | PE | VAR | TRANS | W/L | PE | VAR | TRANS |
| SMALL AIRCRAFT PAINT | | | | | | | | | | |
| OC | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | |
| OO | 15952 | 11 | 77361 | 46 | 35 | 2 | 0 | 0 | -11 | -1 |
| SA | 10120 | 8 | 0 | 0 | -8 | 0 | 0 | 0 | -8 | |
| SM | 31129 | 24 | 0 | 0 | -24 | -1 | 77361 | 51 | 27 | 2 |
| WR | 20160 | 14 | 0 | 0 | -14 | -1 | 0 | 0 | -14 | -1 |
| TOTAL | 77361 | 57 | 77361 | 46 | -11 | 0 | 77361 | 51 | -6 | 0 |
| SMALL AIRCRAFT DEPAINT | | | | | | | | | | |
| OC | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | |
| OO | 19074 | 13 | 76498 | 46 | 33 | 2 | 0 | 0 | -13 | 0 |
| SA | 2175 | 2 | 0 | 0 | -2 | 0 | 0 | 0 | -2 | 0 |
| SM | 32209 | 25 | 0 | 0 | -25 | -1 | 42643 | 28 | 3 | 0 |
| WR | 23040 | 15 | 0 | 0 | -15 | -1 | 33855 | 20 | 5 | 0 |
| TOTAL | 76498 | 55 | 76498 | 46 | -9 | 0 | 76498 | 48 | -7 | 0 |

PERSONNEL TRANSFERS

| | PE | TO | FROM | PE CUT | FROM |
|---|---|---|---|---|---|
| SAP1 DIRECT | 6 | OO | SA | 2 | SA |
| | 18 | OO | SM | 6 | SM |
| | 11 | OO | WR | 3 | WR |
| SAP 1 O/H | 1 | OO | SM | | |
| | 1 | OO | WR | | |
| SADP 1 DIRECT | 2 | OO | SA | 5 | SM |
| | 20 | OO | SM | 4 | WR |
| | 11 | OO | WR | | |
| SAPD 1 O/H | 1 | OO | SM | | |
| | 1 | OO | WR | | |
| SAP 2 DIRECT | 8 | SM | OO | 3 | OO |
| | 7 | SM | SA | 1 | SA |
| | 12 | SM | WR | 2 | WR |
| SAP 2 O/H | 1 | SM | OO | | |
| | 1 | SM | WR | | |
| SADP 2 DIRECT | 3 | SM | OO | 6 | OO |
| | 4 | WR | OO | 1 | SA |
| | 1 | WR | SA | | |
| SADP 2 O/H | | | | 1 | OO |

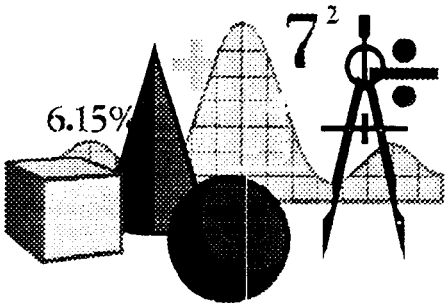
MANPOWER TRANSFERS DIRECT AND OVERHEAD

| | CURRENT | | SCENARIO 1 | | | O/H | SCENARIO 2 | | | C/H |
|---|---|---|---|---|---|---|---|---|---|---|
| ALC | W/L | PE | W/L | PE | VAR | TRANS | W/L | PE | VAR | TRANS |
| LARGE AIRCRAFT PAINT | | | | | | | | | | |
| OC | 193437 | 150 | 183729 | 122 | -28 | -2 | 198497 | 131 | -19 | -1 |
| OO | 30864 | 22 | 0 | 0 | -22 | -1 | 28236 | 17 | -5 | 0 |
| SA | 86163 | 71 | 136321 | 96 | 25 | 2 | 0 | 0 | -71 | -5 |
| SM | 40450 | 32 | 0 | 0 | -32 | -2 | 63102 | 41 | 9 | 1 |
| WR | 32886 | 24 | 63750 | 39 | 15 | 1 | 93965 | 57 | 33 | 2 |
| TOTA | 383800 | 299 | 383800 | 257 | -42 | -2 | 383800 | 246 | -53 | -3 |
| LARGE AIRCRAFT DEPAINT | | | | | | | | | | |
| OC | 85418 | 66 | 74302 | 49 | -17 | -1 | 184744 | 122 | 56 | 3 |
| OO | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | |
| SA | 83286 | 69 | 110442 | 78 | 9 | 1 | 0 | 0 | -69 | -4 |
| SM | 40700 | 32 | 0 | 0 | -32 | -2 | 0 | 0 | -32 | -2 |
| WR | 105716 | 75 | 149369 | 91 | 16 | 1 | 149369 | 91 | 16 | 1 |
| TOTA | 315120 | 242 | 334113 | 218 | -24 | -1 | 334113 | 213 | -29 | -2 |

PERSONNEL TRANSFERS

| | PE | TO | FROM | PE CUT | FROM |
|---|---|---|---|---|---|
| LAP1 DIRECT | 20 | SA | SM | 12 | SM |
| | 5 | SA | OC | 23 | OC |
| | 15 | WR | OO | 7 | OO |
| LAP 1 O/H | 1 | SA | SM | 1 | SM |
| | 1 | SA | OC | 1 | OC |
| | 1 | WR | OO | | |
| LADP 1 DIREC | 9 | WR | OC | 8 | OC |
| | 9 | SA | SM | 16 | SM |
| | 7 | WR | SM | | |
| LAPD 1 O/H | 1 | SA | SM | 1 | SM |
| | 1 | WR | OC | | |
| LAP 2 DIRECT | 9 | SM | OC | 10 | OC |
| | 33 | WR | SA | 5 | OO |
| | | | | 38 | SA |
| LAP 2 O/H | 2 | WR | SA | 3 | SA |
| | 1 | SM | OC | | |
| LADP 2 DIREC | 56 | OC | SA | 13 | SA |
| | 16 | WR | SM | 16 | SM |
| LADP 2 O/H | 3 | OC | SA | 1 | SA |
| | 1 | WR | SM | 1 | SM |

COBRA Analysis
Summary and Documentation




WR-ALC/FMFC
John Marques Hammerle, Cost Analyst
DSN 468-5485

7 March 1995

## *EXECUTIVE SUMMARY*

HQ AFMC directed TRC Teams to run COBRA twice for each scenario. The first analysis estimates costs based on PCS, while the second estimates costs assuming new hires versus PCS (NO PCS actions). The following tables illustrate the results for Paint & Depaint operations:

COBRA RESULTS FOR PCS OPTIONS

| | Scenario 1 (Small) | Scenario 2 (Small) | Scenario 3 (Large) | Scenario 4 (Large) |
|---|---|---|---|---|
| 96-97 ROI | NEVER | NEVER | NEVER | NEVER |
| 2015 NPV | $99,371,000 | $101,697,000 | $87,176,000 | $183,843,000 |
| 1 TIME COST | $3,276,000 | $2,024,000 | $16,905,000 | $19,066,000 |

COBRA RESULTS FOR NO-PCS OPTIONS

| | Scenario 1 (Small) | Scenario 2 (Small) | Scenario 3 (Large) | Scenario 4 (Large) |
|---|---|---|---|---|
| 96-97 ROI | NEVER | NEVER | NEVER | NEVER |
| 2015 NPV | $97,641,000 | $100,465,000 | $84,623,000 | $180,638,000 |
| 1 TIME COST | $1,475,000 | $762,000 | $14,256,000 | $15,740,000 |

*Return On Investment (ROI) - The fiscal year and number of years it takes after completion of the realignment action, to generate enough savings to offset total costs and reach the break-even point (Payback Period).*

*Net Present Value (NVP) - The NPV of the costs (savings, if negative) of the realignment in discounted constant (FY96) first year dollars -- a measure of the total costs (over a 20 year period of analysis) to be realized by taking the realignment action. A large Negative NPV represents more net SAVINGS and a greater advantage to the realignment, while a Positive NPV represents a net COST.*

*1 TIME COST - The cost incurred in carrying out the modeled realignment action. This dollar amount must be offset by net SAVINGS generated from realignment, in order to achieve a "Payback".*

Note: All Scenarios yield a POSITIVE NPV, indicating a net COST to perform alignment actions. *None* of the Scenarios evaluated generate a net SAVINGS.

NOTE: Benefits were not ranked by the TRC team (Ref Benefits Section).

*ASSUMPTIONS AND CONSTRAINTS*

- Some centers do not have surge capacity or latitude for marginal delays incurred as a result of consolidation.

- All facilities not utilized in a particular scenario are mothballed.

- FY99 implementation date for Large Aircraft Scenarios -- due to the B-1 beddown in Bldg 89 at WR-ALC until FY99 and manufacture and installation of Large Aircraft Robotic Paint System (LARPS) at WR-ALC and OC-ALC.

- Centers operating at or near 100% capacity will be forced to defer workload, in order to perform maintenance and repair tasks associated with the LARPS.

- LARPS is the ONLY authorized paint removal process for the C-135, B-1, B-2, B-52, and E-3.

- LARPS yields a projected flowtime savings of 50-70 %, as opposed to existing chemical painting technology. Reduced flowtimes results in reduced manpower requirements associated with realignment actions.

- No cost impact considered for increased flow days or aircraft scheduling delays resulting from consolidation.

- In instances where prep and/or deprep tasks were performed in support facilities rather than depaint facilities, that portion of each workload requirement for each specific aircraft was deleted from the analysis.

- Scenarios represent the TRC team's assessment of the best utilization of facilities -- Large Aircraft in large facilities and Small Aircraft in small facilities.

- Scenarios were derived on the basis of Scenario 1 being the command's best consolidation plan. Scenario 2 considered one of the center's closed (as a result of BRAC ), consolidating workload at the remaining sites.

- Compliant coatings 350/420 g/l will have sufficient success and that there will be no requirement for Hi VOC coating, necessitating installation of abatement equipment at each paint facility.

- MAJCOM Aircraft services with existing excess capacity is NOT addressed in this analysis.

- Personnel actions were NOT considered a constraint.

- One workday equals 3, 8 hour shifts

- Assume "Perfect Scheduling"

- No additional paint or blast equipment is required at a gaining center which is currently involved in painting or blasting aircraft.

- Aircraft RCGA FY95 sales rates were used for costing duplicate tasks.

- FY96 division yield rates were used to determine personnel requirements

- COST and/or SAVINGS associated with various center specific sales rates, are NOT addressed in this analysis.

- COBRA ANALYSIS: Baseline STANDARD FACTOR and INPUT DATA files were provided by HQ AFMC. Baseline files were used in accordance with HQ AFMC instruction for estimating all PCS and NO-PCS alternatives. *All costs used in this estimate were escalated to FY96$ using OSD indicies, 19 January 1994.*

## *OPTIONS*

*ATTACHMENTS 1 and 2 provide a complete, detailed illustration of the COBRA inputs used to model each Scenario. Data inputs are identical for the PCS and NO PCS alternatives.*
*ATTACHMENT 3 illustrates all aircraft ferrying movements (TO/FROM) and associated costs.*

Scenario 1 (Small Aircraft #1))

Scenario 1 consolidates all fighter paint and depaint operations at OO-ALC. All aircraft will be delivered by the customer to OO-ALC for depaint -- a pilot from the PDM center will then take a commercial flight to OO-ALC, and deliver the depainted aircraft to the PDM site -- once PDM has been completed, the pilot from the PDM center will fly the aircraft to OO-ALC for paint -- the pilot will return commercial carrier, to his assigned center, and the customer will receive the completed aircraft at OO-ALC. In this scenario, all F-15 pilots are assigned to WR-ALC -- the A-10 workload (paint) from SA-ALC is not a PDM aircraft and will fly to OO-ALC only.

Scenario 2 (Small Aircraft #2)

Scenario 2 consolidates all paint operations at SM-ALC. Depaint is consolidated at SM-ALC and WR-ALC. The customer will deliver all F-16 and A-10 aircraft to SM-ALC for depaint. The customer will deliver all F-15 and T-38 aircraft to WR-ALC for depaint. The F-16 and T-38 pilots from each respective PDM center will fly commercial carrier to the depaint center and fly the aircraft to the PDM site. The 24 F-15s that are stripped at WR-ALC and receive PDM at SM-ALC will be delivered by a WR-ALC F-15 pilot to

SM-ALC -- The F-15 pilot will then fly commercial carrier to his assigned center, WR-ALC. All aircraft will be flown by PDM center pilots to SM-ALC for paint and customer receipt -- the pilots will then return commercial carrier to their respective centers. The A-10 workload from SA-ALC is a "scuff and paint" only -- these aircraft will go directly to SM-ALC (without a trip to SA-ALC).

Scenario 3 (Large Aircraft #1)

Scenario 3 models the customer delivering all B-1, 42 C-135, and 6 SP-135 aircraft to the OC-ALC for LARPS depainting -- aircraft will remain at OC-ALC for PDM and all B-1, 36 C-135, and 6 SP-135 aircraft will remain at OC-ALC for paint -- the customer will take receipt of the aircraft at OC-ALC. The remaining 6 C-135 aircraft receiving PDM at OC-ALC will be flown to SA-ALC for paint and customer receipt -- C-135 pilots will return commercial carrier to OC-ALC from SA-ALC. The customer delivers all C-5 and 28 C-130 aircraft to SA-ALC for depaint using PMB equipment -- the C-5 will remain at SA-ALC for PDM, Paint, and customer receipt. 18 C-130 aircraft will fly to OO-ALC for PDM and 10 C-130s will fly to WR-ALC for PDM -- the pilots from OO-ALC and WR-ALC will fly commercial carrier to SA-ALC to deliver depainted C-130 aircraft to PDM -- the 18 C-130s at OO-ALC for PDM will be flown to WR-ALC for paint and subsequent customer receipt -- pilots will return from WR-ALC commercial carrier to OO-ALC. The 10 C-130s PDM at WR-ALC will remain there for paint and customer receipt. The customer will deliver all B-52 aircraft to WR-ALC for LARPS depainting -- pilots will fly commercial carrier from OC-ALC to WR-ALC and fly all B-52s to OC-ALC for PDM, paint and customer receipt. The customer will deliver all C-141 aircraft to WR-ALC for BOSS depaint, PDM and paint -- the customer will take receipt of all completed C-141s at WR-ALC. The customer will deliver 25 C-135 aircraft to WR-ALC for LARPS depaint -- pilots will fly commercial carrier from SM-ALC to WR-ALC to ferry the 25 depainted aircraft to SM-ALC for PDM -- the C-135s will then be flown to SA-ALC for paint and customer receipt -- pilots will fly commercial carrier to SM-ALC from SA-ALC. The customer will deliver all E-3 aircraft to WR-ALC for LARPS depainting -- pilots will fly commercial carrier from OC-ALC to WR-ALC and fly 10 E-3s to OC-ALC for PDM, paint and customer receipt. 34 C-130s are "scuff, sand and paint" with no depaint -- these aircraft will be painted at WR-ALC -- 27 of these aircraft are PDM at OO-ALC and fly to WR-ALC for paint and customer receipt -- pilots will return commercial carrier to OO-ALC from WR-ALC -- 7 of these aircraft are PDM at WR-ALC. 5 C-141s are "scuff, sand and paint" only.

Scenario 4 (Large Aircraft #2)

Scenario 4 models the customer delivering all B-1 Aircraft to OC-ALC for LARPS depainting -- these aircraft will remain at OC-ALC for PDM, paint and subsequent customer receipt. The customer will deliver all C-5 aircraft to OC-ALC for depaint in B2280 using PMB equipment -- the pilot will fly commercial carrier from SA-ALC to OC-ALC and deliver 21 C-5s to SA-ALC for PDM -- the pilot will then deliver the C-5 back to OC-ALC for paint in B2280 and customer receipt -- the pilot will return commercial

carrier to SA-ALC from OC-ALC. The customer will deliver 42 C-135 and 6 SP-135 aircraft to OC-ALC LARPS depainting -- 25 C-135 and 6 SP-135 aircraft will remain at OC-ALC for PDM, paint and customer receipt -- the remaining 14 C-135s will be PDM at OC-ALC and flown to SM-ALC for paint and customer receipt -- the pilot will return commercial carrier from SM-ALC to OC-ALC. The customer will deliver 28 C-130 aircraft to OC-ALC for BOSS depainting -- the pilots will fly commercial carrier from OO-ALC to OC-ALC to fly 18 C-130s to OO-ALC for PDM, paint and customer receipt -- pilots will fly commercial carrier from WR-ALC to OC-ALC to fly 10 C-130s to WR-ALC for PDM, paint and customer receipt. The customer delivers all B-52 aircraft to WR-ALC for LARPS depainting -- pilots will fly commercial carrier from OC-ALC to WR-ALC to fly 21 B-52s to OC-ALC for PDM -- pilots will fly 21 B-52s to WR-ALC for paint and customer receipt -- pilots will then fly commercial carrier to OC-ALC from WR-ALC. The customer will deliver 25 C-135 aircraft to WR-ALC for LARPS depainting -- pilots will fly commercial carrier from SM-ALC to WR-ALC to fly aircraft to SM-ALC for PDM, paint and customer receipt. The customer will deliver 32 C-141s to WR-ALC for BOSS depainting -- all plus an additional 5 "scuff, sand and paint" will remain at WR-ALC for PDM, paint and customer receipt. Customer will deliver all E-3 aircraft to WR-ALC for LARPS depainting -- pilots will fly commercial carrier from OC-ALC to WR-ALC to deliver 10 E-3s to OC-ALC for PDM -- pilots will fly 10 E-3s to WR-ALC for paint and customer receipt -- pilots will fly commercial carrier to OC-ALC from WR-ALC.

## *PERSONNEL*

Personnel movements and Eliminations/Additions in each scenario were based on *ATTACHMENT 4* workload information. Information in *ATTACHMENT 4* was loaded into the manpower spreadsheet provided by HQ AFMC, providing direct personnel requirements (less 15% consolidation efficiency) and eliminations/additions. The TRC team noted that the spreadsheet did not "level" manpower in accordance with paint/depaint peculiar process requirements. *ATTACHMENT 5* contains HQ AFMC manpower methodology, while *ATTACHMENT 6* reflects the personnel movement (including the net effect of eliminations and overhead additions), based on the TRC team assessment. Note that a final manpower movement/elimination/addition input is developed after factoring effects of additional manpower requirements arising from Duplicated Tasks (*ATTACHMENT 7*), addressed in the Unique Element section of this analysis.

## *MILCON*

OC-ALC will experience a cost avoidance of $32,344,000 in both Large Aircraft scenarios. OC-ALC is currently planning to construct two hangars for paint and strip, at cost of $13.8M , and a $25.8M LARPS facility. Both projects are supported by FY95 DD Form 1391. Certified documentation is maintained by WR-ALC/LFPL, Mr Joel Murphy, DSN 468-9921, POC for Paint & Depaint TRC.

## *INTERIM PRODUCTION SUPPORT*

Methodology used in determining IPS hours and gaining/losing center surges, is addressed in *ATTACHMENT 8*. The IPS spreadsheet provided by HQ AFMC was used to estimate costs (*ATTACHMENT 9*).

## *TRANSPORTATION*

Large Aircraft Scenario 2 will experience a $367,500 1TIME COST, resulting from PMB equipment transfer ($265,000 equipment transportation, $40,000 new site electrical, $35,000 new site equipment purchase, $27,500 site modification). Equipment will be transferred from SA-ALC to OC-ALC. Sources for the transportation cost and equipment requirements are Morgan Mechanical Service, San Antonio, TX and IMD Mine & Pipe, Macon, GA.

## *UNIQUE ELEMENTS*

*Ferrying Aircraft (Ref ATTACHMENT 3)* - The cost to ferry aircraft as described in the OPTIONS section of this report, includes aircraft flying hour costs, fuel, per diem, and commercial airline flights.

*Duplicated Tasks (Ref ATTACHMENT 7)* - Because aircraft will be ferried between paint/depaint/PDM sites, additional defuel, fuel, and towing tasks must be performed -- these duplicated tasks result in additional manpower requirements, reflected in the net eliminations/additions shown in the COBRA model.

*A-10 Equipment Dolly* - $36,015 at OO-ALC (Scenario 1, Small Aircraft #1). The dolly is used to move the aircraft to and from paint/depaint operations.

*LARPS Equipment* - A Large Aircraft Robotic Paint System (two robots) is required at WR-ALC for both large aircraft alternatives under review. Total cost of the system is $12,203,940 (FY96$). Estimated cost for the system is based on installation cost of the same system in Bldg 3105 at OC-ALC. Certified documentation is maintained by WR-ALC/LFPL, Mr Joel Murphy, DSN 468-9921, POC for Paint & Depaint TRC.

## *BENEFITS SECTION*

The TRC team did not rank benefits. Instead, benefits were assigned a "probability of occurrence" given the particular strengths or weaknesses of each scenario. Probabilities were identified as Low, Moderate or High -- Low meaning that the benefit had a minimal chance of being realized in subject scenario. The following benefits were identified and analyzed for each scenario:

*EFFICIENCIES* *ELIMINATE REDUNDANCY*

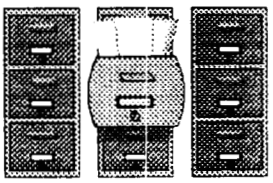
| | |
|---|---|
| *INVENTORY CONSOLIDATION* | *COST AVOIDANCE (MILCON, EQ)* |
| *CTX POSTURE* | *IMPROVED QUALITY* |
| *IMPROVED PROJECTION CONTROL* | *ADDITIONAL SURGE CAPABILITY* |
| *MAJCOM CAPACITY* | *COLLOCATE PAINT/DEPAINT OPS* |

The compiled results of the benefit analysis are illustrated in *ATTACHMENT 10* -- complete benefit analysis, including narrative explanation of rankings by scenario, is included in the main text of the Paint/Depaint TRC documentation.

***DISCLAIMER:***

***Due to the time constraints placed on this analysis, all costs may not be accompanied by a complete source listing or certified documentation. All sources and certification can be verified through WR-ALC/LFPL, Mr Joel Murphy, DSN 468-9921, POC for Paint & Depaint TRC.***

# ATTACHMENTS



PERSONNEL MOVEMENT - (COBRA SCREEN 3)

Reference "Manpower Transfers Direct and Overhead" Spreadsheet

| SCENARIO 1 SMALL AIRCRAFT | | SCENARIO 2 SMALL AIRCRAFT | | SCENARIO 3 - LARGE AIRCRAFT | | SCENARIO 4 - LARGE AIRCRAFT | |
|---|---|---|---|---|---|---|---|
| FRM-TO | # | FRM-TO | # | FRM-TO | # | FRM-TO | # |
| WR-OO | 24 | WR-SM | 13 | OC-WR | 10 | SA-WR | 51 |
| SA-OO | 8 | OO-SM | 17 | OO-WR | 16 | SM-WR | 1 |
| SM-OO | 40 | SA-SM | 8 | SM-WR | 7 | OC-SA | 9 |
| | | | | OC-SA | 6 | SA-OC | 59 |
| | | | | SM-SA | 31 | OC-SM | 1 |

ELIMINATIONS/ADDTIONS - (COBRA SCREEN 6)

Reference "Manpower Transfers Direct and Overhead" and "Duplicate Tasks" Spreadsheets

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| WR-ALC | -6 | WR-ALC | -1 | WR-ALC | 20 | WR-ALC | 34 |
| OC-ALC | 0 | OC-ALC | 0 | OC-ALC | -32 | OC-ALC | 37 |
| OO-ALC | 25 | OO-ALC | -8 | OO-ALC | -7 | OO-ALC | -5 |
| SA-ALC | -2 | SA-ALC | -3 | SA-ALC | 20 | SA-ALC | -55 |
| SM-ALC | -11 | SM-ALC | 24 | SM-ALC | -20 | SM-ALC | -11 |

DYNAMIC BASE INFORMATION - (COBRA SCREEN 5)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| WR-ALC | | WR-ALC | | WR-ALC | | WR-ALC | |
| 1TIMECST | $0.00 | 1TIMECST | $0.00 | 1TIMECST | $12,552,000.00 | 1TIMECST | $12,578,000.00 |
| 1TIMESV | $0.00 | 1TIMESV | $0.00 | 1TIMESV | $0.00 | 1TIMESV | $0.00 |
| RECCST | $1,225,000.00 | RECCST | $287,000.00 | RECCST | $2,969,000.00 | RECCST | $4,925,000.00 |
| MOTH (SQ) | 12,000 | MOTH (SQ) | 6,000 | MOTH (SQ) | 0 | MOTH (SQ) | 0 |
| OC-ALC | | OC-ALC | | OC-ALC | | OC-ALC | |
| 1TIMECST | $0.00 | 1TIMECST | $0.00 | 1TIMECST | $0.00 | 1TIMECST | $930,000.00 |
| 1TIMESV | $0.00 | 1TIMESV | $0.00 | 1TIMESV | $32,344,000.00 | 1TIMESV | $32,344,000.00 |
| RECCST | $0.00 | RECCST | $0.00 | RECCST | $111,000.00 | RECCST | $6,939,000.00 |
| MOTH (SQ) | 0 | MOTH (SQ) | 0 | MOTH (SQ) | 31,000 | MOTH (SQ) | 0 |
| OO-ALC | | OO-ALC | | OO-ALC | | OO-ALC | |
| 1TIMECST | $56,000.00 | 1TIMECST | $0.00 | 1TIMECST | $0.00 | 1TIMECST | $0.00 |
| 1TIMESV | $0.00 | 1TIMESV | $0.00 | 1TIMESV | $0.00 | 1TIMESV | $0.00 |
| RECCST | $4,544,000.00 | RECCST | $367,000.00 | RECCST | $114,000.00 | RECCST | $70,000.00 |
| MOTH (SQ) | 0 | MOTH (SQ) | [illegible] | MOTH (SQ) | [illegible] | MOTH (SQ) | 0 |
| SA-ALC | | SA-ALC | | SA-ALC | | SA-ALC | |
| 1TIMECST | $0.00 | 1TIMECST | $0.00 | 1TIMECST | $204,000.00 | 1TIMECST | $0.00 |
| 1TIMESV | $0.00 | 1TIMESV | $0.00 | 1TIMESV | $0.00 | 1TIMESV | $0.00 |
| RECCST | $74,000.00 | RECCST | $49,000.00 | RECCST | $2,994,000.00 | RECCST | $169,000.00 |
| MOTH (SQ) | 48,000 | MOTH (SQ) | 48,000 | MOTH (SQ) | 0 | MOTH (SQ) | 149,000 |
| SM-ALC | | SM-ALC | | SM-ALC | | SM-ALC | |
| 1TIMECST | $0.00 | 1TIMECST | $11,000.00 | 1TIMECST | $0.00 | 1TIMECST | $73,000.00 |
| 1TIMESV | $0.00 | 1TIMESV | $0.00 | 1TIMESV | $0.00 | 1TIMESV | $0.00 |
| RECCST | $296,000.00 | RECCST | $5,399,000.00 | RECCST | $1,491,000.00 | RECCST | $947,000.00 |
| MOTH (SQ) | 43,000 | MOTH (SQ) | 0 | MOTH (SQ) | 55,000 | MOTH (SQ) | 22,000 |

SCENARIO MATRIX

ATTACHMENT 2
COBRA Input Data Detail

*PERSONNEL MOVEMENT* described in each scenario is a result of Direct and Overhead calculations illustrated in the PERSONNEL section of this report. (ref attach)

*ELIMINATIONS AND ADDITIONS* described in each scenario are a resutl of Direct and Overhead calculations illustrated in the PERSONNEL section of this report. (ref attach)

*SCENARIO 1 (Small Aircraft #1)*

1 TIME COSTS:
OO-ALC - $36,015 for an A-10 equipment dolley and $20,299 for IPS

RECURRING COST:
WR-ALC - $1,255,648 for Ferrying Aircraft
SA-ALC - $74,725 for Ferrying Aircraft
OO-ALC - $1,579,031 Ferrying Aircraft and $2,965,117 for Duplicate Tasks
SM-ALC - $296,375 for Ferrying Aircraft

MOTHBALL FACILITIES:
WR-ALC - 12,000 sq. ft.
SM-ALC - 43,492 sq. ft.
SA-ALC - 48,400 sq. ft.

*SCENARIO 2 (Small Aircraft #2)*

1 TIME COST:
SM-ALC - $10,972 for IPS

RECURRING COST:
OO-ALC - $367,876 for Ferrying Aircraft
SA-ALC - $49,438 for Ferrying Aircraft
SM-ALC - $2,628,094 for Ferrying Aircraft and $2,771,848 for Duplicate Tasks
WR-ALC - $39,352 for Ferrying Aircraft and $247,595 for Duplicate Tasks

MOTHBALL FACILITIES:
OO-ALC - 42,068 sq. ft.
WR-ALC - 6,000 sq. ft.
SA-ALC - 48,400 sq. ft.

ATTACHMENT 2
COBRA Input Data Detail

*SCENARIO 3 (Large Aircraft #1)*

1 TIME COST:

WR-ALC - $12,203,940 for LARPS and $348,204 for IPS
SA-ALC - $204,301 for IPS

1 TIME SAVINGS:
OC-ALC - $32,844,000 cost avoidance for paint & strip hangars

RECURRING COST:
WR-ALC - $416,194 for Ferrying Aircraft and $2,553,076 for Duplicate Tasks
OC-ALC - $111,440 for Ferrying Aircraft
OO-ALC - $114,444 for Ferrying Aircraft
SA-ALC - $234,138 for Ferrying Aircraft and $2,760,123 for Duplicate Tasks
SM-ALC - $305,475 for Ferrying Aircraft and $1,185,781 for Duplicate Tasks

MOTHBALL FACILITIES:
SM-ALC - 54,900 sq. ft.
OO-ALC - 14,780 sq. ft.
OC-ALC - 30,800 sq. ft.

*SCENARIO 4 (Large Aircraft #2)*

1 TIME COST:
WR-ALC - $12,203,940 for LARPS and $374,876 for IPS
OC-ALC - $378,157 for PMB Eq Transfer and $551,950 for IPS
SM-ALC - $73,222 for IPS

1 TIME SAVINGS:
OC-ALC - $32,844,000 cost avoidance for paint & strip hangars

RECRRING COST:
WR-ALC - $558,201 for Ferrying Aircraft and $4,367,664 for Duplicate Tasks
OC-ALC - $757,890 for Ferrying Aircraft and $6,181,631 for Duplicate Tasks
OO-ALC - $70,452 for Ferrying Aircraft
SA-ALC - $169,000 for Ferrying Aircraft
SM-ALC - $283,500 for Terrying Aircraft and $664,037 for Duplicate Tasks

MOTHBALL FACILITIES:
SA-ALC - 149,400 sq. ft.
SM-ALC - 22,100 sq. ft.

**SCENARIO 1 - SMALL AIRCRAFT**

| | A/C | PDM | CREW | FROM: | TO: | A/C QTY | COM AIR | PER DIEM | CREW $ | A/C FROM: | TO: | FLT | LOG CST | TRANS $ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PAINT | F-16 | (OO) | NO TRAVEL | | | 132 | | | | | | | | |
| PAINT | F-15 | (SM) | 1 | WR | SM | 24 | $285 | $69 | $8,496 | SM | OO | 1.00 | $6,167 | $148,008 |
| PAINT | F-15 | (SM) | 1 | OO | WR | 24 | $294 | $82 | $9,024 | | | | | |
| PAINT | F-15 | (WR) | 1 | OO | WR | 64 | $294 | $82 | $24,064 | WR | OO | 3.00 | $6,167 | $1,184,064 |
| PAINT | A-10 | (SM) | 1 | OO | SM | 49 | $186 | $82 | $13,132 | SM | OO | 1.75 | $1,478 | $126,739 |
| PAINT | A-10 | (SA) | NO TRAVEL | | | 15 | | | | | | | | |
| PAINT | T-38 | (SA) | 1 | OO | SA | 25 | $186 | $111 | $7,425 | SA | OO | 4.00 | $673 | $67,300 |
| DEPAINT | F-16 | (OO) | NO TRAVEL | | | 124 | | | | | | | | |
| DEPAINT | F-15 | (SM) | 1 | WR | OO | 24 | $294 | $82 | $9,024 | OO | SM | 1.00 | $6,167 | $148,008 |
| DEPAINT | F-15 | (SM) | 1 | SM | WR | 24 | $285 | $69 | $8,496 | | | | | |
| DEPAINT | F-15 | (WR) | 1 | WR | OO | 64 | $294 | $82 | $24,064 | OO | WR | 3.00 | $6,167 | $1,184,064 |
| DEPAINT | A-10 | (SM) | 1 | SM | OO | 49 | $186 | $82 | $13,132 | OO | SM | 1.75 | $1,478 | $126,739 |
| DEPAINT | T-38 | (SA) | 1 | SA | OO | 25 | $186 | $82 | $6,700 | OO | SA | 4.00 | $673 | $67,300 |
| | | | | | | | | | $123,557 | | | | | $3,052,221 |
| | | | | | | | | | | TOTAL CREW/TRANS COST: | | | | $3,175,778 |

**SCENARIO 2 - SMALL AIRCRAFT**

| | A/C | PDM | CREW | FROM: | TO: | A/C QTY | COM AIR | PER DIEM | CREW $ | A/C FROM: | TO: | FLT | LOG CST | TRANS $ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PAINT | F-16 | (OO) | 1 | SM | OO | 132 | $186 | $82 | $35,376 | OO | SM | 1.25 | $2,142 | $353,430 |
| PAINT | F-15 | (SM) | NO TRAVEL | | | 24 | | | | | | | | |
| PAINT | F-15 | (WR) | 1 | SM | WR | 64 | $285 | $69 | $22,656 | WR | SM | 4.00 | $6,167 | $1,578,752 |
| PAINT | A-10 | (SM) | NO TRAVEL | | | 49 | | | | | | | | |
| PAINT | A-10 | (SA) | NO TRAVEL | | | 15 | | | | | | | | |
| PAINT | T-38 | (SA) | 1 | SM | SA | 25 | $184 | $111 | $7,375 | SA | SM | 4.00 | $673 | $67,300 |
| DEPAINT | F-16 | (OO) | 1 | OO | SM | 124 | $186 | $109 | $36,580 | SM | OO | 1.25 | $2,142 | $332,010 |
| DEPAINT | F-15 | (WR) | NO TRAVEL | | | 49 | | | | | | | | |
| DEPAINT | F-15 | (SM) | 1 | SM | WR | 24 | $285 | $69 | $8,496 | WR | SM | 4.00 | $6,167 | $592,032 |
| DEPAINT | F-15 | (WR) | NO TRAVEL | | | 64 | | | | | | | | |
| DEPAINT | T-38 | (SA) | 1 | SA | WR | 25 | $259 | $69 | $8,200 | WR | SA | 2.50 | $673 | $42,063 |
| | | | | | | | | | $118,683 | | | | | $2,965,587 |
| | | | | | | | | | | TOTAL CREW/TRANS COST: | | | | $3,084,270 |

AIRCRAFT FERRYING COST

**SCENARIO 1 - LARGE AIRCRAFT**

| | A/C | PDM | CREW | FROM: | TO: | A/C QTY | COM AIR | PER DIEM | CREW $ | A/C FROM: | TO: | FLT | LOG CST | TRANS $ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PAINT | B-1 | (OC) | NO TRAVEL | | | 19 | | | | | | | | |
| PAINT | B-52 | (OC) | NO TRAVEL | | | 21 | | | | | | | | |
| PAINT | KC-135 | (OC) | NO TRAVEL | | | 36 | | | | | | | | |
| PAINT | E-3 | (OC) | NO TRAVEL | | | 10 | | | | | | | | |
| PAINT | SP-135 | (OC) | NO TRAVEL | | | 6 | | | | | | | | |
| PAINT | C-5 | (SA) | NO TRAVEL | | | 21 | | | | | | | | |
| PAINT | KC-135 | (OC) | 3 | SA | OC | 6 | $79 | $98 | $3,186 | OC | SA | 1.67 | $2,268 | $22,725 |
| PAINT | KC-135 | (SM) | 3 | SA | SM | 25 | $184 | $109 | $21,975 | SM | SA | 3.25 | $2,268 | $184,275 |
| PAINT | C-130 | (OO) | 3 | WR | OO | 45 | $294 | $82 | $50,760 | OO | WR | 4.00 | $1,769 | $318,420 |
| PAINT | C-130 | (WR) | NO TRAVEL | | | 22 | | | | | | | | |
| PAINT | C-130 | (WR) | NO TRAVEL | | | 37 | | | | | | | | |
| DEPAINT | B-1 | (OC) | NO TRAVEL | | | 19 | | | | | | | | |
| DEPAINT | KC-135 | (OC) | NO TRAVEL | | | 48 | | | | | | | | |
| DEPAINT | C-5 | (SA) | NO TRAVEL | | | 21 | | | | | | | | |
| DEPAINT | C-130 | (OO) | 3 | OO | SA | 18 | $186 | $111 | $16,038 | SA | OO | 2.00 | $1,769 | $63,684 |
| DEPAINT | C-130 | (WR) | 3 | WR | SA | 10 | $259 | $111 | $11,100 | SA | WR | 2.00 | $1,769 | $35,380 |
| DEPAINT | B-52 | (OC) | 3 | OC | WR | 21 | $279 | $69 | $21,924 | WR | OC | 2.25 | $6,995 | $330,514 |
| DEPAINT | KC-135 | (SM) | 3 | SM | WR | 25 | $285 | $69 | $26,550 | WR | SM | 5.00 | $2,268 | $283,500 |
| DEPAINT | C-141 | (WR) | NO TRAVEL | | | 32 | | | | | | | | |
| DEPAINT | E-3 | (OC) | 4 | OC | WR | 10 | $279 | $69 | $13,920 | WR | OC | 2.00 | $3,887 | $77,740 |
| | | | | | | | | | $165,453 | | | | | $1,316,238 |
| | | | | | | | | | | TOTAL CREW/TRANS COST: | | | | $1,481,691 |

**SCENARIO 2 - LARGE AIRCRAFT**

| | A/C | PDM | CREW | FROM: | TO: | A/C QTY | COM AIR | PER DIEM | CREW $ | A/C FROM: | TO: | FLT | LOG CST | TRANS $ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PAINT | B-1 | (OC) | NO TRAVEL | | | 19 | | | | | | | | |
| PAINT | C-5 | (SA) | 4 | OC | SA | 21 | $79 | $111 | $15,960 | SA | OC | 1.25 | $5,854 | $153,668 |
| PAINT | KC-135 | (OC) | NO TRAVEL | | | 34 | | | | | | | | |
| PAINT | C-130 | (OO) | NO TRAVEL | | | 39 | | | | | | | | |
| PAINT | KC-135 | (SM) | 3 | SM | OC | 14 | $144 | $98 | $10,164 | SM | OC | 3.00 | $2,268 | $95,256 |
| PAINT | KC-135 | (SM) | NO TRAVEL | | | 25 | | | | | | | | |
| PAINT | B-52 | (OC) | 3 | WR | OC | 21 | $279 | $98 | $23,751 | OC | WR | 2.25 | $6,995 | $330,514 |
| PAINT | C-130 | (OO) | 3 | WR | OO | 6 | $294 | $82 | $6,768 | OO | WR | 4.00 | $1,769 | $42,456 |
| PAINT | C-130 | (WR) | NO TRAVEL | | | 17 | | | | | | | | |
| PAINT | C-141 | (WR) | NO TRAVEL | | | 37 | | | | | | | | |
| PAINT | E-3 | (OC) | 4 | WR | OC | 10 | $279 | $98 | $15,080 | OC | WR | 2.25 | [illegible] | [illegible] |
| DEPAINT | B-1 | (OC) | NO TRAVEL | | | 19 | | | | | | | | |
| DEPAINT | C-5 | (SA) | 4 | SA | OC | 21 | $79 | $98 | $14,868 | OC | SA | 1.25 | $5,854 | $153,668 |
| DEPAINT | KC-135 | (OC) | NO TRAVEL | | | 48 | | | | | | | | |
| DEPAINT | C-130 | (WR) | 3 | WR | OC | 10 | $279 | $98 | $11,310 | OC | WR | 2.00 | $1,769 | $35,380 |
| DEPAINT | C-130 | (OO) | 3 | OO | OC | 18 | $195 | $98 | $15,822 | OC | OO | 2.00 | $1,769 | $63,684 |
| DEPAINT | B-52 | (OC) | 3 | OC | WR | 21 | $279 | $69 | $21,924 | WR | OC | 2.25 | $6,995 | $330,514 |
| DEPAINT | KC-135 | (SM) | 3 | SM | WR | 25 | $285 | $69 | $26,550 | WR | SM | 5.00 | $2,268 | $283,500 |
| DEPAINT | C-141 | (WR) | NO TRAVEL | | | 32 | | | | | | | | |
| DEPAINT | E-3 | (OC) | 4 | OC | WR | 10 | $279 | $69 | $13,920 | WR | OC | 2.25 | $3,887 | $87,458 |
| | | | | | | | | | $176,117 | | | | | $1,663,554 |
| | | | | | | | | | | TOTAL CREW/TRANS COST: | | | | $1,839,671 |

AIRCRAFT FERRYING COST

| AIRCREW ROUNDTRIP COMMERCIAL AIRFARE (PER SATO, 28 FEB 95) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TO\FROM | OC | OO | SA | SM | WR | | | |
| OC | | $390 | | | $558 | | | |
| OO | | | $372 | $372 | $588 | | | |
| SA | $158 | | | $368 | | | | |
| SM | $288 | | $368 | | | | | |
| WR | | | $518 | $570 | | | | |
| | | | | | | | | |
| AIRCREW ONEWAY COMMERCIAL AIRFARE | | | | | | | PER DIEM | |
| TO\FROM | OC | OO | SA | SM | WR | LODGING | MEALS | TOTAL |
| OC | | $195 | $79 | $144 | $279 | $68 | $30 | $98 |
| OO | $195 | | $186 | $186 | $294 | $56 | $26 | $82 |
| SA | $79 | $186 | | $184 | $259 | $77 | $34 | $111 |
| SM | $144 | $186 | $184 | | $285 | $71 | $38 | $109 |
| WR | $279 | $294 | $259 | $285 | | $43 | $26 | $69 |

| | LOGISTICS COSTS (AFI 65-503), 31 OCT 94 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| A/C | FY95-$/HR | OSD INF | FY96-$/HR | MDS AVERAGE | | | | |
| F-16 | $2,081 | 1.029 | $2,142 | F-16C | | | | |
| F-15 | $5,993 | 1.029 | $6,167 | F15C/D | | | | |
| A-10 | $1,436 | 1.029 | $1,478 | A-10A | | | | |
| T-38 | $654 | 1.029 | $673 | T-38A | | | | |
| C-5 | $5,689 | 1.029 | $5,854 | C-5A/B | | | | |
| C-130 | $1,719 | 1.029 | $1,769 | A/H/W/C-130E/H/N/P | | | | |
| KC-135 | $2,204 | 1.029 | $2,268 | KC-135R | | | | |
| B-52 | $6,797 | 1.029 | $6,995 | B-52H | | | | |
| E-3 | $3,777 | 1.029 | $3,887 | E-3A/B | | | | |

| RECURRING COSTS | COST TO: | CREW $ | TRANS $ | TOTAL |
|---|---|---|---|---|
| SCENARIO 1 SMALL A/C | SM | $21,628 | $274,747 | $296,375 |
| | OO | $52,920 | $1,526,111 | $1,579,031 |
| | SA | $7,425 | $67,300 | $74,725 |
| | WR | $41,584 | $1,184,064 | $1,225,648 |
| | | $123,557 | $3,052,221 | $3,175,778 |
| | | | | |
| SCENARIO 2 SMALL A/C | OO | $35,376 | $332,010 | $367,386 |
| | SA | $7,375 | $42,063 | $49,438 |
| | SM | $36,580 | $2,591,514 | $2,628,094 |
| | WR | $39,352 | | $39,352 |
| | | $118,683 | $2,965,587 | $3,084,270 |
| | | | | |
| SCENARIO 1 LARGE A/C | OC | $3,186 | $408,254 | $411,440 |
| | OO | $50,760 | $63,684 | $114,444 |
| | SA | $27,138 | $207,000 | $234,138 |
| | SM | $21,975 | $283,500 | $305,475 |
| | WR | $62,394 | $353,800 | $416,194 |
| | | $165,453 | $1,316,238 | $1,481,691 |
| | | | | |
| SCENARIO 2 LARGE A/C | OC | $90,995 | $666,895 | $757,890 |
| | OO | $6,768 | $63,684 | $70,452 |
| | SA | $15,960 | $153,668 | $169,628 |
| | SM | | $283,500 | $283,500 |
| | WR | $62,394 | $495,807 | $558,201 |
| | | $176,117 | $1,663,554 | $1,839,671 |

ATTACHMENT 4

**AFMC TOTAL PAINT AND DEPAINT WORKLOAD ( DPSH)**

| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
|---|---|---|---|---|---|---|
| OC-ALC | 254642 | 278855 | 315374 | 348330 | 348710 | 345761 |
| OO-ALC | 66985 | 65890 | 65890 | 65890 | 65890 | 65890 |
| SA-ALC | 90783 | 181744 | 181744 | 181744 | 181744 | 95581 |
| SM-ALC | 105941 | 144488 | 144488 | 144488 | 144488 | 144488 |
| WR-ALC | 162967 | 181802 | 150488 | 121323 | 107237 | 100404 |
| | | | | | | |
| AFMC | 681318 | 852779 | 857984 | 861775 | 848059 | 752124 |

**AFMC LARGE AIRCRAFT PAINT WORKLOAD (DPSH)**

| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
|---|---|---|---|---|---|---|
| OC-ALC | 188876 | 193437 | 198834 | 202187 | 202053 | 200435 |
| OO-ALC | 31740 | 30864 | 30864 | 30864 | 30864 | 30864 |
| SA-ALC | 45133 | 86163 | 86163 | 86163 | 86163 | 0 |
| SM-ALC | 25888 | 40450 | 40450 | 40450 | 40450 | 40450 |
| WR-ALC | 27007 | 32886 | 29142 | 16662 | 11046 | 9798 |
| | | | | | | |
| AFMC | 318644 | 383800 | 385453 | 376326 | 370576 | 281547 |

**AFMC SMALL AIRCRAFT PAINT WORKLOAD ( DPSH)**

| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 0 | 0 | 0 | 0 | 0 |
| OO-ALC | 15758 | 15952 | 15952 | 15952 | 15952 | 15952 |
| SA-ALC | 1067 | 10120 | 10120 | 10120 | 10120 | 10120 |
| SM-ALC | 26485 | 31129 | 31129 | 31129 | 31129 | 31129 |
| WR-ALC | 22050 | 20160 | 19530 | 29295 | 29925 | 29610 |
| | | | | | | |
| AFMC | 65360 | 77361 | 76731 | 86496 | 87126 | 86811 |

**AFMC LARGE AIRCRAFT DEPAINT WORKLOAD (DPSH)**

| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
|---|---|---|---|---|---|---|
| OC-ALC | 65766 | 85418 | 116540 | 146143 | 146657 | 145326 |
| OO-ALC | 0 | 0 | 0 | 0 | 0 | 0 |
| SA-ALC | 43626 | 83286 | 83286 | 83286 | 83286 | 83286 |
| SM-ALC | 26048 | 40700 | 40700 | 40700 | 40700 | 40700 |
| WR-ALC | 88710 | 105716 | 76256 | 41886 | 32056 | 27156 |
| | | | | | | |
| AFMC | 224150 | 315120 | 316782 | 312015 | 302709 | 296468 |

**AFMC SMALL AIRCRAFT DEPAINT WORKLOAD (DPSH)**

| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 0 | 0 | 0 | 0 | 0 |
| OO-ALC | 19487 | 19074 | 19074 | 19074 | 19074 | 19074 |
| SA-ALC | 957 | 2175 | 2175 | 2175 | 2175 | 2175 |
| SM-ALC | 27520 | 32209 | 32209 | 32209 | 32209 | 32209 |
| WR-ALC | 25200 | 23040 | 25560 | 33480 | 34200 | 33840 |
| | | | | | | |
| AFMC | 73164 | 76498 | 79018 | 86938 | 87658 | 87298 |

ALC WORKLOAD TOTALS

**OC-ALC Workload Aircraft Paint**

| | | Number of Aircraft | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | FY98 | FY99 |
| B-1 | 18 | 19 | 23 | 23 | 23 | 23 |
| B-52 | 17 | 21 | 16 | 17 | 16 | 16 |
| E-3 | 11 | 10 | 10 | 11 | 11 | 11 |
| C-135 | 45 | 42 | 42 | 43 | 43 | 42 |
| SP-135 | 6 | 6 | 8 | 7 | 8 | 8 |
| | | | | | | |
| TOTAL | 97 | 98 | 99 | 101 | 101 | 100 |

| | | Workload DPSH | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| B-1 | 52776 | 55708 | 67436 | 67436 | 67436 | 67436 |
| B-52 | 34357 | 42441 | 32336 | 34357 | 32336 | 32336 |
| E-3 | 17611 | 16010 | 16010 | 17611 | 17611 | 17611 |
| C-135 | 72810 | 67956 | 67956 | 69574 | 69574 | 67956 |
| SP-135 | 11322 | 11322 | 15096 | 13209 | 15096 | 15096 |
| | | | | | | |
| TOTAL | 188876 | 193437 | 198834 | 202187 | 202053 | 200435 |

**OC-ALC Workload Aircraft Depaint**

| | | Number of Aircraft | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| B-1 | 0 | 0 | 12 | 23 | 23 | 23 |
| B-52 | 0 | 0 | 8 | 17 | 16 | 16 |
| E-3 | 12 | 10 | 10 | 11 | 11 | 11 |
| C-135 | 27 | 42 | 42 | 43 | 43 | 42 |
| SP-135 | 3 | 6 | 8 | 7 | 8 | 8 |
| | | | | | | |
| TOTAL | 42 | 58 | 80 | 101 | 101 | 100 |

| | | Workload DPSH | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| B-1 | 0 | 0 | 21924 | 42021 | 42021 | 42021 |
| B-52 | 0 | 0 | 6536 | 13889 | 13072 | 13072 |
| E-3 | 25836 | 21530 | 21530 | 23683 | 23683 | 23683 |
| C-135 | 35937 | 55902 | 55902 | 57233 | 57233 | 55902 |
| SP-135 | 3993 | 7986 | 10648 | 9317 | 10643 | 10648 |
| | | | | | | |
| TOTAL | 65766 | 85418 | 116540 | 146143 | 146657 | 145326 |

**OO-ALC Workload Aircraft Paint**

| | | Number of Aircraft | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| C-130 | 15 | 13 | 13 | 13 | 13 | 13 |
| C-130N | 10 | 10 | 10 | 10 | 10 | 10 |
| C-130SS | 22 | 22 | 22 | 22 | 22 | 22 |
| F-16 | 70 | 66 | 66 | 66 | 66 | 66 |
| F-16SS | 8 | 8 | 8 | 8 | 8 | 8 |
| F-16B40 | 39 | 58 | 58 | 58 | 58 | 58 |
| F-16PP | 55 | 74 | 74 | 74 | 74 | 74 |
| TOTAL | 164 | 177 | 177 | 177 | 177 | 177 |

| | | Workload DPSH | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| C-130 | 6570 | 5694 | 5694 | 5694 | 5694 | 5694 |
| C-130N | 4380 | 4380 | 4380 | 4380 | 4380 | 4380 |
| C-130SS | 20790 | 20790 | 20790 | 20790 | 20790 | 20790 |
| F-16 | 11900 | 11220 | 11220 | 11220 | 11220 | 11220 |
| F-16SS | 1840 | 1840 | 1840 | 1840 | 1840 | 1840 |
| F-16B40 | 1248 | 1856 | 1856 | 1856 | 1856 | 1856 |
| F-16PP | 770 | 1036 | 1036 | 1036 | 1036 | 1036 |
| TOTAL | 47498 | 46816 | 46816 | 46816 | 46816 | 46816 |

**OO-ALC Workload Aircraft Depaint**

| | | Number of Aircraft | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| F-16 | 70 | 66 | 66 | 66 | 66 | 66 |
| F-16B40 | 39 | 58 | 58 | 58 | 58 | 58 |
| TOTAL | 109 | 124 | 124 | 124 | 124 | 124 |

| | | Workload DPSH | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| F-16 | 18200 | 17160 | 17160 | 17160 | 17160 | 17160 |
| F-16B40 | 1287 | 1914 | 1914 | 1914 | 1914 | 1914 |
| TOTAL | 19487 | 19074 | 19074 | 19074 | 19074 | 19074 |

**SA-ALC Workload Aircraft Paint**

| | | Number of Aircraft | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 0 | 15 | 15 | 15 | 15 | 15 |
| C-5 | 11 | 21 | 21 | 21 | 21 | 0 |
| T-38 | 11 | 25 | 25 | 25 | 25 | 25 |
| | | | | | | |
| TOTAL | 22 | 61 | 61 | 61 | 61 | 40 |

| | | Workload DPSH | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 0 | 7695 | 7695 | 7695 | 7695 | 7695 |
| C-5 | 45133 | 86163 | 86163 | 86163 | 86163 | 0 |
| T-38 | 1067 | 2425 | 2425 | 2425 | 2425 | 2425 |
| | | | | | | |
| TOTAL | 46200 | 96283 | 96283 | 96283 | 96283 | 10120 |

**SA-ALC Workload Aircraft Depaint**

| | | Number of Aircraft | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 0 | 15 | 15 | 15 | 15 | 15 |
| C-5 | 11 | 21 | 21 | 21 | 21 | 21 |
| T-38 | 11 | 25 | 25 | 25 | 25 | 25 |
| | | | | | | |
| TOTAL | 22 | 61 | 61 | 61 | 61 | 61 |

| | | Workload DPSH | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 0 | 0 | 0 | 0 | 0 | 0 |
| C-5 | 43626 | 83286 | 83286 | 83286 | 83286 | 83286 |
| T-38 | 957 | 2175 | 2175 | 2175 | 2175 | 2175 |
| | | | | | | |
| TOTAL | 44583 | 85461 | 85461 | 85461 | 85461 | 85461 |

ATTACHMENT 4

**SM-ALC Workload Aircraft Paint**

| | | Number of Aircraft | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 40 | 49 | 49 | 49 | 49 | 49 |
| KC-135 | 16 | 25 | 25 | 25 | 25 | 25 |
| F-15 | 23 | 24 | 24 | 24 | 24 | 24 |
| TOTAL | 79 | 98 | 98 | 98 | 98 | 98 |

| | | Workload DPSH | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 19240 | 23569 | 23569 | 23569 | 23569 | 23569 |
| KC-135 | 25888 | 40450 | 40450 | 40450 | 40450 | 40450 |
| F-15 | 7245 | 7560 | 7560 | 7560 | 7560 | 7560 |
| TOTAL | 52373 | 71579 | 71579 | 71579 | 71579 | 71579 |

**SM-ALC Workload Aircraft Depaint**

| | | Number of Aircraft | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 40 | 49 | 49 | 49 | 49 | 49 |
| KC-135 | 16 | 25 | 25 | 25 | 25 | 25 |
| F-15 | 23 | 24 | 24 | 24 | 24 | 24 |
| TOTAL | 79 | 98 | 98 | 98 | 98 | 98 |

| | | Workload DPSH | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 19240 | 23569 | 23569 | 23569 | 23569 | 23569 |
| KC-135 | 26048 | 40700 | 40700 | 40700 | 40700 | 40700 |
| F-15 | 8280 | 8640 | 8640 | 8640 | 8640 | 8640 |
| TOTAL | 53568 | 72909 | 72909 | 72909 | 72909 | 72909 |

SM-ALC PAINT WORKLOAD

ATTACHMENT 4

**WR-ALC Workload Aircraft Paint**

| | | Number of Aircraft | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| C-130 | 11 | 10 | 10 | 10 | 10 | 10 |
| C-130SS | 9 | 7 | 7 | 7 | 7 | 7 |
| C-141 | 24 | 37 | 31 | 11 | 2 | 0 |
| F-15 | 70 | 64 | 62 | 93 | 95 | 94 |
| TOTAL | 114 | 118 | 110 | 121 | 114 | 111 |

| | | Workload DPSH | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| C-130 | 12031 | 9798 | 9798 | 9798 | 9798 | 9798 |
| C-141 | 14976 | 23088 | 19344 | 6864 | 1248 | 0 |
| F-15 | 22050 | 20160 | 19530 | 29295 | 29925 | 29610 |
| TOTAL | 49057 | 53046 | 48672 | 45957 | 40971 | 39408 |

**WR-ALC Workload Aircraft Depaint**

| | | Number of Aircraft | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| C-130 | 30 | 28 | 28 | 28 | 28 | 28 |
| C-141 | 24 | 32 | 20 | 6 | 2 | 0 |
| F-15 | 70 | 64 | 71 | 93 | 95 | 94 |
| TOTAL | 124 | 124 | 119 | 127 | 125 | 122 |

| | | Workload DPSH | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| C-130 | 29790 | 27156 | 27156 | 27156 | 27156 | 27156 |
| C-141 | 58920 | 78560 | 49100 | 14730 | 4910 | 0 |
| F-15 | 25200 | 23040 | 25560 | 33480 | 34200 | 33840 |
| TOTAL | 113910 | 128756 | 101816 | 75366 | 66266 | 60996 |

**WR-ALC Workload Aircraft Paint / Depaint FY95**

| | | DPSH | | PE | | Yeild = 1344 |
|---|---|---|---|---|---|---|
| C-130 | | 36954 | | 28 | | A/C RGC B |
| C-141 | | 101648 | | 76 | | |
| F-15 | | 43200 | | 33 | | |
| TOTAL | | 181802 | | 137 | | |

WR-ALC PAINT WORKLOAD

**LABOR STANDARD**

| | | | Depaint DPSH | | | | | Paint DPSH | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | ALC | | Prep | Depaint | Deprep | Total | | Prep | Paint | Deprep | Total |
| A-10 | SA | | | | | 0 | | | | | 513 |
| | SM | | | | | 481 | | | | | 420 |
| B-1 | OC | | | | | 1827 | | 476 | 2456 | | 2932 |
| B-52 | OC | | | | | 817 | | 270 | 1751 | | 2021 |
| C-5 | SA | | | | | 3966 | | | | | 4103 |
| C-130 | OO | AF | | | | 0 | | | | | 438 |
| | OO | NAVY | | | | 0 | | | | | 438 |
| | OO | SS | | | | 0 | | | | | 945 |
| | WR | OO | 112 | 845 | | 957 | | | | | |
| | WR | | 102 | 891 | | 993 | | 102 | 305 | | 305 |
| | WR | SS | | | | 0 | | | | | 964 |
| C-135 | OC | | | | | 1331 | | | | | 1618 |
| | SM | | | | | 1628 | | | | | 1618 |
| C-141 | WR | | | | | 2455 | | | | | 624 |
| E-3 | OC | | | | | 2153 | | | | | 1601 |
| F-15 | SM | | 144 | | | 360 | | | | | 315 |
| | WR | | | | | 360 | | | | | 315 |
| F-16 | OO | | | | | 260 | | | | | 170 |
| | OO | SS | | | | 0 | | | | | 230 |
| | OO | B40 | | | | 33 | | | | | 32 |
| | OO | PP | | | | 0 | | | | | 14 |
| F-18 | OO | | | | | 390 | | | | | 167 |
| F-111 | SM | | | | | 0 | | | | | 108 |
| SP-135 | OC | | | | | 1331 | | | | | 1887 |
| T-38 | SA | | | | | 87 | | | | | 97 |

**AFMC Workload Large Aircraft Paint**

| | | Number of Aircraft | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| B-1 | 18 | 19 | 23 | 23 | 23 | 23 |
| B-52 | 17 | 21 | 16 | 17 | 16 | 16 |
| C-5 | 11 | 21 | 21 | 21 | 21 | 0 |
| C-130 | 67 | 67 | 67 | 67 | 67 | 67 |
| C-135 | 61 | 67 | 67 | 68 | 68 | 67 |
| C-141 | 24 | 37 | 31 | 11 | 2 | 0 |
| E-3 | 11 | 10 | 10 | 11 | 11 | 11 |
| SP-135 | 6 | 6 | 8 | 7 | 8 | 8 |
| TOTAL | 226 | 273 | 268 | 250 | 241 | 217 |

| | | Workload DPSH | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| B-1 | 52776 | 55708 | 67436 | 67436 | 67436 | 67436 |
| B-52 | 34357 | 42441 | 32336 | 34357 | 32336 | 32336 |
| C-5 | 45133 | 86163 | 86163 | 86163 | 86163 | 0 |
| C-130 | 43771 | 40662 | 40662 | 40662 | 40662 | 40662 |
| C-135 | 98698 | 108406 | 108406 | 110024 | 110024 | 108406 |
| C-141 | 14976 | 23088 | 19344 | 6864 | 1248 | 0 |
| E-3 | 17611 | 16010 | 16010 | 17611 | 17611 | 17611 |
| SP-135 | 11322 | 11322 | 15096 | 13209 | 15096 | 15096 |
| TOTAL | 318644 | 383800 | 385453 | 376326 | 370575 | 281547 |

**AFMC Workload Small Aircraft Paint**

| | | Number of Aircraft | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 40 | 64 | 64 | 64 | 64 | 64 |
| F-15 | 93 | 88 | 86 | 117 | 119 | 118 |
| F-16 | 172 | 132 | 132 | 132 | 132 | 132 |
| T-38 | 11 | 25 | 25 | 25 | 25 | 25 |
| TOTAL | 316 | 309 | 307 | 338 | 340 | 339 |

| | | Workload DPSH | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 19240 | 31264 | 31264 | 31264 | 31264 | 31264 |
| F-15 | 29295 | 27720 | 27090 | 36855 | 37485 | 37170 |
| F-16 | 15758 | 15952 | 15952 | 15952 | 15952 | 15952 |
| T-38 | 1067 | 2425 | 2425 | 2425 | 2425 | 2425 |
| TOTAL | 65360 | 77361 | 76731 | 86496 | 87126 | 86811 |

**AFMC Workload Large Aircraft Depaint**

| | | Number of Aircraft | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| B-1 | 0 | 0 | 12 | 23 | 23 | 23 |
| B-52 | 0 | 0 | 8 | 17 | 16 | 16 |
| C-5 | 11 | 21 | 21 | 21 | 21 | 21 |
| C-130 | 30 | 28 | 28 | 28 | 28 | 28 |
| C-135 | 43 | 67 | 67 | 68 | 68 | 67 |
| C-141 | 24 | 32 | 20 | 6 | 2 | 0 |
| E-3 | 12 | 10 | 10 | 11 | 11 | 11 |
| SP-135 | 3 | 6 | 8 | 7 | 8 | 8 |
| TOTAL | 134 | 189 | 199 | 206 | 202 | 199 |

| | | Workload DPSH | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| B-1 | 0 | 0 | 21924 | 42021 | 42021 | 42021 |
| B-52 | 0 | 0 | 6536 | 13889 | 13072 | 13072 |
| C-5 | 43626 | 83286 | 83286 | 83286 | 83286 | 83286 |
| C-130 | 29790 | 27156 | 27156 | 27156 | 27156 | 27156 |
| C-135 | 61985 | 96602 | 96602 | 97933 | 97933 | 96602 |
| C-141 | 58920 | 78560 | 49100 | 14730 | 4910 | 0 |
| E-3 | 25836 | 21530 | 21530 | 23683 | 23683 | 23683 |
| SP-135 | 3993 | 7986 | 10648 | 9317 | 10648 | 10648 |
| TOTAL | 224150 | 315120 | 316782 | 312015 | 302709 | 296468 |

**AFMC Workload Small Aircraft Depaint**

| | | Number of Aircraft | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 40 | 64 | 64 | 64 | 64 | 64 |
| F-15 | 93 | 88 | 95 | 117 | 119 | 118 |
| F-16 | 109 | 124 | 124 | 124 | 124 | 124 |
| T-38 | 11 | 25 | 25 | 25 | 25 | 25 |
| TOTAL | 253 | 301 | 308 | 330 | 332 | 331 |

| | | Workload DPSH | | | | |
|---|---|---|---|---|---|---|
| | FY94 | FY95 | FY96 | FY97 | F798 | FY99 |
| A-10 | 19240 | 23569 | 23569 | 23569 | 23569 | 23569 |
| F-15 | 33480 | 31680 | 34200 | 42120 | 42840 | 42480 |
| F-16 | 19487 | 19074 | 19074 | 19074 | 19074 | 19074 |
| T-38 | 957 | 2175 | 2175 | 2175 | 2175 | 2175 |
| TOTAL | 73164 | 76498 | 79018 | 86938 | 87658 | 87298 |

| CENTER | WORKLOAD DPSH | YIELD RATE | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS TODAY |
|---|---|---|---|---|---|---|
| OC-ALC | 193,437 | 1286 | 150 | 0 | 0 | 150 |
| OO-ALC | 30,884 | 1428 | 22 | 0 | 0 | 22 |
| SA-ALC | 88,183 | 1208 | 71 | 0 | 0 | 71 |
| SM-ALC | 40,450 | 1280 | 32 | 0 | 0 | 32 |
| WR-ALC | 32,896 | 1493 | 22 | 0 | 0 | 22 |
| TOTAL | 383,800 | | 297 | 0 | 0 | 297 |

| GAINING CENTERS | WORKLOAD DPSH | YIELD RATE | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS REQUIRED |
|---|---|---|---|---|---|---|
| OC-ALC | 193,729 | 1286 | 143 | 0 | 0 | 143 |
| OO-ALC | 0 | 1428 | 0 | 0 | 0 | 0 |
| SA-ALC | 136,321 | 1208 | 113 | 0 | 0 | 113 |
| SM-ALC | 0 | 1280 | 0 | 0 | 0 | 0 |
| WR-ALC | 63,750 | 1493 | 43 | 0 | 0 | 43 |
| TOTAL | 383,800 | | 299 | 0 | 0 | 299 |

**SAVINGS COMPUTED**

**A. DIRECT WORKERS BASED ON YIELD RATES**

| | |
|---|---|
| A1. TODAY | 297 |
| A2. REQUIRED | 299 |
| A3. SAVINGS (A1-A3) BASED | -2 |

**B. DIRECT WORKERS INCREASED EFFICIENCIES**

| | |
|---|---|
| B1. REQUIRED | 299 |
| B2. ADDITIONAL EFFICIENCY % | 15% |
| B3. SAVINGS (B1*B2) | 45 |

**C. PRODUCTION OVERHEAD WORKERS**

| | |
|---|---|
| C1. TODAY | 0 |
| C2. REQUIRED | 0 |
| C3. SAVINGS (C1-C2) | 0 |

**D. GENERAL & ADMINISTRATIVE**

| | |
|---|---|
| D1. TODAY | 0 |
| D2. REQUIRED | 0 |
| D3. SAVINGS (D1-D2) | 0 |

**E. TOTAL SAVINGS**

| | |
|---|---|
| E1. DIRECT WORKER BASED ON YIELD RATE | -2 |
| E2. DIRECT WORKER BASED ON EFFICIENCIES | 45 |
| E3. PRODUCTION OVERHEAD WORKERS | 0 |
| E4. GENERAL & ADMINISTRATIVE | 0 |
| E5. TOTAL PERSONNEL SAVED | 43 |

EFFECTED WORKER POPULATIONS

| GAINING CENTERS | WORKLOAD DPSH | PDST | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS SAVED |
|---|---|---|---|---|---|---|
| | | | 15 | 0 | 0 | 1 |
| OC-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | 30,884 | 40% | 17 | 0 | 0 | 17 |
| SA-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| SM-ALC | 40,450 | 60% | 26 | 0 | 0 | 26 |
| WR-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| TOTAL | 71,314 | 100% | 43 | 0 | 0 | 43 |

SAVINGS YEAR 1 = 2.3

| GAINING CENTERS | WORKLOAD DPSH | PDST | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS SAVED |
|---|---|---|---|---|---|---|
| | | | 15 | 0 | 0 | 1 |
| OC-ALC | | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | | 30% | 13 | 0 | 0 | 13 |
| SA-ALC | | 0% | 0 | 0 | 0 | 0 |
| SM-ALC | | 40% | 17 | 0 | 0 | 17 |
| WR-ALC | | 0% | 0 | 0 | 0 | 0 |
| TOTAL | | 70% | 30 | 0 | 0 | 30 |

SAVINGS YEAR 2 = 1.3

| GAINING CENTERS | WORKLOAD DPSH | PDST | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS SAVED |
|---|---|---|---|---|---|---|
| | | | 13 | 0 | 0 | 13 |
| OC-ALC | | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | | 10% | 4 | 0 | 0 | 4 |
| SA-ALC | | 0% | 0 | 0 | 0 | 0 |
| SM-ALC | | 20% | 9 | 0 | 0 | 9 |
| WR-ALC | | 0% | 0 | 0 | 0 | 0 |
| TOTAL | | 30% | 13 | 0 | 0 | 13 |

| | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | |
|---|---|---|---|---|
| SAVINGS COMPUTED | 43 | 0 | 0 | 43 |
| SAVINGS DISTRIBUTED | 43 | 0 | 0 | 43 |
| ADJUST 1 CENTER BY | 0 | 0 | 0 | 0 |

| CENTER | BEGINING WORKERS | | SAVED WORKERS | # TO PCS | % TO PCS YEAR 1 | % TO PCS YEAR 2 |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | | 0 | 0 | 50% | 50% |
| OO-ALC | 22 | | 17 | 5 | 50% | 50% |
| SA-ALC | 0 | | 0 | 0 | 50% | 50% |
| SM-ALC | 32 | | 26 | 6 | 50% | 50% |
| WR-ALC | 0 | | 0 | 0 | 50% | 50% |
| TOTAL | 54 | | 43 | 11 | 50% | 50% |
| ADJUST 1 CENTER BY | | | | | 50% | 50% |

ATTACHMENT 5

| CENTER | WORKLOAD DPSH | YIELD RATE | DIRECT WORKERS | PRD OVPHD WORKERS | G&A WORKERS | WORKERS TODAY |
|---|---|---|---|---|---|---|
| OC-ALC | 85,448 | 1286 | 66 | 0 | 0 | 66 |
| OO-ALC | 0 | 1428 | 0 | 0 | 0 | 0 |
| SA-ALC | 83,286 | 1208 | 69 | 0 | 0 | 69 |
| SM-ALC | 40,700 | 1280 | 32 | 0 | 0 | 32 |
| WR-ALC | 105,716 | 1399 | 76 | 0 | 0 | 76 |
| TOTAL | 315,150 | | 243 | 0 | 0 | 243 |

| GAINING CENTERS | WORKLOAD DPSH | YIELD RATE | DIRECT WORKERS | PRD OVPHD WORKERS | G&A WORKERS | WORKERS REQUIRED |
|---|---|---|---|---|---|---|
| OC-ALC | 74,302 | 1286 | 58 | 0 | 0 | 58 |
| OO-ALC | 0 | 1428 | 0 | 0 | 0 | 0 |
| SA-ALC | 110,442 | 1208 | 91 | 0 | 0 | 91 |
| SM-ALC | 0 | 1280 | 0 | 0 | 0 | 0 |
| WR-ALC | 149,369 | 1399 | 107 | 0 | 0 | 107 |
| TOTAL | 334,113 | | 256 | 0 | 0 | 256 |

**SAVINGS COMPUTED**

**A. DIRECT WORKERS BASED ON YIELD RATES**

| | |
|---|---|
| A1. TODAY | 243 |
| A2. REQUIRED | 256 |
| A3. SAVINGS (A1-A3) BASED | -13 |

**B. DIRECT WORKERS INCREASED EFFICIENCIES**

| | |
|---|---|
| B1. REQUIRED | 256 |
| B2. ADDITIONAL EFFICIENCY % | 15% |
| B3. SAVINGS (B1*B2) | 38 |

**C. PRODUCTION OVERHEAD WORKERS**

| | |
|---|---|
| C1. TODAY | 0 |
| C2. REQUIRED | 0 |
| C3. SAVINGS (C1-C2) | 0 |

**D. GENERAL & ADMINISTRATIVE**

| | |
|---|---|
| D1. TODAY | 0 |
| D2. REQUIRED | 0 |
| D3. SAVINGS (D1-D2) | 0 |

**E. TOTAL SAVINGS**

| | |
|---|---|
| E1. DIRECT WORKER BASED ON YIELD RATE | -13 |
| E2. DIRECT WORKER BASED ON EFFICIENCIES | 38 |
| E3. PRODUCTION OVERHEAD WORKERS | 0 |
| E4. GENERAL & ADMINISTRATIVE | 0 |
| E5. TOTAL PERSONNEL SAVED | 25 |

EFFECTED WORKER POPULATIONS

| GAINING CENTERS | WORKLOAD DPSH | RDST | DIRECT WORKERS 25 | PRD OVPHD WORKERS 0 | G&A WORKERS 0 | WORKERS SAVED |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| SA-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| SM-ALC | 40,700 | 100% | 25 | 0 | 0 | 25 |
| WR-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| TOTAL | 40,700 | 100% | 25 | 0 | 0 | 25 |

SAVINGS YEAR 1 = 2.3

| GAINING CENTERS | WORKLOAD DPSH | RDST | DIRECT WORKERS 25 | PRD OVPHD WORKERS 0 | G&A WORKERS 0 | WORKERS SAVED 25 |
|---|---|---|---|---|---|---|
| OC-ALC | | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | | 0% | 0 | 0 | 0 | 0 |
| SA-ALC | | 0% | 0 | 0 | 0 | 0 |
| SM-ALC | | 70% | 18 | 0 | 0 | 18 |
| WR-ALC | | 0% | 0 | 0 | 0 | 0 |
| TOTAL | | 70% | 18 | 0 | 0 | 18 |

SAVINGS YEAR 2 = 1.1

| GAINING CENTERS | WORKLOAD DPSH | RDST | DIRECT WORKERS 25 | PRD OVPHD WORKERS 0 | G&A WORKERS 0 | WORKERS SAVED 25 |
|---|---|---|---|---|---|---|
| OC-ALC | | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | | 0% | 0 | 0 | 0 | 0 |
| SA-ALC | | 0% | 0 | 0 | 0 | 0 |
| SM-ALC | | 30% | 8 | 0 | 0 | 8 |
| WR-ALC | | 0% | 0 | 0 | 0 | 0 |
| TOTAL | | 30% | 8 | 0 | 0 | 8 |

| | DIRECT WORKERS | PRD OVPHD WORKERS | G&A WORKERS | |
|---|---|---|---|---|
| SAVINGS COMPUTED | 25 | 0 | 0 | 25 |
| SAVINGS DISTRIBUTED | 26 | 0 | 0 | 26 |
| ADJUST 1 CENTER BY | -1 | 0 | 0 | -1 |

| CENTER | BEGINING WORKERS | SAVED WORKERS | # TO PCS | % TO PCS YEAR 1 | % TO PCS YEAR 2 |
|---|---|---|---|---|---|
| OC-ALC | 0 | 0 | 0 | 50% | 50% |
| OO-ALC | 0 | 0 | 0 | 50% | 50% |
| SA-ALC | 0 | 0 | 0 | 50% | 50% |
| SM-ALC | 32 | 25 | 7 | 50% | 50% |
| WR-ALC | 0 | 0 | 0 | 50% | 50% |
| TOTAL | 32 | 25 | 7 | 50% | 50% |
| ADJUST 1 CENTER BY | | | | 50% | 50% |

ATTACHMENT 6

| CENTER | WORKLOAD DPSH | YIELD RATE | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS TODAY |
|---|---|---|---|---|---|---|
| OC-ALC | 193,437 | 1288 | 150 | 0 | 0 | 150 |
| OO-ALC | 30,884 | 1428 | 22 | 0 | 0 | 22 |
| SA-ALC | 88,183 | 1208 | 71 | 0 | 0 | 71 |
| SM-ALC | 46,450 | 1280 | 37 | 0 | 0 | 37 |
| WR-ALC | 32,826 | 1300 | 24 | 0 | 0 | 24 |
| TOTAL | 383,980 | | 299 | 0 | 0 | 299 |

| GAINING CENTERS | WORKLOAD DPSH | YIELD RATE | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS REQUIRED |
|---|---|---|---|---|---|---|
| OC-ALC | 198,487 | 1288 | 154 | 0 | 0 | 154 |
| OO-ALC | 28,236 | 1428 | 20 | 0 | 0 | 20 |
| SA-ALC | 0 | 1208 | 0 | 0 | 0 | 0 |
| SM-ALC | 63,102 | 1280 | 49 | 0 | 0 | 49 |
| WR-ALC | 93,905 | 1300 | 67 | 0 | 0 | 67 |
| TOTAL | 383,980 | | 290 | 0 | 0 | 290 |

SAVINGS COMPUTED

| | |
|---|---|
| **A. DIRECT WORKERS BASED ON YIELD RATES** | |
| A1. TODAY | 299 |
| A2. REQUIRED | 290 |
| A3. SAVINGS (A1-A3) BASED | 9 |
| **B. DIRECT WORKERS INCREASED EFFICIENCIES** | |
| B1. REQUIRED | 290 |
| B2. ADDITIONAL EFFICIENCY % | 15% |
| B3. SAVINGS (B1*B2) | 44 |
| **C. PRODUCTION OVERHEAD WORKERS** | |
| C1. TODAY | 0 |
| C2. REQUIRED | 0 |
| C3. SAVINGS (C1-C2) | 0 |
| **D. GENERAL & ADMINISTRATIVE** | |
| D1. TODAY | 0 |
| D2. REQUIRED | 0 |
| D3. SAVINGS (D1-D2) | 0 |
| **E. TOTAL SAVINGS** | |
| E1. DIRECT WORKER BASED ON YIELD RATE | 9 |
| E2. DIRECT WORKER BASED ON EFFICIENCIEI | 44 |
| E3. PRODUCTION OVERHEAD WORKERS | 0 |
| E4. GENERAL & ADMINISTRATIVE | 0 |
| E5. TOTAL PERSONNEL SAVED | 53 |

| GAINING CENTERS | WORKLOAD DPSH | RDST | EFFECTED WORKER POPULATIONS DIRECT WORKERS 53 | PRD OVRHD WORKERS 0 | G&A WORKERS 0 | WORKERS SAVED |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| SA-ALC | 88,183 | 100% | 53 | 0 | 0 | 53 |
| SM-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| WR-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| TOTAL | 88,183 | 100% | 53 | 0 | 0 | 53 |

| GAINING CENTERS | WORKLOAD DPSH | RDST | SAVINGS YEAR 1 = 2 / 3 DIRECT WORKERS 53 | PRD OVRHD WORKERS 0 | G&A WORKERS 0 | WORKERS SAVED 53 |
|---|---|---|---|---|---|---|
| OC-ALC | | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | | 0% | 0 | 0 | 0 | 0 |
| SA-ALC | | 70% | 37 | 0 | 0 | 37 |
| SM-ALC | | 0% | 0 | 0 | 0 | 0 |
| WR-ALC | | 0% | 0 | 0 | 0 | 0 |
| TOTAL | | 70% | 37 | 0 | 0 | 37 |

| GAINING CENTERS | WORKLOAD DPSH | RDST | SAVINGS YEAR 2 = 1 / 3 DIRECT WORKERS 53 | PRD OVRHD WORKERS 0 | G&A WORKERS 0 | WORKERS SAVED 53 |
|---|---|---|---|---|---|---|
| OC-ALC | | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | | 0% | 0 | 0 | 0 | 0 |
| SA-ALC | | 30% | 16 | 0 | 0 | 16 |
| SM-ALC | | 0% | 0 | 0 | 0 | 0 |
| WR-ALC | | 0% | 0 | 0 | 0 | 0 |
| TOTAL | | 30% | 16 | 0 | 0 | 16 |

| | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | |
|---|---|---|---|---|
| SAVINGS COMPUTED | 53 | 0 | 0 | 53 |
| SAVINGS DISTRIBUTED | 53 | 0 | 0 | 53 |
| ADJUST 1 CENTER BY | 0 | 0 | 0 | 0 |

| CENTER | BEGINING WORKERS | SAVED WORKERS | # TO PCS | TO PCS YEAR 1 | TO PCS YEAR 2 |
|---|---|---|---|---|---|
| OC-ALC | 0 | 0 | 0 | 50% | 50% |
| OO-ALC | 0 | 0 | 0 | 50% | 50% |
| SA-ALC | 71 | 53 | 18 | 50% | 50% |
| SM-ALC | 0 | 0 | 0 | 50% | 50% |
| WR-ALC | 0 | 0 | 0 | 50% | 50% |
| TOTAL | 71 | 53 | 18 | 50% | 50% |
| ADJUST 1 CENTER BY | | | | 50% | 50% |

| OC-ALC IS PCSING 0 | WORKERS TO | TOTAL WORKERS | # TO PCS YEAR 1 | # TO PCS YEAR 2 | TOTAL PCSS |
|---|---|---|---|---|---|
| OC-ALC | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | 0% | 0 | 0 | 0 | 0 |
| SA-ALC | 0% | 0 | 0 | 0 | 0 |
| SM-ALC | 0% | 0 | 0 | 0 | 0 |
| WR-ALC | 0% | 0 | 0 | 0 | 0 |
| TOTAL | 0% | 0 | 0 | 0 | 0 |
| ADJUST 1 CENTER BY | | | | | 0 |

| CENTER | WORKLOAD DPSH | YIELD RATE | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS TODAY |
|---|---|---|---|---|---|---|
| OC-ALC | 85,448 | 1286 | 66 | 0 | 0 | 66 |
| OO-ALC | 0 | 1428 | 0 | 0 | 0 | 0 |
| SA-ALC | 83,286 | 1208 | 69 | 0 | 0 | 69 |
| SM-ALC | 40,700 | 1280 | 32 | 0 | 0 | 32 |
| WR-ALC | 105,716 | 1399 | 76 | 0 | 0 | 76 |
| TOTAL | 315,150 | | 243 | 0 | 0 | 243 |

| GAINING CENTERS | WORKLOAD DPSH | YIELD RATE | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS REQUIRED |
|---|---|---|---|---|---|---|
| OC-ALC | 184,744 | 1286 | 144 | 0 | 0 | 144 |
| OO-ALC | 0 | 1428 | 0 | 0 | 0 | 0 |
| SA-ALC | 0 | 1208 | 0 | 0 | 0 | 0 |
| SM-ALC | 0 | 1280 | 0 | 0 | 0 | 0 |
| WR-ALC | 149,369 | 1399 | 107 | 0 | 0 | 107 |
| TOTAL | 334,113 | | 251 | 0 | 0 | 251 |

**SAVINGS COMPUTED**

| | |
|---|---|
| **A. DIRECT WORKERS BASED ON YIELD RATES** | |
| A1. TODAY | 243 |
| A2. REQUIRED | 251 |
| A3. SAVINGS (A1-A3) BASED | -8 |
| **B. DIRECT WORKERS INCREASED EFFICIENCIES** | |
| B1. REQUIRED | 251 |
| B2. ADDITIONAL EFFICIENCY % | 15% |
| B3. SAVINGS (B1*B2) | 38 |
| **C. PRODUCTION OVERHEAD WORKERS** | |
| C1. TODAY | 0 |
| C2. REQUIRED | 0 |
| C3. SAVINGS (C1-C2) | 0 |
| **D. GENERAL & ADMINISTRATIVE** | |
| D1. TODAY | 0 |
| D2. REQUIRED | 0 |
| D3. SAVINGS (D1-D2) | 0 |
| **E. TOTAL SAVINGS** | |
| E1. DIRECT WORKER BASED ON YIELD RATE | -8 |
| E2. DIRECT WORKER BASED ON EFFICIENCIES | 38 |
| E3. PRODUCTION OVERHEAD WORKERS | 0 |
| E4. GENERAL & ADMINISTRATIVE | 0 |
| E5. TOTAL PERSONNEL SAVED | 30 |

EFFECTED WORKER POPULATIONS

| GAINING CENTERS | WORKLOAD DPSH | % RDST | DIRECT WORKERS 30 | PRD OVRHD WORKERS 0 | G&A WORKERS 0 | WORKERS SAVED |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| SA-ALC | 83,286 | 70% | 21 | 0 | 0 | 21 |
| SM-ALC | 40,700 | 30% | 9 | 0 | 0 | 9 |
| WR-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| TOTAL | 123,986 | 100% | 30 | 0 | 0 | 30 |

SAVINGS YEAR 1 = 2 3

| GAINING CENTERS | WORKLOAD DPSH | RDST | DIRECT WORKERS 30 | PRD OVRHD WORKERS 0 | G&A WORKERS 0 | WORKERS SAVED 30 |
|---|---|---|---|---|---|---|
| OC-ALC | | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | | 0% | 0 | 0 | 0 | 0 |
| SA-ALC | | 50% | 15 | 0 | 0 | 15 |
| SM-ALC | | 20% | 6 | 0 | 0 | 6 |
| WR-ALC | | 0% | 0 | 0 | 0 | 0 |
| TOTAL | | 70% | 21 | 0 | 0 | 21 |

SAVINGS YEAR 2 = 1 3

| GAINING CENTERS | WORKLOAD DPSH | % RDST | DIRECT WORKERS 30 | PRD OVRHD WORKERS 0 | G&A WORKERS 0 | WORKERS SAVED 30 |
|---|---|---|---|---|---|---|
| OC-ALC | | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | | 0% | 0 | 0 | 0 | 0 |
| SA-ALC | | 20% | 6 | 0 | 0 | 6 |
| SM-ALC | | 10% | 3 | 0 | 0 | 3 |
| WR-ALC | | 0% | 0 | 0 | 0 | 0 |
| TOTAL | | 30% | 9 | 0 | 0 | 9 |

| | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | |
|---|---|---|---|---|
| SAVINGS COMPUTED | 30 | 0 | 0 | 30 |
| SAVINGS DISTRIBUTED | 30 | 0 | 0 | 30 |
| ADJUST 1 CENTER BY | 0 | 0 | 0 | 0 |

| CENTER | BEGINING WORKERS | SAVED WORKERS | # TO PCS | % TO PCS YEAR 1 | % TO PCS YEAR 2 |
|---|---|---|---|---|---|
| OC-ALC | 0 | 0 | 0 | 50% | 50% |
| OO-ALC | 0 | 0 | 0 | 50% | 50% |
| SA-ALC | 69 | 21 | 48 | 50% | 50% |
| SM-ALC | 32 | 9 | 23 | 50% | 50% |
| WR-ALC | 0 | 0 | 0 | 50% | 50% |
| TOTAL | 101 | 30 | 71 | 50% | 50% |
| ADJUST 1 CENTER BY | | | | 50% | 50% |

| CENTER | WORKLOAD DPSH | YIELD RATE | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS TODAY |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 1286 | 0 | 0 | 0 | 0 |
| OO-ALC | 15,952 | 1428 | 11 | 0 | 0 | 11 |
| SA-ALC | 10,120 | 1208 | 8 | 0 | 0 | 8 |
| SM-ALC | 31,129 | 1280 | 24 | 0 | 0 | 24 |
| WR-ALC | 20,160 | 1493 | 14 | 0 | 0 | 14 |
| TOTAL | 77,361 | | 57 | 0 | 0 | 57 |

| GAINING CENTERS | WORKLOAD DPSH | YIELD RATE | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS REQUIRED |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 1286 | 0 | 0 | 0 | 0 |
| OO-ALC | 77,361 | 1428 | 54 | 0 | 0 | 54 |
| SA-ALC | 0 | 1208 | 0 | 0 | 0 | 0 |
| SM-ALC | 0 | 1280 | 0 | 0 | 0 | 0 |
| WR-ALC | 0 | 1493 | 0 | 0 | 0 | 0 |
| TOTAL | 77,361 | | 54 | 0 | 0 | 54 |

**SAVINGS COMPUTED**

| | |
|---|---|
| **A. DIRECT WORKERS BASED ON YIELD RATES** | |
| A1. TODAY | 57 |
| A2. REQUIRED | 54 |
| A3. SAVINGS (A1-A3) BASED | 3 |
| **B. DIRECT WORKERS INCREASED EFFICIENCIES** | |
| B1. REQUIRED | 54 |
| B2. ADDITIONAL EFFICIENCY % | 15% |
| B3. SAVINGS (B1*B2) | 8 |
| **C. PRODUCTION OVERHEAD WORKERS** | |
| C1. TODAY | 0 |
| C2. REQUIRED | 0 |
| C3. SAVINGS (C1-C2) | 0 |
| **D. GENERAL & ADMINISTRATIVE** | |
| D1. TODAY | 0 |
| D2. REQUIRED | 0 |
| D3. SAVINGS (D1-D2) | 0 |
| **E. TOTAL SAVINGS** | |
| E1. DIRECT WORKER BASED ON YIELD RATE | 3 |
| E2. DIRECT WORKER BASED ON EFFICIENCIES | 8 |
| E3. PRODUCTION OVERHEAD WORKERS | 0 |
| E4. GENERAL & ADMINISTRATIVE | 0 |
| E5. TOTAL PERSONNEL SAVED | 11 |

EFFECTED WORKER POPULATIONS

| GAINING CENTERS | WORKLOAD DPSH | PDST | DIRECT WORKERS 11 | PRD OVRHD WORKERS 0 | G&A WORKERS 0 | WORKERS SAVED |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| SA-ALC | 10,120 | 20% | 2 | 0 | 0 | 2 |
| SM-ALC | 31,129 | 50% | 6 | 0 | 0 | 6 |
| WR-ALC | 20,160 | 30% | 3 | 0 | 0 | 3 |
| TOTAL | 61,409 | 100% | 11 | 0 | 0 | 11 |

SAVINGS YEAR 1 = 2 )

| GAINING CENTERS | WORKLOAD DPSH | PDST | DIRECT WORKERS 11 | PRD OVRHD WORKERS 0 | G&A WORKERS 0 | WORKERS SAVED 11 |
|---|---|---|---|---|---|---|
| OC-ALC | | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | | 0% | 0 | 0 | 0 | 0 |
| SA-ALC | | 10% | 1 | 0 | 0 | 1 |
| SM-ALC | | 30% | 3 | 0 | 0 | 3 |
| WR-ALC | | 20% | 2 | 0 | 0 | 2 |
| TOTAL | | 60% | 6 | 0 | 0 | 6 |

SAVINGS YEAR 2 = 1 )

| GAINING CENTERS | WORKLOAD DPSH | PDST | DIRECT WORKERS 11 | PRD OVRHD WORKERS 0 | G&A WORKERS 0 | WORKERS SAVED 11 |
|---|---|---|---|---|---|---|
| OC-ALC | | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | | 0% | 0 | 0 | 0 | 0 |
| SA-ALC | | 10% | 1 | 0 | 0 | 1 |
| SM-ALC | | 20% | 2 | 0 | 0 | 2 |
| WR-ALC | | 10% | 1 | 0 | 0 | 1 |
| TOTAL | | 30% | 4 | 0 | 0 | 4 |

| | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | |
|---|---|---|---|---|
| SAVINGS COMPUTED | 11 | 0 | 0 | 11 |
| SAVINGS DISTRIBUTED | 10 | 0 | 0 | 10 |
| ADJUST 1 CENTER BY | 1 | 0 | 0 | 1 |

| CENTER | BEGINING WORKERS | | SAVED WORKERS | # TO PCS | % TO PCS YEAR 1 | % TO PCS YEAR 2 |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | | 0 | 0 | 50% | 50% |
| OO-ALC | 0 | | 0 | 0 | 50% | 50% |
| SA-ALC | 8 | | 2 | 6 | 50% | 50% |
| SM-ALC | 24 | | 6 | 18 | 50% | 50% |
| WR-ALC | 14 | | 3 | 11 | 50% | 50% |
| TOTAL | 46 | | 11 | 35 | 50% | 50% |
| ADJUST 1 CENTER BY | | | | | 50% | 50% |

| CENTER | WORKLOAD DPSH | YIELD RATE | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS TODAY |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 1288 | 0 | 0 | 0 | 0 |
| OO-ALC | 19,074 | 1428 | 13 | 0 | 0 | 13 |
| SA-ALC | 2,175 | 1208 | 2 | 0 | 0 | 2 |
| SM-ALC | 32,209 | 1280 | 25 | 0 | 0 | 25 |
| WR-ALC | 23,040 | 1493 | 15 | 0 | 0 | 15 |
| TOTAL | 76,498 | | 55 | 0 | 0 | 55 |

| GAINING CENTERS | WORKLOAD DPSH | YIELD RATE | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS REQUIRED |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 1288 | 0 | 0 | 0 | 0 |
| OO-ALC | 76,498 | 1428 | 54 | 0 | 0 | 54 |
| SA-ALC | 0 | 1208 | 0 | 0 | 0 | 0 |
| SM-ALC | 0 | 1280 | 0 | 0 | 0 | 0 |
| WR-ALC | 0 | 1493 | 0 | 0 | 0 | 0 |
| TOTAL | 76,498 | | 54 | 0 | 0 | 54 |

**SAVINGS COMPUTED**

**A. DIRECT WORKERS BASED ON YIELD RATES**

| | |
|---|---|
| A1. TODAY | 55 |
| A2. REQUIRED | 54 |
| A3. SAVINGS (A1-A3) BASED | 1 |

**B. DIRECT WORKERS INCREASED EFFICIENCIES**

| | |
|---|---|
| B1. REQUIRED | 54 |
| B2. ADDITIONAL EFFICIENCY % | 15% |
| B3. SAVINGS (B1*B2) | 8 |

**C. PRODUCTION OVERHEAD WORKERS**

| | |
|---|---|
| C1. TODAY | 0 |
| C2. REQUIRED | 0 |
| C3. SAVINGS (C1-C2) | 0 |

**D. GENERAL & ADMINISTRATIVE**

| | |
|---|---|
| D1. TODAY | 0 |
| D2. REQUIRED | 0 |
| D3. SAVINGS (D1-D2) | 0 |

**E. TOTAL SAVINGS**

| | |
|---|---|
| E1. DIRECT WORKER BASED ON YIELD RATE | 1 |
| E2. DIRECT WORKER BASED ON EFFICIENCIES | 8 |
| E3. PRODUCTION OVERHEAD WORKERS | 0 |
| E4. GENERAL & ADMINISTRATIVE | 0 |
| E5. TOTAL PERSONNEL SAVED | 9 |

EFFECTED WORKER POPULATIONS

| GAINING CENTERS | WORKLOAD DPSH | RDST | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS SAVED |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| SA-ALC | 2,175 | 0% | 0 | 0 | 0 | 0 |
| SM-ALC | 32,209 | 60% | 5 | 0 | 0 | 5 |
| WR-ALC | 23,040 | 40% | 4 | 0 | 0 | 4 |
| TOTAL | 57,424 | 100% | 9 | 0 | 0 | 9 |

SAVINGS YEAR 1 = 7.2

| GAINING CENTERS | WORKLOAD DPSH | PDST | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS SAVED |
|---|---|---|---|---|---|---|
| OC-ALC | | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | | 0% | 0 | 0 | 0 | 0 |
| SA-ALC | | 0% | 0 | 0 | 0 | 0 |
| SM-ALC | | 40% | 4 | 0 | 0 | 4 |
| WR-ALC | | 30% | 3 | 0 | 0 | 3 |
| TOTAL | | 70% | 7 | 0 | 0 | 7 |

SAVINGS YEAR 2 = 1.8

| GAINING CENTERS | WORKLOAD DPSH | PDST | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS SAVED |
|---|---|---|---|---|---|---|
| OC-ALC | | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | | 0% | 0 | 0 | 0 | 0 |
| SA-ALC | | 0% | 0 | 0 | 0 | 0 |
| SM-ALC | | 20% | 2 | 0 | 0 | 2 |
| WR-ALC | | 10% | 1 | 0 | 0 | 1 |
| TOTAL | | 30% | 3 | 0 | 0 | 3 |

| | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | |
|---|---|---|---|---|
| SAVINGS COMPUTED | 9 | 0 | 0 | 9 |
| SAVINGS DISTRIBUTED | 10 | 0 | 0 | 10 |
| ADJUST 1 CENTER BY | -1 | 0 | 0 | -1 |

| CENTER | BEGINING WORKERS | SAVED WORKERS | # TO PCS | % TO PCS YEAR 1 | % TO PCS YEAR 2 |
|---|---|---|---|---|---|
| OC-ALC | 0 | 0 | 0 | 50% | 50% |
| OO-ALC | 0 | 0 | 0 | 50% | 50% |
| SA-ALC | 2 | 0 | 2 | 50% | 50% |
| SM-ALC | 25 | 5 | 20 | 50% | 50% |
| WR-ALC | 15 | 4 | 11 | 50% | 50% |
| TOTAL | 42 | 9 | 33 | 50% | 50% |
| ADJUST 1 CENTER BY | | | | 50% | 50% |

| CENTER | WORKLOAD DPSH | YIELD RATE | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS TODAY |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 1288 | 0 | 0 | 0 | 0 |
| OO-ALC | 15,952 | 1428 | 11 | 0 | 0 | 11 |
| SA-ALC | 10,120 | 1208 | 8 | 0 | 0 | 8 |
| SM-ALC | 31,129 | 1280 | 24 | 0 | 0 | 24 |
| WR-ALC | 20,180 | 1493 | 14 | 0 | 0 | 14 |
| TOTAL | 77,381 | | 57 | 0 | 0 | 57 |

| GAINING CENTERS | WORKLOAD DPSH | YIELD RATE | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS REQUIRED |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 1288 | 0 | 0 | 0 | 0 |
| OO-ALC | 0 | 1428 | 0 | 0 | 0 | 0 |
| SA-ALC | 0 | 1208 | 0 | 0 | 0 | 0 |
| SM-ALC | 77,381 | 1280 | 60 | 0 | 0 | 60 |
| WR-ALC | 0 | 1493 | 0 | 0 | 0 | 0 |
| TOTAL | 77,381 | | 60 | 0 | 0 | 60 |

**SAVINGS COMPUTED**

**A. DIRECT WORKERS BASED ON YIELD RATES**

| | |
|---|---|
| A1. TODAY | 57 |
| A2. REQUIRED | 60 |
| A3. SAVINGS (A1-A3) BASED | -3 |

**B. DIRECT WORKERS INCREASED EFFICIENCIES**

| | |
|---|---|
| B1. REQUIRED | 60 |
| B2. ADDITIONAL EFFICIENCY % | 15% |
| B3. SAVINGS (B1*B2) | 9 |

**C. PRODUCTION OVERHEAD WORKERS**

| | |
|---|---|
| C1. TODAY | 0 |
| C2. REQUIRED | 0 |
| C3. SAVINGS (C1-C2) | 0 |

**D. GENERAL & ADMINISTRATIVE**

| | |
|---|---|
| D1. TODAY | 0 |
| D2. REQUIRED | 0 |
| D3. SAVINGS (D1-D2) | 0 |

**E. TOTAL SAVINGS**

| | |
|---|---|
| E1. DIRECT WORKER BASED ON YIELD RATE | -3 |
| E2. DIRECT WORKER BASED ON EFFICIENCIES | 9 |
| E3. PRODUCTION OVERHEAD WORKERS | 0 |
| E4. GENERAL & ADMINISTRATIVE | 0 |
| E5. TOTAL PERSONNEL SAVED | 6 |

EFFECTED WORKER POPULATIONS

| GAINING CENTERS | WORKLOAD DPSH | RDST | DIRECT WORKERS 6 | PRD OVRHD WORKERS 0 | G&A WORKERS 0 | WORKERS SAVED |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | 15,952 | 30% | 2 | 0 | 0 | 2 |
| SA-ALC | 10,120 | 20% | 1 | 0 | 0 | 1 |
| SM-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| WR-ALC | 20,180 | 40% | 2 | 0 | 0 | 2 |
| TOTAL | 46,232 | 90% | 5 | 0 | 0 | 5 |

SAVINGS YEAR 1 = 2 3

| GAINING CENTERS | WORKLOAD DPSH | RDST | DIRECT WORKERS 6 | PRD OVRHD WORKERS 0 | G&A WORKERS 0 | WORKERS SAVED 6 |
|---|---|---|---|---|---|---|
| OC-ALC | | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | | 20% | 1 | 0 | 0 | 1 |
| SA-ALC | | 10% | 1 | 0 | 0 | 1 |
| SM-ALC | | 0% | 0 | 0 | 0 | 0 |
| WR-ALC | | 30% | 2 | 0 | 0 | 2 |
| TOTAL | | 60% | 4 | 0 | 0 | 4 |

SAVINGS YEAR 2 = 1 3

| GAINING CENTERS | WORKLOAD DPSH | RDST | DIRECT WORKERS 6 | PRD OVRHD WORKERS 0 | G&A WORKERS 0 | WORKERS SAVED 6 |
|---|---|---|---|---|---|---|
| OC-ALC | | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | | 10% | 1 | 0 | 0 | 1 |
| SA-ALC | | 10% | 1 | 0 | 0 | 1 |
| SM-ALC | | 0% | 0 | 0 | 0 | 0 |
| WR-ALC | | 10% | 1 | 0 | 0 | 1 |
| TOTAL | | 30% | 3 | 0 | 0 | 3 |

| | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | |
|---|---|---|---|---|
| SAVINGS COMPUTED | 6 | 0 | 0 | 6 |
| SAVINGS DISTRIBUTED | 7 | 0 | 0 | 7 |
| ADJUST 1 CENTER BY | -1 | 0 | 0 | -1 |

| CENTER | BEGINING WORKERS | SAVED WORKERS | # TO PCS | % TO PCS YEAR 1 | % TO PCS YEAR 2 |
|---|---|---|---|---|---|
| OC-ALC | 0 | 0 | 0 | 50% | 50% |
| OO-ALC | 11 | 2 | 9 | 50% | 50% |
| SA-ALC | 8 | 1 | 7 | 50% | 50% |
| SM-ALC | 0 | 0 | 0 | 50% | 50% |
| WR-ALC | 14 | 2 | 12 | 50% | 50% |
| TOTAL | 33 | 5 | 28 | 50% | 50% |
| ADJUST 1 CENTER BY | | | | 50% | 50% |

| CENTER | WORKLOAD DPSH | YIELD RATE | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS TODAY |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 1286 | 0 | 0 | 0 | 0 |
| OO-ALC | 19,074 | 1428 | 13 | 0 | 0 | 13 |
| SA-ALC | 2,175 | 1208 | 2 | 0 | 0 | 2 |
| SM-ALC | 32,209 | 1280 | 25 | 0 | 0 | 25 |
| WR-ALC | 23,040 | 1493 | 15 | 0 | 0 | 15 |
| TOTAL | 76,498 | | 55 | 0 | 0 | 55 |

| GAINING CENTERS | WORKLOAD DPSH | YIELD RATE | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS REQUIRED |
|---|---|---|---|---|---|---|
| OC-ALC | 0 | 1286 | 0 | 0 | 0 | 0 |
| OO-ALC | 0 | 1428 | 0 | 0 | 0 | 0 |
| SA-ALC | 0 | 1208 | 0 | 0 | 0 | 0 |
| SM-ALC | 42,643 | 1280 | 33 | 0 | 0 | 33 |
| WR-ALC | 33,855 | 1493 | 23 | 0 | 0 | 23 |
| TOTAL | 76,498 | | 56 | 0 | 0 | 56 |

**SAVINGS COMPUTED**

| | |
|---|---|
| **A. DIRECT WORKERS BASED ON YIELD RATES** | |
| A1. TODAY | 55 |
| A2. REQUIRED | 56 |
| A3. SAVINGS (A1-A3) BASED | -1 |
| **B. DIRECT WORKERS INCREASED EFFICIENCIES** | |
| B1. REQUIRED | 56 |
| B2. ADDITIONAL EFFICIENCY % | 15% |
| B3. SAVINGS (B1*B2) | 8 |
| **C. PRODUCTION OVERHEAD WORKERS** | |
| C1. TODAY | 0 |
| C2. REQUIRED | 0 |
| C3. SAVINGS (C1-C2) | 0 |
| **D. GENERAL & ADMINSTRATIVE** | |
| D1. TODAY | 0 |
| D2. REQUIRED | 0 |
| D3. SAVINGS (D1-D2) | 0 |
| **E. TOTAL SAVINGS** | |
| E1. DIRECT WORKER BASED ON YIELD RATE | -1 |
| E2. DIRECT WORKER BASED ON EFFICIENCIES | 8 |
| E3. PRODUCTION OVERHEAD WORKERS | 0 |
| E4. GENERAL & ADMINSTRATIVE | 0 |
| E5. TOTAL PERSONNEL SAVED | 7 |

EFFECTED WORKER POPULATIONS

| GAINING CENTERS | WORKLOAD DPSH | POST | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS SAVED |
|---|---|---|---|---|---|---|
| | | | 7 | 0 | 0 | |
| OC-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | 19,074 | 90% | 6 | 0 | 0 | 6 |
| SA-ALC | 2,175 | 10% | 1 | 0 | 0 | 1 |
| SM-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| WR-ALC | 0 | 0% | 0 | 0 | 0 | 0 |
| TOTAL | 21,249 | 100% | 7 | 0 | 0 | 7 |

SAVINGS YEAR 1 = 7 !

| GAINING CENTERS | WORKLOAD DPSH | POST | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS SAVED |
|---|---|---|---|---|---|---|
| | | | 7 | 0 | 0 | 7 |
| OC-ALC | | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | | 60% | 4 | 0 | 0 | 4 |
| SA-ALC | | 10% | 1 | 0 | 0 | 1 |
| SM-ALC | | 0% | 0 | 0 | 0 | 0 |
| WR-ALC | | 0% | 0 | 0 | 0 | 0 |
| TOTAL | | 70% | 5 | 0 | 0 | 5 |

SAVINGS YEAR 2 = 1 !

| GAINING CENTERS | WORKLOAD DPSH | POST | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | WORKERS SAVED |
|---|---|---|---|---|---|---|
| | | | 7 | 0 | 0 | 7 |
| OC-ALC | | 0% | 0 | 0 | 0 | 0 |
| OO-ALC | | 30% | 2 | 0 | 0 | 2 |
| SA-ALC | | 0% | 0 | 0 | 0 | 0 |
| SM-ALC | | 0% | 0 | 0 | 0 | 0 |
| WR-ALC | | 0% | 0 | 0 | 0 | 0 |
| TOTAL | | 30% | 2 | 0 | 0 | 2 |

| | DIRECT WORKERS | PRD OVRHD WORKERS | G&A WORKERS | |
|---|---|---|---|---|
| SAVINGS COMPUTED | 7 | 0 | 0 | 7 |
| SAVINGS DISTRIBUTED | 7 | 0 | 0 | 7 |
| ADJUST 1 CENTER BY | 0 | 0 | 0 | 0 |

| CENTER | BEGINING WORKERS | SAVED WORKERS | # TO PCS | % TO PCS YEAR 1 | % TO PCS YEAR 2 |
|---|---|---|---|---|---|
| OC-ALC | 0 | 0 | 0 | 50% | 50% |
| OO-ALC | 13 | 6 | 7 | 50% | 50% |
| SA-ALC | 2 | 1 | 1 | 50% | 50% |
| SM-ALC | 0 | 0 | 0 | 50% | 50% |
| WR-ALC | 0 | 0 | 0 | 50% | 50% |
| TOTAL | 15 | 7 | 8 | 50% | 50% |
| ADJUST 1 CENTER BY | | | | 50% | 50% |

**MANPOWER TRANSFERS DIRECT AND OVERHEAD**

| | CURRENT | | | SCENARIO 1 | | | O/H | | SCENARIO 2 | | | O/H |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALC | W/L | PE | | W/L | PE | VAR | TRANS | | W/L | PE | VAR | TRANS |
| SMALL AIRCRAFT PAINT | | | | | | | | | | | | |
| OC | 0 | 0 | | 0 | 0 | 0 | | | 0 | 0 | 0 | |
| OO | 15952 | 11 | | 77361 | 46 | 35 | 2 | | 0 | 0 | -11 | -1 |
| SA | 10120 | 8 | | 0 | 0 | -8 | 0 | | 0 | 0 | -8 | |
| SM | 31129 | 24 | | 0 | 0 | -24 | -1 | | 77361 | 51 | 27 | 2 |
| WR | 20160 | 14 | | 0 | 0 | -14 | -1 | | 0 | 0 | -14 | -1 |
| TOTAL | 77361 | 57 | | 77361 | 46 | -11 | 0 | | 77361 | 51 | -6 | 0 |
| SMALL AIRCRAFT DEPAINT | | | | | | | | | | | | |
| OC | 0 | 0 | | 0 | 0 | 0 | | | 0 | 0 | 0 | |
| OO | 19074 | 13 | | 76498 | 46 | 33 | 2 | | 0 | 0 | -13 | 0 |
| SA | 2175 | 2 | | 0 | 0 | -2 | 0 | | 0 | 0 | -2 | 0 |
| SM | 32209 | 25 | | 0 | 0 | -25 | -1 | | 42643 | 28 | 3 | 0 |
| WR | 23040 | 15 | | 0 | 0 | -15 | -1 | | 33855 | 20 | 5 | 0 |
| TOTAL | 76498 | 55 | | 76498 | 46 | -9 | 0 | | 76498 | 48 | -7 | 0 |

PERSONNEL TRANSFERS

| | | PE | | TO | | FROM | | PE CUT | | FROM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SAP1 DIRECT | | 6 | | OO | | SA | | 2 | | SA | | |
| | | 18 | | OO | | SM | | 6 | | SM | | |
| | | 11 | | OO | | WR | | 3 | | WR | | |
| SAP 1 O/H | | 1 | | OO | | SM | | | | | | |
| | | 1 | | OO | | WR | | | | | | |
| SADP 1 DIRECT | | 2 | | OO | | SA | | 5 | | SM | | |
| | | 20 | | OO | | SM | | 4 | | WR | | |
| | | 11 | | OO | | WR | | | | | | |
| SAPD 1 O/H | | 1 | | OO | | SM | | | | | | |
| | | 1 | | OO | | WR | | | | | | |
| SAP 2 DIRECT | | 8 | | SM | | OO | | 3 | | OO | | |
| | | 7 | | SM | | SA | | 1 | | SA | | |
| | | 12 | | SM | | WR | | 2 | | WR | | |
| SAP 2 O/H | | 1 | | SM | | OO | | | | | | |
| | | 1 | | SM | | WR | | | | | | |
| SADP 2 DIRECT | | 3 | | SM | | OO | | 6 | | OO | | |
| | | 4 | | WR | | OO | | 1 | | SA | | |
| | | 1 | | WR | | SA | | | | | | |
| SADP 2 O/H | | | | | | | | 1 | | OO | | |

**MANPOWER TRANSFERS DIRECT AND OVERHEAD**

| | CURRENT | | SCENARIO 1 | | | O/H | SCENARIO 2 | | | O/H |
|---|---|---|---|---|---|---|---|---|---|---|
| ALC | W/L | PE | W/L | PE | VAR | TRANS | W/L | PE | VAR | TRANS |
| LARGE AIRCRAFT PAINT | | | | | | | | | | |
| OC | 193437 | 150 | 183729 | 122 | -28 | -2 | 198497 | 131 | -19 | -1 |
| OO | 30864 | 22 | 0 | 0 | -22 | -1 | 28236 | 17 | -5 | 0 |
| SA | 86163 | 71 | 136321 | 96 | 25 | 2 | 0 | 0 | -71 | -5 |
| SM | 40450 | 32 | 0 | 0 | -32 | -2 | 63102 | 41 | 9 | 1 |
| WR | 32886 | 24 | 63750 | 39 | 15 | 1 | 93965 | 57 | 33 | 2 |
| TOTAL | 383800 | 299 | 383800 | 257 | -42 | -2 | 383800 | 246 | -53 | -3 |
| LARGE AIRCRAFT DEPAINT | | | | | | | | | | |
| OC | 85418 | 66 | 74302 | 49 | -17 | -1 | 184744 | 122 | 56 | 3 |
| OO | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | |
| SA | 83286 | 69 | 110442 | 78 | 9 | 1 | 0 | 0 | -69 | -4 |
| SM | 40700 | 32 | 0 | 0 | -32 | -2 | 0 | 0 | -32 | -2 |
| WR | 105716 | 75 | 149369 | 91 | 16 | 1 | 149369 | 91 | 16 | 1 |
| TOTAL | 315120 | 242 | 334113 | 218 | -24 | -1 | 334113 | 213 | -29 | -2 |

PERSONNEL TRANSFERS

| | PE | TO | FROM | PE CUT | FROM |
|---|---|---|---|---|---|
| LAP1 DIRECT | 20 | SA | SM | 12 | SM |
| | 5 | SA | OC | 23 | OC |
| | 15 | WR | OO | 7 | OO |
| LAP 1 O/H | 1 | SA | SM | 1 | SM |
| | 1 | SA | OC | 1 | OC |
| | 1 | WR | OO | | |
| LADP 1 DIRECT | 9 | WR | OC | 8 | OC |
| | 9 | SA | SM | 16 | SM |
| | 7 | WR | SM | | |
| LAPD 1 O/H | 1 | SA | SM | 1 | SM |
| | 1 | WR | OC | | |
| LAP 2 DIRECT | 9 | SM | OC | 10 | OC |
| | 33 | WR | SA | 5 | OO |
| | | | | 38 | SA |
| LAP 2 O/H | 2 | WR | SA | 3 | SA |
| | 1 | SM | OC | | |
| LADP 2 DIRECT | 56 | OC | SA | 13 | SA |
| | 16 | WR | SM | 16 | SM |
| LADP 2 O/H | 3 | OC | SA | 1 | SA |
| | 1 | WR | SM | 1 | SM |

SCENARIO I / SMALL AIRCRAFT

| | INCOMING DPSH | OUTGOING DPSH | FREQUENCY IN/OUT | RCG RATE | INCOMING COST | OUTGOING COST | TOTAL COST | TOTAL HOURS | YIELD/RATE 1428 | NUMBER DIRECT |
|---|---|---|---|---|---|---|---|---|---|---|
| F-16 | 25 | 40 | 0 | $81.58 | $0 | $0 | $0 | 0 | 1428 | 0.0 |
| F-15 | 40.5 | 93.2 | 176 | $81.58 | $581,502 | $1,338,173 | $1,919,675 | 23531.2 | 1428 | 16.5 |
| T-38 | 28 | 81 | 50 | $81.58 | $114,212 | $330,399 | $444,611 | 5450 | 1428 | 3.8 |
| A-10 | 24.1 | 40.6 | 98 | $81.58 | $192,676 | $324,591 | $517,266 | 6340.6 | 1428 | 4.4 |
| | | | | | | TOTAL | $2,881,552 | | TOTAL/PEOPLE | 24.7 |

SCENARIO II / SMALL AIRCRAFT

| | INCOMING DPSH | OUTGOING DPSH | FREQUENCY IN/OUT | RGC RATE | INCOMING COST | OUTGOING COST | TOTAL COST | TOTAL HOURS | YIELD/RATE 1280 | NUMBER DIRECT |
|---|---|---|---|---|---|---|---|---|---|---|
| F-16 | 25 | 40 | 256 | $86.53 | $553,792 | $886,067 | $1,439,859 | 16640 | 1280 | 13.0 |
| F-15 | 40.5 | 93.2 | 88 | $86.53 | $308,393 | $709,684 | $1,018,077 | 11765.6 | 1280 | 9.2 |
| T-38 SM | 28 | 81 | 25 | $86.53 | $60,571 | $175,223 | $235,794 | 2725 | 1280 | 2.1 |
| T-38 WR | 28 | 81 | 25 | $88.30 | $61,810 | $178,808 | $240,618 | 2725 | 1493 | 1.8 |
| A-10 | 24.1 | 40.6 | 0 | $86.53 | $0 | $0 | $0 | 0 | 1280 | 0.0 |
| | | | | | | TOTAL | $2,934,348 | | TOTAL/PEOPLE | 26.1 |

DUPLICATE TASKS SMALL AIRCRAFT

SCENARIO I / LARGE AIRCRAFT

| | INCOMING DPSH | OUTGOING DPSH | FREQUENCY IN/OUT | RCG RATE | INCOMING COST | OUTGOING COST | TOTAL COST | TOTAL HOURS | YIELD/RATE | NUMBER DIRECT |
|---|---|---|---|---|---|---|---|---|---|---|
| B-1 | 320.5 | 216.8 | 0 | $100.65 | $0 | $0 | $0 | 0 | 1286 | 0.0 |
| B-52 | 320.5 | 216.8 | 21 | $88.30 | $594,303 | $402,012 | $996,315 | 11283.3 | 1401 | 8.1 |
| C-135 SM | 303.5 | 229.2 | 25 | $86.53 | $656,546 | $495,817 | $1,152,363 | 13317.5 | 1280 | 10.4 |
| C-135 SA | 303.5 | 229.2 | 31 | $113.36 | $1,066,548 | $805,445 | $1,871,993 | 16513.7 | 1208 | 13.7 |
| E-3 | 303.5 | 229.2 | 10 | $88.30 | $267,991 | $202,384 | $470,374 | 5327 | 1401 | 3.8 |
| SP-135 | 303.5 | 229.2 | 0 | $100.65 | $0 | $0 | $0 | 0 | 1286 | 0.0 |
| C-5 | 551.9 | 699 | 0 | $113.36 | $0 | $0 | $0 | 0 | 1208 | 0.0 |
| C-141 | 127.9 | 215.3 | 0 | $88.30 | $0 | $0 | $0 | 0 | 1401 | 0.0 |
| C-130 WR | 100 | 155.3 | 45 | $88.30 | $397,350 | $617,085 | $1,014,435 | 11488.5 | 1401 | 8.2 |
| C-130 SA | 100 | 155.3 | 28 | $113.36 | $317,408 | $492,935 | $810,343 | 7148.4 | 1208 | 5.9 |
| | | | | | | TOTAL | $6,315,823 | | TOTAL/PEOPLE | 50.0 |

SCENARIO II /LARGE AIRCRAFT

| | INCOMING DPSH | OUTGOING DPSH | FREQUENCY IN/OUT | RCG RATE | INCOMING COST | OUTGOING COST | TOTAL COST | TOTAL HOURS | YIELD/RATE | NUMBER DIRECT |
|---|---|---|---|---|---|---|---|---|---|---|
| B-1 | 320.5 | 216.8 | 0 | $100.65 | $0 | $0 | $0 | 0 | 1286 | 0.0 |
| B-52 | 320.5 | 216.8 | 42 | $88.30 | $1,188,606 | $804,024 | $1,992,631 | 22566.6 | 1401 | 16.1 |
| C-135 SM | 303.5 | 229.2 | 14 | $86.53 | $367,666 | $277,657 | $645,323 | 7457.8 | 1280 | 5.8 |
| C-135 WR | 303.5 | 229.2 | 25 | $88.30 | $669,976 | $505,959 | $1,175,935 | 13317.5 | 1401 | 9.5 |
| E-3 | 303.5 | 229.2 | 20 | $88.30 | $535,981 | $404,767 | [illegible] | 10654 | 1401 | 7.6 |
| SP-135 | 303.5 | 229.2 | 0 | $100.65 | $0 | $0 | $0 | 0 | 1286 | 0.0 |
| C-5 | 551.9 | 699 | 42 | $100.65 | $2,333,047 | $2,954,883 | $5,287,930 | 52537.8 | 1285 | 40.9 |
| C-141 | 127.9 | 215.3 | 0 | $88.30 | $0 | $0 | $0 | 0 | 1401 | 0.0 |
| C-130 WR | 100 | 155.3 | 6 | $88.30 | $52,980 | $82,278 | $135,258 | 1531.8 | 1401 | 1.1 |
| C-130 OC | 100 | 155.3 | 28 | $100.65 | $281,820 | $437,666 | $719,486 | 7148.4 | 1286 | 5.6 |
| | | | | | | TOTAL | $10,897,312 | | TOTAL/PEOPLE | 86.6 |

DUPLICATE TASKS LARGE AIRCRAFT

**SMALL AIRCRAFT SCENARIO 1 (FY97)**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **PAINT** | | | | TOTAL DPSH TRANSFERRED | | | 61408 |
| | LOSING CENTER | GAINING CENTER | A/C | No. A/C | PERCENT | IMPACT | ANNUAL DPSH FOR IPS |
| | WR | OO | F-15 | 64 | 33% | None | 0 |
| | SM | OO | F-15 | 24 | 13% | None | 0 |
| | SM | OO | A-10 | 49 | 38% | 2 Week | 972 |
| | SA | OO | A-10 | 15 | 12% | 3 Week | 307 |
| | SA | OO | T-38 | 25 | 4% | 4 Week | 102 |
| **DEPAINT** | | | | TOTAL DPSH TRANSFERRED: | | | 57423 |
| | LOSING CENTER | GAINING CENTER | A/C | No. A/C | PERCENT | IMPACT | ANNUAL DPSH FOR IPS |
| | WR | OO | F-15 | 64 | 40% | None | 0 |
| | SM | OO | F-15 | 24 | 56% | None | 0 |
| | SM | OO | A-10 | 49 | 0% | None | 0 |
| | SA | OO | T-38 | 25 | 4% | None | 0 |

**SMALL AIRCRAFT SCENARIO 2 (FY97)**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **PAINT** | | | | TOTAL DPSH TRANSFERRED: | | | 46232 |
| | LOSING CENTER | GAINING CENTER | A/C | No. A/C | PERCENT | IMPACT | ANNUAL DPSH FOR IPS |
| | OO | SM | F-16 | 132 | 34% | 2 Week | 655 |
| | WR | SM | F-15 | 64 | 44% | None | 0 |
| | SA | SM | A-10 | 15 | 17% | None | 0 |
| | SA | SM | T-38 | 25 | 5% | 2 Week | 96 |
| **DEPAINT** | | | | TOTAL DPSH TRANSFERRED: | | | 29889 |
| | LOSING CENTER | GAINING CENTER | A/C | No. A/C | PERCENT | IMPACT | ANNUAL DPSH FOR IPS |
| | OO | SM | F-16 | 124 | 64% | None | 0 |
| | SM | WR | F-15 | 24 | 29% | None | 0 |
| | SA | WR | T-38 | 25 | 5% | None | 0 |

**LARGE AIRCRAFT SCENARIO 1 (FY99)**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **PAINT** | | | | TOTAL DPSH TRANSFERRED: | | | 81022 | | |
| | LOSING CENTER | GAINING CENTER | A/C | No. A/C | PERCENT | IMPACT | ANNUAL DPSH FOR IPS | | |
| | OO | WR | C-130 | 45 | 38% | None | 0 | | |
| | OC | WR | C-135 | 6 | 12% | 1 Month | 810 | | |
| | SM | SA | C-135 | 25 | 50% | 1 Month | 3376 | | |
| **DEPAINT** | | | | TOTAL DPSH TRANSFERRED: | | | 97965 | | |
| | LOSING CENTER | GAINING CENTER | A/C | No. A/C | PERCENT | IMPACT | ANNUAL DPSH FOR IPS | | |
| | WR | SA | C-130 | 28 | 28% | 2 Months | 4572 | | |
| | SM | WR | C-135 | 25 | 42% | 6 Months | 20573 | | |
| | OC | WR | B-52 | 21 | 30% | 6 Months | 14695 | *incl | |
| | OC | WR | E-3* | 10 | | | | | |

**LARGE AIRCRAFT SCENARIO 2 (FY99)**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **PAINT** | | | | TOTAL DPSH TRANSFERRED: | | | 169894 | | |
| | LOSING CENTER | GAINING CENTER | A/C | No. A/C | PERCENT | IMPACT | ANNUAL DPSH FOR IPS | | |
| | SA | OC | C-5 | 21 | 51% | 1 Month | 7220 | | PMB |
| | OC | WR | B-52 | 21 | 34% | 1 Month | 4814 | *inc | LARPS |
| | OC | WR | E-3* | 6 | | | | | LARPS |
| | OC | SM | C-135 | 14 | 13% | None | 0 | | LARPS |
| | OO | WR | C-130 | 6 | 2% | None | 0 | | LARPS |
| **DEPAINT** | | | | TOTAL DPSH TRANSFERRED: | | | 181001 | | |
| | LOSING CENTER | GAINING CENTER | A/C | No. A/C | PERCENT | IMPACT | ANNUAL DPSH FOR IPS | | |
| | SA | OC | C-5 | 21 | 23% | 6 Months | 20815 | | PMB |
| | SA | | C-5 | 21 | 23% | 6 Months | 20815 | | PMB |
| | WR | OC | C-130 | 28 | 15% | 4 Months | 8960 | | BOSS |
| | OC | WR | B-52 | 21 | 17% | 6 Months | 15385 | *inc | LARPS |
| | OC | WR | E-3* | 10 | | | | | LARPS |
| | SM | WR | C-135 | 25 | 22% | 6 Months | 19910 | | LARPS |

ATTACHMENT 9

INTERIM PRODUCTION SUPPORT (IPS) COS SMALL/AIRCRAFT SCENARIO I

| | | | | |
|---|---|---|---|---|
| (A) COMMAND REQUIREMENT | | | DPSH | HOURS MOVED |
| | | | | 0 |
| | FY 97 | 77.24% | 153,859 | 118,841 |
| | FY 98 | 0% | 0 | 0 |
| | FY 99 | 0% | 0 | 0 |
| | FY 00 | 0% | 0 | 0 |
| | | 77.24% | 153,859 | 118,841 |

| | |
|---|---|
| (B) IPS HRS REQUIRED BY SITE | 1,381 |
| (C) TOTAL SURGE CAPABILITY | 100.00% |
| SURGE CAPABLITY LOSING CENTER | 0.00% |
| SURGE CAPABILITY GAINING CENTER | 100.00% |

| | | | | |
|---|---|---|---|---|
| (D) ORGANIC HOURS/ORGANIC COSTS | | | | |
| TOTAL REQUIREMENT | | | | 1,381 |
| LOSING ALC | | | | |
| SM/WR/SA | $12.87 | 0.00% | 0 | $0 |
| GAINING ALC: | | | | |
| OC-ALC | $12.78 | 0.00% | 0 | $0 |
| OO-ALC | $14.70 | 100.00% | 1,381 | $20,299 |
| SA-ALC | $11.90 | 0.00% | 0 | $0 |
| SM-ALC | $14.61 | 0.00% | 0 | $0 |
| WR-ALC | $12.97 | 0.00% | 0 | $0 |
| AGMC | $12.87 | 0.00% | 0 | $0 |
| | TOTALS | 100.00% | | $20,299 |
| | TOTAL ORGANIC COST | | | $20,299 |

EXPENSE RATES - FY 94

| | | | | |
|---|---|---|---|---|
| OC | $24.56 | 1.041 | $25.57 | $12.78 |
| OO | $28.24 | 1.041 | $29.40 | $14.70 |
| SA | $22.86 | 1.041 | $23.80 | $11.90 |
| SM | $28.07 | 1.041 | $29.22 | $14.61 |
| WR | $24.91 | 1.041 | $25.93 | $12.97 |
| AGMC | $24.72 | 1.041 | $25.73 | $12.87 |

SOURCE: FY 7118 REPORT ACTUAL EXPENSES
HOURS REPORTED UNOFFICALLY TO FMM
DATA RECEIVED FROM MR ED CHRIST

ATTACHMENT 9

INTERIM PRODUCTION SUPPORT (IPS) COS SMALL/AIRCRAFT SCENARIO II

(A) COMMAND REQUIREMENT

| | | DPSH | HOURS MOVED |
|---|---|---|---|
| | | | 0 |
| FY 97 | 49.47% | 153,859 | 76,114 |
| FY 98 | 0% | 0 | 0 |
| FY 99 | 0% | 0 | 0 |
| FY 00 | 0% | 0 | 0 |
| | 49.47% | 153,859 | 76,114 |

(B) IPS HRS REQUIRED BY SITE 751

(C) TOTAL SURGE CAPABILITY 100.00%
SURGE CAPABLITY LOSING CENTER 0.00%
SURGE CAPABILITY GAINING CENTER 100.00%

(D) ORGANIC HOURS/ORGANIC COSTS
TOTAL REQUIREMENT 751

| | | | | |
|---|---|---|---|---|
| LOSING ALC | | | | |
| OO/WR/SA | $12.87 | 0.00% | 0 | $0 |
| GAINING ALC: | | | | |
| OC-ALC | $12.78 | 0.00% | 0 | $0 |
| OO-ALC | $14.70 | 0.00% | 0 | $0 |
| SA-ALC | $11.90 | 0.00% | 0 | $0 |
| SM-ALC | $14.61 | 100.00% | 1,381 | $20,177 |
| WR-ALC | $12.97 | 0.00% | 0 | $0 |
| AGMC | $12.87 | 0.00% | 0 | $0 |
| | TOTALS | 100.00% | | $20,177 |

TOTAL ORGANIC COST $20,177

EXPENSE RATES - FY 94

| | | | | |
|---|---|---|---|---|
| OC | $24.56 | 1.041 | $25.57 | $12.78 |
| OO | $28.24 | 1.041 | $29.40 | $14.70 |
| SA | $22.86 | 1.041 | $23.80 | $11.90 |
| SM | $28.07 | 1.041 | $29.22 | $14.61 |
| WR | $24.91 | 1.041 | $25.93 | $12.97 |
| AGMC | $24.72 | 1.041 | $25.73 | $12.87 |

SOURCE: FY 7118 REPORT ACTUAL EXPENSES
HOURS REPORTED UNOFFICALLY TO FMM
DATA RECEIVED FROM MR ED CHRIST

ATTACHMENT 9

INTERIM PRODUCTION SUPPORT (IPS) COS LARGE/AIRCRAFT SCENARIO I

| | | | | |
|---|---|---|---|---|
| (A) COMMAND REQUIREMENT | | | DPSH | HOURS MOVED |
| | FY 99 | 26% | 698,950 | 179,001 |
| | FY 00 | 0% | 0 | 0 |
| | | 25.61% | 698,950 | 179,001 |
| (B) IPS HRS REQUIRED BY SITE | | | | 44,026 |
| (C) TOTAL SURGE CAPABILITY | | | | 100.00% |
| SURGE CAPABLITY LOSING CENTER | | | | 0.00% |
| SURGE CAPABILITY GAINING CENTER | | | | 100.00% |
| (D) ORGANIC HOURS/ORGANIC COSTS | | | | |
| TOTAL REQUIREMENT | | | | 44,026 |
| LOSING ALC | | | | |
| SM/OO/OC/WR | $12.87 | 0.00% | 0 | $0 |
| GAINING ALC: | | | | |
| OC-ALC | $12.78 | 0.00% | 0 | $0 |
| OO-ALC | $14.70 | 0.00% | 0 | $0 |
| SA-ALC | $11.90 | 39.00% | 539 | $6,408 |
| SM-ALC | $14.61 | 0.00% | 0 | $0 |
| WR-ALC | $12.97 | 61.00% | 842 | $10,922 |
| AGMC | $12.87 | 0.00% | 0 | $0 |
| | TOTALS | 100.00% | | $17,331 |
| TOTAL ORGANIC COST | | | | $17,331 |

EXPENSE RATES - FY 94

| | | | | |
|---|---|---|---|---|
| OC | $24.56 | 1.041 | $25.57 | $12.78 |
| OO | $28.24 | 1.041 | $29.40 | $14.70 |
| SA | $22.86 | 1.041 | $23.80 | $11.90 |
| SM | $28.07 | 1.041 | $29.22 | $14.61 |
| WR | $24.91 | 1.041 | $25.93 | $12.97 |
| AGMC | $24.72 | 1.041 | $25.73 | $12.87 |

SOURCE: FY 7118 REPORT ACTUAL EXPENSES
HOURS REPORTED UNOFFICALLY TO FMM
DATA RECEIVED FROM MR ED CHRIST

ATTACHMENT 9

INTERIM PRODUCTION SUPPORT (IPS) COS LARGE/AIRCRAFT SCENARIO II

(A) COMMAND REQUIREMENT

| | | DPSH | HOURS MOVED |
|---|---|---|---|
| | | | 0 |
| FY 97 | 50% | 698,950 | 350,873 |
| FY 98 | 0% | 0 | 0 |
| FY 99 | 0% | 0 | 0 |
| FY 00 | 0% | 0 | 0 |
| | 50.20% | 698,950 | 350,873 |

(B) IPS HRS REQUIRED BY SITE 97,919

(C) TOTAL SURGE CAPABILITY 100.00%
SURGE CAPABLITY LOSING CENTER 21.26%
SURGE CAPABILITY GAINING CENTER 78.74%

(D) ORGANIC HOURS/ORGANIC COSTS
TOTAL REQUIREMENT 97,919

| | | | | |
|---|---|---|---|---|
| LOSING ALC | | | | |
| AGMC | $12.87 | 21.26% | 20,818 | $267,855 |
| GAINING ALC: | | | | |
| OC-ALC | $12.78 | 56.00% | 773 | $9,886 |
| OO-ALC | $14.70 | 0.00% | 0 | $0 |
| SA-ALC | $11.90 | 0.00% | 0 | $0 |
| SM-ALC | $14.61 | 6.50% | 90 | $1,312 |
| WR-ALC | $12.97 | 37.50% | 518 | $6,715 |
| AGMC | $12.87 | 0.00% | 0 | $0 |
| | TOTALS | 100.00% | | $17,912 |

TOTAL ORGANIC COST $285,767

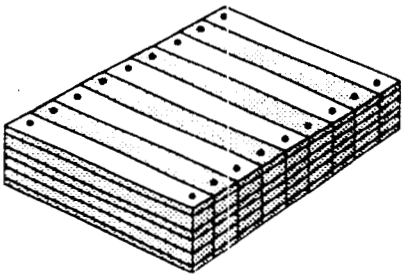
EXPENSE RATES - FY 94

| | | | | |
|---|---|---|---|---|
| OC | $24.56 | 1.041 | $25.57 | $12.78 |
| OO | $28.24 | 1.041 | $29.40 | $14.70 |
| SA | $22.86 | 1.041 | $23.80 | $11.90 |
| SM | $28.07 | 1.041 | $29.22 | $14.61 |
| WR | $24.91 | 1.041 | $25.93 | $12.97 |
| AGMC | $24.72 | 1.041 | $25.73 | $12.87 |

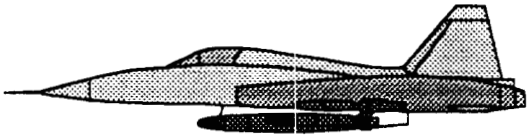
SOURCE: FY 7118 REPORT ACTUAL EXPENSES
HOURS REPORTED UNOFFICALLY TO FMM
DATA RECEIVED FROM MR ED CHRIST

| BENEFITS MATRIX | SMALL A/C #1 | SMALL A/C #2 | LARGE A/C #1 | LARGE A/C #2 |
|---|---|---|---|---|
| EFFICIENCIES | | | | |
| Larger Workload | Moderate | Moderate | Low | High |
| Increased Facility, Eq, & Personnel Utilization | Moderate | Moderate | High | High |
| Process Improvements | Low | Low | High | High |
| Decreased Flowtime, Increased Throughput | Low | Low | Low | Low |
| ELIMINATE NEED FOR REDUNDANCY | | | | |
| Depreciation | High | Moderate | Moderate | Moderate |
| Plant Management Reduction | High | Moderate | Moderate | Moderate |
| Replacement Cost of Facility/Equipment | High | Moderate | Moderate | Moderate |
| Environmental | High | Moderate | High | Moderate |
| Technology | Moderate | Moderate | High | High |
| Personnel | Moderate | Moderate | Moderate | Moderate |
| INVENTORY CONSOLIDATION | | | | |
| Material Cost, Inventory, WIP | High | Moderate | Moderate | Moderate |
| Personnel | High | Moderate | Moderate | Moderate |
| COST AVOIDANCE (MILCON, EQ, ENV) | Low | Low | High | High |
| CTX POSTURING | High | Moderate | Moderate | Low |
| IMPROVED QUALITY | Moderate | Moderate | Moderate | Moderate |
| IMPROVED PROJECTION CONTROL | Moderate | Moderate | Moderate | Moderate |
| ADDITIONAL SURGE CAPACITY | High | Low | Low | Low |
| MAJCOM CAPACITY | High | Low | Low | Low |
| COLLOCATE PAINT/DEPAINT FACILITIES | High | Low | Low | Low |

# COBRA Model Output



# SCENARIO NO. 1
# SMALL AIRCRAFT (PCS)



**Paint and Depaint Scenario #1 for Small Aircraft:**
**Move Small Aircraft Paint and Depaint Operations to OO-ALC**

COBRA REALIGNMENT SUMMARY (COBRA v5.07) - Page 1/2
Data As Of 15:01 01/18/1994, Report Created 14:37 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\1PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

Starting Year : 1996
Final Year : 1997
ROI Year : Never

NPV in 2015($K): 99,373
1-Time Cost($K): 3,276

Net Costs ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 285 | 1,068 | 272 | 272 | 272 | 272 | 2,442 | 272 |
| Overhd | 6,152 | 6,212 | 5,953 | 5,953 | 5,953 | 5,953 | 36,176 | 5,953 |
| Moving | 115 | 1,976 | 0 | 0 | 0 | 0 | 2,091 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 56 | 0 | 0 | 0 | 0 | 0 | 56 | 0 |
| TOTAL | 6,609 | 9,256 | 6,225 | 6,225 | 6,225 | 6,225 | 40,765 | 6,225 |

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|
| POSITIONS ELIMINATED | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 12 | 7 | 0 | 0 | 0 | 0 | 19 |
| TOT | 12 | 7 | 0 | 0 | 0 | 0 | 19 |
| POSITIONS REALIGNED | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 0 | 72 | 0 | 0 | 0 | 0 | 72 |
| TOT | 0 | 72 | 0 | 0 | 0 | 0 | 72 |

Summary:
---
Paint & Depaint Scenario #1 for Small Aircraft. Move Small A/C Paint and Depaint processes to OO-ALC.

COBRA REALIGNMENT SUMMARY (COBRA v5.07) - Page 2/2
Data As Of 15:01 01/18/1994, Report Created 14:37 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\1PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

Costs ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 558 | 1,771 | 1,134 | 1,134 | 1,134 | 1,134 | 6,866 | 1,134 |
| Overhd | 6,174 | 6,335 | 6,218 | 6,218 | 6,218 | 6,218 | 37,381 | 6,218 |
| Moving | 115 | 1,976 | 0 | 0 | 0 | 0 | 2,091 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 56 | 0 | 0 | 0 | 0 | 0 | 56 | 0 |
| TOTAL | 6,903 | 10,083 | 7,352 | 7,352 | 7,352 | 7,352 | 46,395 | 7,352 |

Savings ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 272 | 703 | 862 | 862 | 862 | 862 | 4,424 | 862 |
| Overhd | 21 | 123 | 265 | 265 | 265 | 265 | 1,205 | 265 |
| Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 293 | 826 | 1,127 | 1,127 | 1,127 | 1,127 | 5,629 | 1,127 |

INPUT DATA REPORT (COBRA v5.07)
Data As Of 15:01 01/18/1994, Report Created 14:37 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\1PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: Yes

| Base Name | Strategy: |
|---|---|
| Robins AFB, GA | Realignment |
| Tinker AFB, OK | Realignment |
| Hill AFB, UT | Realignment |
| Kelly AFB, TX | Realignment |
| McClellan AFB, CA | Realignment |

Summary:

Paint & Depaint Scenario #1 for Small Aircraft. Move Small A/C Paint and Depaint processes to OO-ALC.

INPUT SCREEN TWO - DISTANCE TABLE

| From Base: | To Base: | Distance: |
|---|---|---|
| Robins AFB, GA | Tinker AFB, OK | 929 mi |
| Robins AFB, GA | Hill AFB, UT | 2,006 mi |
| Robins AFB, GA | Kelly AFB, TX | 1,038 mi |
| Robins AFB, GA | McClellan AFB, CA | 2,570 mi |
| Tinker AFB, OK | Hill AFB, UT | 1,151 mi |
| Tinker AFB, OK | Kelly AFB, TX | 488 mi |
| Tinker AFB, OK | McClellan AFB, CA | 1,641 mi |
| Hill AFB, UT | Kelly AFB, TX | 1,363 mi |
| Hill AFB, UT | McClellan AFB, CA | 671 mi |
| Kelly AFB, TX | McClellan AFB, CA | 1,733 mi |

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from Robins AFB, GA to Hill AFB, UT

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 24 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Transfers from Kelly AFB, TX to Hill AFB, UT

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 8 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Data As Of 15:01 01/18/1994, Report Created 14:37 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\1PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from McClellan AFB, CA to Hill AFB, UT

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 40 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Robins AFB, GA

| | | | |
|---|---|---|---|
| Total Officer Employees: | 1,349 | RPMA Non-Payroll ($K/Year): | 23,073 |
| Total Enlisted Employees: | 5,917 | Communications ($K/Year): | 4,071 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 8,843 |
| Total Civilian Employees: | 11,976 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 46.0% | Family Housing ($K/Year): | 6,669 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 0.77 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 11,844 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 2 | Activity Code: | |
| Enlisted VHA ($/Month): | 41 | | |
| Per Diem Rate ($/Day): | 77 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: Tinker AFB, OK

| | | | |
|---|---|---|---|
| Total Officer Employees: | 1,542 | RPMA Non-Payroll ($K/Year): | 33,302 |
| Total Enlisted Employees: | 6,607 | Communications ($K/Year): | 6,387 |
| Total Student Employees: | 13 | BOS Non-Payroll ($K/Year): | 13,127 |
| Total Civilian Employees: | 12,610 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 13.0% | Family Housing ($K/Year): | 2,058 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 0.87 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 14,872 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 10 | Activity Code: | |
| Enlisted VHA ($/Month): | 57 | | |
| Per Diem Rate ($/Day): | 80 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: Hill AFB, UT

| | | | |
|---|---|---|---|
| Total Officer Employees: | 841 | RPMA Non-Payroll ($K/Year): | 28,330 |
| Total Enlisted Employees: | 5,527 | Communications ($K/Year): | 3,372 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 10,692 |
| Total Civilian Employees: | 10,899 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 36.0% | Family Housing ($K/Year): | 3,644 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 1.00 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 12,829 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 0 | Activity Code: | |
| Enlisted VHA ($/Month): | 37 | | |
| Per Diem Rate ($/Day): | 102 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\1PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Kelly AFB, TX

| | | | |
|---|---|---|---|
| Total Officer Employees: | 948 | RPMA Non-Payroll ($K/Year): | 26,437 |
| Total Enlisted Employees: | 4,082 | Communications ($K/Year): | 3,529 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 14,724 |
| Total Civilian Employees: | 16,490 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 14.0% | Family Housing ($K/Year): | 3,073 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 0.88 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 15,208 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 54 | Activity Code: | |
| Enlisted VHA ($/Month): | 61 | | |
| Per Diem Rate ($/Day): | 98 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: McClellan AFB, CA

| | | | |
|---|---|---|---|
| Total Officer Employees: | 507 | RPMA Non-Payroll ($K/Year): | 25,433 |
| Total Enlisted Employees: | 2,722 | Communications ($K/Year): | 2,521 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 8,543 |
| Total Civilian Employees: | 9,621 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 8.6% | Family Housing ($K/Year): | 5,628 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 1.14 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 12,725 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 200 | Activity Code: | |
| Enlisted VHA ($/Month): | 180 | | |
| Per Diem Rate ($/Day): | 105 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Robins AFB, GA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 1,225 | 1,225 | 1,225 | 1,225 | 1,225 | 1,225 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 12 Perc Family Housing ShutDown: 0.0%

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Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\1PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Tinker AFB, OK

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| Facil ShutDown(KSF): | 0 | Perc Family Housing ShutDown: | | | | 0.0% |

Name: Hill AFB, UT

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 56 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 4,544 | 4,544 | 4,544 | 4,544 | 4,544 | 4,544 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| Facil ShutDown(KSF): | 0 | Perc Family Housing ShutDown: | | | | 0.0% |

Name: Kelly AFB, TX

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 74 | 74 | 74 | 74 | 74 | 74 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| Facil ShutDown(KSF): | 48 | Perc Family Housing ShutDown: | | | | 0.0% |

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Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\1PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: McClellan AFB, CA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 296 | 296 | 296 | 296 | 296 | 296 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 43 Perc Family Housing ShutDown: 0.0%

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Robins AFB, GA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -4 | -2 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Name: Hill AFB, UT

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | 17 | 8 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

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Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\1PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Kelly AFB, TX

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -1 | -1 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Name: McClellan AFB, CA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -7 | -4 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

STANDARD FACTORS SCREEN ONE - PERSONNEL

| | | | |
|---|---|---|---|
| Percent Officers Married: | 76.80% | Civ Early Retire Pay Factor: | 9.00% |
| Percent Enlisted Married: | 66.90% | Priority Placement Service: | 60.00% |
| Enlisted Housing MilCon: | 80.00% | PPS Actions Involving PCS: | 50.00% |
| Officer Salary($/Year): | 78,668.00 | Civilian PCS Costs ($): | 28,800.00 |
| Off BAQ with Dependents($): | 7,073.00 | Civilian New Hire Cost($): | 4,000.00 |
| Enlisted Salary($/Year): | 36,148.00 | Nat Median Home Price($): | 114,600.00 |
| Enl BAQ with Dependents($): | 5,162.00 | Home Sale Reimburse Rate: | 10.00% |
| Avg Unemploy Cost($/Week): | 174.00 | Max Home Sale Reimburs($): | 22,385.00 |
| Unemployment Eligibility(Weeks): | 18 | Home Purch Reimburse Rate: | 5.00% |
| Civilian Salary($/Year): | 45,372.00 | Max Home Purch Reimburs($): | 11,191.00 |
| Civilian Turnover Rate: | 2.00% | Civilian Homeowning Rate: | 64.00% |
| Civilian Early Retire Rate: | 0.00% | HAP Home Value Reimburse Rate: | 22.90% |
| Civilian Regular Retire Rate: | 0.00% | HAP Homeowner Receiving Rate: | 5.00% |
| Civilian RIF Pay Factor: | 39.00% | RSE Home Value Reimburse Rate: | 0.00% |
| SF File Desc: | PCS - PAINT TRC | RSE Homeowner Receiving Rate: | 0.00% |

STANDARD FACTORS SCREEN TWO - FACILITIES

| | | | |
|---|---|---|---|
| RPMA Building SF Cost Index: | 1.00 | Rehab vs. New MilCon Cost: | 0.00% |
| BOS Index (RPMA vs population): | 1.00 | Info Management Account: | 0.00% |
| (Indices are used as exponents) | | MilCon Design Rate: | 0.00% |
| Program Management Factor: | 10.00% | MilCon SIOH Rate: | 0.00% |
| Caretaker Admin(SF/Care): | 162.00 | MilCon Contingency Plan Rate: | 0.00% |
| Mothball Cost ($/SF): | 1.25 | MilCon Site Preparation Rate: | 0.00% |
| Avg Bachelor Quarters(SF): | 256.00 | Discount Rate for NPV.RPT/ROI: | 2.75% |
| Avg Family Quarters(SF): | 1,320.00 | Inflation Rate for NPV.RPT/ROI: | 0.00% |

APPDET.RPT Inflation Rates:
1996: 2.60% 1997: 2.80% 1998: 2.80% 1999: 2.90% 2000: 0.00% 2001: 0.00%

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Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\1PPCS.CBR
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STANDARD FACTORS SCREEN THREE - TRANSPORTATION

| | | | |
|---|---|---|---|
| Material/Assigned Person(Lb): | 710 | Equip Pack & Crate($/Ton): | 284.00 |
| HHG Per Off Family (Lb): | 15,000.00 | Mil Light Vehicle($/Mile): | 0.43 |
| HHG Per Enl Family (Lb): | 9,000.00 | Heavy/Spec Vehicle($/Mile): | 1.40 |
| HHG Per Mil Single (Lb): | 8,400.00 | POV Reimbursement($/Mile): | 0.18 |
| HHG Per Civilian (Lb): | 18,000.00 | Avg Mil Tour Length (Years): | 4.10 |
| Total HHG Cost ($/100Lb): | 35.00 | Routine PCS($/Pers/Tour): | 6,437.00 |
| Air Transport ($/Pass Mile): | 0.20 | One-Time Off PCS Cost($): | 9,142.00 |
| Misc Exp ($/Direct Employ): | 700.00 | One-Time Enl PCS Cost($): | 5,761.00 |

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

| Category | UM | $/UM | Category | UM | $/UM |
|---|---|---|---|---|---|
| Horizontal | (SY) | 0 | Optional Category A | ( ) | 0 |
| Waterfront | (LF) | 0 | Optional Category B | ( ) | 0 |
| Air Operations | (SF) | 0 | Optional Category C | ( ) | 0 |
| Operational | (SF) | 0 | Optional Category D | ( ) | 0 |
| Administrative | (SF) | 0 | Optional Category E | ( ) | 0 |
| School Buildings | (SF) | 0 | Optional Category F | ( ) | 0 |
| Maintenance Shops | (SF) | 0 | Optional Category G | ( ) | 0 |
| Bachelor Quarters | (SF) | 0 | Optional Category H | ( ) | 0 |
| Family Quarters | (SF) | 0 | Optional Category I | ( ) | 0 |
| Covered Storage | (SF) | 0 | Optional Category J | ( ) | 0 |
| Dining Facilities | (SF) | 0 | Optional Category K | ( ) | 0 |
| Recreation Facilities | (SF) | 0 | Optional Category L | ( ) | 0 |
| Communications Facil | (SF) | 0 | Optional Category M | ( ) | 0 |
| Shipyard Maintenance | (SF) | 0 | Optional Category N | ( ) | 0 |
| RDT & E Facilities | (SF) | 0 | Optional Category O | ( ) | 0 |
| POL Storage | (BL) | 0 | Optional Category P | ( ) | 0 |
| Ammunition Storage | (SF) | 0 | Optional Category Q | ( ) | 0 |
| Medical Facilities | (SF) | 0 | Optional Category R | ( ) | 0 |
| Environmental | ( ) | 0 | | | |

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 1/3
Data As Of 15:01 01/18/1994, Report Created 14:37 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\1PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

| ONE-TIME COSTS -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Land Purch | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| CIV SALARY | | | | | | | |
| Civ RIF | 88 | 566 | 0 | 0 | 0 | 0 | 655 |
| Civ Retire | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIV MOVING | | | | | | | |
| Per Diem | 0 | 143 | 0 | 0 | 0 | 0 | 143 |
| POV Miles | 0 | 9 | 0 | 0 | 0 | 0 | 9 |
| Home Purch | 0 | 458 | 0 | 0 | 0 | 0 | 458 |
| HHG | 0 | 899 | 0 | 0 | 0 | 0 | 899 |
| Misc | 0 | 29 | 0 | 0 | 0 | 0 | 29 |
| House Hunt | 0 | 115 | 0 | 0 | 0 | 0 | 115 |
| PPS | 115 | 86 | 0 | 0 | 0 | 0 | 201 |
| RITA | 0 | 211 | 0 | 0 | 0 | 0 | 211 |
| FREIGHT | | | | | | | |
| Packing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Freight | 0 | 25 | 0 | 0 | 0 | 0 | 25 |
| Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Driving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unemployment | 16 | 100 | 0 | 0 | 0 | 0 | 116 |
| OTHER | | | | | | | |
| Program Plan | 5 | 4 | 0 | 0 | 0 | 0 | 9 |
| Shutdown | 15 | 113 | 0 | 0 | 0 | 0 | 129 |
| New Hire | 68 | 152 | 0 | 0 | 0 | 0 | 220 |
| 1-Time Move | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | |
| MIL MOVING | | | | | | | |
| Per Diem | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| POV Miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HHG | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| Elim PCS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| HAP / RSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Info Manage | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 56 | 0 | 0 | 0 | 0 | 0 | 56 |
| TOTAL ONE-TIME | 364 | 2,912 | 0 | 0 | 0 | 0 | 3,276 |

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 2/3
Data As Of 15:01 01/18/1994, Report Created 14:37 03/03/1994

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\1PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

| RECURRINGCOSTS -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | -0 | -0 | -0 | -0 | -0 | -0 | -0 | -0 |
| BOS | 14 | 79 | 79 | 79 | 79 | 79 | 409 | 79 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 386 | 953 | 1,134 | 1,134 | 1,134 | 1,134 | 5,876 | 1,134 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretaker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Off Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 6,139 | 6,139 | 6,139 | 6,139 | 6,139 | 6,139 | 36,834 | 6,139 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 6,538 | 7,171 | 7,352 | 7,352 | 7,352 | 7,352 | 43,118 | 7,352 |
| TOTAL COST | 6,903 | 10,083 | 7,352 | 7,352 | 7,352 | 7,352 | 46,395 | 7,352 |

| ONE-TIME SAVES -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| 1-Time Move | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | |
| Mil Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| Land Sales | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL ONE-TIME | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| RECURRINGSAVES -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | 12 | 108 | 193 | 193 | 193 | 193 | 891 | 193 |
| BOS | 9 | 15 | 72 | 72 | 72 | 72 | 315 | 72 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 272 | 703 | 862 | 862 | 862 | 862 | 4,424 | 862 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Off Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Procurement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 293 | 826 | 1,127 | 1,127 | 1,127 | 1,127 | 5,629 | 1,127 |
| TOTAL SAVINGS | 293 | 826 | 1,127 | 1,127 | 1,127 | 1,127 | 5,629 | 1,127 |

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 3/3
Data As Of 15:01 01/18/1994, Report Created 14:37 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\1PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

| ONE-TIME NET -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| Civ Retir/RIF | 88 | 566 | 0 | 0 | 0 | 0 | 655 |
| Civ Moving | 115 | 1,976 | 0 | 0 | 0 | 0 | 2,091 |
| Other | 104 | 370 | 0 | 0 | 0 | 0 | 474 |
| MIL PERSONNEL | | | | | | | |
| Mil Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| HAP / RSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Info Manage | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 56 | 0 | 0 | 0 | 0 | 0 | 56 |
| Land | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL ONE-TIME | 364 | 2,912 | 0 | 0 | 0 | 0 | 3,276 |

| RECURRING NET -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | -12 | -108 | -193 | -193 | -193 | -193 | -891 | -193 |
| BOS | 4 | 64 | 6 | 6 | 6 | 6 | 94 | 6 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretaker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 113 | 249 | 272 | 272 | 272 | 272 | 1,452 | 272 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Mil Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Procurement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 6,139 | 6,139 | 6,139 | 6,139 | 6,139 | 6,139 | 36,834 | 6,139 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 6,245 | 6,344 | 6,225 | 6,225 | 6,225 | 6,225 | 37,489 | 6,225 |
| TOTAL NET COST | 6,609 | 9,256 | 6,225 | 6,225 | 6,225 | 6,225 | 40,765 | 6,225 |

TOTAL PERSONNEL IMPACT REPORT (COBRA v5.07)
Data As Of 15:01 01/18/1994, Report Created 14:37 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\1PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

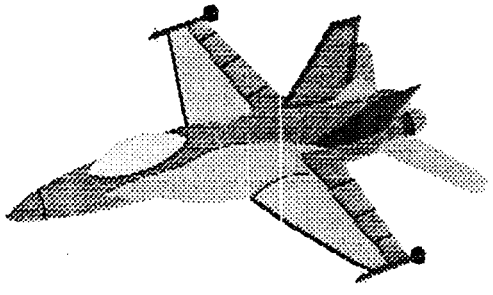
| | Rate | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|---|
| CIVILIAN POSITIONS REALIGNING OUT | | 0 | 72 | 0 | 0 | 0 | 0 | 72 |
| Early Retirement* | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Regular Retirement* | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Turnover* | 2.00% | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Civs Not Moving (RIFs)*+ | | 0 | 29 | 0 | 0 | 0 | 0 | 29 |
| Civilians Moving (the remainder) | | 0 | 42 | 0 | 0 | 0 | 0 | 42 |
| Civilian Positions Available | | 0 | 30 | 0 | 0 | 0 | 0 | 30 |
| CIVILIAN POSITIONS ELIMINATED | | 12 | 7 | 0 | 0 | 0 | 0 | 19 |
| Early Retirement | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Regular Retirement | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Turnover | 2.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civs Not Moving (RIFs)*+ | | 5 | 3 | 0 | 0 | 0 | 0 | 8 |
| Priority Placement# | 60.00% | 7 | 4 | 0 | 0 | 0 | 0 | 11 |
| Civilians Available to Move | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilians Moving | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian RIFs (the remainder) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIVILIAN POSITIONS REALIGNING IN | | 0 | 72 | 0 | 0 | 0 | 0 | 72 |
| Civilians Moving | | 0 | 42 | 0 | 0 | 0 | 0 | 42 |
| New Civilians Hired | | 0 | 30 | 0 | 0 | 0 | 0 | 30 |
| Other Civilian Additions | | 17 | 8 | 0 | 0 | 0 | 0 | 25 |
| TOTAL CIVILIAN EARLY RETIRMENTS | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL CIVILIAN RIFS | | 5 | 32 | 0 | 0 | 0 | 0 | 37 |
| TOTAL CIVILIAN PRIORITY PLACEMENTS# | | 7 | 4 | 0 | 0 | 0 | 0 | 11 |
| TOTAL CIVILIAN NEW HIRES | | 17 | 38 | 0 | 0 | 0 | 0 | 55 |

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

\+ The Percentage of Civilians Not Willing to Move (Voluntary RIFs) varies from base to base.

\# Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

# SCENARIO NO. 2
# SMALL AIRCRAFT (PCS)



**Paint and Depaint Scenario #2 for Small Aircraft:**
**Move Small Aircraft Paint Operations to SM-ALC**
**Move Small Aircraft Depaint to SM-ALC and WR-ALC**

COBRA REALIGNMENT SUMMARY (COBRA v5.07) - Page 1/2
Data As Of 15:01 01/18/1994, Report Created 17:47 03/03/199!

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\2PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

Starting Year : 1996
Final Year : 1997
ROI Year : Never

NPV in 2015($K): 101,679
1-Time Cost($K): 2,024

Net Costs ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 308 | 879 | 544 | 544 | 544 | 544 | 3,365 | 544 |
| Overhd | 6,068 | 6,086 | 5,879 | 5,879 | 5,879 | 5,879 | 35,671 | 5,879 |
| Moving | 115 | 1,221 | 0 | 0 | 0 | 0 | 1,336 | 0 |
| Missio | 49 | 49 | 49 | 49 | 49 | 49 | 294 | 49 |
| Other | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 0 |
| TOTAL | 6,551 | 8,235 | 6,473 | 6,473 | 6,473 | 6,473 | 40,677 | 6,473 |

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|
| POSITIONS ELIMINATED | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 8 | 4 | 0 | 0 | 0 | 0 | 12 |
| TOT | 8 | 4 | 0 | 0 | 0 | 0 | 12 |
| POSITIONS REALIGNED | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 0 | 38 | 0 | 0 | 0 | 0 | 38 |
| TOT | 0 | 38 | 0 | 0 | 0 | 0 | 38 |

Summary:
---
Paint & Depaint Scenario #2 for Small Aircraft. Move Small A/C Paint processes to SM-ALC, and move Depaint to SM-ALC and WR-ALC.

COBRA REALIGNMENT SUMMARY (COBRA v5.07) - Page 2/2
Data As Of 15:01 01/18/1994, Report Created 17:47 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\2PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

Costs ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 489 | 1,333 | 1,089 | 1,089 | 1,089 | 1,089 | 6,178 | 1,089 |
| Overhd | 6,092 | 6,207 | 6,106 | 6,106 | 6,106 | 6,106 | 36,724 | 6,106 |
| Moving | 115 | 1,221 | 0 | 0 | 0 | 0 | 1,336 | 0 |
| Missio | 49 | 49 | 49 | 49 | 49 | 49 | 294 | 49 |
| Other | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 0 |
| TOTAL | 6,756 | 8,809 | 7,244 | 7,244 | 7,244 | 7,244 | 44,543 | 7,244 |

Savings ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 181 | 454 | 544 | 544 | 544 | 544 | 2,813 | 544 |
| Overhd | 24 | 121 | 227 | 227 | 227 | 227 | 1,052 | 227 |
| Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 205 | 575 | 771 | 771 | 771 | 771 | 3,865 | 771 |

TOTAL PERSONNEL IMPACT REPORT (COBRA v5.07)
Data As Of 15:01 01/18/1994, Report Created 17:47 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\2PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

| | Rate | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|---|
| CIVILIAN POSITIONS REALIGNING OUT | | 0 | 38 | 0 | 0 | 0 | 0 | 38 |
| Early Retirement* | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Regular Retirement* | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Turnover* | 2.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civs Not Moving (RIFs)*+ | | 0 | 15 | 0 | 0 | 0 | 0 | 15 |
| Civilians Moving (the remainder) | | 0 | 23 | 0 | 0 | 0 | 0 | 23 |
| Civilian Positions Available | | 0 | 15 | 0 | 0 | 0 | 0 | 15 |
| CIVILIAN POSITIONS ELIMINATED | | 8 | 4 | 0 | 0 | 0 | 0 | 12 |
| Early Retirement | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Regular Retirement | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Turnover | 2.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civs Not Moving (RIFs)*+ | | 3 | 1 | 0 | 0 | 0 | 0 | 4 |
| Priority Placement# | 60.00% | 5 | 3 | 0 | 0 | 0 | 0 | 8 |
| Civilians Available to Move | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilians Moving | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian RIFs (the remainder) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIVILIAN POSITIONS REALIGNING IN | | 0 | 38 | 0 | 0 | 0 | 0 | 38 |
| Civilians Moving | | 0 | 23 | 0 | 0 | 0 | 0 | 23 |
| New Civilians Hired | | 0 | 15 | 0 | 0 | 0 | 0 | 15 |
| Other Civilian Additions | | 16 | 8 | 0 | 0 | 0 | 0 | 24 |
| TOTAL CIVILIAN EARLY RETIRMENTS | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL CIVILIAN RIFS | | 3 | 16 | 0 | 0 | 0 | 0 | 19 |
| TOTAL CIVILIAN PRIORITY PLACEMENTS# | | 5 | 3 | 0 | 0 | 0 | 0 | 8 |
| TOTAL CIVILIAN NEW HIRES | | 16 | 23 | 0 | 0 | 0 | 0 | 39 |

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

\+ The Percentage of Civilians Not Willing to Move (Voluntary RIFs) varies from base to base.

\# Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 1/3
Data As Of 15:01 01/18/1994, Report Created 17:47 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\2PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

| ONE-TIME COSTS -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 200 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Land Purch | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| CIV SALARY | | | | | | | |
| Civ RIF | 53 | 283 | 0 | 0 | 0 | 0 | 336 |
| Civ Retire | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIV MOVING | | | | | | | |
| Per Diem | 0 | 83 | 0 | 0 | 0 | 0 | 83 |
| POV Miles | 0 | 6 | 0 | 0 | 0 | 0 | 6 |
| Home Purch | 0 | 247 | 0 | 0 | 0 | 0 | 247 |
| HHG | 0 | 598 | 0 | 0 | 0 | 0 | 598 |
| Misc | 0 | 16 | 0 | 0 | 0 | 0 | 16 |
| House Hunt | 0 | 71 | 0 | 0 | 0 | 0 | 71 |
| PPS | 115 | 58 | 0 | 0 | 0 | 0 | 173 |
| RITA | 0 | 119 | 0 | 0 | 0 | 0 | 119 |
| FREIGHT | | | | | | | |
| Packing | 0 | 6 | 0 | 0 | 0 | 0 | 6 |
| Freight | 0 | 18 | 0 | 0 | 0 | 0 | 18 |
| Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Driving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unemployment | 9 | 50 | 0 | 0 | 0 | 0 | 59 |
| OTHER | | | | | | | |
| Program Plan | 3 | 2 | 0 | 0 | 0 | 0 | 5 |
| Shutdown | 22 | 98 | 0 | 0 | 0 | 0 | 120 |
| New Hire | 64 | 92 | 0 | 0 | 0 | 0 | 156 |
| 1-Time Move | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | |
| MIL MOVING | | | | | | | |
| Per Diem | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| POV Miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HHG | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| Elim PCS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| HAP / RSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Info Manage | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| TOTAL ONE-TIME | 277 | 1,747 | 0 | 0 | 0 | 0 | 2,024 |

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 2/3
Data As Of 15:01 01/18/1994, Report Created 17:47 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\2PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

| RECURRINGCOSTS -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BOS | 14 | 53 | 53 | 53 | 53 | 53 | 281 | 53 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 363 | 907 | 1,089 | 1,089 | 1,089 | 1,089 | 5,626 | 1,089 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretaker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Off Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Mission | 49 | 49 | 49 | 49 | 49 | 49 | 294 | 49 |
| Misc Recur | 6,053 | 6,053 | 6,053 | 6,053 | 6,053 | 6,053 | 36,318 | 6,053 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 6,479 | 7,063 | 7,244 | 7,244 | 7,244 | 7,244 | 42,519 | 7,244 |
| TOTAL COST | 6,756 | 8,809 | 7,244 | 7,244 | 7,244 | 7,244 | 44,543 | 7,244 |

| ONE-TIME SAVES -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| 1-Time Move | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | |
| Mil Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| Land Sales | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL ONE-TIME | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| RECURRINGSAVES -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | 17 | 111 | 188 | 188 | 188 | 188 | 880 | 188 |
| BOS | 6 | 10 | 39 | 39 | 39 | 39 | 172 | 39 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 181 | 454 | 544 | 544 | 544 | 544 | 2,813 | 544 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Off Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Procurement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 205 | 575 | 771 | 771 | 771 | 771 | 3,865 | 771 |
| TOTAL SAVINGS | 205 | 575 | 771 | 771 | 771 | 771 | 3,865 | 771 |

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 3/3
Data As Of 15:01 01/18/1994, Report Created 17:47 03/03/199

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\2PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

| ONE-TIME NET -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| Civ Retir/RIF | 53 | 283 | 0 | 0 | 0 | 0 | 336 |
| Civ Moving | 115 | 1,221 | 0 | 0 | 0 | 0 | 1,336 |
| Other | 98 | 242 | 0 | 0 | 0 | 0 | 341 |
| MIL PERSONNEL | | | | | | | |
| Mil Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| HAP / RSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Info Manage | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| Land | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL ONE-TIME | 277 | 1,747 | 0 | 0 | 0 | 0 | 2,024 |

| RECURRING NET -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | -17 | -111 | -188 | -188 | -188 | -188 | -880 | -188 |
| BOS | 7 | 44 | 14 | 14 | 14 | 14 | 108 | 14 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretaker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 181 | 454 | 544 | 544 | 544 | 544 | 2,813 | 544 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Mil Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Procurement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mission | 49 | 49 | 49 | 49 | 49 | 49 | 294 | 49 |
| Misc Recur | 6,053 | 6,053 | 6,053 | 6,053 | 6,053 | 6,053 | 36,318 | 6,053 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 6,273 | 6,488 | 6,473 | 6,473 | 6,473 | 6,473 | 38,653 | 6,473 |
| TOTAL NET COST | 6,551 | 8,235 | 6,473 | 6,473 | 6,473 | 6,473 | 40,677 | 6,473 |

INPUT DATA REPORT (COBRA v5.07)
Data As Of 15:01 01/18/1994, Report Created 17:47 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\2PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: Yes

| Base Name | Strategy: |
|---|---|
| Robins AFB, GA | Realignment |
| Tinker AFB, OK | Realignment |
| Hill AFB, UT | Realignment |
| Kelly AFB, TX | Realignment |
| McClellan AFB, CA | Realignment |

Summary:

Paint & Depaint Scenario #2 for Small Aircraft. Move Small A/C Paint processes to SM-ALC, and move Depaint to SM-ALC and WR-ALC.

INPUT SCREEN TWO - DISTANCE TABLE

| From Base: | To Base: | Distance: |
|---|---|---|
| Robins AFB, GA | Tinker AFB, OK | 929 mi |
| Robins AFB, GA | Hill AFB, UT | 2,006 mi |
| Robins AFB, GA | Kelly AFB, TX | 1,038 mi |
| Robins AFB, GA | McClellan AFB, CA | 2,570 mi |
| Tinker AFB, OK | Hill AFB, UT | 1,151 mi |
| Tinker AFB, OK | Kelly AFB, TX | 488 mi |
| Tinker AFB, OK | McClellan AFB, CA | 1,641 mi |
| Hill AFB, UT | Kelly AFB, TX | 1,363 mi |
| Hill AFB, UT | McClellan AFB, CA | 671 mi |
| Kelly AFB, TX | McClellan AFB, CA | 1,733 mi |

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from Robins AFB, GA to McClellan AFB, CA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 13 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Transfers from Hill AFB, UT to McClellan AFB, CA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 17 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\2PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from Kelly AFB, TX to McClellan AFB, CA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 8 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Robins AFB, GA

| | | | |
|---|---|---|---|
| Total Officer Employees: | 1,349 | RPMA Non-Payroll ($K/Year): | 23,073 |
| Total Enlisted Employees: | 5,917 | Communications ($K/Year): | 4,071 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 8,843 |
| Total Civilian Employees: | 11,976 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 46.0% | Family Housing ($K/Year): | 6,669 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 0.77 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 11,844 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 2 | Activity Code: | |
| Enlisted VHA ($/Month): | 41 | | |
| Per Diem Rate ($/Day): | 77 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: Tinker AFB, OK

| | | | |
|---|---|---|---|
| Total Officer Employees: | 1,542 | RPMA Non-Payroll ($K/Year): | 33,302 |
| Total Enlisted Employees: | 6,607 | Communications ($K/Year): | 6,387 |
| Total Student Employees: | 13 | BOS Non-Payroll ($K/Year): | 13,127 |
| Total Civilian Employees: | 12,610 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 13.0% | Family Housing ($K/Year): | 2,058 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 0.87 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 14,872 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 10 | Activity Code: | |
| Enlisted VHA ($/Month): | 57 | | |
| Per Diem Rate ($/Day): | 80 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: Hill AFB, UT

| | | | |
|---|---|---|---|
| Total Officer Employees: | 841 | RPMA Non-Payroll ($K/Year): | 28,330 |
| Total Enlisted Employees: | 5,527 | Communications ($K/Year): | 3,372 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 10,692 |
| Total Civilian Employees: | 10,899 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 36.0% | Family Housing ($K/Year): | 3,644 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 1.00 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 12,829 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 0 | Activity Code: | |
| Enlisted VHA ($/Month): | 37 | | |
| Per Diem Rate ($/Day): | 102 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\2PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Kelly AFB, TX

| | | | |
|---|---|---|---|
| Total Officer Employees: | 948 | RPMA Non-Payroll ($K/Year): | 26,437 |
| Total Enlisted Employees: | 4,082 | Communications ($K/Year): | 3,529 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 14,724 |
| Total Civilian Employees: | 16,490 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 14.0% | Family Housing ($K/Year): | 3,073 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 0.88 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 15,208 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 54 | Activity Code: | |
| Enlisted VHA ($/Month): | 61 | | |
| Per Diem Rate ($/Day): | 98 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: McClellan AFB, CA

| | | | |
|---|---|---|---|
| Total Officer Employees: | 507 | RPMA Non-Payroll ($K/Year): | 25,433 |
| Total Enlisted Employees: | 2,722 | Communications ($K/Year): | 2,521 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 8,543 |
| Total Civilian Employees: | 9,621 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 8.6% | Family Housing ($K/Year): | 5,628 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 1.14 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 12,725 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 200 | Activity Code: | |
| Enlisted VHA ($/Month): | 180 | | |
| Per Diem Rate ($/Day): | 105 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Robins AFB, GA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 287 | 287 | 287 | 287 | 287 | 287 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| Facil ShutDown(KSF): | 6 | Perc Family Housing ShutDown: | | | | 0.0% |

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\2PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Tinker AFB, OK

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| Facil ShutDown(KSF): | 0 | Perc Family Housing ShutDown: | | | | 0.0% |

Name: Hill AFB, UT

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 367 | 367 | 367 | 367 | 367 | 367 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| Facil ShutDown(KSF): | 42 | Perc Family Housing ShutDown: | | | | 0.0% |

Name: Kelly AFB, TX

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 49 | 49 | 49 | 49 | 49 | 49 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| Facil ShutDown(KSF): | 48 | Perc Family Housing ShutDown: | | | | 0.0% |

Data As Of 15:01 01/18/1994, Report Created 17:47 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\2PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: McClellan AFB, CA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 11 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 5,399 | 5,399 | 5,399 | 5,399 | 5,399 | 5,399 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Robins AFB, GA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -1 | 0 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Name: Hill AFB, UT

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -5 | -3 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\2PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Kelly AFB, TX

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -2 | -1 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Name: McClellan AFB, CA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | 16 | 8 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

STANDARD FACTORS SCREEN ONE - PERSONNEL

| | | | |
|---|---|---|---|
| Percent Officers Married: | 76.80% | Civ Early Retire Pay Factor: | 9.00% |
| Percent Enlisted Married: | 66.90% | Priority Placement Service: | 60.00% |
| Enlisted Housing MilCon: | 80.00% | PPS Actions Involving PCS: | 50.00% |
| Officer Salary($/Year): | 78,668.00 | Civilian PCS Costs ($): | 28,800.00 |
| Off BAQ with Dependents($): | 7,073.00 | Civilian New Hire Cost($): | 4,000.00 |
| Enlisted Salary($/Year): | 36,148.00 | Nat Median Home Price($): | 114,600.00 |
| Enl BAQ with Dependents($): | 5,162.00 | Home Sale Reimburse Rate: | 10.00% |
| Avg Unemploy Cost($/Week): | 174.00 | Max Home Sale Reimburs($): | 22,385.00 |
| Unemployment Eligibility(Weeks): | 18 | Home Purch Reimburse Rate: | 5.00% |
| Civilian Salary($/Year): | 45,372.00 | Max Home Purch Reimburs($): | 11,191.00 |
| Civilian Turnover Rate: | 2.00% | Civilian Homeowning Rate: | 64.00% |
| Civilian Early Retire Rate: | 0.00% | HAP Home Value Reimburse Rate: | 22.90% |
| Civilian Regular Retire Rate: | 0.00% | HAP Homeowner Receiving Rate: | 5.00% |
| Civilian RIF Pay Factor: | 39.00% | RSE Home Value Reimburse Rate: | 0.00% |
| SF File Desc: | PCS - PAINT TRC | RSE Homeowner Receiving Rate: | 0.00% |

STANDARD FACTORS SCREEN TWO - FACILITIES

| | | | |
|---|---|---|---|
| RPMA Building SF Cost Index: | 1.00 | Rehab vs. New MilCon Cost: | 0.00% |
| BOS Index (RPMA vs population): | 1.00 | Info Management Account: | 0.00% |
| (Indices are used as exponents) | | MilCon Design Rate: | 0.00% |
| Program Management Factor: | 10.00% | MilCon SIOH Rate: | 0.00% |
| Caretaker Admin(SF/Care): | 162.00 | MilCon Contingency Plan Rate: | 0.00% |
| Mothball Cost ($/SF): | 1.25 | MilCon Site Preparation Rate: | 0.00% |
| Avg Bachelor Quarters(SF): | 256.00 | Discount Rate for NPV.RPT/ROI: | 2.75% |
| Avg Family Quarters(SF): | 1,320.00 | Inflation Rate for NPV.RPT/ROI: | 0.00% |

APPDET.RPT Inflation Rates:
1996: 2.60% 1997: 2.80% 1998: 2.80% 1999: 2.90% 2000: 0.00% 2001: 0.00%

Data As Of 15:01 01/18/1994, Report Created 17:47 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\2PPCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

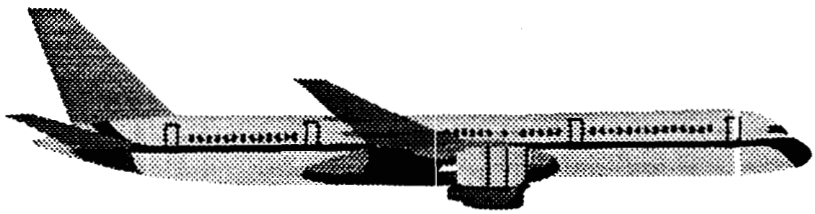
STANDARD FACTORS SCREEN THREE - TRANSPORTATION

| | | | |
|---|---|---|---|
| Material/Assigned Person(Lb): | 710 | Equip Pack & Crate($/Ton): | 284.00 |
| HHG Per Off Family (Lb): | 15,000.00 | Mil Light Vehicle($/Mile): | 0.43 |
| HHG Per Enl Family (Lb): | 9,000.00 | Heavy/Spec Vehicle($/Mile): | 1.40 |
| HHG Per Mil Single (Lb): | 8,400.00 | POV Reimbursement($/Mile): | 0.18 |
| HHG Per Civilian (Lb): | 18,000.00 | Avg Mil Tour Length (Years): | 4.10 |
| Total HHG Cost ($/100Lb): | 35.00 | Routine PCS($/Pers/Tour): | 6,437.00 |
| Air Transport ($/Pass Mile): | 0.20 | One-Time Off PCS Cost($): | 9,142.00 |
| Misc Exp ($/Direct Employ): | 700.00 | One-Time Enl PCS Cost($): | 5,761.00 |

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

| Category | UM | $/UM | Category | UM | $/UM |
|---|---|---|---|---|---|
| Horizontal | (SY) | 0 | Optional Category A | ( ) | 0 |
| Waterfront | (LF) | 0 | Optional Category B | ( ) | 0 |
| Air Operations | (SF) | 0 | Optional Category C | ( ) | 0 |
| Operational | (SF) | 0 | Optional Category D | ( ) | 0 |
| Administrative | (SF) | 0 | Optional Category E | ( ) | 0 |
| School Buildings | (SF) | 0 | Optional Category F | ( ) | 0 |
| Maintenance Shops | (SF) | 0 | Optional Category G | ( ) | 0 |
| Bachelor Quarters | (SF) | 0 | Optional Category H | ( ) | 0 |
| Family Quarters | (SF) | 0 | Optional Category I | ( ) | 0 |
| Covered Storage | (SF) | 0 | Optional Category J | ( ) | 0 |
| Dining Facilities | (SF) | 0 | Optional Category K | ( ) | 0 |
| Recreation Facilities | (SF) | 0 | Optional Category L | ( ) | 0 |
| Communications Facil | (SF) | 0 | Optional Category M | ( ) | 0 |
| Shipyard Maintenance | (SF) | 0 | Optional Category N | ( ) | 0 |
| RDT & E Facilities | (SF) | 0 | Optional Category O | ( ) | 0 |
| POL Storage | (BL) | 0 | Optional Category P | ( ) | 0 |
| Ammunition Storage | (SF) | 0 | Optional Category Q | ( ) | 0 |
| Medical Facilities | (SF) | 0 | Optional Category R | ( ) | 0 |
| Environmental | ( ) | 0 | | | |

# SCENARIO NO. 3
# LARGE AIRCRAFT (PCS)



**Paint and Depaint Scenario #1 for Large Aircraft:**
**Realign Large Aircraft Paint and Depaint Operations at OC-ALC, SA-ALC and WR-ALC**

COBRA REALIGNMENT SUMMARY (COBRA v5.07) - Page 1/2
Data As Of 15:01 01/18/1994, Report Created 19:15 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\3L1PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

Starting Year : 1999
Final Year : 2000
ROI Year : Never

NPV in 2018($K): 87,176
1-Time Cost($K): 16,905

Net Costs ($K) Constant Dollars

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 121 | 171 | -862 | -862 | -862 | -862 | -3,156 | -862 |
| Overhd | 7,677 | 7,669 | 7,437 | 7,437 | 7,437 | 7,437 | 45,093 | 7,437 |
| Moving | 374 | 2,320 | 0 | 0 | 0 | 0 | 2,695 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | -19,588 | 0 | 0 | 0 | 0 | 0 | -19,588 | 0 |
| TOTAL | -11,415 | 10,160 | 6,575 | 6,575 | 6,575 | 6,575 | 25,044 | 6,575 |

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|
| POSITIONS ELIMINATED | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 39 | 20 | 0 | 0 | 0 | 0 | 59 |
| TOT | 39 | 20 | 0 | 0 | 0 | 0 | 59 |
| POSITIONS REALIGNED | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 0 | 70 | 0 | 0 | 0 | 0 | 70 |
| TOT | 0 | 70 | 0 | 0 | 0 | 0 | 70 |

Summary:
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SCENARIO #3:SCENARIO #1 for Large A/C Paint & Depaint.
Realign Paint & Depaint workloads at OC-ALC,SA-ALC, and WR-ALC.

COBRA REALIGNMENT SUMMARY (COBRA v5.07) - Page 2/2
Data As Of 15:01 01/18/1994, Report Created 19:15 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\3L1PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

Costs ($K) Constant Dollars

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 1,006 | 2,394 | 1,815 | 1,815 | 1,815 | 1,815 | 10,660 | 1,815 |
| Overhd | 7,743 | 7,859 | 7,763 | 7,763 | 7,763 | 7,763 | 46,654 | 7,763 |
| Moving | 374 | 2,320 | 0 | 0 | 0 | 0 | 2,695 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 12,756 | 0 | 0 | 0 | 0 | 0 | 12,756 | 0 |
| TOTAL | 21,880 | 12,573 | 9,578 | 9,578 | 9,578 | 9,578 | 72,765 | 9,578 |

Savings ($K) Constant Dollars

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 885 | 2,223 | 2,677 | 2,677 | 2,677 | 2,677 | 13,816 | 2,677 |
| Overhd | 66 | 190 | 326 | 326 | 326 | 326 | 1,561 | 326 |
| Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 32,344 | 0 | 0 | 0 | 0 | 0 | 32,344 | 0 |
| TOTAL | 33,295 | 2,413 | 3,003 | 3,003 | 3,003 | 3,003 | 47,721 | 3,003 |

TOTAL PERSONNEL IMPACT REPORT (COBRA v5.07)
Data As Of 15:01 01/18/1994, Report Created 19:15 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\3L1PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

| | Rate | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|---|
| CIVILIAN POSITIONS REALIGNING OUT | | 0 | 70 | 0 | 0 | 0 | 0 | 70 |
| Early Retirement* | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Regular Retirement* | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Turnover* | 2.00% | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Civs Not Moving (RIFs)*+ | | 0 | 27 | 0 | 0 | 0 | 0 | 27 |
| Civilians Moving (the remainder) | | 0 | 42 | 0 | 0 | 0 | 0 | 42 |
| Civilian Positions Available | | 0 | 28 | 0 | 0 | 0 | 0 | 28 |
| CIVILIAN POSITIONS ELIMINATED | | 39 | 20 | 0 | 0 | 0 | 0 | 59 |
| Early Retirement | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Regular Retirement | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Turnover | 2.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civs Not Moving (RIFs)*+ | | 15 | 8 | 0 | 0 | 0 | 0 | 23 |
| Priority Placement# | 60.00% | 24 | 12 | 0 | 0 | 0 | 0 | 36 |
| Civilians Available to Move | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilians Moving | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian RIFs (the remainder) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIVILIAN POSITIONS REALIGNING IN | | 0 | 70 | 0 | 0 | 0 | 0 | 70 |
| Civilians Moving | | 0 | 42 | 0 | 0 | 0 | 0 | 42 |
| New Civilians Hired | | 0 | 28 | 0 | 0 | 0 | 0 | 28 |
| Other Civilian Additions | | 26 | 14 | 0 | 0 | 0 | 0 | 40 |
| TOTAL CIVILIAN EARLY RETIRMENTS | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL CIVILIAN RIFS | | 15 | 35 | 0 | 0 | 0 | 0 | 50 |
| TOTAL CIVILIAN PRIORITY PLACEMENTS# | | 24 | 12 | 0 | 0 | 0 | 0 | 36 |
| TOTAL CIVILIAN NEW HIRES | | 26 | 42 | 0 | 0 | 0 | 0 | 68 |

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

\+ The Percentage of Civilians Not Willing to Move (Voluntary RIFs) varies from base to base.

\# Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 1/3
Data As Of 15:01 01/18/1994, Report Created 19:15 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\3L1PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

| ONE-TIME COSTS -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Land Purch | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| CIV SALARY | | | | | | | |
| Civ RIF | 265 | 619 | 0 | 0 | 0 | 0 | 885 |
| Civ Retire | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIV MOVING | | | | | | | |
| Per Diem | 0 | 128 | 0 | 0 | 0 | 0 | 128 |
| POV Miles | 0 | 12 | 0 | 0 | 0 | 0 | 12 |
| Home Purch | 0 | 448 | 0 | 0 | 0 | 0 | 448 |
| HHG | 0 | 1,135 | 0 | 0 | 0 | 0 | 1,135 |
| Misc | 0 | 29 | 0 | 0 | 0 | 0 | 29 |
| House Hunt | 0 | 120 | 0 | 0 | 0 | 0 | 120 |
| PPS | 374 | 201 | 0 | 0 | 0 | 0 | 576 |
| RITA | 0 | 207 | 0 | 0 | 0 | 0 | 207 |
| FREIGHT | | | | | | | |
| Packing | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| Freight | 0 | 34 | 0 | 0 | 0 | 0 | 34 |
| Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Driving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unemployment | 47 | 110 | 0 | 0 | 0 | 0 | 156 |
| OTHER | | | | | | | |
| Program Plan | 8 | 6 | 0 | 0 | 0 | 0 | 14 |
| Shutdown | 36 | 90 | 0 | 0 | 0 | 0 | 126 |
| New Hire | 104 | 168 | 0 | 0 | 0 | 0 | 272 |
| 1-Time Move | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | |
| MIL MOVING | | | | | | | |
| Per Diem | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| POV Miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HHG | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| Elim PCS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| HAP / RSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Info Manage | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 12,756 | 0 | 0 | 0 | 0 | 0 | 12,756 |
| TOTAL ONE-TIME | 13,591 | 3,313 | 0 | 0 | 0 | 0 | 16,905 |

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 2/3
Data As Of 15:01 01/18/1994, Report Created 19:15 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\3L1PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

| RECURRINGCOSTS -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BOS | 20 | 84 | 84 | 84 | 84 | 84 | 439 | 84 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 590 | 1,497 | 1,815 | 1,815 | 1,815 | 1,815 | 9,347 | 1,815 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretaker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Off Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 7,679 | 7,679 | 7,679 | 7,679 | 7,679 | 7,679 | 46,074 | 7,679 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 8,288 | 9,260 | 9,578 | 9,578 | 9,578 | 9,578 | 55,860 | 9,578 |
| TOTAL COST | 21,880 | 12,573 | 9,578 | 9,578 | 9,578 | 9,578 | 72,765 | 9,578 |

| ONE-TIME SAVES -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| 1-Time Move | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | |
| Mil Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| Land Sales | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 32,344 | 0 | 0 | 0 | 0 | 0 | 32,344 |
| TOTAL ONE-TIME | 32,344 | 0 | 0 | 0 | 0 | 0 | 32,344 |

| RECURRINGSAVES -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | 31 | 137 | 212 | 212 | 212 | 212 | 1,018 | 212 |
| BOS | 35 | 53 | 114 | 114 | 114 | 114 | 543 | 114 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 885 | 2,223 | 2,677 | 2,677 | 2,677 | 2,677 | 13,816 | 2,677 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Off Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Procurement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 951 | 2,413 | 3,003 | 3,003 | 3,003 | 3,003 | 15,377 | 3,003 |
| TOTAL SAVINGS | 33,295 | 2,413 | 3,003 | 3,003 | 3,003 | 3,003 | 47,721 | 3,003 |

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 3/3
Data As Of 15:01 01/18/1994, Report Created 19:15 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\3L1PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

| ONE-TIME NET -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| Civ Retir/RIF | 265 | 619 | 0 | 0 | 0 | 0 | 885 |
| Civ Moving | 374 | 2,320 | 0 | 0 | 0 | 0 | 2,695 |
| Other | 196 | 374 | 0 | 0 | 0 | 0 | 569 |
| MIL PERSONNEL | | | | | | | |
| Mil Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| HAP / RSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Info Manage | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 12,756 | 0 | 0 | 0 | 0 | 0 | 12,756 |
| Land | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL ONE-TIME | 13,591 | 3,313 | 0 | 0 | 0 | 0 | 16,905 |

| RECURRING NET -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | -31 | -137 | -212 | -212 | -212 | -212 | -1,018 | -212 |
| BOS | -15 | 31 | -30 | -30 | -30 | -30 | -104 | -30 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretaker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | -295 | -726 | -862 | -862 | -862 | -862 | -4,469 | -862 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Mil Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Procurement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 7,679 | 7,679 | 7,679 | 7,679 | 7,679 | 7,679 | 46,074 | 7,679 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 7,338 | 6,847 | 6,575 | 6,575 | 6,575 | 6,575 | 40,483 | 6,575 |
| TOTAL NET COST | -11,415 | 10,160 | 6,575 | 6,575 | 6,575 | 6,575 | 25,044 | 6,575 |

INPUT DATA REPORT (COBRA v5.07)
Data As Of 15:01 01/18/1994, Report Created 19:15 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\3L1PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1999

Model does Time-Phasing of Construction/Shutdown: Yes

| Base Name | Strategy: |
|---|---|
| Robins AFB, GA | Realignment |
| Tinker AFB, OK | Realignment |
| Hill AFB, UT | Realignment |
| Kelly AFB, TX | Realignment |
| McClellan AFB, CA | Realignment |

Summary:

SCENARIO #3:SCENARIO #1 for Large A/C Paint & Depaint.
Realign Paint & Depaint workloads at OC-ALC,SA-ALC, and WR-ALC.

INPUT SCREEN TWO - DISTANCE TABLE

| From Base: | To Base: | Distance: |
|---|---|---|
| Robins AFB, GA | Tinker AFB, OK | 929 mi |
| Robins AFB, GA | Hill AFB, UT | 2,006 mi |
| Robins AFB, GA | Kelly AFB, TX | 1,038 mi |
| Robins AFB, GA | McClellan AFB, CA | 2,570 mi |
| Tinker AFB, OK | Hill AFB, UT | 1,151 mi |
| Tinker AFB, OK | Kelly AFB, TX | 488 mi |
| Tinker AFB, OK | McClellan AFB, CA | 1,641 mi |
| Hill AFB, UT | Kelly AFB, TX | 1,363 mi |
| Hill AFB, UT | McClellan AFB, CA | 671 mi |
| Kelly AFB, TX | McClellan AFB, CA | 1,733 mi |

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from Tinker AFB, OK to Robins AFB, GA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 10 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Transfers from Hill AFB, UT to Robins AFB, GA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 16 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Data As Of 15:01 01/18/1994, Report Created 19:15 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\3L1PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from McClellan AFB, CA to Robins AFB, GA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 7 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Transfers from Tinker AFB, OK to Kelly AFB, TX

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 6 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Transfers from McClellan AFB, CA to Kelly AFB, TX

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 31 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Robins AFB, GA

| | | | |
|---|---|---|---|
| Total Officer Employees: | 1,349 | RPMA Non-Payroll ($K/Year): | 23,073 |
| Total Enlisted Employees: | 5,917 | Communications ($K/Year): | 4,071 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 8,843 |
| Total Civilian Employees: | 11,976 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 46.0% | Family Housing ($K/Year): | 6,669 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 0.77 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 11,844 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 2 | Activity Code: | |
| Enlisted VHA ($/Month): | 41 | | |
| Per Diem Rate ($/Day): | 77 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\3L1PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Tinker AFB, OK

| | | | |
|---|---|---|---|
| Total Officer Employees: | 1,542 | RPMA Non-Payroll ($K/Year): | 33,302 |
| Total Enlisted Employees: | 6,607 | Communications ($K/Year): | 6,387 |
| Total Student Employees: | 13 | BOS Non-Payroll ($K/Year): | 13,127 |
| Total Civilian Employees: | 12,610 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 13.0% | Family Housing ($K/Year): | 2,058 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 0.87 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 14,872 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 10 | Activity Code: | |
| Enlisted VHA ($/Month): | 57 | | |
| Per Diem Rate ($/Day): | 80 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: Hill AFB, UT

| | | | |
|---|---|---|---|
| Total Officer Employees: | 841 | RPMA Non-Payroll ($K/Year): | 28,330 |
| Total Enlisted Employees: | 5,527 | Communications ($K/Year): | 3,372 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 10,692 |
| Total Civilian Employees: | 10,899 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 36.0% | Family Housing ($K/Year): | 3,644 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 1.00 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 12,829 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 0 | Activity Code: | |
| Enlisted VHA ($/Month): | 37 | | |
| Per Diem Rate ($/Day): | 102 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: Kelly AFB, TX

| | | | |
|---|---|---|---|
| Total Officer Employees: | 948 | RPMA Non-Payroll ($K/Year): | 26,437 |
| Total Enlisted Employees: | 4,082 | Communications ($K/Year): | 3,529 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 14,724 |
| Total Civilian Employees: | 16,490 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 14.0% | Family Housing ($K/Year): | 3,073 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 0.88 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 15,208 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 54 | Activity Code: | |
| Enlisted VHA ($/Month): | 61 | | |
| Per Diem Rate ($/Day): | 98 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: McClellan AFB, CA

| | | | |
|---|---|---|---|
| Total Officer Employees: | 507 | RPMA Non-Payroll ($K/Year): | 25,433 |
| Total Enlisted Employees: | 2,722 | Communications ($K/Year): | 2,521 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 8,543 |
| Total Civilian Employees: | 9,621 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 8.6% | Family Housing ($K/Year): | 5,628 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 1.14 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 12,725 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 200 | Activity Code: | |
| Enlisted VHA ($/Month): | 180 | | |
| Per Diem Rate ($/Day): | 105 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\3L1PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Robins AFB, GA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 12,552 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 2,969 | 2,969 | 2,969 | 2,969 | 2,969 | 2,969 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Name: Tinker AFB, OK

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 32,344 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 111 | 111 | 111 | 111 | 111 | 111 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 31 Perc Family Housing ShutDown: 0.0%

Name: Hill AFB, UT

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 114 | 114 | 114 | 114 | 114 | 114 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 15 Perc Family Housing ShutDown: 0.0%

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\3L1PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Kelly AFB, TX

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 204 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 2,994 | 2,994 | 2,994 | 2,994 | 2,994 | 2,994 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Name: McClellan AFB, CA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 1,491 | 1,491 | 1,491 | 1,491 | 1,491 | 1,491 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 55 Perc Family Housing ShutDown: 0.0%

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Robins AFB, GA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | 13 | 7 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Data As Of 15:01 01/18/1994, Report Created 19:15 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\3L1PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Tinker AFB, OK

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -21 | -11 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Name: Hill AFB, UT

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -5 | -2 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Name: Kelly AFB, TX

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | 13 | 7 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Name: McClellan AFB, CA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -13 | -7 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Data As Of 15:01 01/18/1994, Report Created 19:15 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\3L1PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

STANDARD FACTORS SCREEN ONE - PERSONNEL

| | | | |
|---|---|---|---|
| Percent Officers Married: | 76.80% | Civ Early Retire Pay Factor: | 9.00% |
| Percent Enlisted Married: | 66.90% | Priority Placement Service: | 60.00% |
| Enlisted Housing MilCon: | 80.00% | PPS Actions Involving PCS: | 50.00% |
| Officer Salary($/Year): | 78,668.00 | Civilian PCS Costs ($): | 28,800.00 |
| Off BAQ with Dependents($): | 7,073.00 | Civilian New Hire Cost($): | 4,000.00 |
| Enlisted Salary($/Year): | 36,148.00 | Nat Median Home Price($): | 114,600.00 |
| Enl BAQ with Dependents($): | 5,162.00 | Home Sale Reimburse Rate: | 10.00% |
| Avg Unemploy Cost($/Week): | 174.00 | Max Home Sale Reimburs($): | 22,385.00 |
| Unemployment Eligibility(Weeks): | 18 | Home Purch Reimburse Rate: | 5.00% |
| Civilian Salary($/Year): | 45,372.00 | Max Home Purch Reimburs($): | 11,191.00 |
| Civilian Turnover Rate: | 2.00% | Civilian Homeowning Rate: | 64.00% |
| Civilian Early Retire Rate: | 0.00% | HAP Home Value Reimburse Rate: | 22.90% |
| Civilian Regular Retire Rate: | 0.00% | HAP Homeowner Receiving Rate: | 5.00% |
| Civilian RIF Pay Factor: | 39.00% | RSE Home Value Reimburse Rate: | 0.00% |
| SF File Desc: | PCS - PAINT TRC | RSE Homeowner Receiving Rate: | 0.00% |

STANDARD FACTORS SCREEN TWO - FACILITIES

| | | | |
|---|---|---|---|
| RPMA Building SF Cost Index: | 1.00 | Rehab vs. New MilCon Cost: | 0.00% |
| BOS Index (RPMA vs population): | 1.00 | Info Management Account: | 0.00% |
| (Indices are used as exponents) | | MilCon Design Rate: | 0.00% |
| Program Management Factor: | 10.00% | MilCon SIOH Rate: | 0.00% |
| Caretaker Admin(SF/Care): | 162.00 | MilCon Contingency Plan Rate: | 0.00% |
| Mothball Cost ($/SF): | 1.25 | MilCon Site Preparation Rate: | 0.00% |
| Avg Bachelor Quarters(SF): | 256.00 | Discount Rate for NPV.RPT/ROI: | 2.75% |
| Avg Family Quarters(SF): | 1,320.00 | Inflation Rate for NPV.RPT/ROI: | 0.00% |

APPDET.RPT Inflation Rates:
1999: 2.60% 2000: 2.80% 2001: 2.80% 2002: 2.90% 2003: 0.00% 2004: 0.00%

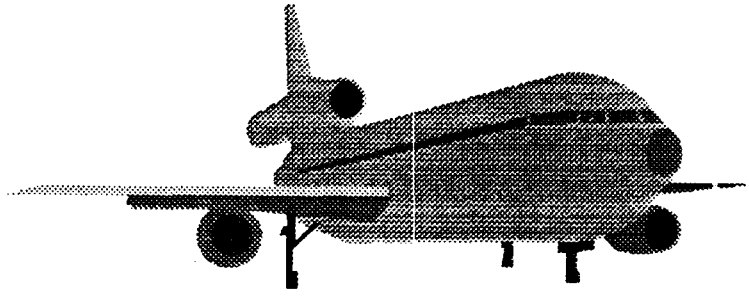
STANDARD FACTORS SCREEN THREE - TRANSPORTATION

| | | | |
|---|---|---|---|
| Material/Assigned Person(Lb): | 710 | Equip Pack & Crate($/Ton): | 284.00 |
| HHG Per Off Family (Lb): | 15,000.00 | Mil Light Vehicle($/Mile): | 0.43 |
| HHG Per Enl Family (Lb): | 9,000.00 | Heavy/Spec Vehicle($/Mile): | 1.40 |
| HHG Per Mil Single (Lb): | 8,400.00 | POV Reimbursement($/Mile): | 0.18 |
| HHG Per Civilian (Lb): | 18,000.00 | Avg Mil Tour Length (Years): | 4.10 |
| Total HHG Cost ($/100Lb): | 35.00 | Routine PCS($/Pers/Tour): | 6,437.00 |
| Air Transport ($/Pass Mile): | 0.20 | One-Time Off PCS Cost($): | 9,142.00 |
| Misc Exp ($/Direct Employ): | 700.00 | One-Time Enl PCS Cost($): | 5,761.00 |

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

| Category | UM | $/UM | Category | UM | $/UM |
|---|---|---|---|---|---|
| Horizontal | (SY) | 0 | Optional Category A | ( ) | 0 |
| Waterfront | (LF) | 0 | Optional Category B | ( ) | 0 |
| Air Operations | (SF) | 0 | Optional Category C | ( ) | 0 |
| Operational | (SF) | 0 | Optional Category D | ( ) | 0 |
| Administrative | (SF) | 0 | Optional Category E | ( ) | 0 |
| School Buildings | (SF) | 0 | Optional Category F | ( ) | 0 |
| Maintenance Shops | (SF) | 0 | Optional Category G | ( ) | 0 |
| Bachelor Quarters | (SF) | 0 | Optional Category H | ( ) | 0 |
| Family Quarters | (SF) | 0 | Optional Category I | ( ) | 0 |
| Covered Storage | (SF) | 0 | Optional Category J | ( ) | 0 |
| Dining Facilities | (SF) | 0 | Optional Category K | ( ) | 0 |
| Recreation Facilities | (SF) | 0 | Optional Category L | ( ) | 0 |
| Communications Facil | (SF) | 0 | Optional Category M | ( ) | 0 |
| Shipyard Maintenance | (SF) | 0 | Optional Category N | ( ) | 0 |
| RDT & E Facilities | (SF) | 0 | Optional Category O | ( ) | 0 |
| POL Storage | (BL) | 0 | Optional Category P | ( ) | 0 |
| Ammunition Storage | (SF) | 0 | Optional Category Q | ( ) | 0 |
| Medical Facilities | (SF) | 0 | Optional Category R | ( ) | 0 |
| Environmental | ( ) | 0 | | | |

# SCENARIO NO. 4
# LARGE AIRCRAFT (PCS)



**Paint and Depaint Scenario #2 for Large Aircraft:**
**Eliminate Paint at SA-ALC**
**Eliminate Depaint at SA-ALC and SM-ALC**

COBRA REALIGNMENT SUMMARY (COBRA v5.07) - Page 1/2
Data As Of 15:01 01/18/1994, Report Created 19:48 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\4L2PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

Starting Year : 1999
Final Year : 2000
ROI Year : Never

NPV in 2018($K): 183,843
1-Time Cost($K): 19,066

Net Costs ($K) Constant Dollars

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 561 | 1,460 | 0 | 0 | 0 | 0 | 2,021 | 0 |
| Overhd | 13,077 | 13,114 | 12,740 | 12,740 | 12,740 | 12,740 | 77,150 | 12,740 |
| Moving | 432 | 2,750 | 0 | 0 | 0 | 0 | 3,182 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | -18,763 | 0 | 0 | 0 | 0 | 0 | -18,763 | 0 |
| TOTAL | -4,693 | 17,325 | 12,740 | 12,740 | 12,740 | 12,740 | 63,590 | 12,740 |

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|
| POSITIONS ELIMINATED | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 48 | 23 | 0 | 0 | 0 | 0 | 71 |
| TOT | 48 | 23 | 0 | 0 | 0 | 0 | 71 |
| POSITIONS REALIGNED | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 0 | 121 | 0 | 0 | 0 | 0 | 121 |
| TOT | 0 | 121 | 0 | 0 | 0 | 0 | 121 |

Summary:
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SCENARIO #4: Scenario #2 for Large A/C Paint & Depaint.
Eliminate Paint at SA-ALC and Eliminate Depaint at SA-ALC and SM-ALC.

COBRA REALIGNMENT SUMMARY (COBRA v5.07) - Page 2/2
Data As Of 15:01 01/18/1994, Report Created 19:48 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\4L2PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

Costs ($K) Constant Dollars

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 1,650 | 4,160 | 3,221 | 3,221 | 3,221 | 3,221 | 18,696 | 3,221 |
| Overhd | 13,161 | 13,361 | 13,188 | 13,188 | 13,188 | 13,188 | 79,276 | 13,188 |
| Moving | 432 | 2,750 | 0 | 0 | 0 | 0 | 3,182 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 13,581 | 0 | 0 | 0 | 0 | 0 | 13,581 | 0 |
| TOTAL | 28,824 | 20,271 | 16,410 | 16,410 | 16,410 | 16,410 | 114,735 | 16,410 |

Savings ($K) Constant Dollars

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 1,089 | 2,700 | 3,221 | 3,221 | 3,221 | 3,221 | 16,674 | 3,221 |
| Overhd | 84 | 247 | 449 | 449 | 449 | 449 | 2,127 | 449 |
| Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 32,344 | 0 | 0 | 0 | 0 | 0 | 32,344 | 0 |
| TOTAL | 33,517 | 2,946 | 3,670 | 3,670 | 3,670 | 3,670 | 51,145 | 3,670 |

TOTAL PERSONNEL IMPACT REPORT (COBRA v5.07)
Data As Of 15:01 01/18/1994, Report Created 19:48 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\4L2PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

| | Rate | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|---|
| CIVILIAN POSITIONS REALIGNING OUT | | 0 | 121 | 0 | 0 | 0 | 0 | 121 |
| Early Retirement* | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Regular Retirement* | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Turnover* | 2.00% | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Civs Not Moving (RIFs)*+ | | 0 | 48 | 0 | 0 | 0 | 0 | 48 |
| Civilians Moving (the remainder) | | 0 | 71 | 0 | 0 | 0 | 0 | 71 |
| Civilian Positions Available | | 0 | 50 | 0 | 0 | 0 | 0 | 50 |
| CIVILIAN POSITIONS ELIMINATED | | 48 | 23 | 0 | 0 | 0 | 0 | 71 |
| Early Retirement | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Regular Retirement | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Turnover | 2.00% | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Civs Not Moving (RIFs)*+ | | 19 | 9 | 0 | 0 | 0 | 0 | 28 |
| Priority Placement# | 60.00% | 28 | 14 | 0 | 0 | 0 | 0 | 42 |
| Civilians Available to Move | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilians Moving | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian RIFs (the remainder) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIVILIAN POSITIONS REALIGNING IN | | 0 | 121 | 0 | 0 | 0 | 0 | 121 |
| Civilians Moving | | 0 | 71 | 0 | 0 | 0 | 0 | 71 |
| New Civilians Hired | | 0 | 50 | 0 | 0 | 0 | 0 | 50 |
| Other Civilian Additions | | 47 | 24 | 0 | 0 | 0 | 0 | 71 |
| TOTAL CIVILIAN EARLY RETIRMENTS | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL CIVILIAN RIFS | | 19 | 57 | 0 | 0 | 0 | 0 | 76 |
| TOTAL CIVILIAN PRIORITY PLACEMENTS# | | 28 | 14 | 0 | 0 | 0 | 0 | 42 |
| TOTAL CIVILIAN NEW HIRES | | 47 | 74 | 0 | 0 | 0 | 0 | 121 |

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

+ The Percentage of Civilians Not Willing to Move (Voluntary RIFs) varies from base to base.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 1/3
Data As Of 15:01 01/18/1994, Report Created 19:48 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\4L2PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

| ONE-TIME COSTS -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Land Purch | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| CIV SALARY | | | | | | | |
| Civ RIF | 336 | 1,009 | 0 | 0 | 0 | 0 | 1,345 |
| Civ Retire | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIV MOVING | | | | | | | |
| Per Diem | 0 | 183 | 0 | 0 | 0 | 0 | 183 |
| POV Miles | 0 | 10 | 0 | 0 | 0 | 0 | 10 |
| Home Purch | 0 | 676 | 0 | 0 | 0 | 0 | 676 |
| HHG | 0 | 1,132 | 0 | 0 | 0 | 0 | 1,132 |
| Misc | 0 | 50 | 0 | 0 | 0 | 0 | 50 |
| House Hunt | 0 | 143 | 0 | 0 | 0 | 0 | 143 |
| PPS | 432 | 230 | 0 | 0 | 0 | 0 | 662 |
| RITA | 0 | 297 | 0 | 0 | 0 | 0 | 297 |
| FREIGHT | | | | | | | |
| Packing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Freight | 0 | 27 | 0 | 0 | 0 | 0 | 27 |
| Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Driving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unemployment | 59 | 178 | 0 | 0 | 0 | 0 | 238 |
| OTHER | | | | | | | |
| Program Plan | 13 | 10 | 0 | 0 | 0 | 0 | 23 |
| Shutdown | 60 | 154 | 0 | 0 | 0 | 0 | 214 |
| New Hire | 188 | 296 | 0 | 0 | 0 | 0 | 484 |
| 1-Time Move | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | |
| MIL MOVING | | | | | | | |
| Per Diem | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| POV Miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HHG | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| Elim PCS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| HAP / RSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Info Manage | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 13,581 | 0 | 0 | 0 | 0 | 0 | 13,581 |
| TOTAL ONE-TIME | 14,670 | 4,396 | 0 | 0 | 0 | 0 | 19,066 |

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 2/3
Data As Of 15:01 01/18/1994, Report Created 19:48 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\4L2PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

| RECURRINGCOSTS -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BOS | 38 | 148 | 138 | 138 | 138 | 138 | 740 | 138 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 1,066 | 2,677 | 3,221 | 3,221 | 3,221 | 3,221 | 16,629 | 3,221 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretaker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Off Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 13,050 | 13,050 | 13,050 | 13,050 | 13,050 | 13,050 | 78,300 | 13,050 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 14,154 | 15,875 | 16,410 | 16,410 | 16,410 | 16,410 | 95,669 | 16,410 |
| TOTAL COST | 28,824 | 20,271 | 16,410 | 16,410 | 16,410 | 16,410 | 114,735 | 16,410 |

| ONE-TIME SAVES -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| 1-Time Move | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | |
| Mil Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| Land Sales | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 32,344 | 0 | 0 | 0 | 0 | 0 | 32,344 |
| TOTAL ONE-TIME | 32,344 | 0 | 0 | 0 | 0 | 0 | 32,344 |

| RECURRINGSAVES -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | 44 | 195 | 303 | 303 | 303 | 303 | 1,451 | 303 |
| BOS | 41 | 52 | 146 | 146 | 146 | 146 | 676 | 146 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 1,089 | 2,700 | 3,221 | 3,221 | 3,221 | 3,221 | 16,674 | 3,221 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Off Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Procurement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 1,173 | 2,946 | 3,670 | 3,670 | 3,670 | 3,670 | 18,801 | 3,670 |
| TOTAL SAVINGS | 33,517 | 2,946 | 3,670 | 3,670 | 3,670 | 3,670 | 51,145 | 3,670 |

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 3/3
Data As Of 15:01 01/18/1994, Report Created 19:48 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\4L2PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

| ONE-TIME NET -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| Civ Retir/RIF | 336 | 1,009 | 0 | 0 | 0 | 0 | 1,345 |
| Civ Moving | 432 | 2,750 | 0 | 0 | 0 | 0 | 3,182 |
| Other | 321 | 638 | 0 | 0 | 0 | 0 | 958 |
| MIL PERSONNEL | | | | | | | |
| Mil Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| HAP / RSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Info Manage | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 13,581 | 0 | 0 | 0 | 0 | 0 | 13,581 |
| Land | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL ONE-TIME | 14,670 | 4,396 | 0 | 0 | 0 | 0 | 19,066 |

| RECURRING NET -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | -44 | -195 | -303 | -303 | -303 | -303 | -1,451 | -303 |
| BOS | -3 | 96 | -7 | -7 | -7 | -7 | 64 | -7 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretaker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | -23 | -23 | 0 | 0 | 0 | 0 | -45 | 0 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Mil Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Procurement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 13,050 | 13,050 | 13,050 | 13,050 | 13,050 | 13,050 | 78,300 | 13,050 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 12,981 | 12,928 | 12,740 | 12,740 | 12,740 | 12,740 | 76,868 | 12,740 |
| TOTAL NET COST | -4,693 | 17,325 | 12,740 | 12,740 | 12,740 | 12,740 | 63,590 | 12,740 |

INPUT DATA REPORT (COBRA v5.07)
Data As Of 15:01 01/18/1994, Report Created 19:48 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\4L2PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1999

Model does Time-Phasing of Construction/Shutdown: Yes

| Base Name | Strategy: |
|---|---|
| Robins AFB, GA | Realignment |
| Tinker AFB, OK | Realignment |
| Hill AFB, UT | Realignment |
| Kelly AFB, TX | Realignment |
| McClellan AFB, CA | Realignment |

Summary:

SCENARIO #4: Scenario #2 for Large A/C Paint & Depaint.
Eliminate Paint at SA-ALC and Eliminate Depaint at SA-ALC and SM-ALC.

INPUT SCREEN TWO - DISTANCE TABLE

| From Base: | To Base: | Distance: |
|---|---|---|
| Robins AFB, GA | Tinker AFB, OK | 929 mi |
| Robins AFB, GA | Hill AFB, UT | 2,006 mi |
| Robins AFB, GA | Kelly AFB, TX | 1,038 mi |
| Robins AFB, GA | McClellan AFB, CA | 2,570 mi |
| Tinker AFB, OK | Hill AFB, UT | 1,151 mi |
| Tinker AFB, OK | Kelly AFB, TX | 488 mi |
| Tinker AFB, OK | McClellan AFB, CA | 1,641 mi |
| Hill AFB, UT | Kelly AFB, TX | 1,363 mi |
| Hill AFB, UT | McClellan AFB, CA | 671 mi |
| Kelly AFB, TX | McClellan AFB, CA | 1,733 mi |

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from Kelly AFB, TX to Robins AFB, GA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 51 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Transfers from McClellan AFB, CA to Robins AFB, GA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 1 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\4L2PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from Tinker AFB, OK to Kelly AFB, TX

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 9 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Transfers from Kelly AFB, TX to Tinker AFB, OK

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 59 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Transfers from Tinker AFB, OK to McClellan AFB, CA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 1 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Robins AFB, GA

| | | | |
|---|---|---|---|
| Total Officer Employees: | 1,349 | RPMA Non-Payroll ($K/Year): | 23,073 |
| Total Enlisted Employees: | 5,917 | Communications ($K/Year): | 4,071 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 8,843 |
| Total Civilian Employees: | 11,976 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 46.0% | Family Housing ($K/Year): | 6,669 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 0.77 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 11,844 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 2 | Activity Code: | |
| Enlisted VHA ($/Month): | 41 | | |
| Per Diem Rate ($/Day): | 77 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Data As Of 15:01 01/18/1994, Report Created 19:48 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\4L2PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Tinker AFB, OK

| | | | |
|---|---|---|---|
| Total Officer Employees: | 1,542 | RPMA Non-Payroll ($K/Year): | 33,302 |
| Total Enlisted Employees: | 6,607 | Communications ($K/Year): | 6,387 |
| Total Student Employees: | 13 | BOS Non-Payroll ($K/Year): | 13,127 |
| Total Civilian Employees: | 12,610 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 13.0% | Family Housing ($K/Year): | 2,058 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 0.87 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 14,872 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 10 | Activity Code: | |
| Enlisted VHA ($/Month): | 57 | | |
| Per Diem Rate ($/Day): | 80 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: Hill AFB, UT

| | | | |
|---|---|---|---|
| Total Officer Employees: | 841 | RPMA Non-Payroll ($K/Year): | 28,330 |
| Total Enlisted Employees: | 5,527 | Communications ($K/Year): | 3,372 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 10,692 |
| Total Civilian Employees: | 10,899 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 36.0% | Family Housing ($K/Year): | 3,644 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 1.00 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 12,829 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 0 | Activity Code: | |
| Enlisted VHA ($/Month): | 37 | | |
| Per Diem Rate ($/Day): | 102 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: Kelly AFB, TX

| | | | |
|---|---|---|---|
| Total Officer Employees: | 948 | RPMA Non-Payroll ($K/Year): | 26,437 |
| Total Enlisted Employees: | 4,082 | Communications ($K/Year): | 3,529 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 14,724 |
| Total Civilian Employees: | 16,490 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 14.0% | Family Housing ($K/Year): | 3,073 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 0.88 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 15,208 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 54 | Activity Code: | |
| Enlisted VHA ($/Month): | 61 | | |
| Per Diem Rate ($/Day): | 98 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: McClellan AFB, CA

| | | | |
|---|---|---|---|
| Total Officer Employees: | 507 | RPMA Non-Payroll ($K/Year): | 25,433 |
| Total Enlisted Employees: | 2,722 | Communications ($K/Year): | 2,521 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 8,543 |
| Total Civilian Employees: | 9,621 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 8.6% | Family Housing ($K/Year): | 5,628 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 1.14 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 12,725 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 200 | Activity Code: | |
| Enlisted VHA ($/Month): | 180 | | |
| Per Diem Rate ($/Day): | 105 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Data As Of 15:01 01/18/1994, Report Created 19:48 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\4L2PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Robins AFB, GA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 12,578 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 4,925 | 4,925 | 4,925 | 4,925 | 4,925 | 4,925 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Name: Tinker AFB, OK

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 930 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 32,344 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 6,939 | 6,939 | 6,939 | 6,939 | 6,939 | 6,939 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Name: Hill AFB, UT

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 70 | 70 | 70 | 70 | 70 | 70 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\4L2PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Kelly AFB, TX

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 169 | 169 | 169 | 169 | 169 | 169 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 149 Perc Family Housing ShutDown: 0.0%

Name: McClellan AFB, CA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 73 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 947 | 947 | 947 | 947 | 947 | 947 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 22 Perc Family Housing ShutDown: 0.0%

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Robins AFB, GA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | 23 | 11 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\4L2PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Tinker AFB, OK

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | 24 | 13 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Name: Hill AFB, UT

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -3 | -2 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Name: Kelly AFB, TX

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -37 | -18 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Name: McClellan AFB, CA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -8 | -3 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Data As Of 15:01 01/18/1994, Report Created 19:48 03/03/1995

Department : USAF
Option Package : PAINT TRC - PCS
Scenario File : C:\PAINT\4L2PCS.CBR
Std Fctrs File : C:\PAINT\TRC_PCS.SFF

STANDARD FACTORS SCREEN ONE - PERSONNEL

| | | | |
|---|---|---|---|
| Percent Officers Married: | 76.80% | Civ Early Retire Pay Factor: | 9.00% |
| Percent Enlisted Married: | 66.90% | Priority Placement Service: | 60.00% |
| Enlisted Housing MilCon: | 80.00% | PPS Actions Involving PCS: | 50.00% |
| Officer Salary($/Year): | 78,668.00 | Civilian PCS Costs ($): | 28,800.00 |
| Off BAQ with Dependents($): | 7,073.00 | Civilian New Hire Cost($): | 4,000.00 |
| Enlisted Salary($/Year): | 36,148.00 | Nat Median Home Price($): | 114,600.00 |
| Enl BAQ with Dependents($): | 5,162.00 | Home Sale Reimburse Rate: | 10.00% |
| Avg Unemploy Cost($/Week): | 174.00 | Max Home Sale Reimburs($): | 22,385.00 |
| Unemployment Eligibility(Weeks): | 18 | Home Purch Reimburse Rate: | 5.00% |
| Civilian Salary($/Year): | 45,372.00 | Max Home Purch Reimburs($): | 11,191.00 |
| Civilian Turnover Rate: | 2.00% | Civilian Homeowning Rate: | 64.00% |
| Civilian Early Retire Rate: | 0.00% | HAP Home Value Reimburse Rate: | 22.90% |
| Civilian Regular Retire Rate: | 0.00% | HAP Homeowner Receiving Rate: | 5.00% |
| Civilian RIF Pay Factor: | 39.00% | RSE Home Value Reimburse Rate: | 0.00% |
| SF File Desc: | PCS - PAINT TRC | RSE Homeowner Receiving Rate: | 0.00% |

STANDARD FACTORS SCREEN TWO - FACILITIES

| | | | |
|---|---|---|---|
| RPMA Building SF Cost Index: | 1.00 | Rehab vs. New MilCon Cost: | 0.00% |
| BOS Index (RPMA vs population): | 1.00 | Info Management Account: | 0.00% |
| (Indices are used as exponents) | | MilCon Design Rate: | 0.00% |
| Program Management Factor: | 10.00% | MilCon SIOH Rate: | 0.00% |
| Caretaker Admin(SF/Care): | 162.00 | MilCon Contingency Plan Rate: | 0.00% |
| Mothball Cost ($/SF): | 1.25 | MilCon Site Preparation Rate: | 0.00% |
| Avg Bachelor Quarters(SF): | 256.00 | Discount Rate for NPV.RPT/ROI: | 2.75% |
| Avg Family Quarters(SF): | 1,320.00 | Inflation Rate for NPV.RPT/ROI: | 0.00% |

APPDET.RPT Inflation Rates:
1999: 2.60% 2000: 2.80% 2001: 2.80% 2002: 2.90% 2003: 0.00% 2004: 0.00%

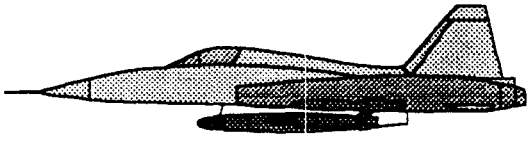
STANDARD FACTORS SCREEN THREE - TRANSPORTATION

| | | | |
|---|---|---|---|
| Material/Assigned Person(Lb): | 710 | Equip Pack & Crate($/Ton): | 284.00 |
| HHG Per Off Family (Lb): | 15,000.00 | Mil Light Vehicle($/Mile): | 0.43 |
| HHG Per Enl Family (Lb): | 9,000.00 | Heavy/Spec Vehicle($/Mile): | 1.40 |
| HHG Per Mil Single (Lb): | 8,400.00 | POV Reimbursement($/Mile): | 0.18 |
| HHG Per Civilian (Lb): | 18,000.00 | Avg Mil Tour Length (Years): | 4.10 |
| Total HHG Cost ($/100Lb): | 35.00 | Routine PCS($/Pers/Tour): | 6,437.00 |
| Air Transport ($/Pass Mile): | 0.20 | One-Time Off PCS Cost($): | 9,142.00 |
| Misc Exp ($/Direct Employ): | 700.00 | One-Time Enl PCS Cost($): | 5,761.00 |

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

| Category | UM | $/UM | Category | UM | $/UM |
|---|---|---|---|---|---|
| Horizontal | (SY) | 0 | Optional Category A | ( ) | 0 |
| Waterfront | (LF) | 0 | Optional Category B | ( ) | 0 |
| Air Operations | (SF) | 0 | Optional Category C | ( ) | 0 |
| Operational | (SF) | 0 | Optional Category D | ( ) | 0 |
| Administrative | (SF) | 0 | Optional Category E | ( ) | 0 |
| School Buildings | (SF) | 0 | Optional Category F | ( ) | 0 |
| Maintenance Shops | (SF) | 0 | Optional Category G | ( ) | 0 |
| Bachelor Quarters | (SF) | 0 | Optional Category H | ( ) | 0 |
| Family Quarters | (SF) | 0 | Optional Category I | ( ) | 0 |
| Covered Storage | (SF) | 0 | Optional Category J | ( ) | 0 |
| Dining Facilities | (SF) | 0 | Optional Category K | ( ) | 0 |
| Recreation Facilities | (SF) | 0 | Optional Category L | ( ) | 0 |
| Communications Facil | (SF) | 0 | Optional Category M | ( ) | 0 |
| Shipyard Maintenance | (SF) | 0 | Optional Category N | ( ) | 0 |
| RDT & E Facilities | (SF) | 0 | Optional Category O | ( ) | 0 |
| POL Storage | (BL) | 0 | Optional Category P | ( ) | 0 |
| Ammunition Storage | (SF) | 0 | Optional Category Q | ( ) | 0 |
| Medical Facilities | (SF) | 0 | Optional Category R | ( ) | 0 |
| Environmental | ( ) | 0 | | | |

# SCENARIO NO. 1
# SMALL AIRCRAFT (NO PCS)



**Paint and Depaint Scenario #1 for Small Aircraft:**
**Move Small Aircraft Paint and Depaint Operations to OO-ALC**

COBRA REALIGNMENT SUMMARY (COBRA v5.07) - Page 1/2
Data As Of 15:01 01/18/1994, Report Created 20:23 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\1PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

Starting Year : 1996
Final Year : 1997
ROI Year : Never

NPV in 2015($K): 97,641
1-Time Cost($K): 1,475

Net Costs ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 285 | 745 | 272 | 272 | 272 | 272 | 2,120 | 272 |
| Overhd | 6,152 | 6,212 | 5,953 | 5,953 | 5,953 | 5,953 | 36,176 | 5,953 |
| Moving | 0 | 613 | 0 | 0 | 0 | 0 | 613 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 56 | 0 | 0 | 0 | 0 | 0 | 56 | 0 |
| TOTAL | 6,494 | 7,571 | 6,225 | 6,225 | 6,225 | 6,225 | 38,965 | 6,225 |

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|
| POSITIONS ELIMINATED | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 12 | 7 | 0 | 0 | 0 | 0 | 19 |
| TOT | 12 | 7 | 0 | 0 | 0 | 0 | 19 |
| POSITIONS REALIGNED | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 0 | 72 | 0 | 0 | 0 | 0 | 72 |
| TOT | 0 | 72 | 0 | 0 | 0 | 0 | 72 |

Summary:
---
Paint & Depaint Scenario #1 for Small Aircraft. Move Small A/C Paint and Depaint processes to OO-ALC.

COBRA REALIGNMENT SUMMARY (COBRA v5.07) - Page 2/2
Data As Of 15:01 01/18/1994, Report Created 20:23 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\1PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

Costs ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 558 | 1,448 | 1,134 | 1,134 | 1,134 | 1,134 | 6,543 | 1,134 |
| Overhd | 6,174 | 6,335 | 6,218 | 6,218 | 6,218 | 6,218 | 37,381 | 6,218 |
| Moving | 0 | 613 | 0 | 0 | 0 | 0 | 613 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 56 | 0 | 0 | 0 | 0 | 0 | 56 | 0 |
| TOTAL | 6,787 | 8,397 | 7,352 | 7,352 | 7,352 | 7,352 | 44,594 | 7,352 |

Savings ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 272 | 703 | 862 | 862 | 862 | 862 | 4,424 | 862 |
| Overhd | 21 | 123 | 265 | 265 | 265 | 265 | 1,205 | 265 |
| Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 293 | 826 | 1,127 | 1,127 | 1,127 | 1,127 | 5,629 | 1,127 |

TOTAL PERSONNEL IMPACT REPORT (COBRA v5.07)
Data As Of 15:01 01/18/1994, Report Created 20:23 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\1PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

| | Rate | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|---|
| CIVILIAN POSITIONS REALIGNING OUT | | 0 | 72 | 0 | 0 | 0 | 0 | 72 |
| Early Retirement* | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Regular Retirement* | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Turnover* | 2.00% | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Civs Not Moving (RIFs)*+ | | 0 | 16 | 0 | 0 | 0 | 0 | 16 |
| Civilians Moving (the remainder) | | 0 | 55 | 0 | 0 | 0 | 0 | 55 |
| Civilian Positions Available | | 0 | 17 | 0 | 0 | 0 | 0 | 17 |
| CIVILIAN POSITIONS ELIMINATED | | 12 | 7 | 0 | 0 | 0 | 0 | 19 |
| Early Retirement | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Regular Retirement | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Turnover | 2.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civs Not Moving (RIFs)*+ | | 3 | 2 | 0 | 0 | 0 | 0 | 5 |
| Priority Placement# | 60.00% | 7 | 4 | 0 | 0 | 0 | 0 | 11 |
| Civilians Available to Move | | 2 | 1 | 0 | 0 | 0 | 0 | 3 |
| Civilians Moving | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian RIFs (the remainder) | | 2 | 1 | 0 | 0 | 0 | 0 | 3 |
| CIVILIAN POSITIONS REALIGNING IN | | 0 | 72 | 0 | 0 | 0 | 0 | 72 |
| Civilians Moving | | 0 | 55 | 0 | 0 | 0 | 0 | 55 |
| New Civilians Hired | | 0 | 17 | 0 | 0 | 0 | 0 | 17 |
| Other Civilian Additions | | 17 | 8 | 0 | 0 | 0 | 0 | 25 |
| TOTAL CIVILIAN EARLY RETIRMENTS | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL CIVILIAN RIFS | | 5 | 19 | 0 | 0 | 0 | 0 | 24 |
| TOTAL CIVILIAN PRIORITY PLACEMENTS# | | 7 | 4 | 0 | 0 | 0 | 0 | 11 |
| TOTAL CIVILIAN NEW HIRES | | 17 | 25 | 0 | 0 | 0 | 0 | 42 |

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

+ The Percentage of Civilians Not Willing to Move (Voluntary RIFs) varies from base to base.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 1/3
Data As Of 15:01 01/18/1994, Report Created 20:23 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\1PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

| ONE-TIME COSTS -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Land Purch | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| CIV SALARY | | | | | | | |
| Civ RIF | 88 | 336 | 0 | 0 | 0 | 0 | 425 |
| Civ Retire | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIV MOVING | | | | | | | |
| Per Diem | 0 | 190 | 0 | 0 | 0 | 0 | 190 |
| POV Miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Home Purch | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HHG | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc | 0 | 162 | 0 | 0 | 0 | 0 | 162 |
| House Hunt | 0 | 98 | 0 | 0 | 0 | 0 | 98 |
| PPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RITA | 0 | 126 | 0 | 0 | 0 | 0 | 126 |
| FREIGHT | | | | | | | |
| Packing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Freight | 0 | 37 | 0 | 0 | 0 | 0 | 37 |
| Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Driving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unemployment | 16 | 59 | 0 | 0 | 0 | 0 | 75 |
| OTHER | | | | | | | |
| Program Plan | 5 | 4 | 0 | 0 | 0 | 0 | 9 |
| Shutdown | 15 | 113 | 0 | 0 | 0 | 0 | 129 |
| New Hire | 68 | 100 | 0 | 0 | 0 | 0 | 168 |
| 1-Time Move | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | |
| MIL MOVING | | | | | | | |
| Per Diem | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| POV Miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HHG | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| Elim PCS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| HAP / RSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Info Manage | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 56 | 0 | 0 | 0 | 0 | 0 | 56 |
| TOTAL ONE-TIME | 249 | 1,226 | 0 | 0 | 0 | 0 | 1,475 |

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 2/3
Data As Of 15:01 01/18/1994, Report Created 20:23 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\1PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

| RECURRINGCOSTS -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | -0 | -0 | -0 | -0 | -0 | -0 | -0 | -0 |
| BOS | 14 | 79 | 79 | 79 | 79 | 79 | 409 | 79 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 386 | 953 | 1,134 | 1,134 | 1,134 | 1,134 | 5,876 | 1,134 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretaker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Off Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 6,139 | 6,139 | 6,139 | 6,139 | 6,139 | 6,139 | 36,834 | 6,139 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 6,538 | 7,171 | 7,352 | 7,352 | 7,352 | 7,352 | 43,118 | 7,352 |
| TOTAL COST | 6,787 | 8,397 | 7,352 | 7,352 | 7,352 | 7,352 | 44,594 | 7,352 |

| ONE-TIME SAVES -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| 1-Time Move | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | |
| Mil Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| Land Sales | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL ONE-TIME | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| RECURRINGSAVES -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | 12 | 108 | 193 | 193 | 193 | 193 | 891 | 193 |
| BOS | 9 | 15 | 72 | 72 | 72 | 72 | 315 | 72 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 272 | 703 | 862 | 862 | 862 | 862 | 4,424 | 862 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Off Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Procurement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 293 | 826 | 1,127 | 1,127 | 1,127 | 1,127 | 5,629 | 1,127 |
| TOTAL SAVINGS | 293 | 826 | 1,127 | 1,127 | 1,127 | 1,127 | 5,629 | 1,127 |

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 3/3
Data As Of 15:01 01/18/1994, Report Created 20:23 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\1PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

| ONE-TIME NET -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| Civ Retir/RIF | 88 | 336 | 0 | 0 | 0 | 0 | 425 |
| Civ Moving | 0 | 613 | 0 | 0 | 0 | 0 | 613 |
| Other | 104 | 277 | 0 | 0 | 0 | 0 | 381 |
| MIL PERSONNEL | | | | | | | |
| Mil Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| HAP / RSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Info Manage | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 56 | 0 | 0 | 0 | 0 | 0 | 56 |
| Land | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL ONE-TIME | 249 | 1,226 | 0 | 0 | 0 | 0 | 1,475 |

| RECURRING NET -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | -12 | -108 | -193 | -193 | -193 | -193 | -891 | -193 |
| BOS | 4 | 64 | 6 | 6 | 6 | 6 | 94 | 6 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretaker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 113 | 249 | 272 | 272 | 272 | 272 | 1,452 | 272 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Mil Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Procurement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 6,139 | 6,139 | 6,139 | 6,139 | 6,139 | 6,139 | 36,834 | 6,139 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 6,245 | 6,344 | 6,225 | 6,225 | 6,225 | 6,225 | 37,489 | 6,225 |
| TOTAL NET COST | 6,494 | 7,571 | 6,225 | 6,225 | 6,225 | 6,225 | 38,965 | 6,225 |

INPUT DATA REPORT (COBRA v5.07)
Data As Of 15:01 01/18/1994, Report Created 20:23 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\1PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: Yes

| Base Name | Strategy: |
|---|---|
| Robins AFB, GA | Realignment |
| Tinker AFB, OK | Realignment |
| Hill AFB, UT | Realignment |
| Kelly AFB, TX | Realignment |
| McClellan AFB, CA | Realignment |

Summary:

Paint & Depaint Scenario #1 for Small Aircraft. Move Small A/C Paint and Depaint processes to OO-ALC.

INPUT SCREEN TWO - DISTANCE TABLE

| From Base: | To Base: | Distance: |
|---|---|---|
| Robins AFB, GA | Tinker AFB, OK | 929 mi |
| Robins AFB, GA | Hill AFB, UT | 2,006 mi |
| Robins AFB, GA | Kelly AFB, TX | 1,038 mi |
| Robins AFB, GA | McClellan AFB, CA | 2,570 mi |
| Tinker AFB, OK | Hill AFB, UT | 1,151 mi |
| Tinker AFB, OK | Kelly AFB, TX | 488 mi |
| Tinker AFB, OK | McClellan AFB, CA | 1,641 mi |
| Hill AFB, UT | Kelly AFB, TX | 1,363 mi |
| Hill AFB, UT | McClellan AFB, CA | 671 mi |
| Kelly AFB, TX | McClellan AFB, CA | 1,733 mi |

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from Robins AFB, GA to Hill AFB, UT

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 24 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Transfers from Kelly AFB, TX to Hill AFB, UT

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 8 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Data As Of 15:01 01/18/1994, Report Created 20:23 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\1PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from McClellan AFB, CA to Hill AFB, UT

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 40 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Robins AFB, GA

| | | | |
|---|---|---|---|
| Total Officer Employees: | 1,349 | RPMA Non-Payroll ($K/Year): | 23,073 |
| Total Enlisted Employees: | 5,917 | Communications ($K/Year): | 4,071 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 8,843 |
| Total Civilian Employees: | 11,976 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 46.0% | Family Housing ($K/Year): | 6,669 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 0.77 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 11,844 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 2 | Activity Code: | |
| Enlisted VHA ($/Month): | 41 | | |
| Per Diem Rate ($/Day): | 77 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: Tinker AFB, OK

| | | | |
|---|---|---|---|
| Total Officer Employees: | 1,542 | RPMA Non-Payroll ($K/Year): | 33,302 |
| Total Enlisted Employees: | 6,607 | Communications ($K/Year): | 6,387 |
| Total Student Employees: | 13 | BOS Non-Payroll ($K/Year): | 13,127 |
| Total Civilian Employees: | 12,610 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 13.0% | Family Housing ($K/Year): | 2,058 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 0.87 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 14,872 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 10 | Activity Code: | |
| Enlisted VHA ($/Month): | 57 | | |
| Per Diem Rate ($/Day): | 80 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: Hill AFB, UT

| | | | |
|---|---|---|---|
| Total Officer Employees: | 841 | RPMA Non-Payroll ($K/Year): | 28,330 |
| Total Enlisted Employees: | 5,527 | Communications ($K/Year): | 3,372 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 10,692 |
| Total Civilian Employees: | 10,899 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 36.0% | Family Housing ($K/Year): | 3,644 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 1.00 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 12,829 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 0 | Activity Code: | |
| Enlisted VHA ($/Month): | 37 | | |
| Per Diem Rate ($/Day): | 102 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\1PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Kelly AFB, TX

| | | | |
|---|---|---|---|
| Total Officer Employees: | 948 | RPMA Non-Payroll ($K/Year): | 26,437 |
| Total Enlisted Employees: | 4,082 | Communications ($K/Year): | 3,529 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 14,724 |
| Total Civilian Employees: | 16,490 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 14.0% | Family Housing ($K/Year): | 3,073 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 0.88 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 15,208 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 54 | Activity Code: | |
| Enlisted VHA ($/Month): | 61 | | |
| Per Diem Rate ($/Day): | 98 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: McClellan AFB, CA

| | | | |
|---|---|---|---|
| Total Officer Employees: | 507 | RPMA Non-Payroll ($K/Year): | 25,433 |
| Total Enlisted Employees: | 2,722 | Communications ($K/Year): | 2,521 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 8,543 |
| Total Civilian Employees: | 9,621 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 8.6% | Family Housing ($K/Year): | 5,628 |
| Civilians Not Willing To Move: | 40.0% | Area Cost Factor: | 1.14 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 12,725 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 200 | Activity Code: | |
| Enlisted VHA ($/Month): | 180 | | |
| Per Diem Rate ($/Day): | 105 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Robins AFB, GA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 1,225 | 1,225 | 1,225 | 1,225 | 1,225 | 1,225 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| Facil ShutDown(KSF): | 12 | Perc Family Housing ShutDown: | | | | 0.0% |

Data As Of 15:01 01/18/1994, Report Created 20:23 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\1PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Tinker AFB, OK

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| Facil ShutDown(KSF): | 0 | Perc Family Housing ShutDown: | | | | 0.0% |

Name: Hill AFB, UT

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 56 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 4,544 | 4,544 | 4,544 | 4,544 | 4,544 | 4,544 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| Facil ShutDown(KSF): | 0 | Perc Family Housing ShutDown: | | | | 0.0% |

Name: Kelly AFB, TX

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 74 | 74 | 74 | 74 | 74 | 74 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| Facil ShutDown(KSF): | 48 | Perc Family Housing ShutDown: | | | | 0.0% |

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Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\1PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: McClellan AFB, CA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 296 | 296 | 296 | 296 | 296 | 296 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 43 Perc Family Housing ShutDown: 0.0%

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Robins AFB, GA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -4 | -2 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Name: Hill AFB, UT

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | 17 | 8 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Data As Of 15:01 01/18/1994, Report Created 20:23 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\1PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Kelly AFB, TX

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -1 | -1 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Name: McClellan AFB, CA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -7 | -4 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

STANDARD FACTORS SCREEN ONE - PERSONNEL

| | | | |
|---|---|---|---|
| Percent Officers Married: | 76.80% | Civ Early Retire Pay Factor: | 9.00% |
| Percent Enlisted Married: | 66.90% | Priority Placement Service: | 60.00% |
| Enlisted Housing MilCon: | 80.00% | PPS Actions Involving PCS: | 50.00% |
| Officer Salary($/Year): | 78,668.00 | Civilian PCS Costs ($): | 0.00 |
| Off BAQ with Dependents($): | 7,073.00 | Civilian New Hire Cost($): | 4,000.00 |
| Enlisted Salary($/Year): | 36,148.00 | Nat Median Home Price($): | 114,600.00 |
| Enl BAQ with Dependents($): | 5,162.00 | Home Sale Reimburse Rate: | 10.00% |
| Avg Unemploy Cost($/Week): | 174.00 | Max Home Sale Reimburs($): | 22,385.00 |
| Unemployment Eligibility(Weeks): | 18 | Home Purch Reimburse Rate: | 5.00% |
| Civilian Salary($/Year): | 45,372.00 | Max Home Purch Reimburs($): | 11,191.00 |
| Civilian Turnover Rate: | 2.00% | Civilian Homeowning Rate: | 0.00% |
| Civilian Early Retire Rate: | 0.00% | HAP Home Value Reimburse Rate: | 22.90% |
| Civilian Regular Retire Rate: | 0.00% | HAP Homeowner Receiving Rate: | 5.00% |
| Civilian RIF Pay Factor: | 39.00% | RSE Home Value Reimburse Rate: | 0.00% |
| SF File Desc: | NO PCS - PAINT TRC | RSE Homeowner Receiving Rate: | 0.00% |

STANDARD FACTORS SCREEN TWO - FACILITIES

| | | | |
|---|---|---|---|
| RPMA Building SF Cost Index: | 1.00 | Rehab vs. New MilCon Cost: | 0.00% |
| BOS Index (RPMA vs population): | 1.00 | Info Management Account: | 0.00% |
| (Indices are used as exponents) | | MilCon Design Rate: | 0.00% |
| Program Management Factor: | 10.00% | MilCon SIOH Rate: | 0.00% |
| Caretaker Admin(SF/Care): | 162.00 | MilCon Contingency Plan Rate: | 0.00% |
| Mothball Cost ($/SF): | 1.25 | MilCon Site Preparation Rate: | 0.00% |
| Avg Bachelor Quarters(SF): | 256.00 | Discount Rate for NPV.RPT/ROI: | 2.75% |
| Avg Family Quarters(SF): | 1,320.00 | Inflation Rate for NPV.RPT/ROI: | 0.00% |

APPDET.RPT Inflation Rates:
1996: 2.60% 1997: 2.80% 1998: 2.80% 1999: 2.90% 2000: 0.00% 2001: 0.00%

Data As Of 15:01 01/18/1994, Report Created 20:23 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\1PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

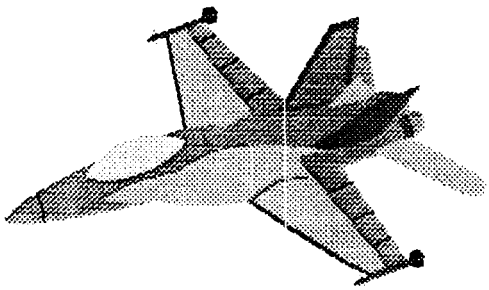
STANDARD FACTORS SCREEN THREE - TRANSPORTATION

| | | | |
|---|---|---|---|
| Material/Assigned Person(Lb): | 710 | Equip Pack & Crate($/Ton): | 284.00 |
| HHG Per Off Family (Lb): | 15,000.00 | Mil Light Vehicle($/Mile): | 0.43 |
| HHG Per Enl Family (Lb): | 9,000.00 | Heavy/Spec Vehicle($/Mile): | 1.40 |
| HHG Per Mil Single (Lb): | 8,400.00 | POV Reimbursement($/Mile): | 0.00 |
| HHG Per Civilian (Lb): | 0.00 | Avg Mil Tour Length (Years): | 4.10 |
| Total HHG Cost ($/100Lb): | 35.00 | Routine PCS($/Pers/Tour): | 6,437.00 |
| Air Transport ($/Pass Mile): | 0.00 | One-Time Off PCS Cost($): | 9,142.00 |
| Misc Exp ($/Direct Employ): | 2,947.00 | One-Time Enl PCS Cost($): | 5,761.00 |

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

| Category | UM | $/UM | Category | UM | $/UM |
|---|---|---|---|---|---|
| Horizontal | (SY) | 0 | Optional Category A | ( ) | 0 |
| Waterfront | (LF) | 0 | Optional Category B | ( ) | 0 |
| Air Operations | (SF) | 0 | Optional Category C | ( ) | 0 |
| Operational | (SF) | 0 | Optional Category D | ( ) | 0 |
| Administrative | (SF) | 0 | Optional Category E | ( ) | 0 |
| School Buildings | (SF) | 0 | Optional Category F | ( ) | 0 |
| Maintenance Shops | (SF) | 0 | Optional Category G | ( ) | 0 |
| Bachelor Quarters | (SF) | 0 | Optional Category H | ( ) | 0 |
| Family Quarters | (SF) | 0 | Optional Category I | ( ) | 0 |
| Covered Storage | (SF) | 0 | Optional Category J | ( ) | 0 |
| Dining Facilities | (SF) | 0 | Optional Category K | ( ) | 0 |
| Recreation Facilities | (SF) | 0 | Optional Category L | ( ) | 0 |
| Communications Facil | (SF) | 0 | Optional Category M | ( ) | 0 |
| Shipyard Maintenance | (SF) | 0 | Optional Category N | ( ) | 0 |
| RDT & E Facilities | (SF) | 0 | Optional Category O | ( ) | 0 |
| POL Storage | (BL) | 0 | Optional Category P | ( ) | 0 |
| Ammunition Storage | (SF) | 0 | Optional Category Q | ( ) | 0 |
| Medical Facilities | (SF) | 0 | Optional Category R | ( ) | 0 |
| Environmental | ( ) | 0 | | | |

# SCENARIO NO. 2
# SMALL AIRCRAFT (NO PCS)



**Paint and Depaint Scenario #2 for Small Aircraft:**
**Move Small Aircraft Paint Operations to SM-ALC**
**Move Small Aircraft Depaint to SM-ALC and WR-ALC**

COBRA REALIGNMENT SUMMARY (COBRA v5.07) - Page 1/2
Data As Of 15:01 01/18/1994, Report Created 21:31 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\2PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

Starting Year : 1996
Final Year : 1997
ROI Year : Never

NPV in 2015($K): 100,465
1-Time Cost($K): 762

Net Costs ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 308 | 506 | 544 | 544 | 544 | 544 | 2,992 | 544 |
| Overhd | 6,068 | 6,086 | 5,879 | 5,879 | 5,879 | 5,879 | 35,671 | 5,879 |
| Moving | 0 | 447 | 0 | 0 | 0 | 0 | 447 | 0 |
| Missio | 49 | 49 | 49 | 49 | 49 | 49 | 294 | 49 |
| Other | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 0 |
| TOTAL | 6,436 | 7,088 | 6,473 | 6,473 | 6,473 | 6,473 | 39,416 | 6,473 |

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|
| POSITIONS ELIMINATED | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 8 | 4 | 0 | 0 | 0 | 0 | 12 |
| TOT | 8 | 4 | 0 | 0 | 0 | 0 | 12 |
| POSITIONS REALIGNED | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 0 | 38 | 0 | 0 | 0 | 0 | 38 |
| TOT | 0 | 38 | 0 | 0 | 0 | 0 | 38 |

Summary:
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Paint & Depaint Scenario #2 for Small Aircraft. Move Small A/C Paint processes to SM-ALC, and move Depaint to SM-ALC and WR-ALC.

COBRA REALIGNMENT SUMMARY (COBRA v5.07) - Page 2/2
Data As Of 15:01 01/18/1994, Report Created 21:31 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\2PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

Costs ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 489 | 960 | 1,089 | 1,089 | 1,089 | 1,089 | 5,805 | 1,089 |
| Overhd | 6,092 | 6,207 | 6,106 | 6,106 | 6,106 | 6,106 | 36,724 | 6,106 |
| Moving | 0 | 447 | 0 | 0 | 0 | 0 | 447 | 0 |
| Missio | 49 | 49 | 49 | 49 | 49 | 49 | 294 | 49 |
| Other | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 0 |
| TOTAL | 6,641 | 7,663 | 7,244 | 7,244 | 7,244 | 7,244 | 43,281 | 7,244 |

Savings ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 181 | 454 | 544 | 544 | 544 | 544 | 2,813 | 544 |
| Overhd | 24 | 121 | 227 | 227 | 227 | 227 | 1,052 | 227 |
| Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 205 | 575 | 771 | 771 | 771 | 771 | 3,865 | 771 |

TOTAL PERSONNEL IMPACT REPORT (COBRA v5.07)
Data As Of 15:01 01/18/1994, Report Created 21:31 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\2PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

| | Rate | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|---|
| CIVILIAN POSITIONS REALIGNING OUT | | 0 | 38 | 0 | 0 | 0 | 0 | 38 |
| Early Retirement* | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Regular Retirement* | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Turnover* | 2.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civs Not Moving (RIFs)*+ | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilians Moving (the remainder) | | 0 | 38 | 0 | 0 | 0 | 0 | 38 |
| Civilian Positions Available | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIVILIAN POSITIONS ELIMINATED | | 8 | 4 | 0 | 0 | 0 | 0 | 12 |
| Early Retirement | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Regular Retirement | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Turnover | 2.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civs Not Moving (RIFs)*+ | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Priority Placement# | 60.00% | 5 | 3 | 0 | 0 | 0 | 0 | 8 |
| Civilians Available to Move | | 3 | 1 | 0 | 0 | 0 | 0 | 4 |
| Civilians Moving | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian RIFs (the remainder) | | 3 | 1 | 0 | 0 | 0 | 0 | 4 |
| CIVILIAN POSITIONS REALIGNING IN | | 0 | 38 | 0 | 0 | 0 | 0 | 38 |
| Civilians Moving | | 0 | 38 | 0 | 0 | 0 | 0 | 38 |
| New Civilians Hired | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Civilian Additions | | 16 | 8 | 0 | 0 | 0 | 0 | 24 |
| TOTAL CIVILIAN EARLY RETIRMENTS | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL CIVILIAN RIFS | | 3 | 1 | 0 | 0 | 0 | 0 | 4 |
| TOTAL CIVILIAN PRIORITY PLACEMENTS# | | 5 | 3 | 0 | 0 | 0 | 0 | 8 |
| TOTAL CIVILIAN NEW HIRES | | 16 | 8 | 0 | 0 | 0 | 0 | 24 |

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

+ The Percentage of Civilians Not Willing to Move (Voluntary RIFs) varies from base to base.

# Nót all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 1/3
Data As Of 15:01 01/18/1994, Report Created 21:31 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\2PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

| ONE-TIME COSTS -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Land Purch | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| CIV SALARY | | | | | | | |
| Civ RIF | 53 | 18 | 0 | 0 | 0 | 0 | 71 |
| Civ Retire | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIV MOVING | | | | | | | |
| Per Diem | 0 | 137 | 0 | 0 | 0 | 0 | 137 |
| POV Miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Home Purch | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HHG | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc | 0 | 112 | 0 | 0 | 0 | 0 | 112 |
| House Hunt | 0 | 70 | 0 | 0 | 0 | 0 | 70 |
| PPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RITA | 0 | 89 | 0 | 0 | 0 | 0 | 89 |
| FREIGHT | | | | | | | |
| Packing | 0 | 9 | 0 | 0 | 0 | 0 | 9 |
| Freight | 0 | 29 | 0 | 0 | 0 | 0 | 29 |
| Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Driving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unemployment | 9 | 3 | 0 | 0 | 0 | 0 | 12 |
| OTHER | | | | | | | |
| Program Plan | 3 | 2 | 0 | 0 | 0 | 0 | 5 |
| Shutdown | 22 | 98 | 0 | 0 | 0 | 0 | 120 |
| New Hire | 64 | 32 | 0 | 0 | 0 | 0 | 96 |
| 1-Time Move | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | |
| MIL MOVING | | | | | | | |
| Per Diem | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| POV Miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HHG | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| Elim PCS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| HAP / RSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Info Manage | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| TOTAL ONE-TIME | 162 | 600 | 0 | 0 | 0 | 0 | 762 |

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 2/3
Data As Of 15:01 01/18/1994, Report Created 21:31 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\2PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

| RECURRINGCOSTS -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BOS | 14 | 53 | 53 | 53 | 53 | 53 | 281 | 53 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 363 | 907 | 1,089 | 1,089 | 1,089 | 1,089 | 5,626 | 1,089 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretaker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Off Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Mission | 49 | 49 | 49 | 49 | 49 | 49 | 294 | 49 |
| Misc Recur | 6,053 | 6,053 | 6,053 | 6,053 | 6,053 | 6,053 | 36,318 | 6,053 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 6,479 | 7,063 | 7,244 | 7,244 | 7,244 | 7,244 | 42,519 | 7,244 |
| TOTAL COST | 6,641 | 7,663 | 7,244 | 7,244 | 7,244 | 7,244 | 43,281 | 7,244 |

| ONE-TIME SAVES -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| 1-Time Move | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | |
| Mil Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| Land Sales | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL ONE-TIME | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| RECURRINGSAVES -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | 17 | 111 | 188 | 188 | 188 | 188 | 880 | 188 |
| BOS | 6 | 10 | 39 | 39 | 39 | 39 | 172 | 39 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 181 | 454 | 544 | 544 | 544 | 544 | 2,813 | 544 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Off Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Procurement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 205 | 575 | 771 | 771 | 771 | 771 | 3,865 | 771 |
| TOTAL SAVINGS | 205 | 575 | 771 | 771 | 771 | 771 | 3,865 | 771 |

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 3/3
Data As Of 15:01 01/18/1994, Report Created 21:31 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\2PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

| ONE-TIME NET -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| Civ Retir/RIF | 53 | 18 | 0 | 0 | 0 | 0 | 71 |
| Civ Moving | 0 | 447 | 0 | 0 | 0 | 0 | 447 |
| Other | 98 | 135 | 0 | 0 | 0 | 0 | 234 |
| MIL PERSONNEL | | | | | | | |
| Mil Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| HAP / RSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Info Manage | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| Land | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL ONE-TIME | 162 | 600 | 0 | 0 | 0 | 0 | 762 |

| RECURRING NET -----($K)----- | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | -17 | -111 | -188 | -188 | -188 | -188 | -880 | -188 |
| BOS | 7 | 44 | 14 | 14 | 14 | 14 | 108 | 14 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretaker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 181 | 454 | 544 | 544 | 544 | 544 | 2,813 | 544 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Mil Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Procurement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mission | 49 | 49 | 49 | 49 | 49 | 49 | 294 | 49 |
| Misc Recur | 6,053 | 6,053 | 6,053 | 6,053 | 6,053 | 6,053 | 36,318 | 6,053 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 6,273 | 6,488 | 6,473 | 6,473 | 6,473 | 6,473 | 38,653 | 6,473 |
| TOTAL NET COST | 6,436 | 7,088 | 6,473 | 6,473 | 6,473 | 6,473 | 39,416 | 6,473 |

INPUT DATA REPORT (COBRA v5.07)
Data As Of 15:01 01/18/1994, Report Created 21:31 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\2PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: Yes

| Base Name | Strategy: |
|---|---|
| Robins AFB, GA | Realignment |
| Tinker AFB, OK | Realignment |
| Hill AFB, UT | Realignment |
| Kelly AFB, TX | Realignment |
| McClellan AFB, CA | Realignment |

Summary:

Paint & Depaint Scenario #2 for Small Aircraft. Move Small A/C Paint processes to SM-ALC, and move Depaint to SM-ALC and WR-ALC.

INPUT SCREEN TWO - DISTANCE TABLE

| From Base: | To Base: | Distance: |
|---|---|---|
| Robins AFB, GA | Tinker AFB, OK | 929 mi |
| Robins AFB, GA | Hill AFB, UT | 2,006 mi |
| Robins AFB, GA | Kelly AFB, TX | 1,038 mi |
| Robins AFB, GA | McClellan AFB, CA | 2,570 mi |
| Tinker AFB, OK | Hill AFB, UT | 1,151 mi |
| Tinker AFB, OK | Kelly AFB, TX | 488 mi |
| Tinker AFB, OK | McClellan AFB, CA | 1,641 mi |
| Hill AFB, UT | Kelly AFB, TX | 1,363 mi |
| Hill AFB, UT | McClellan AFB, CA | 671 mi |
| Kelly AFB, TX | McClellan AFB, CA | 1,733 mi |

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from Robins AFB, GA to McClellan AFB, CA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 13 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Transfers from Hill AFB, UT to McClellan AFB, CA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 17 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Data As Of 15:01 01/18/1994, Report Created 21:31 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\2PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from Kelly AFB, TX to McClellan AFB, CA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 8 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Robins AFB, GA

| | | | |
|---|---|---|---|
| Total Officer Employees: | 1,349 | RPMA Non-Payroll ($K/Year): | 23,073 |
| Total Enlisted Employees: | 5,917 | Communications ($K/Year): | 4,071 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 8,843 |
| Total Civilian Employees: | 11,976 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 46.0% | Family Housing ($K/Year): | 6,669 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 0.77 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 11,844 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 2 | Activity Code: | |
| Enlisted VHA ($/Month): | 41 | | |
| Per Diem Rate ($/Day): | 77 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: Tinker AFB, OK

| | | | |
|---|---|---|---|
| Total Officer Employees: | 1,542 | RPMA Non-Payroll ($K/Year): | 33,302 |
| Total Enlisted Employees: | 6,607 | Communications ($K/Year): | 6,387 |
| Total Student Employees: | 13 | BOS Non-Payroll ($K/Year): | 13,127 |
| Total Civilian Employees: | 12,610 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 13.0% | Family Housing ($K/Year): | 2,058 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 0.87 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 14,872 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 10 | Activity Code: | |
| Enlisted VHA ($/Month): | 57 | | |
| Per Diem Rate ($/Day): | 80 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: Hill AFB, UT

| | | | |
|---|---|---|---|
| Total Officer Employees: | 841 | RPMA Non-Payroll ($K/Year): | 28,330 |
| Total Enlisted Employees: | 5,527 | Communications ($K/Year): | 3,372 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 10,692 |
| Total Civilian Employees: | 10,899 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 36.0% | Family Housing ($K/Year): | 3,644 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 1.00 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 12,829 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 0 | Activity Code: | |
| Enlisted VHA ($/Month): | 37 | | |
| Per Diem Rate ($/Day): | 102 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\2PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Kelly AFB, TX

| | | | |
|---|---|---|---|
| Total Officer Employees: | 948 | RPMA Non-Payroll ($K/Year): | 26,437 |
| Total Enlisted Employees: | 4,082 | Communications ($K/Year): | 3,529 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 14,724 |
| Total Civilian Employees: | 16,490 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 14.0% | Family Housing ($K/Year): | 3,073 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 0.88 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 15,208 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 54 | Activity Code: | |
| Enlisted VHA ($/Month): | 61 | | |
| Per Diem Rate ($/Day): | 98 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: McClellan AFB, CA

| | | | |
|---|---|---|---|
| Total Officer Employees: | 507 | RPMA Non-Payroll ($K/Year): | 25,433 |
| Total Enlisted Employees: | 2,722 | Communications ($K/Year): | 2,521 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 8,543 |
| Total Civilian Employees: | 9,621 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 8.6% | Family Housing ($K/Year): | 5,628 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 1.14 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 12,725 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 200 | Activity Code: | |
| Enlisted VHA ($/Month): | 180 | | |
| Per Diem Rate ($/Day): | 105 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Robins AFB, GA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 287 | 287 | 287 | 287 | 287 | 287 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 6 Perc Family Housing ShutDown: 0.0%

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\2PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Tinker AFB, OK

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Name: Hill AFB, UT

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 367 | 367 | 367 | 367 | 367 | 367 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 42 Perc Family Housing ShutDown: 0.0%

Name: Kelly AFB, TX

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 49 | 49 | 49 | 49 | 49 | 49 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 48 Perc Family Housing ShutDown: 0.0%

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\2PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: McClellan AFB, CA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 11 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 5,399 | 5,399 | 5,399 | 5,399 | 5,399 | 5,399 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Robins AFB, GA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -1 | 0 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Name: Hill AFB, UT

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -5 | -3 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Data As Of 15:01 01/18/1994, Report Created 21:31 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\2PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Kelly AFB, TX

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -2 | -1 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Name: McClellan AFB, CA

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | 16 | 8 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

STANDARD FACTORS SCREEN ONE - PERSONNEL

| | | | |
|---|---|---|---|
| Percent Officers Married: | 76.80% | Civ Early Retire Pay Factor: | 9.00% |
| Percent Enlisted Married: | 66.90% | Priority Placement Service: | 60.00% |
| Enlisted Housing MilCon: | 80.00% | PPS Actions Involving PCS: | 50.00% |
| Officer Salary($/Year): | 78,668.00 | Civilian PCS Costs ($): | 0.00 |
| Off BAQ with Dependents($): | 7,073.00 | Civilian New Hire Cost($): | 4,000.00 |
| Enlisted Salary($/Year): | 36,148.00 | Nat Median Home Price($): | 114,600.00 |
| Enl BAQ with Dependents($): | 5,162.00 | Home Sale Reimburse Rate: | 10.00% |
| Avg Unemploy Cost($/Week): | 174.00 | Max Home Sale Reimburs($): | 22,385.00 |
| Unemployment Eligibility(Weeks): | 18 | Home Purch Reimburse Rate: | 5.00% |
| Civilian Salary($/Year): | 45,372.00 | Max Home Purch Reimburs($): | 11,191.00 |
| Civilian Turnover Rate: | 2.00% | Civilian Homeowning Rate: | 0.00% |
| Civilian Early Retire Rate: | 0.00% | HAP Home Value Reimburse Rate: | 22.90% |
| Civilian Regular Retire Rate: | 0.00% | HAP Homeowner Receiving Rate: | 5.00% |
| Civilian RIF Pay Factor: | 39.00% | RSE Home Value Reimburse Rate: | 0.00% |
| SF File Desc: | NO PCS - PAINT TRC | RSE Homeowner Receiving Rate: | 0.00% |

STANDARD FACTORS SCREEN TWO - FACILITIES

| | | | |
|---|---|---|---|
| RPMA Building SF Cost Index: | 1.00 | Rehab vs. New MilCon Cost: | 0.00% |
| BOS Index (RPMA vs population): | 1.00 | Info Management Account: | 0.00% |
| (Indices are used as exponents) | | MilCon Design Rate: | 0.00% |
| Program Management Factor: | 10.00% | MilCon SIOH Rate: | 0.00% |
| Caretaker Admin(SF/Care): | 162.00 | MilCon Contingency Plan Rate: | 0.00% |
| Mothball Cost ($/SF): | 1.25 | MilCon Site Preparation Rate: | 0.00% |
| Avg Bachelor Quarters(SF): | 256.00 | Discount Rate for NPV.RPT/ROI: | 2.75% |
| Avg Family Quarters(SF): | 1,320.00 | Inflation Rate for NPV.RPT/ROI: | 0.00% |

APPDET.RPT Inflation Rates:
1996: 2.60% 1997: 2.80% 1998: 2.80% 1999: 2.90% 2000: 0.00% 2001: 0.00%

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\2PNPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

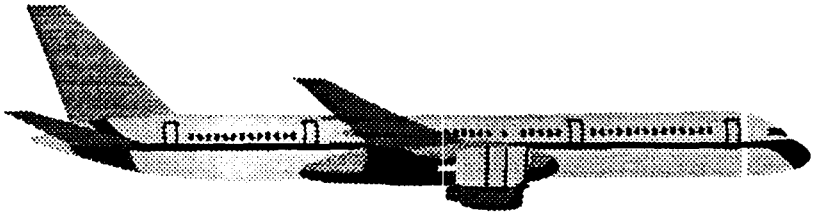
STANDARD FACTORS SCREEN THREE - TRANSPORTATION

| | | | |
|---|---|---|---|
| Material/Assigned Person(Lb): | 710 | Equip Pack & Crate($/Ton): | 284.00 |
| HHG Per Off Family (Lb): | 15,000.00 | Mil Light Vehicle($/Mile): | 0.43 |
| HHG Per Enl Family (Lb): | 9,000.00 | Heavy/Spec Vehicle($/Mile): | 1.40 |
| HHG Per Mil Single (Lb): | 8,400.00 | POV Reimbursement($/Mile): | 0.00 |
| HHG Per Civilian (Lb): | 0.00 | Avg Mil Tour Length (Years): | 4.10 |
| Total HHG Cost ($/100Lb): | 35.00 | Routine PCS($/Pers/Tour): | 6,437.00 |
| Air Transport ($/Pass Mile): | 0.00 | One-Time Off PCS Cost($): | 9,142.00 |
| Misc Exp ($/Direct Employ): | 2,947.00 | One-Time Enl PCS Cost($): | 5,761.00 |

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

| Category | UM | $/UM | Category | UM | $/UM |
|---|---|---|---|---|---|
| Horizontal | (SY) | 0 | Optional Category A | ( ) | 0 |
| Waterfront | (LF) | 0 | Optional Category B | ( ) | 0 |
| Air Operations | (SF) | 0 | Optional Category C | ( ) | 0 |
| Operational | (SF) | 0 | Optional Category D | ( ) | 0 |
| Administrative | (SF) | 0 | Optional Category E | ( ) | 0 |
| School Buildings | (SF) | 0 | Optional Category F | ( ) | 0 |
| Maintenance Shops | (SF) | 0 | Optional Category G | ( ) | 0 |
| Bachelor Quarters | (SF) | 0 | Optional Category H | ( ) | 0 |
| Family Quarters | (SF) | 0 | Optional Category I | ( ) | 0 |
| Covered Storage | (SF) | 0 | Optional Category J | ( ) | 0 |
| Dining Facilities | (SF) | 0 | Optional Category K | ( ) | 0 |
| Recreation Facilities | (SF) | 0 | Optional Category L | ( ) | 0 |
| Communications Facil | (SF) | 0 | Optional Category M | ( ) | 0 |
| Shipyard Maintenance | (SF) | 0 | Optional Category N | ( ) | 0 |
| RDT & E Facilities | (SF) | 0 | Optional Category O | ( ) | 0 |
| POL Storage | (BL) | 0 | Optional Category P | ( ) | 0 |
| Ammunition Storage | (SF) | 0 | Optional Category Q | ( ) | 0 |
| Medical Facilities | (SF) | 0 | Optional Category R | ( ) | 0 |
| Environmental | ( ) | 0 | | | |

# SCENARIO NO. 3
# LARGE AIRCRAFT (NO PCS)



**Paint and Depaint Scenario #1 for Large Aircraft:**
**Realign Large Aircraft Paint and Depaint Operations at OC-ALC, SA-ALC and WR-ALC**

COBRA REALIGNMENT SUMMARY (COBRA v5.07) - Page 1/2
Data As Of 15:01 01/18/1994, Report Created 21:33 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\3L1NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

Starting Year : 1999
Final Year : 2000
ROI Year : Never

NPV in 2018($K): 84,623
1-Time Cost($K): 14,256

Net Costs ($K) Constant Dollars

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 121 | -524 | -862 | -862 | -862 | -862 | -3,851 | -862 |
| Overhd | 7,677 | 7,669 | 7,437 | 7,437 | 7,437 | 7,437 | 45,093 | 7,437 |
| Moving | 0 | 741 | 0 | 0 | 0 | 0 | 741 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | -19,588 | 0 | 0 | 0 | 0 | 0 | -19,588 | 0 |
| TOTAL | -11,789 | 7,886 | 6,575 | 6,575 | 6,575 | 6,575 | 22,395 | 6,575 |

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|
| POSITIONS ELIMINATED | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 39 | 20 | 0 | 0 | 0 | 0 | 59 |
| TOT | 39 | 20 | 0 | 0 | 0 | 0 | 59 |
| POSITIONS REALIGNED | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 0 | 70 | 0 | 0 | 0 | 0 | 70 |
| TOT | 0 | 70 | 0 | 0 | 0 | 0 | 70 |

Summary:
---
SCENARIO #3:SCENARIO #1 for Large A/C Paint & Depaint.
Realign Paint & Depaint workloads at OC-ALC,SA-ALC, and WR-ALC.

COBRA REALIGNMENT SUMMARY (COBRA v5.07) - Page 2/2
Data As Of 15:01 01/18/1994, Report Created 21:33 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\3L1NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

Costs ($K) Constant Dollars

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 1,006 | 1,699 | 1,815 | 1,815 | 1,815 | 1,815 | 9,965 | 1,815 |
| Overhd | 7,743 | 7,859 | 7,763 | 7,763 | 7,763 | 7,763 | 46,654 | 7,763 |
| Moving | 0 | 741 | 0 | 0 | 0 | 0 | 741 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 12,756 | 0 | 0 | 0 | 0 | 0 | 12,756 | 0 |
| TOTAL | 21,506 | 10,299 | 9,578 | 9,578 | 9,578 | 9,578 | 70,116 | 9,578 |

Savings ($K) Constant Dollars

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 885 | 2,223 | 2,677 | 2,677 | 2,677 | 2,677 | 13,816 | 2,677 |
| Overhd | 66 | 190 | 326 | 326 | 326 | 326 | 1,561 | 326 |
| Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 32,344 | 0 | 0 | 0 | 0 | 0 | 32,344 | 0 |
| TOTAL | 33,295 | 2,413 | 3,003 | 3,003 | 3,003 | 3,003 | 47,721 | 3,003 |

TOTAL PERSONNEL IMPACT REPORT (COBRA v5.07)
Data As Of 15:01 01/18/1994, Report Created 21:33 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\3L1NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

| | Rate | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|---|
| CIVILIAN POSITIONS REALIGNING OUT | | 0 | 70 | 0 | 0 | 0 | 0 | 70 |
| Early Retirement* | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Regular Retirement* | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Turnover* | 2.00% | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Civs Not Moving (RIFs)*+ | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilians Moving (the remainder) | | 0 | 69 | 0 | 0 | 0 | 0 | 69 |
| Civilian Positions Available | | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| CIVILIAN POSITIONS ELIMINATED | | 39 | 20 | 0 | 0 | 0 | 0 | 59 |
| Early Retirement | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Regular Retirement | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Turnover | 2.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civs Not Moving (RIFs)*+ | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Priority Placement# | 60.00% | 24 | 12 | 0 | 0 | 0 | 0 | 36 |
| Civilians Available to Move | | 15 | 8 | 0 | 0 | 0 | 0 | 23 |
| Civilians Moving | | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Civilian RIFs (the remainder) | | 15 | 7 | 0 | 0 | 0 | 0 | 22 |
| CIVILIAN POSITIONS REALIGNING IN | | 0 | 70 | 0 | 0 | 0 | 0 | 70 |
| Civilians Moving | | 0 | 70 | 0 | 0 | 0 | 0 | 70 |
| New Civilians Hired | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Civilian Additions | | 26 | 14 | 0 | 0 | 0 | 0 | 40 |
| TOTAL CIVILIAN EARLY RETIRMENTS | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL CIVILIAN RIFS | | 15 | 7 | 0 | 0 | 0 | 0 | 22 |
| TOTAL CIVILIAN PRIORITY PLACEMENTS# | | 24 | 12 | 0 | 0 | 0 | 0 | 36 |
| TOTAL CIVILIAN NEW HIRES | | 26 | 14 | 0 | 0 | 0 | 0 | 40 |

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

\+ The Percentage of Civilians Not Willing to Move (Voluntary RIFs) varies from base to base.

\# Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 1/3
Data As Of 15:01 01/18/1994, Report Created 21:33 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\3L1NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

| ONE-TIME COSTS -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Land Purch | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| CIV SALARY | | | | | | | |
| Civ RIF | 265 | 124 | 0 | 0 | 0 | 0 | 389 |
| Civ Retire | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIV MOVING | | | | | | | |
| Per Diem | 0 | 214 | 0 | 0 | 0 | 0 | 214 |
| POV Miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Home Purch | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HHG | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc | 0 | 206 | 0 | 0 | 0 | 0 | 206 |
| House Hunt | 0 | 108 | 0 | 0 | 0 | 0 | 108 |
| PPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RITA | 0 | 148 | 0 | 0 | 0 | 0 | 148 |
| FREIGHT | | | | | | | |
| Packing | 0 | 8 | 0 | 0 | 0 | 0 | 8 |
| Freight | 0 | 58 | 0 | 0 | 0 | 0 | 58 |
| Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Driving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unemployment | 47 | 22 | 0 | 0 | 0 | 0 | 69 |
| OTHER | | | | | | | |
| Program Plan | 8 | 6 | 0 | 0 | 0 | 0 | 14 |
| Shutdown | 36 | 90 | 0 | 0 | 0 | 0 | 126 |
| New Hire | 104 | 56 | 0 | 0 | 0 | 0 | 160 |
| 1-Time Move | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | |
| MIL MOVING | | | | | | | |
| Per Diem | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| POV Miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HHG | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| Elim PCS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| HAP / RSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Info Manage | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 12,756 | 0 | 0 | 0 | 0 | 0 | 12,756 |
| TOTAL ONE-TIME | 13,217 | 1,039 | 0 | 0 | 0 | 0 | 14,256 |

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 2/3
Data As Of 15:01 01/18/1994, Report Created 21:33 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\3L1NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

| RECURRINGCOSTS -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BOS | 20 | 84 | 84 | 84 | 84 | 84 | 439 | 84 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 590 | 1,497 | 1,815 | 1,815 | 1,815 | 1,815 | 9,347 | 1,815 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretaker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Off Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 7,679 | 7,679 | 7,679 | 7,679 | 7,679 | 7,679 | 46,074 | 7,679 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 8,288 | 9,260 | 9,578 | 9,578 | 9,578 | 9,578 | 55,860 | 9,578 |
| TOTAL COST | 21,506 | 10,299 | 9,578 | 9,578 | 9,578 | 9,578 | 70,116 | 9,578 |

| ONE-TIME SAVES -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| 1-Time Move | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | |
| Mil Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| Land Sales | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 32,344 | 0 | 0 | 0 | 0 | 0 | 32,344 |
| TOTAL ONE-TIME | 32,344 | 0 | 0 | 0 | 0 | 0 | 32,344 |

| RECURRINGSAVES -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | 31 | 137 | 212 | 212 | 212 | 212 | 1,018 | 212 |
| BOS | 35 | 53 | 114 | 114 | 114 | 114 | 543 | 114 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 885 | 2,223 | 2,677 | 2,677 | 2,677 | 2,677 | 13,816 | 2,677 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Off Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Procurement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 951 | 2,413 | 3,003 | 3,003 | 3,003 | 3,003 | 15,377 | 3,003 |
| TOTAL SAVINGS | 33,295 | 2,413 | 3,003 | 3,003 | 3,003 | 3,003 | 47,721 | 3,003 |

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 3/3
Data As Of 15:01 01/18/1994, Report Created 21:33 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\3L1NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

| ONE-TIME NET -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| Civ Retir/RIF | 265 | 124 | 0 | 0 | 0 | 0 | 389 |
| Civ Moving | 0 | 741 | 0 | 0 | 0 | 0 | 741 |
| Other | 196 | 174 | 0 | 0 | 0 | 0 | 370 |
| MIL PERSONNEL | | | | | | | |
| Mil Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| HAP / RSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Info Manage | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 12,756 | 0 | 0 | 0 | 0 | 0 | 12,756 |
| Land | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL ONE-TIME | 13,217 | 1,039 | 0 | 0 | 0 | 0 | 14,256 |

| RECURRING NET -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | -31 | -137 | -212 | -212 | -212 | -212 | -1,018 | -212 |
| BOS | -15 | 31 | -30 | -30 | -30 | -30 | -104 | -30 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretaker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | -295 | -726 | -862 | -862 | -862 | -862 | -4,469 | -862 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Mil Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Procurement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 7,679 | 7,679 | 7,679 | 7,679 | 7,679 | 7,679 | 46,074 | 7,679 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 7,338 | 6,847 | 6,575 | 6,575 | 6,575 | 6,575 | 40,483 | 6,575 |
| TOTAL NET COST | -11,789 | 7,886 | 6,575 | 6,575 | 6,575 | 6,575 | 22,395 | 6,575 |

INPUT DATA REPORT (COBRA v5.07)
Data As Of 15:01 01/18/1994, Report Created 21:33 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\3L1NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1999

Model does Time-Phasing of Construction/Shutdown: Yes

| Base Name | Strategy: |
|---|---|
| Robins AFB, GA | Realignment |
| Tinker AFB, OK | Realignment |
| Hill AFB, UT | Realignment |
| Kelly AFB, TX | Realignment |
| McClellan AFB, CA | Realignment |

Summary:

SCENARIO #3:SCENARIO #1 for Large A/C Paint & Depaint.
Realign Paint & Depaint workloads at OC-ALC,SA-ALC, and WR-ALC.

INPUT SCREEN TWO - DISTANCE TABLE

| From Base: | To Base: | Distance: |
|---|---|---|
| Robins AFB, GA | Tinker AFB, OK | 929 mi |
| Robins AFB, GA | Hill AFB, UT | 2,006 mi |
| Robins AFB, GA | Kelly AFB, TX | 1,038 mi |
| Robins AFB, GA | McClellan AFB, CA | 2,570 mi |
| Tinker AFB, OK | Hill AFB, UT | 1,151 mi |
| Tinker AFB, OK | Kelly AFB, TX | 488 mi |
| Tinker AFB, OK | McClellan AFB, CA | 1,641 mi |
| Hill AFB, UT | Kelly AFB, TX | 1,363 mi |
| Hill AFB, UT | McClellan AFB, CA | 671 mi |
| Kelly AFB, TX | McClellan AFB, CA | 1,733 mi |

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from Tinker AFB, OK to Robins AFB, GA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 10 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Transfers from Hill AFB, UT to Robins AFB, GA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 16 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\3L1NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from McClellan AFB, CA to Robins AFB, GA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 7 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Transfers from Tinker AFB, OK to Kelly AFB, TX

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 6 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Transfers from McClellan AFB, CA to Kelly AFB, TX

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 31 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Robins AFB, GA

| | | | |
|---|---|---|---|
| Total Officer Employees: | 1,349 | RPMA Non-Payroll ($K/Year): | 23,073 |
| Total Enlisted Employees: | 5,917 | Communications ($K/Year): | 4,071 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 8,843 |
| Total Civilian Employees: | 11,976 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 46.0% | Family Housing ($K/Year): | 6,669 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 0.77 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 11,844 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 2 | Activity Code: | |
| Enlisted VHA ($/Month): | 41 | | |
| Per Diem Rate ($/Day): | 77 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\3L1NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Tinker AFB, OK

| | | | |
|---|---|---|---|
| Total Officer Employees: | 1,542 | RPMA Non-Payroll ($K/Year): | 33,302 |
| Total Enlisted Employees: | 6,607 | Communications ($K/Year): | 6,387 |
| Total Student Employees: | 13 | BOS Non-Payroll ($K/Year): | 13,127 |
| Total Civilian Employees: | 12,610 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 13.0% | Family Housing ($K/Year): | 2,058 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 0.87 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 14,872 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 10 | Activity Code: | |
| Enlisted VHA ($/Month): | 57 | | |
| Per Diem Rate ($/Day): | 80 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: Hill AFB, UT

| | | | |
|---|---|---|---|
| Total Officer Employees: | 841 | RPMA Non-Payroll ($K/Year): | 28,330 |
| Total Enlisted Employees: | 5,527 | Communications ($K/Year): | 3,372 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 10,692 |
| Total Civilian Employees: | 10,899 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 36.0% | Family Housing ($K/Year): | 3,644 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 1.00 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 12,829 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 0 | Activity Code: | |
| Enlisted VHA ($/Month): | 37 | | |
| Per Diem Rate ($/Day): | 102 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: Kelly AFB, TX

| | | | |
|---|---|---|---|
| Total Officer Employees: | 948 | RPMA Non-Payroll ($K/Year): | 26,437 |
| Total Enlisted Employees: | 4,082 | Communications ($K/Year): | 3,529 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 14,724 |
| Total Civilian Employees: | 16,490 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 14.0% | Family Housing ($K/Year): | 3,073 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 0.88 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 15,208 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 54 | Activity Code: | |
| Enlisted VHA ($/Month): | 61 | | |
| Per Diem Rate ($/Day): | 98 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: McClellan AFB, CA

| | | | |
|---|---|---|---|
| Total Officer Employees: | 507 | RPMA Non-Payroll ($K/Year): | 25,433 |
| Total Enlisted Employees: | 2,722 | Communications ($K/Year): | 2,521 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 8,543 |
| Total Civilian Employees: | 9,621 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 8.6% | Family Housing ($K/Year): | 5,628 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 1.14 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 12,725 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 200 | Activity Code: | |
| Enlisted VHA ($/Month): | 180 | | |
| Per Diem Rate ($/Day): | 105 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Data As Of 15:01 01/18/1994, Report Created 21:33 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\3L1NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Robins AFB, GA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 12,552 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 2,969 | 2,969 | 2,969 | 2,969 | 2,969 | 2,969 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Name: Tinker AFB, OK

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 32,344 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 111 | 111 | 111 | 111 | 111 | 111 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 31 Perc Family Housing ShutDown: 0.0%

Name: Hill AFB, UT

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 114 | 114 | 114 | 114 | 114 | 114 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 15 Perc Family Housing ShutDown: 0.0%

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\3L1NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Kelly AFB, TX

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 204 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 2,994 | 2,994 | 2,994 | 2,994 | 2,994 | 2,994 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Name: McClellan AFB, CA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 1,491 | 1,491 | 1,491 | 1,491 | 1,491 | 1,491 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 55 Perc Family Housing ShutDown: 0.0%

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Robins AFB, GA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | 13 | 7 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\3L1NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Tinker AFB, OK

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -21 | -11 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Name: Hill AFB, UT

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -5 | -2 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Name: Kelly AFB, TX

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | 13 | 7 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Name: McClellan AFB, CA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | -13 | -7 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Data As Of 15:01 01/18/1994, Report Created 21:33 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\3L1NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

STANDARD FACTORS SCREEN ONE - PERSONNEL

| | | | |
|---|---|---|---|
| Percent Officers Married: | 76.80% | Civ Early Retire Pay Factor: | 9.00% |
| Percent Enlisted Married: | 66.90% | Priority Placement Service: | 60.00% |
| Enlisted Housing MilCon: | 80.00% | PPS Actions Involving PCS: | 50.00% |
| Officer Salary($/Year): | 78,668.00 | Civilian PCS Costs ($): | 0.00 |
| Off BAQ with Dependents($): | 7,073.00 | Civilian New Hire Cost($): | 4,000.00 |
| Enlisted Salary($/Year): | 36,148.00 | Nat Median Home Price($): | 114,600.00 |
| Enl BAQ with Dependents($): | 5,162.00 | Home Sale Reimburse Rate: | 10.00% |
| Avg Unemploy Cost($/Week): | 174.00 | Max Home Sale Reimburs($): | 22,385.00 |
| Unemployment Eligibility(Weeks): | 18 | Home Purch Reimburse Rate: | 5.00% |
| Civilian Salary($/Year): | 45,372.00 | Max Home Purch Reimburs($): | 11,191.00 |
| Civilian Turnover Rate: | 2.00% | Civilian Homeowning Rate: | 0.00% |
| Civilian Early Retire Rate: | 0.00% | HAP Home Value Reimburse Rate: | 22.90% |
| Civilian Regular Retire Rate: | 0.00% | HAP Homeowner Receiving Rate: | 5.00% |
| Civilian RIF Pay Factor: | 39.00% | RSE Home Value Reimburse Rate: | 0.00% |
| SF File Desc: | NO PCS - PAINT TRC | RSE Homeowner Receiving Rate: | 0.00% |

STANDARD FACTORS SCREEN TWO - FACILITIES

| | | | |
|---|---|---|---|
| RPMA Building SF Cost Index: | 1.00 | Rehab vs. New MilCon Cost: | 0.00% |
| BOS Index (RPMA vs population): | 1.00 | Info Management Account: | 0.00% |
| (Indices are used as exponents) | | MilCon Design Rate: | 0.00% |
| Program Management Factor: | 10.00% | MilCon SIOH Rate: | 0.00% |
| Caretaker Admin(SF/Care): | 162.00 | MilCon Contingency Plan Rate: | 0.00% |
| Mothball Cost ($/SF): | 1.25 | MilCon Site Preparation Rate: | 0.00% |
| Avg Bachelor Quarters(SF): | 256.00 | Discount Rate for NPV.RPT/ROI: | 2.75% |
| Avg Family Quarters(SF): | 1,320.00 | Inflation Rate for NPV.RPT/ROI: | 0.00% |

APPDET.RPT Inflation Rates:
1999: 2.60% 2000: 2.80% 2001: 2.80% 2002: 2.90% 2003: 0.00% 2004: 0.00%

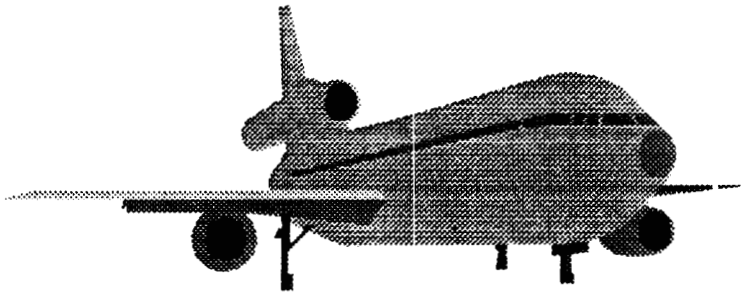
STANDARD FACTORS SCREEN THREE - TRANSPORTATION

| | | | |
|---|---|---|---|
| Material/Assigned Person(Lb): | 710 | Equip Pack & Crate($/Ton): | 284.00 |
| HHG Per Off Family (Lb): | 15,000.00 | Mil Light Vehicle($/Mile): | 0.43 |
| HHG Per Enl Family (Lb): | 9,000.00 | Heavy/Spec Vehicle($/Mile): | 1.40 |
| HHG Per Mil Single (Lb): | 8,400.00 | POV Reimbursement($/Mile): | 0.00 |
| HHG Per Civilian (Lb): | 0.00 | Avg Mil Tour Length (Years): | 4.10 |
| Total HHG Cost ($/100Lb): | 35.00 | Routine PCS($/Pers/Tour): | 6,437.00 |
| Air Transport ($/Pass Mile): | 0.00 | One-Time Off PCS Cost($): | 9,142.00 |
| Misc Exp ($/Direct Employ): | 2,947.00 | One-Time Enl PCS Cost($): | 5,761.00 |

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

| Category | UM | $/UM | Category | UM | $/UM |
|---|---|---|---|---|---|
| Horizontal | (SY) | 0 | Optional Category A | ( ) | 0 |
| Waterfront | (LF) | 0 | Optional Category B | ( ) | 0 |
| Air Operations | (SF) | 0 | Optional Category C | ( ) | 0 |
| Operational | (SF) | 0 | Optional Category D | ( ) | 0 |
| Administrative | (SF) | 0 | Optional Category E | ( ) | 0 |
| School Buildings | (SF) | 0 | Optional Category F | ( ) | 0 |
| Maintenance Shops | (SF) | 0 | Optional Category G | ( ) | 0 |
| Bachelor Quarters | (SF) | 0 | Optional Category H | ( ) | 0 |
| Family Quarters | (SF) | 0 | Optional Category I | ( ) | 0 |
| Covered Storage | (SF) | 0 | Optional Category J | ( ) | 0 |
| Dining Facilities | (SF) | 0 | Optional Category K | ( ) | 0 |
| Recreation Facilities | (SF) | 0 | Optional Category L | ( ) | 0 |
| Communications Facil | (SF) | 0 | Optional Category M | ( ) | 0 |
| Shipyard Maintenance | (SF) | 0 | Optional Category N | ( ) | 0 |
| RDT & E Facilities | (SF) | 0 | Optional Category O | ( ) | 0 |
| POL Storage | (BL) | 0 | Optional Category P | ( ) | 0 |
| Ammunition Storage | (SF) | 0 | Optional Category Q | ( ) | 0 |
| Medical Facilities | (SF) | 0 | Optional Category R | ( ) | 0 |
| Environmental | ( ) | 0 | | | |

# SCENARIO NO. 4
# LARGE AIRCRAFT (NO PCS)



**Paint and Depaint Scenario #2 for Large Aircraft:**
**Eliminate Paint at SA-ALC**
**Eliminate Depaint at SA-ALC and SM-ALC**

COBRA REALIGNMENT SUMMARY (COBRA v5.07) - Page 1/2
Data As Of 15:01 01/18/1994, Report Created 21:34 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\4L2NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

Starting Year : 1999
Final Year : 2000
ROI Year : Never

NPV in 2018($K): 180,638
1-Time Cost($K): 15,740

Net Costs ($K) Constant Dollars

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 540 | 219 | 0 | 0 | 0 | 0 | 759 | 0 |
| Overhd | 13,077 | 13,114 | 12,740 | 12,740 | 12,740 | 12,740 | 77,150 | 12,740 |
| Moving | 0 | 1,118 | 0 | 0 | 0 | 0 | 1,118 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | -18,763 | 0 | 0 | 0 | 0 | 0 | -18,763 | 0 |
| TOTAL | -5,146 | 14,452 | 12,740 | 12,740 | 12,740 | 12,740 | 60,264 | 12,740 |

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|
| POSITIONS ELIMINATED | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 48 | 23 | 0 | 0 | 0 | 0 | 71 |
| TOT | 48 | 23 | 0 | 0 | 0 | 0 | 71 |
| POSITIONS REALIGNED | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 0 | 121 | 0 | 0 | 0 | 0 | 121 |
| TOT | 0 | 121 | 0 | 0 | 0 | 0 | 121 |

Summary:
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SCENARIO #4: Scenario #2 for Large A/C Paint & Depaint.
Eliminate Paint at SA-ALC and Eliminate Depaint at SA-ALC and SM-ALC.

COBRA REALIGNMENT SUMMARY (COBRA v5.07) - Page 2/2
Data As Of 15:01 01/18/1994, Report Created 21:34 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\4L2NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

Costs ($K) Constant Dollars

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 1,629 | 2,919 | 3,221 | 3,221 | 3,221 | 3,221 | 17,433 | 3,221 |
| Overhd | 13,161 | 13,361 | 13,188 | 13,188 | 13,188 | 13,188 | 79,276 | 13,188 |
| Moving | 0 | 1,118 | 0 | 0 | 0 | 0 | 1,118 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 13,581 | 0 | 0 | 0 | 0 | 0 | 13,581 | 0 |
| TOTAL | 28,371 | 17,398 | 16,410 | 16,410 | 16,410 | 16,410 | 111,409 | 16,410 |

Savings ($K) Constant Dollars

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 1,089 | 2,700 | 3,221 | 3,221 | 3,221 | 3,221 | 16,674 | 3,221 |
| Overhd | 84 | 247 | 449 | 449 | 449 | 449 | 2,127 | 449 |
| Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 32,344 | 0 | 0 | 0 | 0 | 0 | 32,344 | 0 |
| TOTAL | 33,517 | 2,946 | 3,670 | 3,670 | 3,670 | 3,670 | 51,145 | 3,670 |

TOTAL PERSONNEL IMPACT REPORT (COBRA v5.07)
Data As Of 15:01 01/18/1994, Report Created 21:34 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\4L2NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

| | Rate | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|---|
| CIVILIAN POSITIONS REALIGNING OUT | | 0 | 121 | 0 | 0 | 0 | 0 | 121 |
| Early Retirement* | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Regular Retirement* | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Turnover* | 2.00% | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Civs Not Moving (RIFs)*+ | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilians Moving (the remainder) | | 0 | 119 | 0 | 0 | 0 | 0 | 119 |
| Civilian Positions Available | | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| CIVILIAN POSITIONS ELIMINATED | | 48 | 23 | 0 | 0 | 0 | 0 | 71 |
| Early Retirement | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Regular Retirement | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Turnover | 2.00% | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Civs Not Moving (RIFs)*+ | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Priority Placement# | 60.00% | 29 | 14 | 0 | 0 | 0 | 0 | 43 |
| Civilians Available to Move | | 18 | 9 | 0 | 0 | 0 | 0 | 27 |
| Civilians Moving | | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Civilian RIFs (the remainder) | | 18 | 7 | 0 | 0 | 0 | 0 | 25 |
| CIVILIAN POSITIONS REALIGNING IN | | 0 | 121 | 0 | 0 | 0 | 0 | 121 |
| Civilians Moving | | 0 | 121 | 0 | 0 | 0 | 0 | 121 |
| New Civilians Hired | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Civilian Additions | | 47 | 24 | 0 | 0 | 0 | 0 | 71 |
| TOTAL CIVILIAN EARLY RETIRMENTS | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL CIVILIAN RIFS | | 18 | 7 | 0 | 0 | 0 | 0 | 25 |
| TOTAL CIVILIAN PRIORITY PLACEMENTS# | | 29 | 14 | 0 | 0 | 0 | 0 | 43 |
| TOTAL CIVILIAN NEW HIRES | | 47 | 24 | 0 | 0 | 0 | 0 | 71 |

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

\+ The Percentage of Civilians Not Willing to Move (Voluntary RIFs) varies from base to base.

\# Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 1/3
Data As Of 15:01 01/18/1994, Report Created 21:34 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\4L2NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

| ONE-TIME COSTS -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Land Purch | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| CIV SALARY | | | | | | | |
| Civ RIF | 318 | 124 | 0 | 0 | 0 | 0 | 442 |
| Civ Retire | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIV MOVING | | | | | | | |
| Per Diem | 0 | 312 | 0 | 0 | 0 | 0 | 312 |
| POV Miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Home Purch | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HHG | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc | 0 | 356 | 0 | 0 | 0 | 0 | 356 |
| House Hunt | 0 | 170 | 0 | 0 | 0 | 0 | 170 |
| PPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RITA | 0 | 235 | 0 | 0 | 0 | 0 | 235 |
| FREIGHT | | | | | | | |
| Packing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Freight | 0 | 45 | 0 | 0 | 0 | 0 | 45 |
| Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Driving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unemployment | 56 | 22 | 0 | 0 | 0 | 0 | 78 |
| OTHER | | | | | | | |
| Program Plan | 13 | 10 | 0 | 0 | 0 | 0 | 23 |
| Shutdown | 60 | 154 | 0 | 0 | 0 | 0 | 214 |
| New Hire | 188 | 96 | 0 | 0 | 0 | 0 | 284 |
| 1-Time Move | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | |
| MIL MOVING | | | | | | | |
| Per Diem | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| POV Miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HHG | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| Elim PCS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| HAP / RSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Info Manage | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 13,581 | 0 | 0 | 0 | 0 | 0 | 13,581 |
| TOTAL ONE-TIME | 14,217 | 1,523 | 0 | 0 | 0 | 0 | 15,740 |

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 2/3
Data As Of 15:01 01/18/1994, Report Created 21:34 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\4L2NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

| RECURRINGCOSTS -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BOS | 38 | 148 | 138 | 138 | 138 | 138 | 740 | 138 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 1,066 | 2,677 | 3,221 | 3,221 | 3,221 | 3,221 | 16,629 | 3,221 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretaker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Off Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 13,050 | 13,050 | 13,050 | 13,050 | 13,050 | 13,050 | 78,300 | 13,050 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 14,154 | 15,875 | 16,410 | 16,410 | 16,410 | 16,410 | 95,669 | 16,410 |
| TOTAL COST | 28,371 | 17,398 | 16,410 | 16,410 | 16,410 | 16,410 | 111,409 | 16,410 |

| ONE-TIME SAVES -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| 1-Time Move | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | |
| Mil Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| Land Sales | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 32,344 | 0 | 0 | 0 | 0 | 0 | 32,344 |
| TOTAL ONE-TIME | 32,344 | 0 | 0 | 0 | 0 | 0 | 32,344 |

| RECURRINGSAVES -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | 44 | 195 | 303 | 303 | 303 | 303 | 1,451 | 303 |
| BOS | 41 | 52 | 146 | 146 | 146 | 146 | 676 | 146 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | 1,089 | 2,700 | 3,221 | 3,221 | 3,221 | 3,221 | 16,674 | 3,221 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Off Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Procurement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 1,173 | 2,946 | 3,670 | 3,670 | 3,670 | 3,670 | 18,801 | 3,670 |
| TOTAL SAVINGS | 33,517 | 2,946 | 3,670 | 3,670 | 3,670 | 3,670 | 51,145 | 3,670 |

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.07) - Page 3/3
Data As Of 15:01 01/18/1994, Report Created 21:34 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\4L2NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

| ONE-TIME NET -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total |
|---|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | | |
| MILCON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | |
| Civ Retir/RIF | 318 | 124 | 0 | 0 | 0 | 0 | 442 |
| Civ Moving | 0 | 1,118 | 0 | 0 | 0 | 0 | 1,118 |
| Other | 317 | 281 | 0 | 0 | 0 | 0 | 599 |
| MIL PERSONNEL | | | | | | | |
| Mil Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | |
| HAP / RSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Info Manage | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Other | 13,581 | 0 | 0 | 0 | 0 | 0 | 13,581 |
| Land | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL ONE-TIME | 14,217 | 1,523 | 0 | 0 | 0 | 0 | 15,740 |

| RECURRING NET -----($K)----- | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| FAM HOUSE OPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O&M | | | | | | | | |
| RPMA | -44 | -195 | -303 | -303 | -303 | -303 | -1,451 | -303 |
| BOS | -3 | 96 | -7 | -7 | -7 | -7 | 64 | -7 |
| Unique Operat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretaker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Salary | -23 | -23 | 0 | 0 | 0 | 0 | -45 | 0 |
| CHAMPUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIL PERSONNEL | | | | | | | | |
| Mil Salary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| House Allow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | | | | | | | | |
| Procurement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recur | 13,050 | 13,050 | 13,050 | 13,050 | 13,050 | 13,050 | 78,300 | 13,050 |
| Unique Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL RECUR | 12,981 | 12,928 | 12,740 | 12,740 | 12,740 | 12,740 | 76,868 | 12,740 |
| TOTAL NET COST | -5,146 | 14,452 | 12,740 | 12,740 | 12,740 | 12,740 | 60,264 | 12,740 |

INPUT DATA REPORT (COBRA v5.07)
Data As Of 15:01 01/18/1994, Report Created 21:34 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\4L2NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1999

Model does Time-Phasing of Construction/Shutdown: Yes

| Base Name | Strategy: |
|---|---|
| Robins AFB, GA | Realignment |
| Tinker AFB, OK | Realignment |
| Hill AFB, UT | Realignment |
| Kelly AFB, TX | Realignment |
| McClellan AFB, CA | Realignment |

Summary:

SCENARIO #4: Scenario #2 for Large A/C Paint & Depaint.
Eliminate Paint at SA-ALC and Eliminate Depaint at SA-ALC and SM-ALC.

INPUT SCREEN TWO - DISTANCE TABLE

| From Base: | To Base: | Distance: |
|---|---|---|
| Robins AFB, GA | Tinker AFB, OK | 929 mi |
| Robins AFB, GA | Hill AFB, UT | 2,006 mi |
| Robins AFB, GA | Kelly AFB, TX | 1,038 mi |
| Robins AFB, GA | McClellan AFB, CA | 2,570 mi |
| Tinker AFB, OK | Hill AFB, UT | 1,151 mi |
| Tinker AFB, OK | Kelly AFB, TX | 488 mi |
| Tinker AFB, OK | McClellan AFB, CA | 1,641 mi |
| Hill AFB, UT | Kelly AFB, TX | 1,363 mi |
| Hill AFB, UT | McClellan AFB, CA | 671 mi |
| Kelly AFB, TX | McClellan AFB, CA | 1,733 mi |

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from Kelly AFB, TX to Robins AFB, GA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 51 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Transfers from McClellan AFB, CA to Robins AFB, GA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 1 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\4L2NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from Tinker AFB, OK to Kelly AFB, TX

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 9 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Transfers from Kelly AFB, TX to Tinker AFB, OK

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 59 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

Transfers from Tinker AFB, OK to McClellan AFB, CA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Officer Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilian Positions: | 0 | 1 | 0 | 0 | 0 | 0 |
| Student Positions: | 0 | 0 | 0 | 0 | 0 | 0 |
| Missn Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Suppt Eqpt (tons): | 0 | 0 | 0 | 0 | 0 | 0 |
| Military Light Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy/Special Vehicles: | 0 | 0 | 0 | 0 | 0 | 0 |

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Robins AFB, GA

| | | | |
|---|---|---|---|
| Total Officer Employees: | 1,349 | RPMA Non-Payroll ($K/Year): | 23,073 |
| Total Enlisted Employees: | 5,917 | Communications ($K/Year): | 4,071 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 8,843 |
| Total Civilian Employees: | 11,976 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 46.0% | Family Housing ($K/Year): | 6,669 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 0.77 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 11,844 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 2 | Activity Code: | |
| Enlisted VHA ($/Month): | 41 | | |
| Per Diem Rate ($/Day): | 77 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\4L2NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Tinker AFB, OK

| | | | |
|---|---|---|---|
| Total Officer Employees: | 1,542 | RPMA Non-Payroll ($K/Year): | 33,302 |
| Total Enlisted Employees: | 6,607 | Communications ($K/Year): | 6,387 |
| Total Student Employees: | 13 | BOS Non-Payroll ($K/Year): | 13,127 |
| Total Civilian Employees: | 12,610 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 13.0% | Family Housing ($K/Year): | 2,058 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 0.87 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 14,872 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 10 | Activity Code: | |
| Enlisted VHA ($/Month): | 57 | | |
| Per Diem Rate ($/Day): | 80 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: Hill AFB, UT

| | | | |
|---|---|---|---|
| Total Officer Employees: | 841 | RPMA Non-Payroll ($K/Year): | 28,330 |
| Total Enlisted Employees: | 5,527 | Communications ($K/Year): | 3,372 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 10,692 |
| Total Civilian Employees: | 10,899 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 36.0% | Family Housing ($K/Year): | 3,644 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 1.00 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 12,829 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 0 | Activity Code: | |
| Enlisted VHA ($/Month): | 37 | | |
| Per Diem Rate ($/Day): | 102 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: Kelly AFB, TX

| | | | |
|---|---|---|---|
| Total Officer Employees: | 948 | RPMA Non-Payroll ($K/Year): | 26,437 |
| Total Enlisted Employees: | 4,082 | Communications ($K/Year): | 3,529 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 14,724 |
| Total Civilian Employees: | 16,490 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 14.0% | Family Housing ($K/Year): | 3,073 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 0.88 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 15,208 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 54 | Activity Code: | |
| Enlisted VHA ($/Month): | 61 | | |
| Per Diem Rate ($/Day): | 98 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Name: McClellan AFB, CA

| | | | |
|---|---|---|---|
| Total Officer Employees: | 507 | RPMA Non-Payroll ($K/Year): | 25,433 |
| Total Enlisted Employees: | 2,722 | Communications ($K/Year): | 2,521 |
| Total Student Employees: | 0 | BOS Non-Payroll ($K/Year): | 8,543 |
| Total Civilian Employees: | 9,621 | BOS Payroll ($K/Year): | 0 |
| Mil Families Living On Base: | 8.6% | Family Housing ($K/Year): | 5,628 |
| Civilians Not Willing To Move: | 0.0% | Area Cost Factor: | 1.14 |
| Officer Housing Units Avail: | 0 | CHAMPUS In-Pat ($/Visit): | 0 |
| Enlisted Housing Units Avail: | 0 | CHAMPUS Out-Pat ($/Visit): | 0 |
| Total Base Facilities(KSF): | 12,725 | CHAMPUS Shift to Medicare: | 0.0% |
| Officer VHA ($/Month): | 200 | Activity Code: | |
| Enlisted VHA ($/Month): | 180 | | |
| Per Diem Rate ($/Day): | 105 | Homeowner Assistance Program: | No |
| Freight Cost ($/Ton/Mile): | 1.40 | Unique Activity Information: | No |

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\4L2NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Kelly AFB, TX

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 169 | 169 | 169 | 169 | 169 | 169 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 149 Perc Family Housing ShutDown: 0.0%

Name: McClellan AFB, CA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| 1-Time Unique Cost ($K): | 73 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Unique Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| 1-Time Moving Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Env Non-MilCon Reqd($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Cost ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Activ Mission Save ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc Recurring Cost($K): | 947 | 947 | 947 | 947 | 947 | 947 |
| Misc Recurring Save($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Land (+Buy/-Sales) ($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Schedule(%): | 0% | 0% | 0% | 0% | 0% | 0% |
| Shutdown Schedule (%): | 0% | 0% | 0% | 0% | 0% | 0% |
| MilCon Cost Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Fam Housing Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement Avoidnc($K): | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS In-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |
| CHAMPUS Out-Patients/Yr: | 0 | 0 | 0 | 0 | 0 | 0 |

Facil ShutDown(KSF): 22 Perc Family Housing ShutDown: 0.0%

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Robins AFB, GA

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---|---|---|---|---|---|
| Off Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Stu Force Struc Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Off Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Scenario Change: | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Scenario Change: | 23 | 11 | 0 | 0 | 0 | 0 |
| Off Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Enl Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ Change(No Sal Save): | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Military: | 0 | 0 | 0 | 0 | 0 | 0 |
| Caretakers - Civilian: | 0 | 0 | 0 | 0 | 0 | 0 |

Data As Of 15:01 01/18/1994, Report Created 21:34 03/03/1995

Department : USAF
Option Package : PAINT TRC - NO PCS
Scenario File : C:\PAINT\4L2NPCS.CBR
Std Fctrs File : C:\PAINT\TRCNOPCS.SFF

STANDARD FACTORS SCREEN ONE - PERSONNEL

| | | | |
|---|---|---|---|
| Percent Officers Married: | 76.80% | Civ Early Retire Pay Factor: | 9.00% |
| Percent Enlisted Married: | 66.90% | Priority Placement Service: | 60.00% |
| Enlisted Housing MilCon: | 80.00% | PPS Actions Involvirg PCS: | 50.00% |
| Officer Salary($/Year): | 78,668.00 | Civilian PCS Costs ($): | 0.00 |
| Off BAQ with Dependents($): | 7,073.00 | Civilian New Hire Cost($): | 4,000.00 |
| Enlisted Salary($/Year): | 36,148.00 | Nat Median Home Price($): | 114,600.00 |
| Enl BAQ with Dependents($): | 5,162.00 | Home Sale Reimburse Rate: | 10.00% |
| Avg Unemploy Cost($/Week): | 174.00 | Max Home Sale Reimburs($): | 22,385.00 |
| Unemployment Eligibility(Weeks): | 18 | Home Purch Reimburse Rate: | 5.00% |
| Civilian Salary($/Year): | 45,372.00 | Max Home Purch Reimburs($): | 11,191.00 |
| Civilian Turnover Rate: | 2.00% | Civilian Homeowning Rate: | 0.00% |
| Civilian Early Retire Rate: | 0.00% | HAP Home Value Reimburse Rate: | 22.90% |
| Civilian Regular Retire Rate: | 0.00% | HAP Homeowner Receiving Rate: | 5.00% |
| Civilian RIF Pay Factor: | 39.00% | RSE Home Value Reimburse Rate: | 0.00% |
| SF File Desc: | NO PCS - PAINT TRC | RSE Homeowner Receiving Rate: | 0.00% |

STANDARD FACTORS SCREEN TWO - FACILITIES

| | | | |
|---|---|---|---|
| RPMA Building SF Cost Index: | 1.00 | Rehab vs. New MilCon Cost: | 0.00% |
| BOS Index (RPMA vs population): | 1.00 | Info Management Account: | 0.00% |
| (Indices are used as exponents) | | MilCon Design Rate: | 0.00% |
| Program Management Factor: | 10.00% | MilCon SIOH Rate: | 0.00% |
| Caretaker Admin(SF/Care): | 162.00 | MilCon Contingency Plan Rate: | 0.00% |
| Mothball Cost ($/SF): | 1.25 | MilCon Site Preparation Rate: | 0.00% |
| Avg Bachelor Quarters(SF): | 256.00 | Discount Rate for NPV.RPT/ROI: | 2.75% |
| Avg Family Quarters(SF): | 1,320.00 | Inflation Rate for NPV.RPT/ROI: | 0.00% |

APPDET.RPT Inflation Rates:
1999: 2.60% 2000: 2.80% 2001: 2.80% 2002: 2.90% 2003: 0.00% 2004: 0.00%

STANDARD FACTORS SCREEN THREE - TRANSPORTATION

| | | | |
|---|---|---|---|
| Material/Assigned Person(Lb): | 710 | Equip Pack & Crate($/Ton): | 284.00 |
| HHG Per Off Family (Lb): | 15,000.00 | Mil Light Vehicle($/Mile): | 0.43 |
| HHG Per Enl Family (Lb): | 9,000.00 | Heavy/Spec Vehicle($/Mile): | 1.40 |
| HHG Per Mil Single (Lb): | 8,400.00 | POV Reimbursement($/Mile): | 0.00 |
| HHG Per Civilian (Lb): | 0.00 | Avg Mil Tour Length (Years): | 4.10 |
| Total HHG Cost ($/100Lb): | 35.00 | Routine PCS($/Pers/Tour): | 6,437.00 |
| Air Transport ($/Pass Mile): | 0.00 | One-Time Off PCS Cost($): | 9,142.00 |
| Misc Exp ($/Direct Employ): | 2,947.00 | One-Time Enl PCS Cost($): | 5,761.00 |

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

| Category | UM | $/UM | Category | UM | $/UM |
|---|---|---|---|---|---|
| Horizontal | (SY) | 0 | Optional Category A | ( ) | 0 |
| Waterfront | (LF) | 0 | Optional Category B | ( ) | 0 |
| Air Operations | (SF) | 0 | Optional Category C | ( ) | 0 |
| Operational | (SF) | 0 | Optional Category D | ( ) | 0 |
| Administrative | (SF) | 0 | Optional Category E | ( ) | 0 |
| School Buildings | (SF) | 0 | Optional Category F | ( ) | 0 |
| Maintenance Shops | (SF) | 0 | Optional Category G | ( ) | 0 |
| Bachelor Quarters | (SF) | 0 | Optional Category H | ( ) | 0 |
| Family Quarters | (SF) | 0 | Optional Category I | ( ) | 0 |
| Covered Storage | (SF) | 0 | Optional Category J | ( ) | 0 |
| Dining Facilities | (SF) | 0 | Optional Category K | ( ) | 0 |
| Recreation Facilities | (SF) | 0 | Optional Category L | ( ) | 0 |
| Communications Facil | (SF) | 0 | Optional Category M | ( ) | 0 |
| Shipyard Maintenance | (SF) | 0 | Optional Category N | ( ) | 0 |
| RDT & E Facilities | (SF) | 0 | Optional Category O | ( ) | 0 |
| POL Storage | (BL) | 0 | Optional Category P | ( ) | 0 |
| Ammunition Storage | (SF) | 0 | Optional Category Q | ( ) | 0 |
| Medical Facilities | (SF) | 0 | Optional Category R | ( ) | 0 |
| Environmental | ( ) | 0 | | | |

# PRO SIM MODELLING DATA

# SMALL AIRCRAFT RESULTS
(BASED ON 20 YEAR RUN)

| NAME | ALC | AS - IS DAYS | OPT 1 DAYS | OPT 2 DAYS |
|---|---|---|---|---|
| F16 | OO | 113.3 | 114.3 | 128.1 |
| F15PDM | SM | 118.0 | 129.1 | 121.6 |
| A10 | SM | 29.9 | 40.3 | 29.5 |
| F15PDM | WR | 102.3 | 113.4 | 108.1 |
| F15MSIP | WR | 168.1 | 179.3 | 173.9 |
| A10 | SA | 11.5 | 10.5 | 10.7 |
| T38 | SA | 172.5 | 181.5 | 187.4 |
| **TOTAL** | | **715.7** | **768.3** | **759.3** |
| **DELTA** | | | **52.6** | **43.6** |

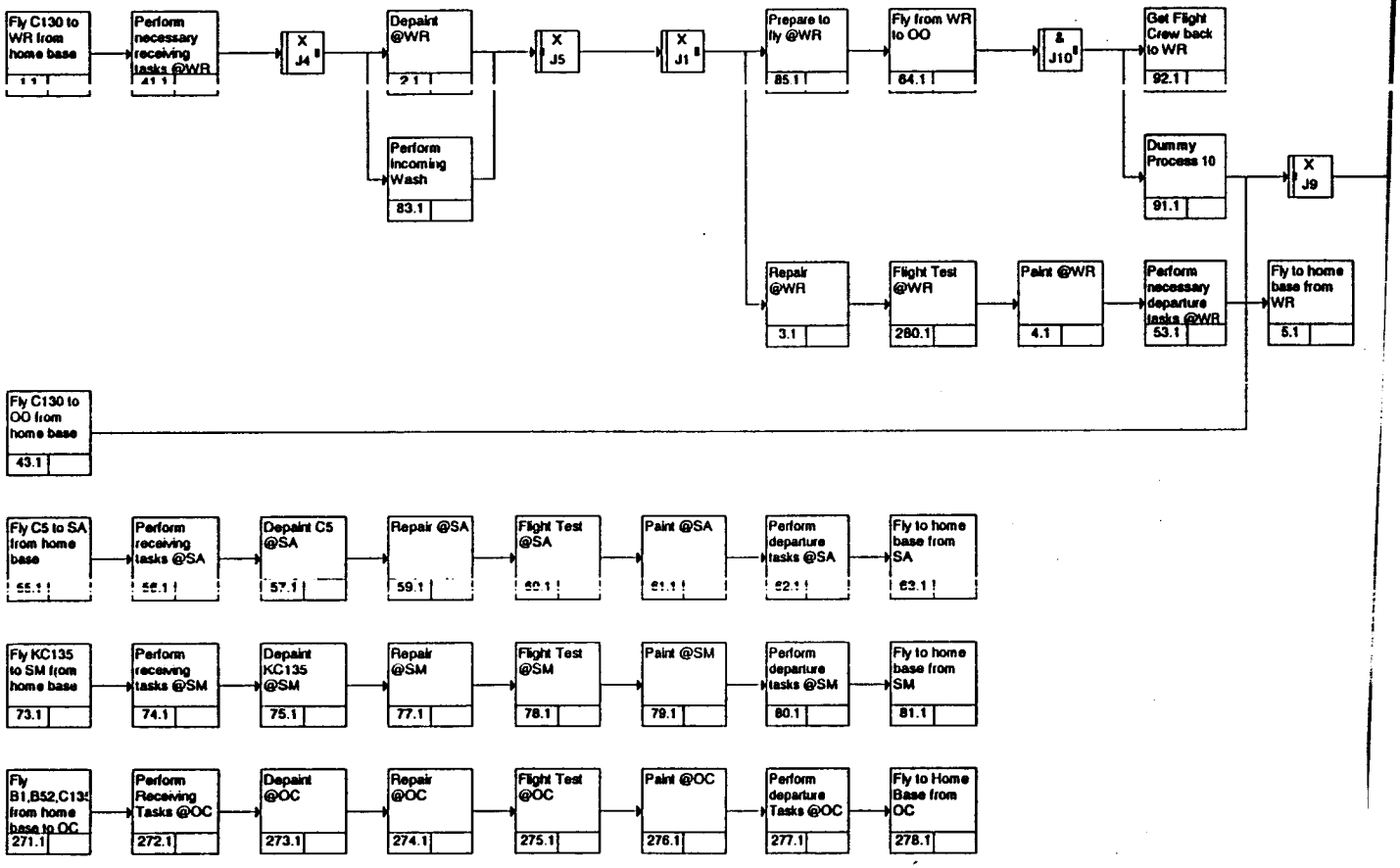
| NAME | ALC | PILOT UTIL % | PILOT UTIL % | PILOT UTIL % |
|---|---|---|---|---|
| PTF16 | OO | 26 | 26 | 63 |
| PTF15 | WR | 25 | 89 | 59 |
| PTF15 | SM | 19 | 19 | 19 |
| PTA10 | SM | 19 | 49 | 19 |
| PTT38 | SA | 10 | 25 | 29 |

# LARGE AIRCRAFT RESULTS
(BASED ON 5000 SHIFTS)

| NAME | ALC | AS-IS DAYS | OPT1 DAYS | OPT2 DAYS |
|---|---|---|---|---|
| C130 | WR | 147.9 | 156.9 | 151.5 |
| C141PDM | WR | 197.9 | 199.2 | 200.0 |
| C141CW | WR | 223.2 | 224.1 | 224.0 |
| SP135 | OC | 102.4 | 108.6 | 101.0 |
| KC135 | OC | 98.6 | 111.3 | 106.0 |
| E3 | OC | 92.0 | 109.2 | 115.0 |
| B52 | OC | 95.6 | 108.8 | 114.8 |
| B1 | OC | 89.5 | 96.8 | 88.1 |
| C130 | OO | 111.3 | 121.2 | 114.0 |
| KC135 | SM | 107.7 | 132.2 | 118.0 |
| C5 | SA | 160.0 | 167.2 | 170.7 |
| **TOTAL** | | **1426.2** | **1535.6** | **1503.1** |
| **DELTA** | | | **109.3** | **76.8** |

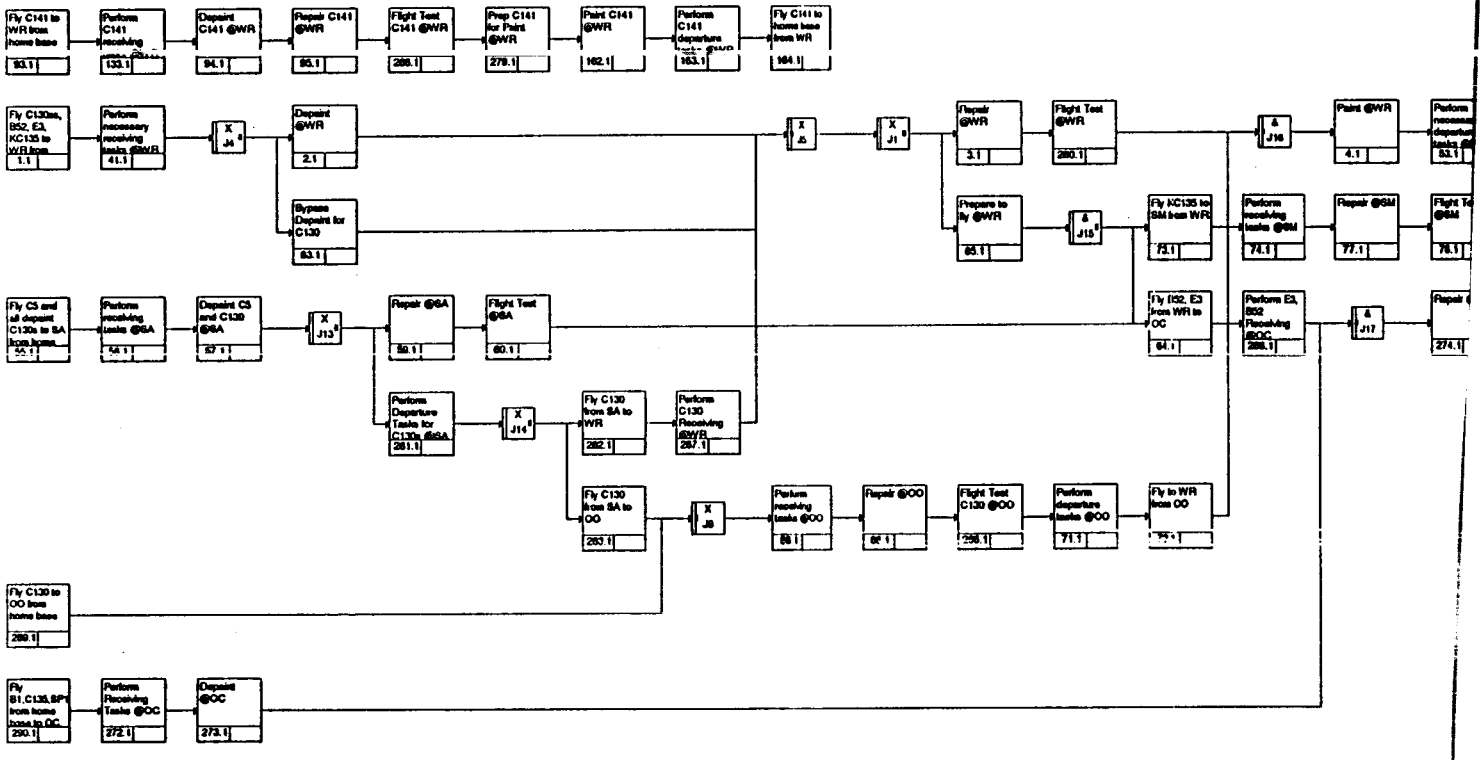
| NAME | ALC | PILOT UTIL % | PILOT UTIL % | PILOT UTIL % |
|---|---|---|---|---|
| RWCPILOT | WR | 31 | 56 | 57 |
| RCC135P | OC | 32 | 36 | 43 |
| RCE135PT | OC | 13 | 23 | 37 |
| RCB521PT | OC | 31 | 48 | 65 |
| ROC130PT | OC | 35 | 52 | 17 |
| RMC135PT | SM | 20 | 39 | 40 |
| RAC5PT | SA | 22 | 22 | 54 |
| RWC141PT | WR | 23 | 23 | 23 |
| RCB1NAV | OC | 31 | 48 | 65 |
| RC8NDSO | OC | 15 | 15 | 15 |
| RCC135N | OC | 19 | 21 | 28 |
| RCE135N | OC | 4 | 8 | 12 |
| RCE3FLEN | OC | 8 | 16 | 24 |

| Used At: | Author: | INGR | Date: | 2/16/95 | x | Working | Re |
|---|---|---|---|---|---|---|---|
| WRALC | Project: | Paint Depaint Process Study II | Rev: | 1 | | Draft | |
| | | | | | | Recommended | |
| | Notes: | 1 2 3 4 5 6 7 8 9 10 | Time: | 15:03:06 | | Publication | |



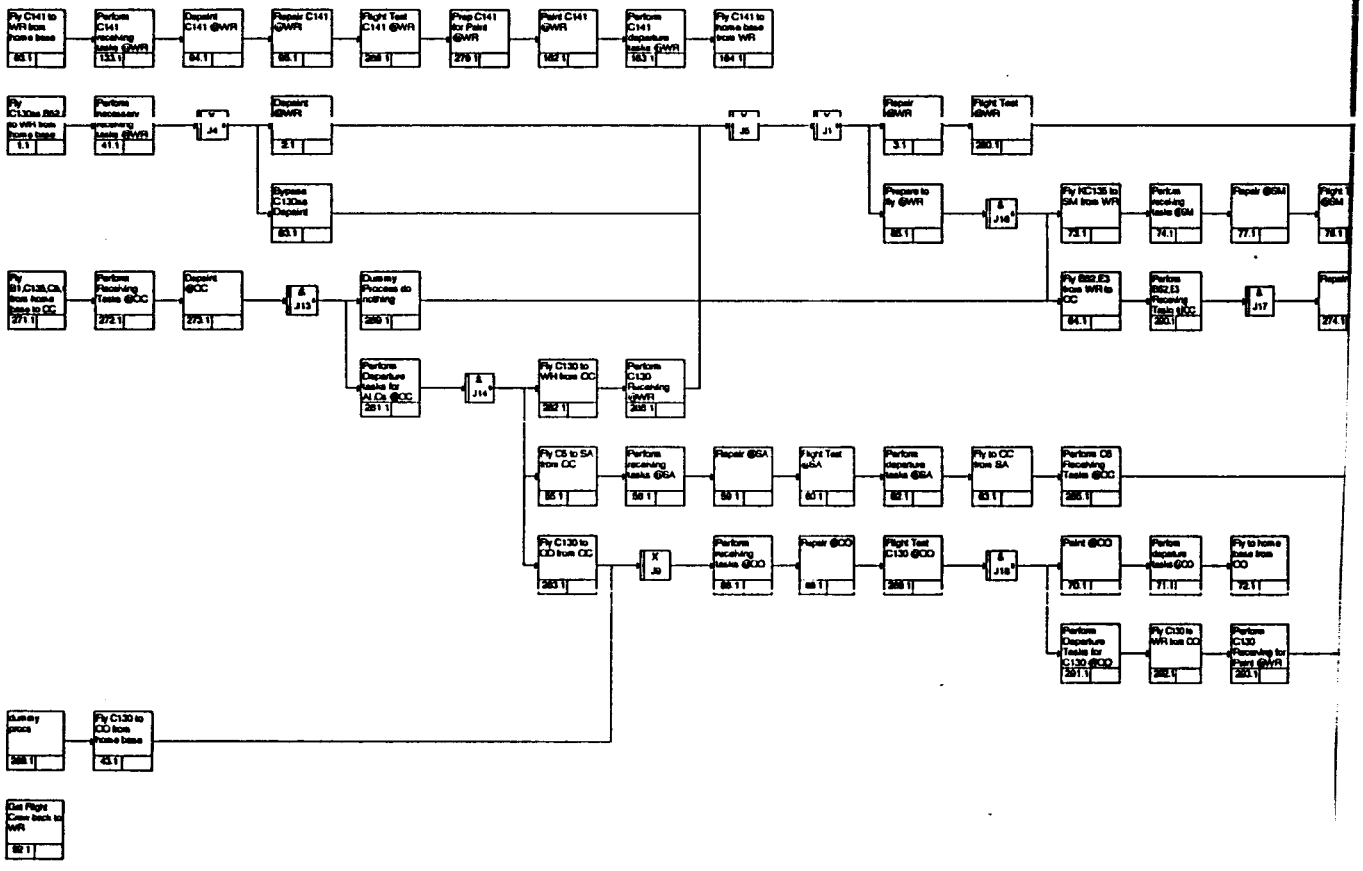

| Node: | Title: | 7: AS-IS Paint Depaint Process (one a/c) |
|---|---|---|

| | | | | | | |
|---|---|---|---|---|---|---|
| ed At: | Author: | INGR | Date: | 2/22/95 | x | Working |
| RALC | Project: | Paint Depaint Process Study II | Rev: | 1 | | Draft |
| | | | | | | Recommended |
| | Notes: | 1 2 3 4 5 6 7 8 9 10 | Time: | 02:34:20 | | Publication |



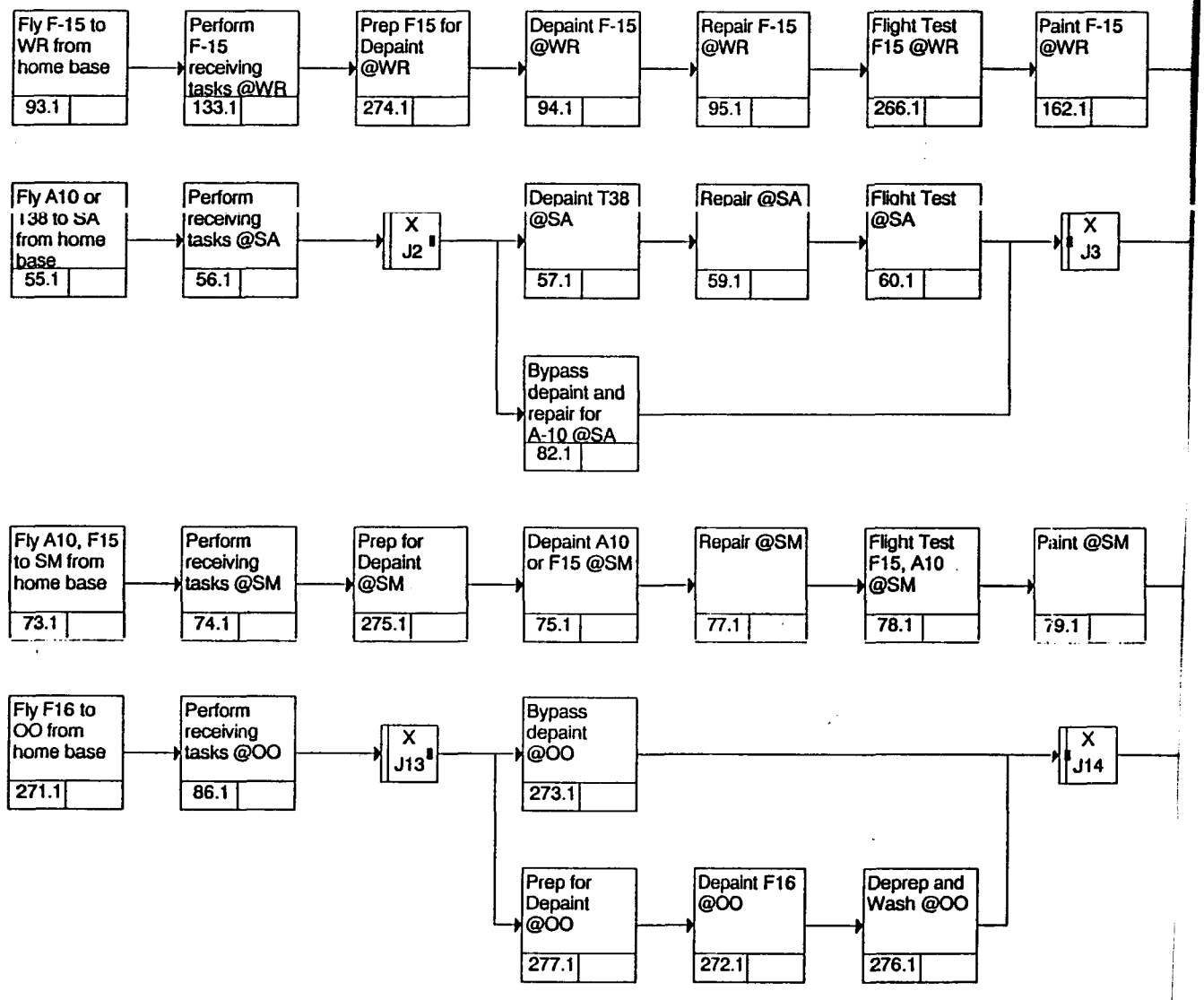

| | | | |
|---|---|---|---|
| Node: | | Title: | 7: Option1 Paint Depaint Process (Lar... |

| Used At: | Author: | INGR | Date: | 2/22/95 | x | Working |
|---|---|---|---|---|---|---|
| WRALC | Project: | Paint Depaint Process Study II | Rev: | 1 | | Draft |
| | | | | | | Recommended |
| | Notes: | 1 2 3 4 5 6 7 8 9 10 | Time: | 13:44:23 | | Publication |



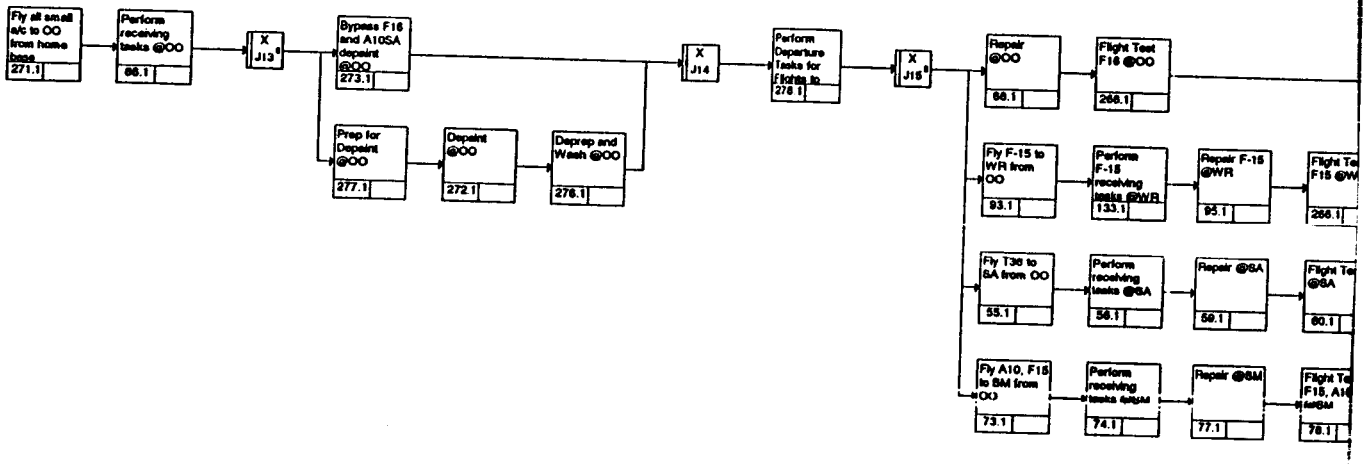

| Node: | Title: | 7: Option2 Paint Depaint Process (Large a/c) |
|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| Unit: WRALC | Author: INGR | Date: 2/14/95 | x | Working |
| | Project: Paint Depaint Process Study II | Rev: 1 | | Draft |
| | | | | Recommended |
| | Notes: 1 2 3 4 5 6 7 8 9 10 | Time: 10:54:12 | | Publication |



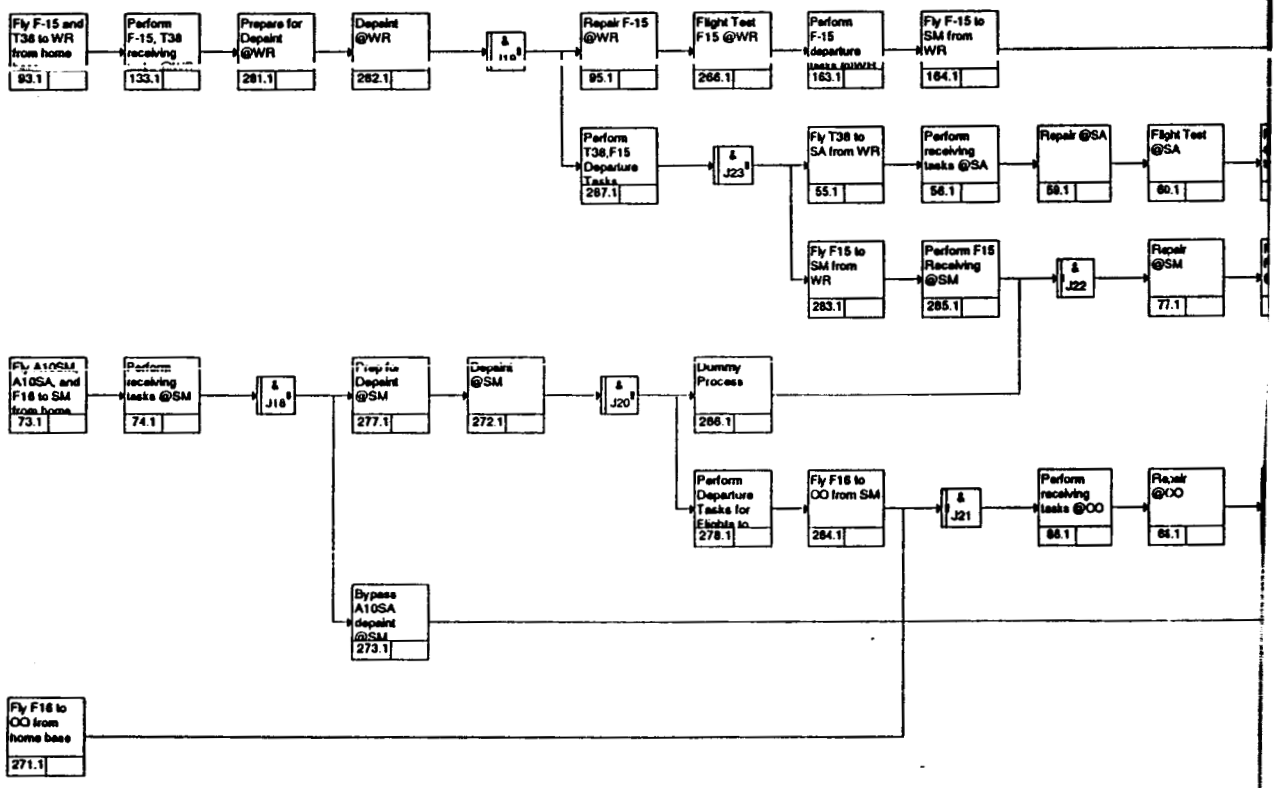

| | |
|---|---|
| Node: | Title: 7: AS-IS Paint Depaint Process (Small a/c) |

| Used At: | Author: | INGR | Date: | 2/21/95 | x | Working |
|---|---|---|---|---|---|---|
| WRALC | Project: | Paint Depaint Process Study II | Rev: | 1 | | Draft |
| | Notes: | 1 2 3 4 5 6 7 8 9 10 | Time: | 07:46:11 | | Recommended |
| | | | | | | Publication |




| Node: | Title: | 7: Option1 Paint Depaint Process (Small a/c) |
|---|---|---|

| Used At: | Author: | INGR | Date: | 2/27/95 | x | Working |
|---|---|---|---|---|---|---|
| WRALC | Project: | Paint Depaint Process Study II | Rev: | 2 | | Draft |
| | | | | | | Recommended |
| | Notes: | 1 2 3 4 5 6 7 8 9 10 | Time: | 09:27:20 | | Publication |




Title: 7: Opti[illegible]aint Depaint Process ([illegible]/c)

# ASSUMPTIONS FOR DEPAINT/PAINT PROJECT

1. The number of facilities for receiving and departure tasks was increased as required so there was no backlog.
   Receiving Tasks = 2 days ± .5 (small) 4 days ± 1 (large)
   Departure Tasks = 5 days +1 or -3 days

2. No dedicated repair facilities at any location.

3. Pilot priority: 1st - Flight Test, 2nd - Ferrying aircraft between locations

4. Flight time: Flight Test = 2 days ± .5
   Between Locations = 1 day ± .5

5. In all cases, flow time is equal to the sum of all tasks (e.g. receiving, depaint, repair, paint, departure, etc.)

6. Cannot perform paint and depaint processes at same time at San Antonio.

7. Pilots use commercial airlines for return trip.

8. Year = 251 days

9. Flow day = 8 hour day, 3 shifts per day

10. Quantity of 33 KC135 at OC to be done with OT or contract labor. Those 33 a/c included in "as-is" simulation with no paint (they were depainted and repaired). They are to be painted in the "to-be" simulations

11. Quantity of 29 C141s were added per A. Swafford memo 14 Feb. 1995. No depaint/paint required.

12. E3 & B52 share depaint dock at OC. All others use a 2nd paint dock.

13. One paint and one depaint facility at WR - independent of each other.

14. Added quantity = 7 C5. No paint/depaint required.

15. Added 2nd depaint facility at WR for large option 2.

16. Paint facility at SA for Option 1 (large). Dock can paint 1 C5 or 2 C135s at a time. A single C135 will not be painted - only 2 at a time.

17. E3 requires no receiving tasks at OC. E3 will required receiving tasks when flown to or from another ALC.

# ADDERS TO FLOWTIME

| Standard Adders | DAYS | - | + |
|---|---|---|---|
| 1. Flight time between ALCs to ferry a/c | 1 | .5 | .5 |
| 2. Receiving tasks | | | |
| (small a/c) | 2 | 1 | 1 |
| (large a/c) | 4 | 1 | 1 |
| 3. Departure Tasks | 5 | 3 | 1 |

## Large Model Adders

**Option 1**

| | |
|---|---|
| 1. Waiting to get into depaint at OC | 6.0 |
| 2. Waiting to get into paint (C130) at WR | 2.1 |
| 3. Waiting to get into paint at OC | 5.2 |
| 4. Waiting to get into paint (C141) at WR | 3.9 |

**Option 2**

| | |
|---|---|
| 1. Waiting to get into paint (C141) at WR | 3.5 |
| 2. Waiting to get into paint at OC | 1.6 |

SMALL [redacted] RAFT AS-IS ANALYSIS

| Process Description | Process Time (min,avg,max) | # of Facil | # of Crews | Machine Name | # Shifts Worked | Comments |
|---|---|---|---|---|---|---|
| WR A/C Repair Process | | | | | | |
| F-15 (PDM: 36 per year; MSIP: 28 per year) | | | | | | |
| Fly F-15 to WR from Home Base | N/A | 1 | | FlyF152W | 1 | F_15PDMW, F_15MSIP |
| Perform F-15 Receiving Tasks @WR | 1.5,2,2.5 | 4 | | FRecTskW | 1 | |
| Prep for Depaint F-15 @ WR | 0.7 | 1 | | PrpDWR | 3 | |
| Depaint F-15 @ WR | 2 | 1 | | FDPaintW | 3 | |
| Repair F-15 @ WR (MSIP) | 147.5,157,161.5 | 35 | | FRepairW | 1 | |
| Repair F-15 @ WR (PDM) | 83.5,88,92.5 | | | FRepairW | 1 | |
| Flight Test @WR | 1.5,2,2.5 | 2 | 2 | FltTstWR | 1 | Same for MSIP & PDM |
| Paint F-15 @ WR | 2.7 | 1 | | FPaintW | 3 | |
| Perform F-15 Departure Tasks @WR | 2,5,6 | 4 | | FDptTskW | 1 | |
| Fly F-15 to Home Base from WR | N/A | 1 | | Fly_Ftr_W | 1 | |
| OO | | | | | | |
| F16 (F16:132 per year) | | | | | | |
| Fly to OO from Home base | | | | F16 | | |
| Perform Receiving Tasks @ OO | N/A | 1 | | Fly_2_O | 1 | |
| Bypass Depaint Cycle@OO | 1.5,2,2.5 | 4 | | RecTsk_O | 2 | |
| Prep for Depaint@OO | 0 | 1 | | BypDOO | 1 | 8 per year |
| Depaint@OO | 124@0.75 | 4 | | PrpDOO | 3 | |
| Depaint Deprep and Wash@OO | 66@0.8, 58@0.3 | 3 | | DepOO | 3 | |
| Repair@ OO | 66@1.2, 58@0.2 | 2 | | DepWOO | 3 | |
| Flight Test @ OO | 35,100,125 | 115 | | Repair_O | 2 | 90%@ 110,120,140 10%@ 47,55,60 |
| Paint @ OO | 1.5,2,2.5 | 2 | 4 | FltTstOO | 2 | crew size = |
| Perform Departure Tasks @ OO | 66@4.8, 58@.9, 8@5.1 | 6 | | Paint_O | 3 | 8 scuff, sand & paint |
| Fly to Home Base from OO | 2,5,6 | 4 | | DptTsk_O | 2 | |
| | N/A | 1 | | Fly_Fr_O | 1 | |

SMALL A[redacted]AFT AS-IS ANALYSIS

| Process Description | Process Time (min,avg,max) | # of Facil | # of Crews | Machine Name | # Shifts Worked | Comments |
|---|---|---|---|---|---|---|
| SA | | | | | | |
| A-10 (15 per year) | | | | A_10_A | | |
| Fly to SA from Home Base | N/A | 1 | | Fly_2_A | 1 | |
| Perform Receiving Tasks @ SA | 1.5,2,2.5 | 4 | | RecTsk_A | 1 | |
| Bypass depaint and repair for A-10 | N/A | 1 | | BDPRA10A | 1 | |
| Paint @ SA | 4 | ~~2~~ 1 | | Paint_A | 3 | Uses same resources as T-38, FIFO |
| Perform Departure Tasks @ SA | 2,5,6 | 4 | | DptTsk_A | 1 | Can't do paint & depaint at same time |
| Fly to Home Base from SA | N/A | 1 | | Fly_Fr_A | 1 | |
| | | | | | | |
| T-38 (25 per year) | | | | T_38 | | |
| Fly to SA from Home Base | N/A | 1 | | Fly_2_A | 1 | |
| Perform Receiving Tasks @ SA | 1.5,2,2.5 | 4 | | RecTsk_A | 1 | |
| Depaint @ SA | 1.3 | ~~3~~ 1 | | DPaint_A | 3 | Uses same resources as A10, FIFO |
| Repair @ SA | 158.4,163.5,168.5 | 60 | | Repair_A | 1 | |
| Flight Test @SA | 1.5,2,2.5 | 2 | 2 | FltTstSA | 1 | crew size = 1 |
| Paint @ SA | 1.3 | ~~2~~ 1 | | Paint_A | 3 | Uses same resources as A10, FIFO |
| Perform Departure Tasks @ SA | 2,5,6 | 4 | | DptTsk_A | 1 | |
| Fly to Home Base from SA | N/A | 1 | | Fly_Fr_A | 1 | |
| | | | | | | |

1 paint
1 depaint } can't be performed at same time

SMALL AI[illegible] AS-IS ANALYSIS

| Process Description | Process Time (min,avg,max) | # of Facil | # of Crews | Machine Name | # Shifts Worked | Comments |
|---|---|---|---|---|---|---|
| SM | | | | | | |
| F-15 (24 PDM per year) | | | | F15PDMSM | | |
| Fly to SM from Home Base | N/A | 1 | | Fly_2_M | 1 | |
| Perform Receiving Tasks @ SM | 1.5,2,2.5 | 4 | | RecTsk_M | 1 | |
| Prep for Depaint @ SM | 3 | 2 | | PRPDSM | 3 | |
| Depaint @ SM | 2 | 1 | | DPaint_M | 3 | add'l resources thru O/T & 3rd shift |
| Repair @ SM | 97,101.5,106 | 30 | | Repair_M | 1 | same for MSIP and PDM |
| Flight Test @SM | 1.5,2,2.5 | 2 | 1 | FITstSM | 1 | see below - assumptions |
| Paint @ SM | 4 | 4 | | Paint_M | 3 | |
| Perform Departure Tasks @ SM | 2,5,6 | 4 | | DptTsk_M | 1 | |
| Fly to Home Base from SM | N/A | 1 | | Fly_Fr_M | 1 | |
| | | | | | | |
| A-10 (49 per year) | | | | A_10_M | | |
| Fly to SM from Home Base | N/A | 1 | | Fly_2_M | 1 | |
| Perform Receiving Tasks @ SM | 1.5,2,2.5 | 4 | | RecTsk_M | 1 | |
| Prep for Depaint @ SM | 3 | 1 | | PRPDSM | 3 | Uses same resources as F15, FIFO |
| Depaint @ SM | 3 | 1 | | DPaint_M | 3 | |
| Repair @ SM | 6.5,11,15.5 | 6 | | Repair_M | 1 | |
| Flight Test @SM | 1.5,2,2.5 | 2 | 2 | FITstSM | 1 | crew size = 1 |
| Paint @ SM | 4 | 4 | | Paint_M | 3 | Uses same resources as F15, FIFO |
| Perform Departure Tasks @ SM | 2,5,6 | 4 | | DptTsk_M | 1 | |
| Fly to Home Base from SM | N/A | 1 | | Fly_Fr_M | 1 | |

ASSUMPTIONS:

1. Times based on 8 hr days, 3 shifts.
2. Year based on 251 days.
3. Borrow pilot from command, assume 1 always available (F15 at SM)

Acronyms:

PDM - Program Depot Maintenance
MSIP - Multi-Stage Improvement Program
SA - San Antonio
SM - Sacramento

OO - Ogden
OC - Oklahoma City
WR - Warner Robins

LARGE AIR[illegible]AFT AS-IS ANALYSIS

| | Process Description | Process Time (min,avg,max) | # of Facil | # of Crews | # of Shifts | Machine Name | Comments |
|---|---|---|---|---|---|---|---|
| WR A/C Repair Process | | | | | | | |
| C141 | (24 PDM, 37 CW per year) | | | | | | C141PDM, C141CW |
| | Fly C141 to WR from Home Base | N/A | 1 | | 1 | Fly_2_W | |
| | Perform Receiving Tasks @ WR | 3,4,5 | 4 | | 1 | RecTskWN | |
| | Depaint @ WR | 6.7 | 2 | | 3 | DP_C141 | |
| | Repair @ WR | see attached sheet | 53 | | 1 | Rep_C141 | 32 paint, 29 no depaint/paint |
| | Flight Test @WR | 1.5,2,2.5 | 2 | 2 | 1 | FTstC141 | crew size = 4 |
| | Paint @ WR | 4.7 | 1 | | 3 | P_C141 | |
| | Perform Departure Tasks @ WR | 2,5,6 | 4 | | 1 | DepTsk | |
| | Fly to Home Base from WR | N/A | 1 | | 1 | Fly_Fr_W | |
| | | | | | | | |
| C130 | ( 40 per year) | | | | | | |
| | Fly C130 to WR from Home Base | N/A | 1 | | 1 | Fly_2_W | |
| | Perform C130 Receiving Tasks@WR | 3,4,5 | 4 | | 1 | RecTskWN | |
| or | Depaint C130 @ WR | 5 | 1 | | 3 | PDPWsh_W | 33 per year |
| or | Perform Incoming Wash @WR | 0.5 | 1 | | 1 | Wash_W | 7 per year |
| or | Prepare to fly @ WR | included in repair | 4 | | 1 | DepTsk_W | 23 per year |
| | Fly from WR to OO | .5,1,1.5 | 5 | | 1 | FlyFrW2O | |
| | Get flight crew back to WR | .5,1,1.5 | 1 | | 1 | ComAirLn | |
| or | Repair C130 @ WR | 153.5,163,172.5 | 17 | | 1 | Repair_W | 17 per year |
| | Flight Test @WR | 1.5,2,2.5 | 2 | 1 | 1 | FlTstWR | crew size = 4 |
| | Paint C130 @ WR | 3.3 | 1 | | 3 | Paint_W | 17 per year |
| | Perform C130 Departure Tasks@WR | 2,5,6 | 4 | | 1 | DepTsk | |
| | Fly C130 to Home Base from WR | N/A | 1 | | 1 | Fly_Fr_W | |
| | | | | | | | |
| OO | | | | | | | |
| C130 | (22 per year) | | | | | C_130_O | 22 from OO, 23 from WR |
| | Fly to OO from Home base | N/A | 1 | | 1 | Fly_2_OO | |
| | Perform Receiving Tasks @ OO | 3,4,5 | 4 | | 1 | RecTsk_O | |
| | Repair@ OO | 88.5,93,97.5 | 18 | | 1 | Repair_O | |
| | Flight Test @ OO | 1.5,2,2.5 | 2 | 1 | 1 | FTC130O | crew size = 4 |
| | Paint @ OO | 13@4.8, 10@10.4, 22@5.1 | 2 | | 3 | Paint\O | |
| | Perform Departure Tasks @ OO | 2,5,6 | 4 | | 1 | DptTsk_O | |
| | Fly to Home Base from OO | N/A | 1 | | 1 | Fly_Fr_O | |
| | | | | | | | |

LARGE A[redacted]FT AS-IS ANALYSIS

| Process Description | Process Time (min,avg,max) | # of Facil | # of Crews | # of Shifts | Machine Name | Comments |
|---|---|---|---|---|---|---|
| SA | | | | | | |
| C5 (28 per year) | | | | | | |
| Fly to SA from Home Base | N/A | 1 | | 1 | C5 | 7 no depaint/paint added |
| Perform Receiving Tasks @ SA | 3,4,5 | 4 | | 1 | Fly_2_A | |
| Depaint @ SA | 6 | 1 | | 3 | RecTsk_A | |
| Repair @ SA | 10@166, 11@101, 7@169 (np) | 31 | | 1 | DPaint_A | |
| Flight Test @SA | 1.5,2,2.5 | 2 | 2 | 1 | Repair_A | |
| Paint @ SA | 7 | 1 | | 3 | FlTstSA | crew size = 4 |
| Perform Departure Tasks @ SA | 2,5,6 | 4 | | 1 | Paint_A | |
| Fly to Home Base from SA | N/A | 1 | | 1 | DptTsk_A | |
| SM | | | | | Fly_Fr_A | |
| KC135 (25 per year) | | | | | | |
| Fly to SM from Home Base | N/A | 1 | | 1 | KC135SM | |
| Perform Receiving Tasks @ SM | 3,4,5 | 4 | | 1 | Fly_2_M | |
| Depaint @ SM | 3.75 | 1 | | 3 | RecTsk_M | |
| Repair @ SM | 85,90,95 | 30 | | 1 | DPaint_M | LARPS Basis (WR) |
| Flight Test @SM | 1.5,2,2.5 | 2 | 1 | 1 | Repair_M | |
| Paint @ SM | 5 | 1 | | 3 | FlTstSM | crew size = 4 |
| Perform Departure Tasks @ SM | 2,5,6 | 4 | | 1 | Paint_M | |
| Fly to Home Base from SM | N/A | 1 | | 1 | DptTsk_M | |
| OC | | | | | Fly_Fr_M | |
| B1 (19 per year) | | | | | | |
| Fly to OC from Home Base | N/A | 1 | | 1 | B1 | |
| Perform Receiving Tasks @ OC | 3,4,5 | 4 | | 1 | FlyacOC | |
| Depaint @ OC | 3.7 | 1 | | 3 | PeRECOC | |
| Repair @ OC | 61.5,66,70.5 | 9 | | 1 | DePOC | LARPS Basis (OC) |
| Flight Test @OC | 1.5,2,2.5 | 2 | | 1 | Repair | |
| Paint @ OC | 6 | 2* | | 3 | Flight_T | |
| Perform Departure Tasks @ OC | 2,5,6 | 4 | | 1 | PaintOC | * all share 2 docks for paint |
| Fly to Home Base from OC | N/A | 1 | | 1 | Perform | |
| | | | | | Fly_2_H | |

LARGE AIRCRAFT AS-IS ANALYSIS

| | Process Description | Process Time (min,avg,max) | # of Facil | # of Crews | # of Shifts | Machine Name | Comments |
|---|---|---|---|---|---|---|---|
| B52 | (21 per year) | | | | | B52 | |
| | Fly to OC from Home Base | N/A | 1 | | 1 | FlyacOC | |
| | Perform Receiving Tasks @ OC | 3,4,5 | 4 | | 1 | PeRECOC | |
| | Depaint @ OC | 3.1 | 1 | | 3 | DePOC | LARPS Basis (WR) |
| | Repair @ OC | 71.5,76,80.5 | 8 | | 1 | Repair | |
| | Flight Test @OC | 1.5,2,2.5 | 2 | | 1 | Flight_T | |
| | Paint @ OC | 5 | 2 * | | 3 | PaintOC | * all share 2 docks for paint |
| | Perform Departure Tasks @ OC | 2,5,6 | 4 | | 1 | Perform | |
| | Fly to Home Base from OC | N/A | 1 | | 1 | Fly_2_H | |
| | | | | | | | |
| C135 | (42 per year) | | | | | KC135OC | 9 whole flow, 33 depaint/repair |
| | Fly to OC from Home Base | N/A | 1 | | 1 | FlyacOC | |
| | Perform Receiving Tasks @ OC | 3,4,5 | 4 | | 1 | PeRECOC | |
| | Depaint @ OC | 3.75 | 1 | | 3 | DePOC | LARPS Basis (OC) |
| | Repair @ OC | 76.5,81,85.5 | 21 | | 1 | Repair | |
| | Flight Test @OC | 1.5,2,2.5 | 2 | | 1 | Flight_T | |
| | Paint @ OC | 4 | 2 * | | 3 | PaintOC | * all share 2 docks for paint |
| | Perform Departure Tasks @ OC | 2,5,6 | 4 | | 1 | Perform | |
| | Fly to Home Base from OC | N/A | 1 | | 1 | Fly_2_H | |
| | | | | | | | |
| SP135 | (6 per year) | | | | | SP135 | |
| | Fly to OC from Home Base | N/A | 1 | | 1 | FlyacOC | |
| | Perform Receiving Tasks @ OC | 3,4,5 | 4 | | 1 | PeRECOC | |
| | Depaint @ OC | 3.75 | 1 | | 3 | DePOC | LARPS Basis (OC) |
| | Repair @ OC | 74.5,79,83.5 | | | 1 | Repair | |
| | Flight Test @OC | 1.5,2,2.5 | 2 | | 1 | Flight_T | |
| | Paint @ OC | 6 | 2 * | | 3 | PaintOC | * all share 2 docks for paint |
| | Perform Departure Tasks @ OC | 2,5,6 | 4 | | 1 | Perform | |
| | Fly to Home Base from OC | N/A | 1 | | 1 | Fly_2_H | |
| | | | | | | | |

LARGE AIR[redacted] AS-IS ANALYSIS

| | Process Description | Process Time (min,avg,max) | # of Facil | # of Crews | # of Shifts | Machine Name | Comments |
|---|---|---|---|---|---|---|---|
| E3 | (10 per year) | | | | | | |
| | Fly to OC from Home Base | N/A | 1 | | 1 | FlyacOC | |
| | Perform Receiving Tasks @ OC | 0 | 4 | | 1 | PeRECOC | no rec required at OC |
| | Depaint @ OC | 6 3 | 1 | | 3 | DePOC | LARPS Basis (WR) |
| | Repair @ OC | 64.5,69,73.5 | 7 | | 1 | Repair | |
| | Flight Test @OC | 1.5,2,2.5 | 2 | | 1 | Flight T | |
| | Paint @ OC | 10 | 2 * | | 3 | PaintOC | * all share 2 docks for paint |
| | Perform Departure Tasks @ OC | 2,5,6 | 4 | | 1 | Perform | |
| | Fly to Home Base from OC | N/A | 1 | | 1 | Fly 2 H | |

ASSUMPTIONS:

1. Times based on 8 hr days, 3 shifts.
2. Year based on 251 days.
3. B52 and E3 share depaint facility
4. E3 at OC doesn't req rec tasks. Does req when flown to or from other ALCs.

# DUPLICATE TASKS

SCENARIO I / SMALL AIRCRAFT

| | INCOMING DPSH | OUTGOING DPSH | FREQUENCY IN/OUT | RCG RATE | INCOMING COST | OUTGOING COST | TOTAL COST | TOTAL HOURS | YIELD/RATE 1428 | NUMBER DIRECT |
|---|---|---|---|---|---|---|---|---|---|---|
| F-16 | 25 | 40 | 0 | $81.58 | $0 | $0 | $0 | 0 | 1428 | 0.0 |
| F-15 | 40.5 | 93.2 | 176 | $81.58 | $581,502 | $1,338,173 | $1,919,675 | 23531.2 | 1428 | 16.5 |
| T-38 | 28 | 81 | 50 | $81.58 | $114,212 | $330,399 | $444,611 | 5450 | 1428 | 3.8 |
| A-10 | 24.1 | 40.6 | 98 | $81.58 | $192,676 | $324,591 | $517,266 | 6340.6 | 1428 | 4.4 |
| | | | | | | TOTAL | $2,881,552 | | TOTAL/PEOPLE | 24.7 |

SCENARIO II / SMALL AIRCRAFT

| | INCOMING DPSH | OUTGOING DPSH | FREQUENCY IN/OUT | RGC RATE | INCOMING COST | OUTGOING COST | TOTAL COST | TOTAL HOURS | YIELD/RATE 1280 | NUMBER DIRECT |
|---|---|---|---|---|---|---|---|---|---|---|
| F-16 | 25 | 40 | 256 | $86.53 | $553,792 | $886,067 | $1,439,859 | 16640 | 1280 | 13.0 |
| F-15 | 40.5 | 93.2 | 88 | $86.53 | $308,393 | $709,684 | $1,018,077 | 11765.6 | 1280 | 9.2 |
| T-38 SM | 28 | 81 | 25 | $86.53 | $60,571 | $175,223 | $235,794 | 2725 | 1280 | 2.1 |
| T-38 WR | 28 | 81 | 25 | $88.30 | $61,810 | $178,808 | $240,618 | 2725 | 1493 | 1.8 |
| A-10 | 24.1 | 40.6 | 0 | $86.53 | $0 | $0 | $0 | 0 | 1280 | 0.0 |
| | | | | | | TOTAL | $2,934,348 | | TOTAL/PEOPLE | 26.1 |

SCENARIO I / LARGE AIRCRAFT

| | INCOMING DPSH | OUTGOING DPSH | FREQUENCY IN/OUT | RCG RATE | INCOMING COST | OUTGOING COST | TOTAL COST | TOTAL HOURS | YIELD/RATE | NUMBER DIRECT |
|---|---|---|---|---|---|---|---|---|---|---|
| B-1 | 320.5 | 216.8 | 0 | $100.65 | $0 | $0 | $0 | 0 | 1286 | 0.0 |
| B-52 | 320.5 | 216.8 | 21 | $88.30 | $594,303 | $402,012 | $996,315 | 11283.3 | 1401 | 8.1 |
| C-135 SM | 303.5 | 229.2 | 25 | $86.53 | $656,546 | $495,817 | $1,152,363 | 13317.5 | 1280 | 10.4 |
| C-135 SA | 303.5 | 229.2 | 31 | $113.36 | $1,066,548 | $805,445 | $1,871,993 | 16513.7 | 1208 | 13.7 |
| E-3 | 303.5 | 229.2 | 10 | $88.30 | $267,991 | $202,384 | $470,374 | 5327 | 1401 | 3.8 |
| SP-135 | 303.5 | 229.2 | 0 | $100.65 | $0 | $0 | $0 | 0 | 1286 | 0.0 |
| C-5 | 551.9 | 699 | 0 | $113.36 | $0 | $0 | $0 | 0 | 1208 | 0.0 |
| C-141 | 127.9 | 215.3 | 0 | $88.30 | $0 | $0 | $0 | 0 | 1401 | 0.0 |
| C-130 WR | 100 | 155.3 | 45 | $88.30 | $397,350 | $617,085 | $1,014,435 | 11488.5 | 1401 | 8.2 |
| C-130 SA | 100 | 155.3 | 28 | $113.36 | $317,408 | $492,935 | $810,343 | 7148.4 | 1208 | 5.9 |
| | | | | | | TOTAL | $6,315,823 | | TOTAL/PEOPLE | 50.0 |

SCENARIO II / LARGE AIRCRAFT

| | INCOMING DPSH | OUTGOING DPSH | FREQUENCY IN/OUT | RCG RATE | INCOMING COST | OUTGOING COST | TOTAL COST | TOTAL HOURS | YIELD/RATE | NUMBER DIRECT |
|---|---|---|---|---|---|---|---|---|---|---|
| B-1 | 320.5 | 216.8 | 0 | $100.65 | $0 | $0 | $0 | 0 | 1286 | 0.0 |
| B-52 | 320.5 | 216.8 | 42 | $88.30 | $1,188,606 | $804,024 | $1,992,631 | 22566.6 | 1401 | 16.1 |
| C-135 SM | 303.5 | 229.2 | 14 | $86.53 | $367,666 | $277,657 | $645,323 | 7457.8 | 1280 | 5.8 |
| C-135 WR | 303.5 | 229.2 | 25 | $88.30 | $669,976 | $505,959 | $1,175,935 | 13317.5 | 1401 | 9.5 |
| E-3 | 303.5 | 229.2 | 20 | $88.30 | $535,981 | $404,767 | $940,748 | 10654 | 1401 | 7.6 |
| SP-135 | 303.5 | 229.2 | 0 | $100.65 | $0 | $0 | $0 | 0 | 1286 | 0.0 |
| C-5 | 551.9 | 699 | 42 | $100.65 | $2,333,047 | $2,954,883 | $5,287,930 | 52537.8 | 1285 | 40.9 |
| C-141 | 127.9 | 215.3 | 0 | $88.30 | $0 | $0 | $0 | 0 | 1401 | 0.0 |
| C-130 WR | 100 | 155.3 | 6 | $88.30 | $52,980 | $82,278 | $135,258 | 1531.8 | 1401 | 1.1 |
| C-130 OC | 100 | 155.3 | 28 | $100.65 | $281,820 | $437,666 | $719,486 | 7148.4 | 1286 | 5.6 |
| | | | | | | TOTAL | $10,897,312 | | TOTAL/PEOPLE | 86.6 |

# ENVIRONMENTAL IMPACTS

ADDITIONAL ENVIRONMENTL IMPACTS
AIR EMISSIONS AND HAZARDOUS WATE GENERATION

| SMALL/AIRCRAFT | | | SCENARIO I (PAINT/DEPAINT) | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TOTAL | PAINT/ | | | | |
| | LOSING | AIRCRAFT | VOC | SOLVENT | FILTERS | RAGS | PMB | |
| MDS | ALC | QTY | LBS | LBS | LBS | LBS | LBS | TOTAL |
| | | | (AIR) | | | | | (HWG) |
| F-15 | SM | 24 | 1940 | 3510 | 471 | 2487 | 13546 | 21954 |
| F-15 | WR | 64 | 10400 | 7360 | 4160 | 1408 | 65728 | 89056 |
| A-10 | SM | 49 | 3961 | 16549 | 707 | 6218 | 34543 | 61978 |
| A-10 | SA | 15 | 1815 | 3000 | 0 | 3375 | 0 | 8190 |
| T-38 | SA | 25 | 300 | 1250 | 0 | 5625 | 400 | 7575 |
| | | | 18416 | | | | | 188753 |
| IMPACTED/GAINING ALC: | | | | | | | | |
| | OO | | 18416 | | | | | 188753 |

| SMALL/AIRCRAFT | | | SCENARIO 2 (PAINT) | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TOTAL | PAINT/ | | | | |
| | LOSING | AIRCRAFT | VOC | SOLVENT | FILTERS | RAGS | PMB | |
| MDS | ALC | QTY | LBS | LBS | LBS | LBS | LBS | TOTAL |
| | | | (AIR) | | | | | (HWG) |
| F-16 | OO | 132 | 6296 | 32340 | 5808 | 12144 | 0 | 56588 |
| F-15 | WR | 64 | 10400 | 7360 | 3952 | 930 | 0 | 22642 |
| A-10 | SA | 15 | 1815 | 3000 | 0 | 3375 | 0 | 8190 |
| T-38 | SA | 25 | 300 | 1250 | 0 | 3750 | 400 | 5700 |
| | | | 18811 | | | | | 93120 |
| IMPACTED/GAINING ALC: | | | | | | | | |
| | SM | | 18811 | | | | | 93120 |

| SMALL/AIRCRAFT | | | SCENARIO 2 (DEPAINT) | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TOTAL | PAINT/ | | | | |
| | LOSING | AIRCRAFT | VOC | SOLVENT | FILTERS | RAGS | PMB | |
| MDS | ALC | QTY | LBS | LBS | LBS | LBS | LBS | TOTAL |
| | | | (AIR) | | | | | (HWG) |
| F-16 | OO | 124 | 0 | 0 | 1984 | 5704 | 133052 | 140740 |
| F-15 | SM | 24 | 0 | 0 | 471 | 746 | 13546 | 14763 |
| T-38 | SA | 25 | 0 | 0 | 0 | 1875 | 0 | 1875 |
| | | | 0 | | | | | 157378 |
| IMPACTED/GAINING ALC: | | | | | | | | |
| | SM | | 0 | | | | | 140740 |
| | WR | | 0 | | | | | 16638 |

ADDITIONAL ENVIRONMENTL IMPACTS
AIR EMISSIONS AND HAZARDOUS WATE GENERATION

| LARGE/AIRCRAFT | | | SCENARIO I (PAINT) | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| | | | TOTAL | PAINT/ | | | | |
| | LOSING | AIRCRAFT | VOC | SOLVENT | FILTERS | RAGS | PMB/LARPS | |
| MDS | ALC | QTY | LBS | LBS | LBS | LBS | LBS | TOTAL |
| | | | (AIR) | | | | | (HWG) |
| C-135 | OC | 6 | 1656 | 23778 | 4272 | 8928 | 1800 | 40434 |
| C-135 | SM | 25 | 6900 | 71054 | 942 | 8290 | 0 | 87186 |
| C-130 | OO | 45 | 15215 | 20025 | 5940 | 2070 | 0 | 43250 |
| | | | 23771 | | | | | 170870 |
| | | | | | | | | |
| IMPACTED/GAINING ALC: | | | | | | | | |
| | SA | | 8556 | | | | | 127620 |
| | WR | | 15215 | | | | | 43250 |
| | | | | | | | | |
| | | | | | | | | |

| LARGE/AIRCRAFT | | | SCENARIO I (DEPAINT) | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| | | | TOTAL | PAINT/ | | | | |
| | LOSING | AIRCRAFT | VOC | SOLVENT | FILTERS | RAGS | PMB/LARPS | |
| MDS | ALC | QTY | LBS | LBS | LBS | LBS | LBS | TOTAL |
| | | | (AIR) | | | | | (HWG) |
| C-130 | OO | 18 | 0 | 0 | 0 | 0 | 16200 | 16200 |
| C-130 | WR | 10 | 0 | 0 | 0 | 0 | 9000 | 9000 |
| B-52 | OC | 21 | 0 | 0 | 0 | 0 | 8925 | 8925 |
| C-135 | SM | 25 | 0 | 0 | 0 | 0 | 7500 | 7500 |
| E-3 | OC | 10 | 0 | 0 | 0 | 0 | 3150 | 3150 |
| | | | 0 | | | | | 44775 |
| | | | | | | | | |
| IMPACTED/GAINING ALC: | | | | | | | | |
| | SA | | 0 | | | | | 25200 |
| | WR | | 0 | | | | | 19575 |
| | | | | | | | | |
| | | | | | | | | |

ADDITIONAL ENVIRONMENTL IMPACTS
AIR EMISSIONS AND HAZARDOUS WATE GENERATION

| LARGE/AIRCRAFT | | | SCENARIO 2 (PAINT) | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TOTAL | PAINT/ | | | | |
| | LOSING | AIRCRAFT | VOC | SOLVENT | FILTERS | RAGS | PMB | |
| MDS | ALC | QTY | LBS | LBS | LBS | LBS | LBS | TOTAL |
| | | | (AIR) | | | | | (HWG) |
| C-5 | SA | 21 | 23625 | 33600 | 0 | 31500 | 0 | 88725 |
| C-135 | OC | 14 | 3864 | 55482 | 14448 | 20832 | 0 | 94626 |
| B-52 | OC | 21 | 7287 | 120666 | 21672 | 45318 | 0 | 194943 |
| C-130 | OO | 6 | 1998 | 2670 | 792 | 276 | 0 | 5736 |
| E-3 | OC | 10 | 7470 | 41610 | 7470 | 15630 | 0 | 72180 |
| | | | 44244 | | | | | 456210 |
| IMPACTED/GAINING ALC: | | | | | | | | |
| | OC | | 23625 | | | | | 88725 |
| | SM | | 3864 | | | | | 94626 |
| | WR | | 16755 | | | | | 272859 |

| LARGE/AIRCRAFT | | | SCENARIO 2 (DEPAINT) | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TOTAL | PAINT/ | | | | |
| | LOSING | AIRCRAFT | VOC | SOLVENT | FILTERS | RAGS | PMB | |
| MDS | ALC | QTY | LBS | LBS | LBS | LBS | LBS | TOTAL |
| | | | (AIR) | | | | | (HWG) |
| C-5 | SA | 21 | 0 | 0 | 0 | 1575 | 16800 | 169575 |
| C-130 | WR | 10 | 0 | 0 | 0 | 0 | 9000 | 9000 |
| C-130 | OO | 18 | 0 | 0 | 0 | 0 | 8925 | 8925 |
| B-52 | OC | 21 | 0 | 0 | 0 | 0 | 8925 | 8925 |
| C-135 | SM | 25 | 0 | 0 | 0 | 0 | 7500 | 7500 |
| E-3 | OC | 10 | 0 | 0 | 0 | 0 | 3150 | 3150 |
| | | | 0 | | | | | 207075 |
| IMPACTED/GAINING ALC: | | | | | | | | |
| | OC | | 0 | | | | | 187500 |
| | WR | | 0 | | | | | 19575 |

# FLIGHT CREW AND AIRCRAFT TRANSPORTATION COSTS

| | SCENARIO 1 - SMALL AIRCRAFT | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A/C | PDM | CREW | FROM: | TO: | A/C QTY | COM AIR | PER DIEM | CREW $ | A/C FROM: | TO: | FLT | LOG CST | TRANS $ |
| PAINT | F-16 | (OO) | NO TRAVEL | | | 132 | | | | | | | | |
| PAINT | F-15 | (SM) | 1 | WR | SM | 24 | $285 | $69 | $8,496 | SM | OO | 1.00 | $5,993 | $143,832 |
| PAINT | F-15 | (SM) | 1 | OO | WR | 24 | $294 | $82 | $9,024 | | | | | |
| PAINT | F-15 | (WR) | 1 | OO | WR | 64 | $294 | $82 | $24,064 | WR | OO | 3.00 | $5,993 | $1,150,656 |
| PAINT | A-10 | (SM) | 1 | OO | SM | 49 | $186 | $82 | $13,132 | SM | OO | 1.75 | $1,436 | $123,137 |
| PAINT | A-10 | (SA) | NO TRAVEL | | | 15 | | | | | | | | |
| PAINT | T-38 | (SA) | 1 | OO | SA | 25 | $186 | $111 | $7,425 | SA | OO | 4.00 | $654 | $65,400 |
| DEPAINT | F-16 | (OO) | NO TRAVEL | | | 124 | | | | | | | | |
| DEPAINT | F-15 | (SM) | 1 | WR | OO | 24 | $294 | $82 | $9,024 | OO | SM | 1.00 | $5,993 | $143,832 |
| DEPAINT | F-15 | (SM) | 1 | SM | WR | 24 | $285 | $69 | $8,496 | | | | | |
| DEPAINT | F-15 | (WR) | 1 | WR | OO | 64 | $294 | $82 | $24,064 | OO | WR | 3.00 | $5,993 | $1,150,656 |
| DEPAINT | A-10 | (SM) | 1 | SM | OO | 49 | $186 | $82 | $13,132 | OO | SM | 1.75 | $1,436 | $123,137 |
| DEPAINT | T-38 | (SA) | 1 | SA | OO | 25 | $186 | $82 | $6,700 | OO | SA | 4.00 | $654 | $65,400 |
| | | | | | | | | | $123,557 | | | | | $2,966,050 |
| | | | | | | | | | | TOTAL CREW/TRANS COST: | | | | $3,089,607 |
| | SCENARIO 2 - SMALL AIRCRAFT | | | | | | | | | | | | | |
| | A/C | PDM | CREW | FROM: | TO: | A/C QTY | COM AIR | PER DIEM | CREW $ | A/C FROM: | TO: | FLT | LOG CST | TRANS $ |
| PAINT | F-16 | (OO) | 1 | SM | OO | 132 | $186 | $82 | $35,376 | OO | SM | 1.25 | $2,081 | $343,365 |
| PAINT | F-15 | (SM) | NO TRAVEL | | | 24 | | | | | | | | |
| PAINT | F-15 | (WR) | 1 | SM | WR | 64 | $285 | $69 | $22,656 | WR | SM | 4.00 | $5,993 | $1,534,208 |
| PAINT | A-10 | (SM) | NO TRAVEL | | | 49 | | | | | | | | |
| PAINT | A-10 | (SA) | NO TRAVEL | | | 15 | | | | | | | | |
| PAINT | T-38 | (SA) | 1 | SM | SA | 25 | $184 | $111 | $7,375 | SA | SM | 4.00 | $654 | $65,400 |
| DEPAINT | F-16 | (OO) | 1 | OO | SM | 124 | $186 | $109 | $36,580 | SM | OO | 1.25 | $2,081 | $322,555 |
| DEPAINT | F-15 | (WR) | NO TRAVEL | | | 49 | | | | | | | | |
| DEPAINT | F-15 | (SM) | 1 | SM | WR | 24 | $285 | $69 | $8,496 | WR | SM | 4.00 | $5,993 | $575,328 |
| DEPAINT | F-15 | (WR) | NO TRAVEL | | | 64 | | | | | | | | |
| DEPAINT | T-38 | (SA) | 1 | SA | WR | 25 | $259 | $69 | $8,200 | WR | SA | 2.50 | $654 | $40,875 |
| | | | | | | | | | $118,683 | | | | | $2,881,731 |
| | | | | | | | | | | TOTAL CREW/TRANS COST: | | | | $3,000,414 |

| | SCENARIO 1 - LARGE AIRCRAFT | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A/C | PDM | CREW | FROM: | TO: | A/C QTY | COM AIR | PER DIEM | CREW $ | A/C FROM: | TO: | FLT | LOG CST | TRANS $ |
| PAINT | B-1 | (OC) | NO TRAVEL | | | 19 | | | | | | | | |
| PAINT | B-52 | (OC) | NO TRAVEL | | | 21 | | | | | | | | |
| PAINT | KC-135 | (OC) | NO TRAVEL | | | 36 | | | | | | | | |
| PAINT | E-3 | (OC) | NO TRAVEL | | | 10 | | | | | | | | |
| PAINT | SP-135 | (OC) | NO TRAVEL | | | 6 | | | | | | | | |
| PAINT | C-5 | (SA) | NO TRAVEL | | | 21 | | | | | | | | |
| PAINT | KC-135 | (OC) | 3 | SA | OC | 6 | $79 | $98 | $3,186 | OC | SA | 1.67 | $2,204 | $22,084 |
| PAINT | KC-135 | (SM) | 3 | SA | SM | 25 | $184 | $109 | $21,975 | SM | SA | 3.25 | $2,204 | $179,075 |
| PAINT | C-130 | (OO) | 3 | WR | OO | 45 | $294 | $82 | $50,760 | OO | WR | 4.00 | $1,719 | $309,420 |
| PAINT | C-130 | (WR) | NO TRAVEL | | | 22 | | | | | | | | |
| PAINT | C-130 | (WR) | NO TRAVEL | | | 37 | | | | | | | | |
| DEPAINT | B-1 | (OC) | NO TRAVEL | | | 19 | | | | | | | | |
| DEPAINT | KC-135 | (OC) | NO TRAVEL | | | 48 | | | | | | | | |
| DEPAINT | C-5 | (SA) | NO TRAVEL | | | 21 | | | | | | | | |
| DEPAINT | C-130 | (OO) | 3 | OO | SA | 18 | $186 | $111 | $16,038 | SA | OO | 2.00 | $1,719 | $61,884 |
| DEPAINT | C-130 | (WR) | 3 | WR | SA | 10 | $259 | $111 | $11,100 | SA | WR | 2.00 | $1,719 | $34,380 |
| DEPAINT | B-52 | (OC) | 3 | OC | WR | 21 | $279 | $69 | $21,924 | WR | OC | 2.25 | $6,797 | $321,158 |
| DEPAINT | KC-135 | (SM) | 3 | SM | WR | 25 | $285 | $69 | $26,550 | WR | SM | 5.00 | $2,204 | $275,500 |
| DEPAINT | C-141 | (WR) | NO TRAVEL | | | 32 | | | | | | | | |
| DEPAINT | E-3 | (OC) | 4 | OC | WR | 10 | $279 | $69 | $13,920 | WR | OC | 2.00 | $3,777 | $75,540 |
| | | | | | | | | | $165,453 | | | | | $1,279,041 |
| | | | | | | | | | | TOTAL CREW/TRANS COST: | | | | $1,444,494 |

| | SCENARIO 2 - LARGE AIRCRAFT | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A/C | PDM | CREW | FROM: | TO: | A/C QTY | COM AIR | PER DIEM | CREW $ | A/C FROM: | TO: | FLT | LOG CST | TRANS $ |
| PAINT | B-1 | (OC) | NO TRAVEL | | | 19 | | | | | | | | |
| PAINT | C-5 | (SA) | 4 | OC | SA | 21 | $79 | $111 | $15,960 | SA | OC | 1.25 | $5,689 | $149,336 |
| PAINT | KC-135 | (OC) | NO TRAVEL | | | 34 | | | | | | | | |
| PAINT | C-130 | (OO) | NO TRAVEL | | | 39 | | | | | | | | |
| PAINT | KC-135 | (SM) | 3 | SM | OC | 14 | $144 | $98 | $10,164 | SM | OC | 3.00 | $2,204 | $92,568 |
| PAINT | KC-135 | (SM) | NO TRAVEL | | | 25 | | | | | | | | |
| PAINT | B-52 | (OC) | 3 | WR | OC | 21 | $279 | $98 | $23,751 | OC | WR | 2.25 | $6,797 | $321,158 |
| PAINT | C-130 | (OO) | 3 | WR | OO | 6 | $294 | $82 | $6,768 | OO | WR | 4.00 | $1,719 | $41,256 |
| PAINT | C-130 | (WR) | NO TRAVEL | | | 17 | | | | | | | | |
| PAINT | C-141 | (WR) | NO TRAVEL | | | 37 | | | | | | | | |
| PAINT | E-3 | (OC) | 4 | WR | OC | 10 | $279 | $98 | $15,080 | OC | WR | 2.25 | $3,777 | $84,983 |
| DEPAINT | B-1 | (OC) | NO TRAVEL | | | 19 | | | | | | | | |
| DEPAINT | C-5 | (SA) | 4 | SA | OC | 21 | $79 | $98 | $14,868 | OC | SA | 1.25 | $5,689 | $149,336 |
| DEPAINT | KC-135 | (OC) | NO TRAVEL | | | 48 | | | | | | | | |
| DEPAINT | C-130 | (WR) | 3 | WR | OC | 10 | $279 | $98 | $11,310 | OC | WR | 2.00 | $1,719 | $34,380 |
| DEPAINT | C-130 | (OO) | 3 | OO | OC | 18 | $195 | $98 | $15,822 | OC | OO | 2.00 | $1,719 | $61,884 |
| DEPAINT | B-52 | (OC) | 3 | OC | WR | 21 | $279 | $69 | $21,924 | WR | OC | 2.25 | $6,797 | $321,158 |
| DEPAINT | KC-135 | (SM) | 3 | SM | WR | 25 | $285 | $69 | $26,550 | WR | SM | 5.00 | $2,204 | $275,500 |
| DEPAINT | C-141 | (WR) | NO TRAVEL | | | 32 | | | | | | | | |
| DEPAINT | E-3 | (OC) | 4 | OC | WR | 10 | $279 | $69 | $13,920 | WR | OC | 2.25 | $3,777 | $84,983 |
| | | | | | | | | | $176,117 | | | | | $1,616,542 |
| | | | | | | | | | | TOTAL CREW/TRANS COST: | | | | $1,792,659 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | **REOCURRING COSTS** | | COST TO: | CREW $ | TRANS $ | | | | TOTAL |
| | | | | | SCENARIO 1 SMALL A/C | | SM | $21,628 | $266,969 | | | | $288,597 |
| | | | | | | | OO | $52,920 | $1,483,025 | | | | $1,535,945 |
| | | | | | | | SA | $7,425 | $65,400 | | | | $72,825 |
| | | | | | | | WR | $41,584 | $1,150,656 | | | | $1,192,240 |
| | | | | | | | | $123,557 | $2,966,050 | | | | $3,089,607 |
| | | | | | SCENARIO 2 SMALL A/C | | OO | $35,376 | $322,555 | | | | $357,931 |
| | | | | | | | SA | $7,375 | $40,875 | | | | $48,250 |
| | | | | | | | SM | $36,580 | $2,518,301 | | | | $2,554,881 |
| | | | | | | | WR | $39,352 | | | | | $39,352 |
| | | | | | | | | $118,683 | $2,881,731 | | | | $3,000,414 |
| | | | | | SCENARIO 1 LARGE A/C | | OC | $3,186 | $396,698 | | | | $399,884 |
| | | | | | | | OO | $50,760 | $61,884 | | | | $112,644 |
| | | | | | | | SA | $27,138 | $201,159 | | | | $228,297 |
| | | | | | | | SM | $21,975 | $275,500 | | | | $297,475 |
| | | | | | | | WR | $62,394 | $343,800 | | | | $406,194 |
| | | | | | | | | $165,453 | $1,279,041 | | | | $1,444,494 |
| | | | | | SCENARIO 2 LARGE A/C | | OC | $90,995 | $648,045 | | | | $739,040 |
| | | | | | | | OO | $6,768 | $61,884 | | | | $68,652 |
| | | | | | | | SA | $15,960 | $149,336 | | | | $165,296 |
| | | | | | | | SM | | $275,500 | | | | $275,500 |
| | | | | | | | WR | $62,394 | $481,777 | | | | $544,171 |
| | | | | | | | | $176,117 | $1,616,542 | | | | $1,792,659 |

| AIRCREW ROUNDTRIP COMMERCIAL AIRFARE (PER SATO, 28 FEB 95) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TO\FROM | OC | OO | SA | SM | WR | | | |
| OC | | $390 | | | $558 | | | |
| OO | | | $372 | $372 | $588 | | | |
| SA | $158 | | | $368 | | | | |
| SM | $288 | | $368 | | | | | |
| WR | | | $518 | $570 | | | | |
| | | | | | | | | |
| AIRCREW ONEWAY COMMERCIAL AIRFARE | | | | | | | PER DIEM | |
| TO\FROM | OC | OO | SA | SM | WR | LODGING | MEALS | TOTAL |
| OC | | $195 | $79 | $144 | $279 | $68 | $30 | $98 |
| OO | $195 | | $186 | $186 | $294 | $56 | $26 | $82 |
| SA | $79 | $186 | | $184 | $259 | $77 | $34 | $111 |
| SM | $144 | $186 | $184 | | $285 | $71 | $38 | $109 |
| WR | $279 | $294 | $259 | $285 | | $43 | $26 | $69 |
| | | | | | | | | |
| | LOGISTICS COSTS (AFI 65-503), 31 OCT 94 | | | | | | | |
| A/C | FY95-$/HR | OSD INF | FYXX-$/HR | MDS AVERAGE | | | | |
| F-16 | $2,081 | 1.000 | $2,081 | F-16C | | | | |
| F-15 | $5,993 | 1.000 | $5,993 | F15C/D | | | | |
| A-10 | $1,436 | 1.000 | $1,436 | A-10A | | | | |
| T-38 | $654 | 1.000 | $654 | T-38A | | | | |
| C-5 | $5,689 | 1.000 | $5,689 | C-5A/B | | | | |
| C-130 | $1,719 | 1.000 | $1,719 | A/H/W/C-130E/H/N/P | | | | |
| KC-135 | $2,204 | 1.000 | $2,204 | KC-135R | | | | |
| B-52 | $6,797 | 1.000 | $6,797 | B-52H | | | | |
| E-3 | $3,777 | 1.000 | $3,777 | E-3A/B | | | | |

# INTERIM PRODUCTION SUPPORT CALCULATIONS

INTERIM PRODUCTION SUPPORT (IPS) REQUIREMENTS

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SMALL AIRCRAFT SCENARIO 1 | | | (FY97) | | | | |
| PAINT | | | | TOTAL DPSH TRANSFERRED: | | | 61408 |
| | LOSING CENTER | GAINING CENTER | A/C | No. A/C | PERCENT | IMPACT | ANNUAL DPSH FOR IPS |
| | WR | OO | F-15 | 64 | 33% | None | 0 |
| | SM | OO | F-15 | 24 | 13% | None | 0 |
| | SM | OO | A-10 | 49 | 38% | 2 Week | 972 |
| | SA | OO | A-10 | 15 | 12% | 3 Week | 307 |
| | SA | OO | T-38 | 25 | 4% | 4 Week | 102 |
| DEPAINT | | | | TOTAL DPSH TRANSFERRED: | | | 57423 |
| | LOSING CENTER | GAINING CENTER | A/C | No. A/C | PERCENT | IMPACT | ANNUAL DPSH FOR IPS |
| | WR | OO | F-15 | 64 | 40% | None | 0 |
| | SM | OO | F-15 | 24 | 56% | None | 0 |
| | SM | OO | A-10 | 49 | 0% | None | 0 |
| | SA | OO | T-38 | 25 | 4% | None | 0 |
| SMALL AIRCRAFT SCENARIO 2 | | | (FY97) | | | | |
| PAINT | | | | TOTAL DPSH TRANSFERRED: | | | 46232 |
| | LOSING CENTER | GAINING CENTER | A/C | No. A/C | PERCENT | IMPACT | ANNUAL DPSH FOR IPS |
| | OO | SM | F-16 | 132 | 34% | 2 Week | 655 |
| | WR | SM | F-15 | 64 | 44% | None | 0 |
| | SA | SM | A-10 | 15 | 17% | None | 0 |
| | SA | SM | T-38 | 25 | 5% | 2 Week | 96 |
| DEPAINT | | | | TOTAL DPSH TRANSFERRED: | | | 29889 |
| | LOSING CENTER | GAINING CENTER | A/C | No. A/C | PERCENT | IMPACT | ANNUAL DPSH FOR PS |
| | OO | SM | F-16 | 124 | 64% | None | 0 |
| | SM | WR | F-15 | 24 | 29% | None | 0 |
| | SA | WR | T-38 | 25 | 5% | None | 0 |

INTERIM PRODUCTION SUPPORT (IPS) REQUIREMENTS

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| LARGE AIRCRAFT SCENARIO 1 | | | | (FY99) | | | | | |
| PAINT | | | | TOTAL DPSH TRANSFERRED: | | | | 81022 | |
| | LOSING CENTER | GAINING CENTER | A/C | No. A/C | PERCENT | IMPACT | ANNUAL DPSH FOR IPS | | |
| | OO | WR | C-130 | 45 | 38% | None | | 0 | |
| | OC | WR | C-135 | 6 | 12% | 1 Month | | 810 | |
| | SM | SA | C-135 | 25 | 50% | 1 Month | | 3376 | |
| DEPAINT | | | | TOTAL DPSH TRANSFERRED: | | | | 97965 | |
| | LOSING CENTER | GAINING CENTER | A/C | No. A/C | PERCENT | IMPACT | ANNUAL DPSH FOR IPS | | |
| | WR | SA | C-130 | 28 | 28% | 2 Months | | 4572 | |
| | SM | WR | C-135 | 25 | 42% | 6 Months | | 20573 | |
| | OC | WR | B-52 | 21 | 30% | 6 Months | | 14695 | *incl |
| | OC | WR | E-3* | 10 | | | | | |
| LARGE AIRCRAFT SCENARIO 2 | | | | (FY99) | | | | | |
| PAINT | | | | TOTAL DPSH TRANSFERRED: | | | | 169894 | |
| | LOSING CENTER | GAINING CENTER | A/C | No. A/C | PERCENT | IMPACT | ANNUAL DPSH FOR IPS | | |
| | SA | OC | C-5 | 21 | 51% | 1 Month | | 7220 | PMB |
| | OC | WR | B-52 | 21 | 34% | 1 Month | | 4814 | *incl LARPS |
| | OC | WR | E-3* | 6 | | | | | LARPS |
| | OC | SM | C-135 | 14 | 13% | None | | 0 | LARPS |
| | OO | WR | C-130 | 6 | 2% | None | | 0 | LARPS |
| DEPAINT | | | | TOTAL DPSH TRANSFERRED: | | | | 181001 | |
| | LOSING CENTER | GAINING CENTER | A/C | No. A/C | PERCENT | IMPACT | ANNUAL DPSH FOR PS | | |
| | SA | OC | C-5 | 21 | 23% | 6 Months | | 20815 | PMB |
| | SA | | C-5 | 21 | 23% | 6 Months | | 20815 | PMB |
| | WR | OC | C-130 | 28 | 15% | 4 Months | | 8960 | BOSS |
| | OC | WR | B-52 | 21 | 17% | 6 Months | | 15385 | *incl LARPS |
| | OC | WR | E-3* | 10 | | | | | LARPS |
| | SM | WR | C-135 | 25 | 22% | 6 Months | | 19910 | LARPS |

# USAF AIRCRAFT COATING SYSTEMS STRATEGY

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

17 FEB 1995

MEMORANDUM FOR HQ AFMC/LGP

FROM: HQ AFMC/ENS

SUBJECT: Technology Analysis for Technology Repair Center (TRC)/Process Assessment-Aircraft Paint/Depaint (Your Ltr, 8 Feb 95)

1. The attached documents are forwarded as per your request in subject letter.

2. Our POC is Charles Smith, HQ AFMC/ENSP, 78212.

RICHARD G. NELSON, Lt Col, USAF
Acting Dir, Eng & Tech Mgt Support Div
Directorate of Eng & Tech Mgt

Attachments:
1. USAF Aircraft Coating Systems Strategy
2. Coating Strategy Roadmap
3. AFMC Paint Removal Process Strategy
4. Point Paper on Commercial Aircraft Coating Systems

# USAF AIRCRAFT COATING SYSTEMS STRATEGY

**1.0 Purpose** This document establishes an investment strategy for coating systems applicable to all operational aircraft.

**2.0 Objective** This strategy ensures all coating systems satisfy the mission in an environmentally and worker safe compliant manner.

**3.0 Approach** This strategy embodies a systems approach to meet fundamental requirements. Achieving environmental, health and safety mandates requires changes in materials, processes, equipment and application techniques. A Paint Technology Task Force has been established to develop a coherent research, development and implementation strategy for aircraft coatings. This task force advises the AFMC Mission Element Boards on appropriate investment decisions in the area of coating technologies. The strategy establishes a materials group manager for coating systems. This single manager is responsible for the acquisition and sustainment of a comprehensive, integrated process that includes cleaning, stripping, surface preparation, coating application, upkeep and waste disposal. The material group includes all items that comprise the coating process. The concept of operations (CONOPS) describes the supporting organizations and their interfaces.

**4.0 Coating System Requirements** All coating system development and selection for implementation must be environmentally benign as possible and thoroughly address the following performance requirements: survivability, corrosion, appearance, stripability, flow time, environmental, training, facility, process control, technical support, equipment, procurement.

**5.0 LONG-TERM PLAN (2003+)**

**5.1 Permanent Coating** Basic research is needed to develop materials that once applied would require only minimum maintenance during the life of the weapon system, combined with an easily removable "mission coating"; or a single system that is durable, but can be removed in an environmentally friendly manner.

**5.2 Chromate Replacement** Basic research in this area should address finding alternative corrosion inhibitors for the various chromates used in today's coating systems materials. Toxicology modeling to evaluate alternative inhibitors should be included in this effort.

**5.3 Enabling Technologies** Aircraft subsystems, such as fuel and hydraulic systems, can have an adverse effect upon the cleanability, durability, maintainability, and application of a protective coating. New technology for these subsystems should be aggressively pursued to provide design compatibility with the coating subsystem.

**6.0 MID TERM PLAN (1997-2002)** Materials & processes in this group have been evaluated and considered the most promising to meet the needs in response to projected operational and

environmental requirements. The objective for these coating systems is adequate durability to meet performance requirements for a period of 5 - 7 years, with only routine cleaning and touch-up. These technologies are listed in their order of priority.

**6.1 Selective stripping** to a permanent chromated primer in conjunction with portable surface corrosion detection.

**6.2 Durable / cleanable topcoat** (low volatile organic compound - VOC)

**6.3 High velocity thermal spray** (no VOC)

**6.4 Polyurethane topcoat / primer** (no VOC)

**7.0 NEAR-TERM COATING PLAN (By 1997)** Incorporates current technology to meet the critical coating system requirements. The following product technologies are listed in their relative order of priority. These improved products are to be used in the system engineering environment to achieve the coating technology objectives. During the near term plan, the effort to replace all chromates will begin.

**7.1 Waterborne Epoxy Primer** This is a mature, environmentally acceptable material that requires training and facility enhancements for successful Air Force use. Further development for use over bare steel fasteners is required.

**7.2 Flexible Low VOC Polyurethane Primer** There is a near term need for the maturation of these materials for use on large aircraft.

**7.3 Flexible Low VOC Polyurethane Topcoat** There is a near term need for the maturation of these materials for meeting survivability and appearance requirements.

**7.4 Low VOC Chromate-Free Epoxy Tiecoat** There is a near term need for the maturation of this material primarily for field overcoating.

**7.5 Abatement** On a site specific basis, abatement technology may be considered to meet organic hazardous air pollutant (HAP) emission limits. It is expected that Depots will require filtration and air handling equipment upgrades to meet inorganic HAP emission limits.

**7.6 Additional Near Term Requirements**

**7.6.1 Coatings Technology Integration Center** This integration center would allow for the testing and integration of all the materials and equipment necessary to develop and qualify a complete coating system. This center is intended for dual use by the entire aerospace community.

**7.6.2 Coating System Components** Cleaners, conversion coatings, spray guns and other equipment will be integrated into the overall coating system, with new products developed where needed.

**7.6.3 Test Method Development & Validation** Standard test methods for corrosion protection and general coating performance will be developed to replace products and processes that are inconsistent with field experience.

**7.6.4 Specialty Coatings** Special purpose coatings for high erosion areas are required. A sub-committee to the AFMC Paint Technology Screening Committee is established to address the transfer of technical information and requirements between low observable (LO) and conventional aircraft coatings.

**7.6.5 Training** A training program is needed to provide coatings application personnel with the knowledge to successfully apply low VOC materials using environmentally compliant equipment and processes.

**7.6.6 Infrastructure Assessment** A near-term program is needed to accurately assess the cost of Air Force infrastructure upgrade needs, after promulgation of the aerospace national emission standards for hazardous air pollutants (NESHAP) and aerospace control techniques' guidelines (CTG) in Nov 94.

# USAF AIRCRAFT COATING TECHNOLOGY SCREENING COMMITTEE COATING STRATEGY

## NEAR-TERM (BY 1997)

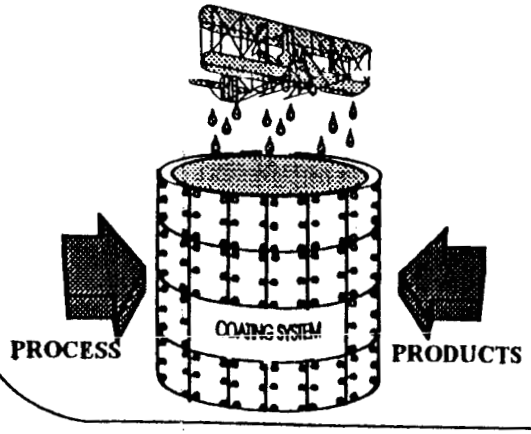
- -- LOW VOC
- -- MINIMUM CHROMATE
- -- IMPROVED FORMULATIONS
- -- LOWER IR REFLECTANCE
- -- CTIO OPERATION
- -- SINGLE MANAGER

## MID-TERM (1997-2002)

- -- LOW/NO VOC
- -- NO CHROMATE
- -- LOW IR
- -- LASTS FROM PDM TO PDM

## LONG-TERM (2003+)

- -- NO VOC
- -- NO CHROMATE
- -- LOW IR
- -- LASTS LIFE OF SYSTEM



# AFMC PAINT REMOVAL PROCESS STRATEGY

1. **Stripping Processes:** All future expenditures of money and resources on paint stripping process development, optimization and implementation, as authorized by each cognizant weapon system program director, should be focused on the following processes:

a. **Plastic Media Blast (PMB):** The plastic media blast process using TYPE V media is considered a cost effective alternate to hazardous chemical paint stripping. In addition, it is the most mature and cost effective process for stripping the majority of our airframes and component parts. PMB is being used as a stripping process throughout the aerospace industry and Air Force on a wide variety of coating systems and substrate materials. PMB is the primary coating removal process in AFMC for application to both aircraft and component part stripping. However, some aircraft may require other techniques and some ALCs may not be equipped to utilize PMB; therefore, other listed processes may be appropriate.

b. **Water Jet Technology:** The water jet process of coating removal is accomplished using a variety of pressures, nozzles types and stripping additives which will allow optimization for specific substrates. Due to process simplicity, implementation can be accomplished without expensive equipment, automation or waste treatment requirements. Implementation can be accomplished with limited infrastructure and equipment investments, especially in existing chemical and wet strip facilities. Although still in the final stages of development, the water jet process is considered a viable alternative to PMB for aircraft and component part stripping.

c. **Bicarbonate of Soda Blasting & Wheat Starch Blast:** These processes are considered technologically mature, but due to the blast material attributes and limited strip rates, they should only be considered for "backshop" stripping operations for component and part stripping. Example; engine components at SA-ALC.

d. **Safe Chemicals:** Environmentally acceptable (EA) chemicals are available for specific applications and coating materials. However, due to their limited effectiveness and chemical nature, the use of EA chemicals should be considered for

field repair or component applications where the PMB and water jet processes are not practical.

2. **Coating Removal Process Development:** Recognizing that coatings, substrates and peculiar weapon system requirements continue to evolve, limited research and development of new coating removal processes will be necessary to utilize technology improvements. Wright Laboratory is expected to be the leader in this area. Stripping of advanced composites should be one of the first problems to be addressed. New development programs in coating removal processes must be reviewed by the paint technology screening committee and funded in accordance with the Technology Master Process.

3. **Strategic Planning:** In installing the Paint Removal Process(es) for each air logistics center, consideration must be given to alternative processes and sources for completion of the workload. Capacity planning, infrastructure development and capital expenditures must be planned considering the entire AFMC depot community. The transfer of workload between centers and even to contractors must be realistically evaluated to identify all of the options available prior to approving expenditures. Any significant expenditure of funds for paint removal capacity must be approved by the S&IO MEB.

**POINT PAPER**
**ON**
**COMMERCIAL AIRCRAFT COATING SYSTEMS**

- The USAF Aircraft Coating Technology Screening Committee (CTSC), chartered by the S&IO MEB, began exploring the approval of off-the-shelf advanced aircraft coating products to satisfy immediate user needs, specifically in areas of appearance and environmental friendliness.

  – Interviews with coating, cleaning and equipment manufacturers revealed that advanced generation aircraft coating products have been utilized by commercial aerospace customers for a long time.

  – Existing AF procurement policies (cheapest products) via GSA preclude purchase of these products.

  – US Navy Aircraft Coating Specification, used by USAF, does not recognize all USAF requirements thus inhibiting AF efforts to accurately articulate requirements.

- Increased rigidity in EPA regulations prevented the use of many existing coating products and processes.

  – Replacement, environmentally friendlier, products do not perform as well in the operational environment.

  – ASC/WL roadmap addresses these issues in long term (2003+) mid term (1997-2002), and near term (1997) plans.

  – Recent committee meeting at Luke AFB, users expressed a need to address immediate coating requirements by Dec 95.

- Screening Committee seized the opportuinity to approve advanced available aircraft coating products through total life cycle cost saving, rather then initial purchase price.

  – Sub-committee meeting at SA-ALC on 21 Feb 95 to accomplish following:

    — Change aircraft coating product procurement strategy to reflect life cycle savings. Improved products will result in increased life cycle cost savings.

    — Establish test protocols reflecting updated requirements.

    — Establish funding process through HQ AFMC/CEV

    — Establish a statement of work to contract for testing services for new products.

- Goal is to leverage existing products and test data to accelerate solutions of today's problems.

RECOMMENDATION

None. For information only.

Charles Smith, GS-13, ENSP, 15 Feb 95

## Team Membership

| | |
|---|---|
| **HQ AFMC** | Tom Spitler<br>LGPE<br>Phone DSN 787 5610<br>FAX DSN 787 5612 |
| **OC-ALC** | Bill Cain<br>LAPEP<br>Phone DSN 336 5986<br>FAX DSN 336 4178 |
| **OO-ALC** | J. D. Christensen<br>LAOPE<br>Phone DSN 458 9077<br>FAX DSN 458 4352 |
| **SA-ALC** | Mike Haas<br>LAPME<br>Phone DSN 945 8541<br>FAX DSN 945 7466 |
| **SM-ALC** | Steve Spacher<br>TIMMB<br>Phone DSN 633 4710<br>FAX DSN 633 3047 |
| **WR-ALC** | Joel Murphy<br>LFPL<br>Phone DSN 468 9921 Phone<br>FAX DSN 468 3940 FAX<br>TEAM LEAD |

Technical Repair Center: TRC Processes
Consolidation Study, Cleaning Process

C

# TRC PROCESSES

# CONSOLIDATION STUDY

# CLEANING PROCESS


TEAM MEMBERS:

| | |
|---|---|
| MR. PHIL STEINKE | SM-ALC |
| MR. DEE MACKLIET | OO-ALC |
| MR. MIKE PATRY | OC-ALC |
| MS. LORA HYATT | WR-ALC |
| MS. CYNTHIA LEDWIG | SA-ALC |
| MR. RALPH ALVAREZ | (CHAIRMAN) |

**TRC / PROCESSES CONSOLIDATION STUDY**
**CLEANING PROCESS**

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## 2. EXECUTIVE SUMMARY

2. A. SCOPE: The need to review the cleaning process for consolidation was first proposed by the Industrial Base Assessment (IBA) Team in July 1994. The findings of the team established the need for at least twenty-one teams to pursue efforts to better solidify our Command position with respect to Depot Maintenance. The initial IBA revealed a potential improvement in square footage utilization of more than twenty percent but less than thirty percent for SA-ALC if consolidation of existing Technical Repair Centers (TRC) and processes were possible. Although the Cleaning Process was identified as a "hard to implement and low payback" consolidation candidated; a need for review was evident due to the dollars invested in equipment and facilities. The additional dollars being utilized in the operating expense category for repair and maintenance, materials (for disposal of used and procurement of new), labor (direct, indirect and overhead), and other expenditures reinforced the need for review. As the guidance became more formalized by our business experts (HQ AFMC/LGP, FMPs from each Logistic Center) and as insights were provided by our process experts, the scope was defined to include all cleaning processes except: the ones to be included by other TRCs. Where: The cleaning processes were intermediate steps performed by the individual operators/mechanics and where cleaning processes were an integral part of two other processes under review; the Plating IPT and the Aircraft Paint/Depaint processes.

2. B. METHODOLOGY/PROCESS: The methodology used to develop the strategy to consolidate the Cleaning Process included review of The AFMC TRC and Process Assessment Team Charter. The team also conducted brain storming(BS) sessions in the initial meeting. This; of which, occurred after members were given the opportunity, to educate each other of their respective cleaning processes. The information exchanged included workloads, processes, and physical layout and size of the infrastructure supporting the cleaning processes. The results of the BS session focused the members into the development of spreadsheets to validate workloads, facility resources, equipment and staffing. The consensus was to research and present sufficient data, for the development of a cleaning process consolidation plan, that includes sufficient detail to outline steps for its execution when it becomes a requirement. The details for each step to execute the consolidation of each individual cleaning processes between Depots would need further planning to allow consolidation to occur with minimal impact to the effectiveness and efficiencies of the Command. While the IBA's methodology was at a Macro level of analysis, the Cleaning Process Assessment Team was at a micro level with respect to individual processes and parts being processed: But, not with respect to the design of containers and to the scheduling of the execution phase of the consolidation.

2. C. MODEL APPROACH: Several models were considered. The ability to use simulation models such as Witness and Promodel required micro level data inputs and were beyond the scope of this study. Models used in this study consisted of Process Flow Charts, Excel spreadsheets, and the COBRA Model. The Process Flow Charts detailed the external and internal supplier of parts to the cleaning processes. Parts, received from the external suppliers arrive as individual items (MISTR) or as components of an assembly. In either case, the parts are routed through an induction area to be unpackaged and disassembled or both. These external customers include: Other branch of services, such as Army and Navy; as well as the Air Force Commands and 2LM requirements. The internal supplier of parts to the cleaning processes, included parts returned from the inspector, parts returned from rework areas or both areas, whereby reprocessing of parts. The Excel spreadsheets detailed the various assemblies into their component parts and into the cleaning processes used for each part. This effort established the foundation for an estimate of the potential costs associated with packaging, handling and transporting of parts. The COBRA Model developed cost comparisons between Logistic Centers.

2. D. OPTIONS (SCENARIOS): The review of the models and data revealed the Logistic Centers tasked with the overhaul of engines to have the most potential for consolidation of the cleaning processes.

2. D.1. OPTION/PROS: The potential savings, if only one centralized cleaning area was established, would include: Those associated with establishing one (stead of two) formal information system; one location to monitor emissions and hazardous waste generation; a reduction of overhead expenditures associated with maintenance and repair of equipment and facilities; the coordinating and scheduling of production with internal and external suppliers; the consolidation of overhead functions to include our business experts to reduce tasks pertaining to studies and reviews. The other three Logistic Centers were similar to each other, and unlike OC and SA, almost all of their cleaning processes were excluded based on the initial criteria of the study. OO 's model and data revealed all its cleaning processes to be an integral part to their landing gear workload. WR's model and data revealed ninety plus percent of the cleaning processes to be intermediate steps performed by propeller mechanics or part of the paint/depaint study associated with aircraft structural components. SM was also considered a non-contender for consolidation under the established criteria. Of those remaining cleaning process areas at SM, that had not been excluded under the scope of the project, two were in direct support of current SM/TRC workloads (Hydraulics and Electrical Components). Additionally, the equipment was collocated so as to be shared by other RCCs within the directorate and utilized by personnel excluded under the original scope.

2. D.2. OPTION/CONS: As previously explained, there are many positive reasons to pursue consolidation of the cleaning processes. However, this is only between OC and SA. Both locations have excess capacity, identical workloads (Engines; turbo-fan, fan, and others), similar processes, and the infrastructure to incorporate each others' modern equipment. On the negative side; however, is the high costs associated with packaging, handling, and transportation (PH&T); the fact that downsizing and elimination of complete cleaning processes has began to maintain lower costs; and the implementation of more sophisticated cleaning processes to reduce dependency on hazardous materials, but introducing additional expenditures for training and relocation at the time of consolidation. With the exception of PH&T, all the "CONS" are todays initiatives to better position the individual centers with respect to immediate demands. The

PH&T costs are ten times greater than the amount expended to perform the cleaning processes. Specifically, forty-five individuals, at sixty dollars an hour, could generate approximately three million dollars worth of earned hours. The PH&T between ALCs would cost approximately thirty million dollars.

## 3. INTRODUCTION

3. A. TASK: The purpose of this study is to assess the feasibility of consolidating cleaning processes across the command, to solidify the TRC concept, and to help minimize unnecessary duplications.

### 3. B. ASSUMPTIONS

3. B.1. The study addresses all cleaning processes within the command except those included by other TRCs where: the cleaning processes are intermediate steps performed by the individual operators/mechanics; the cleaning processes are an integral part of two other processes under review (the PLATING IPT and the review of the AIRCRAFT PAINT/DEPAINT Process).

### 3. C. WORKLOAD DESCRIPTION

3. C.1. SCOPE: Cleaning processes are primarily divided into two categories:
A. Chemical cleaning
B. Mechanical cleaning

Cleaning of Aerospace and Commodity items is accomplished primarily to remove deposits, contaminates, corrosion, and deteriorated coatings from the item.

#### 3. C.2. CHEMICAL CLEANING

##### 3. C.2.1. DEFINITION

Chemical cleaning is the process of immersing components and parts to be cleaned into detergents, solvents, and alkaline or acidic solutions. Chemical cleaning processes can be enhanced by the agitation of the solutions, or by the use of pressure spray wands, and/or by the use of Ultrasonics.

A. SKILLS. Skills required to support the chemical cleaning processes across the command are fairly consistent and are predominately embedded in the equipment cleaner (7009) series. With exception, WR-ALC has a small contingent (3 to 4 personnel) of 8810 propeller mechanics, who accomplish the cleaning processes for the C-130 Propeller Component Shop, which is currently one of the original TRCs.

B. CONSTRAINTS. Because the cleaning process is a subprocess to the normal repair and overhaul of an end item at an ALC, locating the cleaning processes separate from the end item repair would not be practical. In addition, relocating the cleaning processes would impact production flow time and degrade customer support. Cleaning support is an integral element of depot production. The process functions are normally tailored toward the individual depot except

for the engine related workloads (located both at SA-ALC and OC-ALC) which are fairly uniform.

3. C.2.2. PEs ASSIGNED. REFERENCE TABLE I

3. C.2.3. CAPACITY. REFERENCE TABLE I

3. C.3. MECHANICAL CLEANING

3. C.3.1. DEFINITION

Mechanical cleaning addresses those processes that use abrasive media such as plastic, garnet, glass, and sand to remove rust, scale, corrosion, and protective coatings from aerospace and ground support components.

A. SKILLS. Skills required to support the mechanical cleaning processes are again fairly consistent across the command and are predominately in the Mechanical Blaster (5423) series.

B. CONSTRAINTS. The mechanical cleaning process is also a subprocess to the normal repair and overhaul of an end item. Collocation, there too, would impact production, generate a significant increase to end item repair flow days, and decrease customer support resulting in customer dissatisfaction.

3. C.3.2. PEs ASSIGNED. REFERENCE TABLE I

3. C.3.3. CAPACITY. REFERENCE TABLE I

TABLE 1: PEs AND CAPACITY

| ALC | PERSONNEL | | CAPACITY | | | |
|---|---|---|---|---|---|---|
| | AUTHORIZED | ASSIGNED | VARIANCE | DPAH | REQ. | EXCESS |
| OC | 32 | 33 | 1 | 35288 | 34077 | 1211 |
| SA | 46 | 39 | -7 | 76713 | 0 | 76713 |
| TOTALS | 78 | 72 | -6 | 112001 | 34077 | 77924 |

4. ANALYSIS

4. A. METHODOLOGY / PROCESS USED: The process used began with information exchange from the five logistics centers. The objective of the study was to review the findings of the IBA Team and to develop strategy for consolidation of the cleaning processes. The process evolved as the Team members exchanged information and received specific guidance from the command financial and business experts. The initial criteria, to exclude the cleaning processes associated with the Plating IPT and the Aircraft Paint/De-Paint, was modified at the Business Board/Production Council Status Review held in SM on 25-27 Oct. 94. The criteria expanded to exclude all cleaning processes performed as intermediate steps by the individuals during a rework effort, and cleaning processes being addressed by other TRC/Process Studies, (such as Plating

IPT and the Aircraft Paint/De-Paint). After the criteria was finalized, the five centers revised their workload data, process flow charts, and facility/equipment information All costs, associated with the study, were held to a minimum without sacrificing the results.

4. B. DATA COLLECTED / CALCULATED / DERIVATIVES: Data collection and analysis varied from center to center due to types of workloads. OC data showed an approximate increase of fifteen percent in FY95 and an additional ten percent in FY97:

| Engines | FY94 | FY95 | FY96 | FY97 | FY98 | FY99 |
|---|---|---|---|---|---|---|
| OC | 1091 | 1259 | 1286 | 1439 | 1396 | 1288 |
| % incr. | | 0.1334 | 0.0209 | 0.1063 | -0.0308 | -0.0833 |

SA data revealed the workload composition to vary, but future workload (DPSHs) to remain basically constant from FY95-FY98. Data also revealed, that if a typical month were examined, the revenue generation would yield $360K (6,000 DPSH @ projected FY98 hourly rate of $60). On the other hand, the estimated DLA transaction charges for Engines and Modules would yield $1,510K ($380K for Engines and $1,130K for modules). These estimates were based on micro level data, such as the number of NSNs per assemblies and a $30 charge per transaction. Although the $30 charge may seem excessive for an FY98 figure, the overall view and conclusion is conservative since MISTR items were not considered; and a coordinated effort would be required to assure all items having the same NSN to be packaged and processed under the same document. Also, this typical month analysis was based on two transactions instead of four.

**P. H. & T. COSTS CHART**

NSN METHOD FY98 COST = $30/NSN
SA PARTS TO OC

| ITEM | #/MONTH | # NSN'S | # NSN/MONTH | COST/NSN | |
|---|---|---|---|---|---|
| F100 ENGINE | 6 | 700 | 4200 | $126,000 | |
| T56 ENGINE | 6 | 360 | 2160 | $64,800 | |
| F100 FAN | 23 | 60 | 1380 | $41,400 | |
| F100 GRBX | 31 | 50 | 1550 | $46,500 | |
| F100 CORE | 50 | 200 | 10000 | $300,000 | |
| F100 HPT | 12 | 30 | 360 | $10,800 | |
| F100 FDT | 30 | 50 | 1500 | $45,000 | |
| F100 AUG | 2 | 40 | 80 | $2,400 | |
| TF39 FAN | 4 | 250 | 1000 | $30,000 | |
| TF39 HPT | 20 | 100 | 2000 | $60,000 | |
| TF39 LPT | 6 | 130 | 780 | $23,400 | |
| TF39 COMPR | 1 | 200 | 200 | $6,000 | |
| **TOTALS** | 191 | 2170 | 25210 | $756,300 | TO SEND TO CLEANIN PER MONTH |
| | | | | $1,512,600 | TO SEND IT BACK TO REWORK PER MONTH |
| | | | | $18,151,200 | TO TRANSPORT BACK FORTH / YR |

An aggregate estimate, provided later in the study by DLA, confirmed the potential generation of revenue for DLA (expenditures for DMBA) to be considerably greater. Four transactions are required to transport a part between Depots. For instance, to transport a part from SA to OC, and back to SA, would require transactions between: SA to DLA, DLA to OC, OC to DLA and DLA to SA. Certified data from OC shows PH&T calculations in ecess of $30M. Although WR, OO, and SM were excluded based on the criteria of the study; the distance between any of the Air Logistics Centers is greater than the distance between OC and SA. In conclusion, the challenge to assure consolidation of the cleaning processes is to design, fabricate, and implement reusable containers with systematic methods and procedures (these costs were not detailed or reviewed as part of this study).

4. C. MODELING STRATEGY: The modeling strategy, used for this study, included excel spread sheets, process flow diagrams, information available from AF systems, and the COBRA model.

4. C.1. Information on Excel spread sheets included: The Engine or Module type, the nomenclature of the item, part number, cleaning processes, units per assembly, reference to technical order number and figure, and the historical workload data used to estimate requirements

on individual cleaning processes. Although requirements for the cleaning process review was identified by the IBA in Sept. 94, the development of the spread sheets began two years ago to detail the operation to downsize in accordance with the recommendation of the MacDonald Douglas Aircraft Study. Downsizing has begun at the logistic centers.

4. C.2. Information of Process Flow included: Tables with processes; process times for the subprocesses; description of processes (chemical, mechanical, wet, dry, automated, non-automated, etc.); and a consolidated flow chart depicting the flow of items through a cleaning process. Suppliers of parts for the cleaning processes, are both internal and external to the depot. External suppliers include: Saudi, Army, Navy, Air Force, and others. Internal Suppliers include any requirements, by tenants at the Depot, and any reprocessing that supports inspection and rework.

4. C.3. PERT Charts were not developed. Information from various Air Force Systems was used to provide the inputs for the development of the COBRA model.

5. OPTIONS.

The review, of the models and data, revealed the logistics centers with the overhaul of engines to have the most potential for consolidation of the cleaning processes. Therefore, the two scenarios that were explored from which to calculate cost and savings estimates for consolidation were:

A. Move cleaning processes for engine related workloads from OC/ALC to SA/ALC.

B. Move cleaning processes for engine related workloads from SA/ALC to OC/ALC.

Once the data had been entered into and the Cobra model ran, data was analyzed from the model to determine the cost associated with centralizing cleaning processes for engine related workloads at either SA/ALC or OC/ALC.

5. A. PROS.

Collocation for one centralized area would: 1) provide savings in the form of establishing one (instead of the current two) formal information systems, 2) provide one location to monitor emissions and hazardous waste generation, 3) reduce overhead expenditures associated with the maintenance and repair of equipment and facilities, 4) and centrally locate Fluoride-Ion cleaning and high pressure water jet stripping capabilities at one center (both are specialized technological cleaning/stripping processes used with engine overhaul and repair). Additionally, by consolidating, some economies of scale will be realized in the personnel area and facility space would be leveraged to provide an average estimated savings of thirty thousand square feet. Both centers, realizing excess capacity for chemical and media cleaning, could absorb these processes in total without facility construction nor equipment location.

5. B. CONS.

By collocating the specialized technological cleaning/stripping processes (Fluoride-Ion cleaning/high pressure water jet stripping) the receiving logistic center (SA-ALC or OC-ALC) would require approximately fifteen thousand square feet of space for the construction and installation of equipment to accommodate these processes. In addition the increased costs for packaging, handling, and transportation (PH&T) are estimated to be ten times (the amount of the revenue) that the cleaning processes currently generates. The savings that would be realized, as a result of consolidation, are far outweighed by the PH&T. Specifically, forty five mechanics, at approximately sixty dollars an hour, would generate three million dollars of earned hours which would be offset by approximately thirty million dollars in PH&T costs. This is related to moving the workload to one of the other centers. Flow charting and modeling has demonstrated the increased complexity to the process if consolidation were to take place. The increase in complexity will lead to delays in processing, and an increase in flow days, leading to an increase to the work in progress.

6. A. ATTACHMENTS: All data and verification sheets received from team members are enclosed.

COMMENTS ON 1ST DRAFT OF CLEANING PROCESS ASSESSMENT FINAL REPORT

2.A. refer to last sentence

Minor cleaning processes that are performed by a mechanic were not included in this study. Minor processes are defined as: processes that involve a minimum of equipment (wire brushing, part washers, steam cleaning, one or two small soak tanks, etc). A mechanic is defined as someone whose primary duties do not include cleaning (machinist, welder, etc). Also, cleaning processes that were addressed by the Plating Team or the Aircraft Paint/Depaint Team were not included.

2.D.

Several options should probably be listed:

1. status quo
2a. close OC cleaning
2b. close SA cleaning
3. close OO cleaning
4a. close WR cleaning
4b. close SM cleaning

Each option should have a brief explanation. By including several options, there is less likelihood of anyone thinking that the report is incomplete or biased.

2.D.1.

The statement that OO cleaning cannot be consolidated because it is an integral part of their landing gear workload is not valid. Cleaning is integral to all of our workloads. For this reason, if a depot's cleaning capability is eliminated, those cleaning operations would have to be accomplished elsewhere (at great cost).

Each option should have pros listed.

2.D.2.

Each option should have cons listed.

The fact that we are moving away from the use of hazardous chemicals, downsizing/consolidating internally, using environmentally friendly processes to replace toxic chemicals (high pressure water, etc) is a very important one and should probably be given its own separate paragraph. IT IS DEFINITELY NOT A "CON". In fact, the efforts by all the centers in the area of pollution prevention are impressive.

3.C.3.3.

Why are we showing DPAH from the GO29? Was this used in our analysis? Why are the required and excess the same for SA? I was under the impression that it was generally understood that DPAH are not very good indicators of capacity and excess for batch processes like cleaning and plating. In other words, it takes approximately the same number of people to operate a major chemical cleaning facility whether that facility is processing 10,000 parts or 100,000 parts.

4.B.

Shouldn't we list the DPSH for OC and SA instead of listing the engines per year for just OC?

The PH&T table needs to be explained better (or maybe put back in SA data package). It is not clear where these numbers came from ($30/NSN ??).

5. Again, I think that the other possibilities need to be listed.

5.B.

The sentence starting with "Specifically, forty five mechanics ... " should be moved up into the pros paragraph. Saving $3M is not a con. The PH&T costing $27M more than that $3M savings is the con.

TECHNOLOGY REPAIR CENTER (TRC)/PROCESS ASSESSMENT
CERTIFICATION WORKSHEET

CLEANING TEAM

PURPOSE: To document the sources of data collected for the Cleaning Team in support of the TRC/Process Assessment

SOURCE AND METHOD: LPPE; COBRA Inputs with back-up, LPPE; A-G035A-HF3-MM-8BV RCC Operating Cost Report as of 30 Sep 94 Used/Adjusted for estimate of $60 FY98 hourly rate. LPPE; Cleaning Process Flow Chart, LPPE; Developed Spreadsheets using, Technical Orders, Picture Books, and Cleaning Overhaul Team resources. Spread Sheets:

1. Chemical Cleaning Processes
2. Mechanical Cleaning Processes
3. Blasting Processes
4. Hand Cleaning Processes
5. PWA F100 Engines Cleaning Reqm'ts
6. GETF39 Engine Cleaning Reqm'ts
7. Ellison T56 Engine Cleaning Reqm'ts

(FMP) 1. A-G004C-DCY-PL-8ER, Long Range Planned Labor Application Summary as of FY94 Qtr 4 Mon3

2. Command Average Yield Rate

CONCLUSION: This data will be used for further analysis.

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

Preparer: Rafael Alvarez Date: 9 Dec '94
RAFAEL ALVAREZ
CH, MET TRT PRD ENGRG SEC.
ENGINE PRODUCTION DIVISION

TRC Focal Point Reviewer: _____ Date: _____
RICHARD BARBOSA
SA-ALC/FMPP
DSN 945-4211

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

MAJCOM Reviewer: _____ Date: _____

12-5 - [illegible]

# COBRA INPUTS

TWO SCENARIO'S:

1. Move OC parts to SA
2. Move SA parts to OC

| CENTER | DPSH | AFMC YIELD RATE |
|---|---|---|
| OC | 67980 | 1330.5 |
| SA | 66556 | 1330.5 |

| ALC PERSONNEL AUTHORIZED FY98 | | |
|---|---|---|
| CENTER | DIRECT 94 | 98 |
| OC | 36 | 32 |
| SA | 46 | 41 |

| CENTER | RECURRING COSTS | ONE TIME UNIQUE COST |
|---|---|---|
| OC | $46,380,434 | $5,891,316 |
| SA | $33,019,800 | $3,095,607 |

# MOVE SA PARTS TO OC

## YEARLY COSTS

### RECURRING COSTS

| | | | | |
|---|---|---|---|---|
| Maint. of Equipmt * | 3 Waterjet = 10000/yr | $30,000 | | OC PAYS |
| SA EQUIPMT | 3 Parts Washers = 300/ | $1,500 | | |
| PH&T Costs | NSN METHOD | $18,151,200 | | SA PAYS |
| SA PARTS TO OC | FED EXPRESS | $33,000,000 | | |
| | DLA METHOD | $46,348,934.40 | *CHOOSE* | |
| | RECURRING COSTS | $46,380,434 | | |

### ONE TIME COSTS

| | | | | | |
|---|---|---|---|---|---|
| Minor Construction* | 30% of new equipment SF * 400 | $381,840 | | | OC PAYS |
| OC SHOP CONSTRN | | | | | |
| Shop Rearrangment | Total SF area * $20/SF | $163,640 | | | OC PAYS |
| OC SHOP REARRANGED | | | | | |
| Peculiar Equipment | Item | Original cost | Yr Acquired | SF | |
| SA EQUIP NEEDED | WaterJet #1 | $390,000 | 93 | 750 | |
| | WaterJet #2 | $1,000,000 | 95 | 750 | |
| | WaterJet #3 | $800,000 | 94 | 750 | |
| | Mart Hurricane 60 | $55,709 | 93 | 300 | |
| | BE PW 300 PZX | $21,818 | 94 | 220 | |
| | BE PW 400 PZX | $30,000 | 95 | 220 | |
| | MiniStacker | $27,600 | 94 | 192 | |
| | | $2,325,127 | | 3182 | OC PAYS |
| | Parts Staging Area | | | 5000 | |
| | | TOTAL AREA NEEDED | | 8182 | |
| Shop Floor Cleanup | SF moved * $5/SF | $225,000 | | | SA PAYS |
| SA SHOP SPACE = 45000 SF | | | | | |
| Environmental costs to clean SA* | | $0 | | | SA PAYS |
| ASSUME SA DISPOSAL COSTS = 0 | | | | | |
| | ONE TIME COSTS | $3,095,607 | | | |
| | TOTAL COSTS | $49,476,041 | | | |

| OC | SA |
|---|---|
| $2,902,[illegible]07 | $18,376,200 |

* NOTE: THESE VALUES ARE ESTIMATES

# MOVE OC PARTS TO SA

## YEARLY COSTS

### .CURRING COSTS

| | | | | |
|---|---|---|---|---|
| Maint. of Equipmt* | 1 CO2 Sys = 2000/yr | $6,000 | | |
| OC EQUIPMT | 5 Parts Washers = 300/ | $1,800 | | |
| | 3 FIC Sys = 3000/yr | $9,000 | | |
| | 1 Permanganate Rej Sys | $3,000 | | SA PAYS |
| PH&T Costs | NSN METHOD | $18,151,200 | | |
| OC PARTS TO SA | FED EXPRESS | $33,000,000 | *CHOOSE* | OC PAYS |
| | DLA METHOD | | | |
| | RECURRING COSTS | $33,019,800 | | |

### ONE TIME COSTS

| | | | | | |
|---|---|---|---|---|---|
| | 30% of new equipment | | | | |
| Minor Construction* | SF * 400 | $821,880 | | | SA PAYS |
| SA SHOP CONSTRN | | | | | |
| Shop Rearrangment | SF area * $20/SF | $196,980 | | | SA PAYS |
| SA SHOP REARRANGE | | | | | |
| Peculiar Equipment | Item | Original cost | Yr Acquired | SF | |
| OC EQUIP NEEDED | CO2 CLEANING SYS | | | | |
| | cabinet / pelletizer | $269,000 | 91 | 550 | |
| | 32 ton tank | $75,000 | 93 | 637 | |
| | compressor | n/a | n/a | 242 | |
| | AQUEOUS PW's | | | | |
| | Mart Tornado 40 | $30,000 | 92 | 220 | |
| | Mart Tornado 60 | $129,000 | 94 | 660 | |
| | Mart Tornado 60 | $129,000 | 94 | 660 | |
| | Mart Hurricane 60 | $55,000 | 93 | 660 | |
| | Rotojet | $15,000 | 90 | 120 | |
| | FIC systems | $632,544 | 92 | 620 | |
| | FIC systems | $1,548,831 | 93 | 620 | |
| | FIC systems | $1,548,831 | 93 | 620 | |
| | Permanganate Rej Sys | $180,000 | 90 | 1240 | |
| | | $4,612,206 | | 6849 | SA PAYS |
| | Parts Staging Area | | | 3000 | |
| | | TOTAL AREA NEEDED | | 9849 | |
| Shop Floor Cleanup | SF moved * $5/SF | $260,250 | | | OC PAYS |
| OC SHOP SPACE = 52050 SF | | | | | |
| Environmental costs to clean OC* | | $0 | | | OC PAYS |
| ASSUME = 0 | | | | | |
| | ONE TIME COSTS | $5,891,316 | | | |
| | TOTAL COSTS | $38,911,116 | | | |

| OC | SA |
|---|---|
| $33,230,250 | $4,828,986 |

* NOTE: THESE VALUES ARE ESTIMATES

FROM: DDST-XP

SUBJECT: Workload Transfer Cost Estimate

TO: SA-ALC/LPPEN
ATTN: Cindy Ledwig
Bldg 360

1. Request for cost analysis for transfer of aircraft engine line items to be shipped to Tinker AFB, OK (FB2039), for cleaning. Methodology utilized is is based on the "Unit Cost" concept of the Defense Logistic Agency (DLA) service charges, as approved by the Department of Defense for all military services and customers. Unit cost is based on Defense Business Operational Funds (DBOF), which is in association with operational expenses of Defense Distribution Depot San Antonio, DDST. Unit cost is $29.72, per line item transaction.

2. Methodology for workload transfer is for all maintenance turn-ins destined for Tinker AFB, OK, not requiring storage. Meaning all turn-ins are to be shipped directly off base once received and packaged by DDST. Storage cost are not taken into account, as per information provided. Reimbursable packaging cost for materials and labor are not included, as per information provided. Information gathered and provided by Mr Ralph Alvarez, indicates that engine line items are to be sent directly to Tinker AFB and once returned to DDST, will be issued straight to the mainterance repair facility. Therefore, not requiring storage cost or above level C packaging for storage. Each line item transaction is not impacted by the number of unit per assembly (UPA), unless it is going to storage or requires above level C packaging, at that point it is considered a reimbursable service.

3. Unit cost for transfer of workload for one each of each type of engine is as follows:

| ENGINES | LINE ITEMS |
|---|---|
| T-56/A-7 | 360 |
| T-56/A-9 | 291 |
| T-56/A-15 | 348 |
| F100 | 716 |
| TF39 | 947 |
| * TOTAL LINE ITEMS | 2,662 |

* Based on line items directly shipped to Tinker AFB, not to storage. Each unit per assembly is a single line item.

UNIT COST COMPUTATION

2,662 line items
X $29.72 unit cost per transaction
---
$79,114.64

UNIT COST FOR MATERIAL RECEIVED FROM MAINTENANCE TO TINKER AFB

| | |
|---|---|
| $79,114.64 | unit cost for receipts from mainterance |
| $79,114.64 | unit cost for issue (off base shipment) |
| --- | |
| $158,229.28 | total unit cost to ship one each of each type of engine |

UNIT COST FOR MATERIAL RECEIVED FROM TINKER AFB TO KELLY MAINTENANCE AREA

| | |
|---|---|
| $79,114.64 | unit cost for material receipted from Tinker AFB |
| $79,114.64 | unit cost for material issued to maintenance area (KAFB) |
| --- | |
| $158,229.28 | total unit cost of one each of each type of engine received from Tinker to Kelly maintenance area. |

TOTAL UNIT COST

* $316,458.56

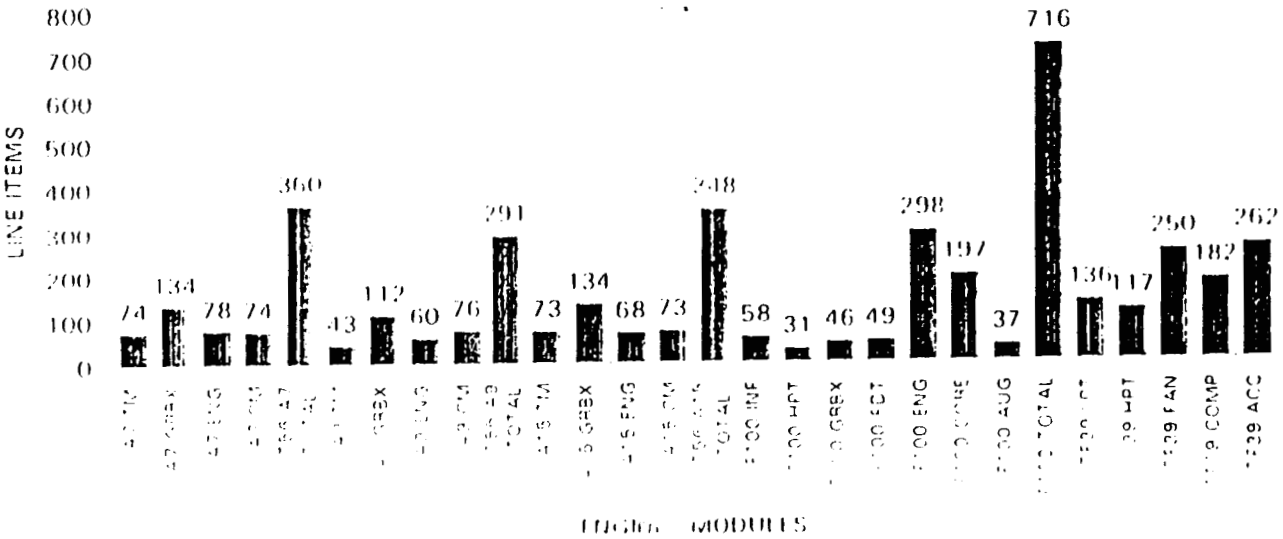
* IMPORTANT NOTE: This is for unit cost of only one each of each type of engine.

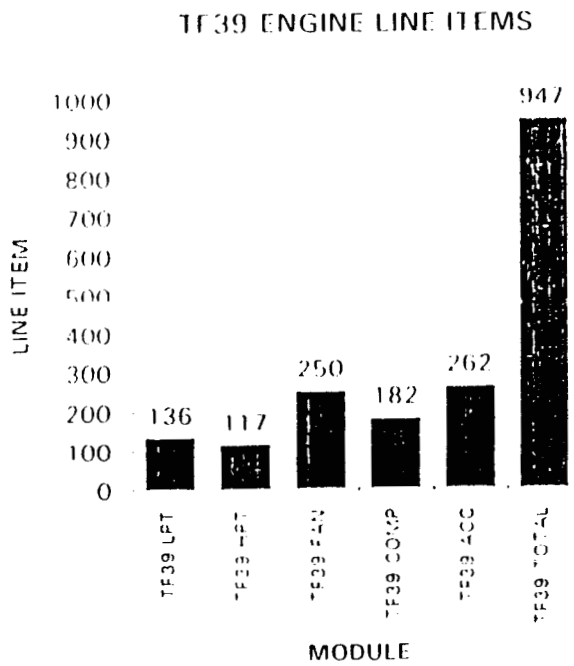
3. For additional information or clarification, contact me at 5-7967.

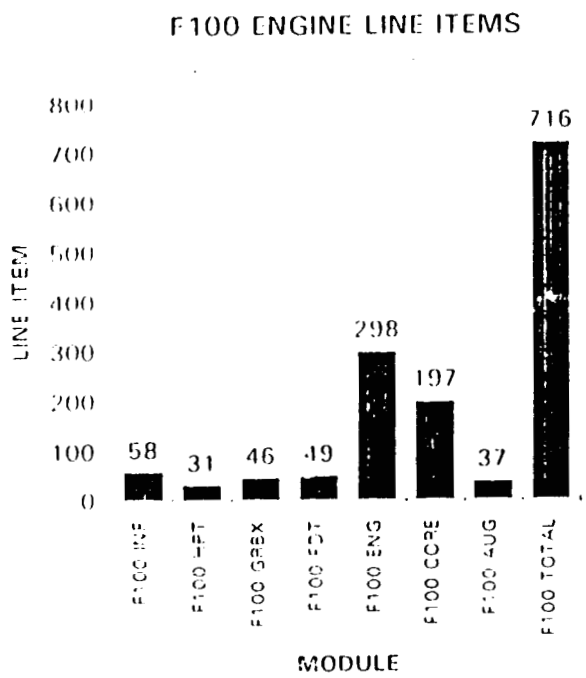
Bill Velten

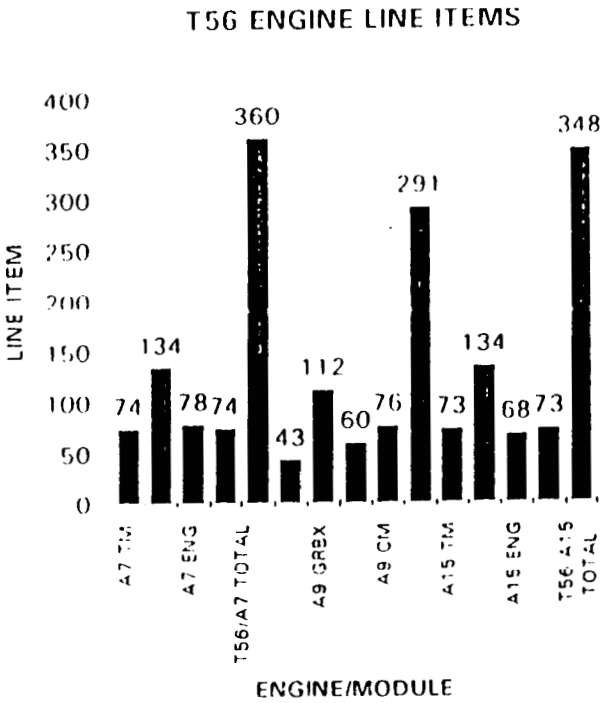
BILL VELTEN
Packaging Specialist

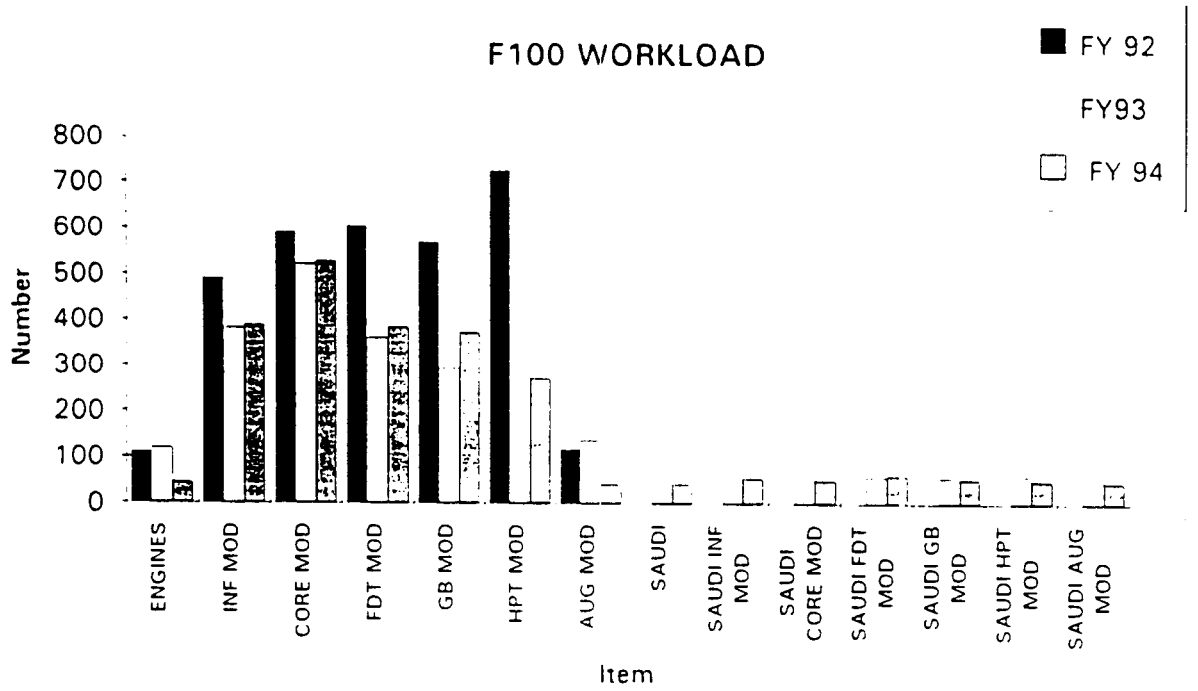
| | |
|---|---|
| TM | 74 |
| GRBX | 134 |
| ENG | 78 |
| CM | 74 |
| A7 TOTAL | 360 |
| TM | 43 |
| GRBX | 112 |
| ENG | 60 |
| CM | 76 |
| A9 TOTAL | 291 |
| TM | 73 |
| GRBX | 134 |
| ENG | 68 |
| CM | 73 |
| A15 TOTAL | 348 |
| INE | 58 |
| HPT | 31 |
| GRBX | 46 |
| EDT | 49 |
| ENG | 298 |
| CORE | 197 |
| AUG | 37 |
| TOTAL | 716 |
| LPT | 136 |
| HPT | 117 |
| FAN | 250 |
| COMP | 182 |
| ACC | 262 |
| TOTAL | 947 |

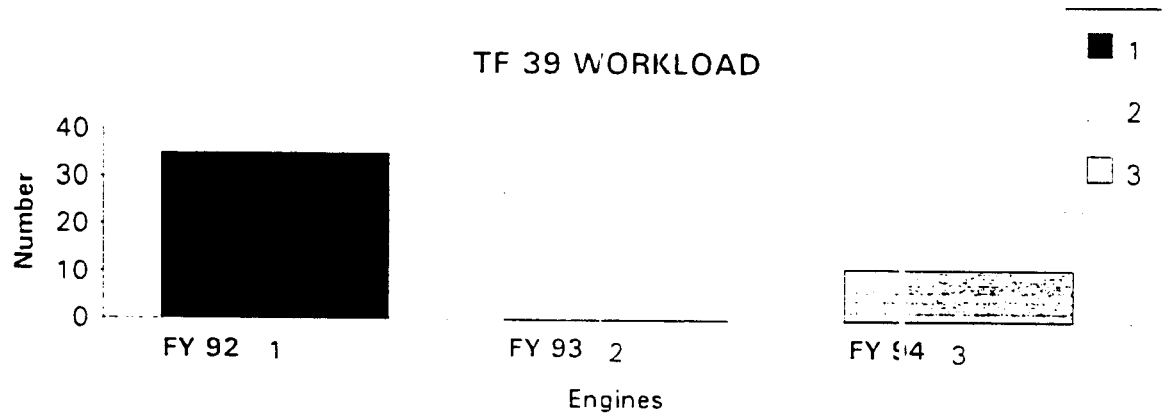


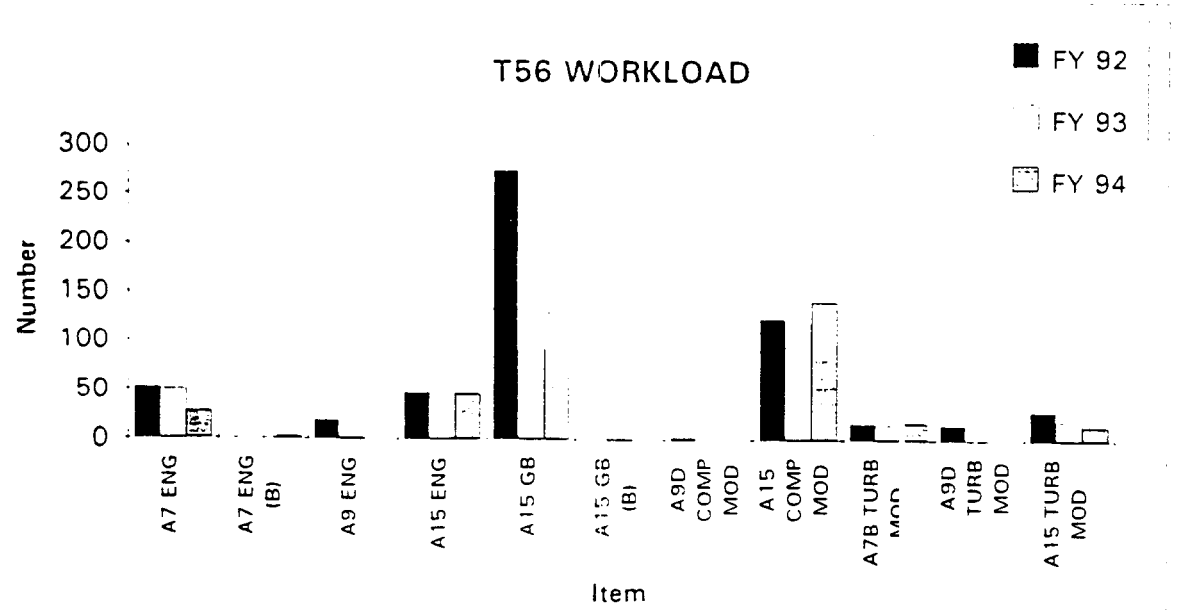




F100 WORKLOAD
FY 92
FY93
FY 94
Number
800
700
600
500
400
300
200
100
0
ENGINES
INF MOD
CORE MOD
FDT MOD
GB MOD
HPT MOD
AUG MOD
SAUDI
SAUDI INF MOD
SAUDI CORE MOD
SAUDI FDT MOD
SAUDI GB MOD
SAUDI HPT MOD
SAUDI AUG MOD
Item


TF 39 WORKLOAD
1
2
3
Number
40
30
20
10
0
FY 92 1
FY 93 2
FY 94 3
Engines


T56 WORKLOAD
FY 92
FY 93
FY 94
Number
300
250
200
150
100
50
0
A7 ENG
A7 ENG (B)
A9 ENG
A15 ENG
A15 GB
A15 GB (B)
A9D COMP MOD
A15 COMP MOD
A7B TURB MOD
A9D TURB MOD
A15 TURB MOD
Item

# TRC - FY98 WORKLOAD WITH TRANSPORTATION COSTS/YR

## DLA METHOD

THIS DOES NOT INCLUDE THE MISTER ITEM WORKLOAD

| ENGINE | ITEM | FY94 | FY98 | LINE ITEMS | TOTAL LINE ITEMS | COST TO TRANSPORT (SA to DLA) | COST TO TRANSPORT (OC to DLA) | COST TO TRANSPORT (OC to DLA) | COST TO TRANSPORT (DLA to OC) | TOTAL TRANSACTION COST |
|---|---|---|---|---|---|---|---|---|---|---|
| F100 | ENGINES | 44 | 44 | 802 | 35288 | $1,048,759.36 | $1,048,759.36 | $1,048,759.36 | $1,048,759.36 | $4,195,037.44 |
| | INF MOD | 390 | 390 | 58 | 22620 | $672,266.40 | $672,266.40 | $672,266.40 | $672,266.40 | $2,689,065.60 |
| | CORE MOD | 528 | 528 | 197 | 104016 | $3,091,355.52 | $3,091,355.52 | $3,091,355.52 | $3,091,355.52 | $12,365,422.08 |
| | FDT MOD | 384 | 384 | 49 | 18816 | $559,211.52 | $559,211.52 | $559,211.52 | $559,211.52 | $2,236,846.08 |
| | GB MOD | 373 | 373 | 46 | 17158 | $509,935.76 | $509,935.76 | $509,935.76 | $509,935.76 | $2,039,743.04 |
| | HPT MOD | 272 | 272 | 117 | 31824 | $945,809.28 | $945,809.28 | $945,809.28 | $945,809.28 | $3,783,237.12 |
| | AUG MOD | 42 | 42 | 37 | 1554 | $46,184.88 | $46,184.88 | $46,184.88 | $46,184.88 | $184,739.52 |
| | SAUDI | 42 | 42 | 802 | 33684 | $1,001,088.48 | $1,001,088.48 | $1,001,088.48 | $1,001,088.48 | $4,004,353.92 |
| | SAUDI INF MOD | 54 | 54 | 58 | 3132 | $93,083.04 | $93,083.04 | $93,083.04 | $93,083.04 | $372,332.16 |
| | SAUDI CORE MO | 50 | 50 | 197 | 9850 | $292,742.00 | $292,742.00 | $292,742.00 | $292,742.00 | $1,170,968.00 |
| | SAUDI FDT MOD | 60 | 60 | 49 | 2940 | $87,376.80 | $87,376.80 | $87,376.80 | $87,376.80 | $349,507.20 |
| | SAUDI GB MOD | 53 | 53 | 46 | 2438 | $72,457.36 | $72,457.36 | $72,457.36 | $72,457.36 | $289,829.44 |
| | SAUDI HPT MOD | 50 | 50 | 117 | 5850 | $173,862.00 | $173,862.00 | $173,862.00 | $173,862.00 | $695,448.00 |
| | SAUDI AUG MOD | 48 | 48 | 37 | 1776 | $52,782.72 | $52,782.72 | $52,782.72 | $52,782.72 | $211,130.88 |
| | | | | | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| TF39 | ENGINES | 11 | 11 | 947 | 10417 | $309,593.24 | $309,593.24 | $309,593.24 | $309,593.24 | $1,238,372.96 |
| | | | | | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| T56 | A7 ENG | 27 | 27 | 360 | 9720 | $288,878.40 | $288,878.40 | $288,878.40 | $288,878.40 | $1,155,513.60 |
| | A7 ENG (B) | 2 | 2 | 360 | 720 | $21,398.40 | $21,398.40 | $21,398.40 | $21,398.40 | $85,593.60 |
| | A9 ENG | 0 | 0 | 291 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | A15 ENG | 46 | 46 | 348 | 16008 | $475,757.76 | $475,757.76 | $475,757.76 | $475,757.76 | $1,903,031.04 |
| | A7 GB | 0 | 0 | 134 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | A9 GB | 0 | 0 | 112 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | A15 GB | 130 | 130 | 134 | 17420 | $517,722.40 | $517,722.40 | $517,722.40 | $517,722.40 | $2,070,889.60 |
| | A15 GB (B) | 0 | 0 | 134 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | A7 COMP MOD | 0 | 0 | 74 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | A9D COMP MOD | 0 | 0 | 76 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | A15 COMP MOD | 142 | 142 | 73 | 10366 | $308,077.52 | $308,077.52 | $308,077.52 | $308,077.52 | $1,232,310.08 |
| | A7B TURB MOD | 17 | 17 | 74 | 1258 | $37,387.76 | $37,387.76 | $37,387.76 | $37,387.76 | $149,551.04 |
| | A9D TURB MOD | 0 | 0 | 43 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | A15 TURB MOD | 14 | 14 | 73 | 1022 | $30,373.84 | $30,373.84 | $30,373.84 | $30,373.84 | $121,495.36 |
| | | | | | | | | $0.00 | $0.00 | $0.00 |
| | T56 NAVY WORKLOAD | | | | | | | $0.00 | $0.00 | $0.00 |
| | T56 - P | | 112 | 146 | 16352 | $485,981.44 | $485,981.44 | $485,981.44 | $485,981.44 | $1,943,925.76 |
| | T56 - G | | 128 | 115 | 14720 | $437,478.40 | $437,478.40 | $437,478.40 | $437,478.40 | $1,749,913.60 |
| | T56-T | | 49 | 19 | 931 | $27,669.32 | $27,669.32 | $27,669.32 | $27,669.32 | $110,677.28 |
| | TOTALS | | | | | $11,587,233.60 | $11,587,233.60 | $11,587,233.60 | $11,587,233.60 | $46,348,934.40 |

ACFC ( ) R C C O P E R A T I N G C O S T R E P O R T PERFORMING FUNDED A-G035A-HF3-MM-88V

SAALC MONTHLY FUNDED PROCESS DATE AS OF 30 SEP 1994 PAGE 163A

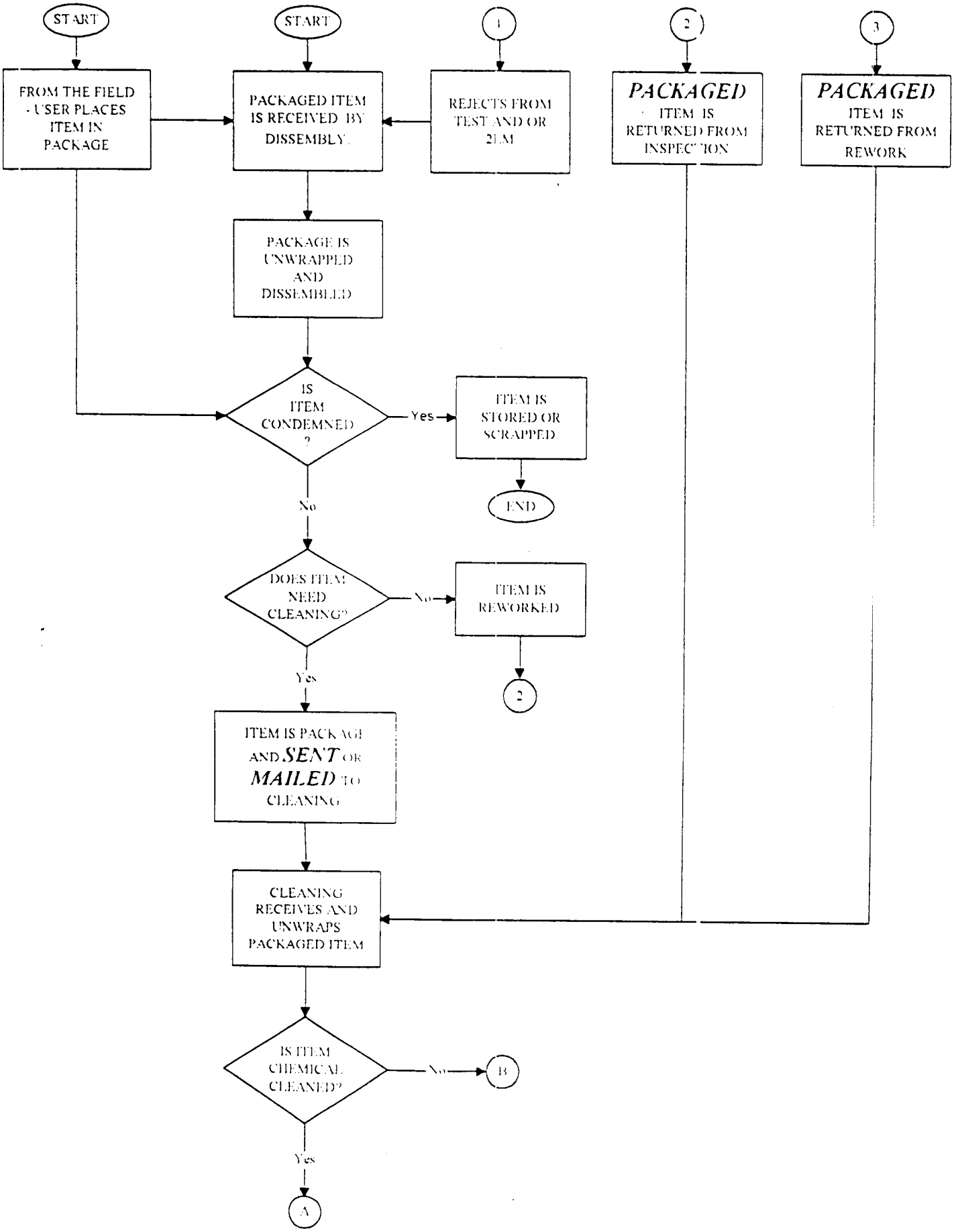
| RCC MEPNC | BUDGET DPSH/COSTS | ACTUAL DPAH/COSTS | FLEX/BUD DPEH/COSTS | BUDGET RATE | ACTUAL RATE | ACT/BUD EXP/VAR | FLEX-BUD/YTD DPEH/COST | BUD YTD DPSH/COST | ACT YTD DPAH/COST |
|---|---|---|---|---|---|---|---|---|---|
| ACTIVITY HOURS | .0 | 6,446.0 | 6,759.2 | | | | 79,373.5 | .0 | 79,222.8 |
| DRCT CIV LAB | 0 | 132,950 | 124,437 | 18.41 | 19.67 | 132,950 | 1,155,386 | 0 | 1,348,290 |
| DRCT MIL LAB | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| DIRECT LAB OTH | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| DIRECT EXP MAT | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| OTHER DIR COST | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| DR EXC RSD MAT | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| OTHER RSD COST | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| TOT DIRECT COST | 0 | 132,950 | 124,437 | .00 | 19.67 | 132,950 | 1,155,386 | 0 | 1,348,290 |
| INDRCT CIV LAB | 0 | 32,695 | 39,744 | 5.88 | 4.84 | 32,695 | 369,021 | 0 | 338,269 |
| INDRCT MIL LAB | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| IND MATL U6100 | 0 | 1,631 | 14,735 | 2.18 | .24 | 1,631 | 136,814 | 0 | 39,308 |
| IND MATL U6300 | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 69,018 |
| ENG FUEL U6511 | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| EQUIP U66/80 | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| SHOP EXP DEPREC | 0 | 0 | 541 | .08 | .00 | 0 | 5,021 | 0 | 0 |
| INDIRECT OTHER | 0 | 1,573 | 6,218 | .92 | .23 | 1,573 | 57,738 | 0 | 20,688 |
| TOTAL INDIRECT | 0 | 35,899 | 61,238 | .00 | 5.31 | 35,899 | 568,594 | 0 | 467,283 |
| SPEC FUEL U6513 | 0 | 2,179 | 1,149 | .17 | .32 | 2,179 | 10,669 | 0 | 29,692 |
| SHP SUP CV LAB | 0 | 53,795 | 53,803 | 7.96 | 7.96 | 53,795 | 499,558 | 0 | 537,144 |
| SHP SUP ML LAB | 0 | 338 | 1,217 | .18 | .05 | 338 | 11,298 | 0 | 3,929 |
| SHOP SUPPORT MATL U6100 | 0 | 6,619 | 1,825 | .27 | .98 | 6,619 | 18,945 | 0 | 90,051 |
| SHOP SUPPORT MATL U6300 | 0 | 2,377 | 6,083 | .90 | .35 | 2,377 | 56,482 | 0 | 103,331 |
| SHOP SUP EQUIP U66XX/U8000 | 0 | 4,174 | 6,218 | .92 | .62 | 4,174 | 57,738 | 0 | 93,030 |
| DEFECTIVE WORK f | | | [illegible] | [illegible] | .00 | 0 | 155,642 | 0 | 0 |

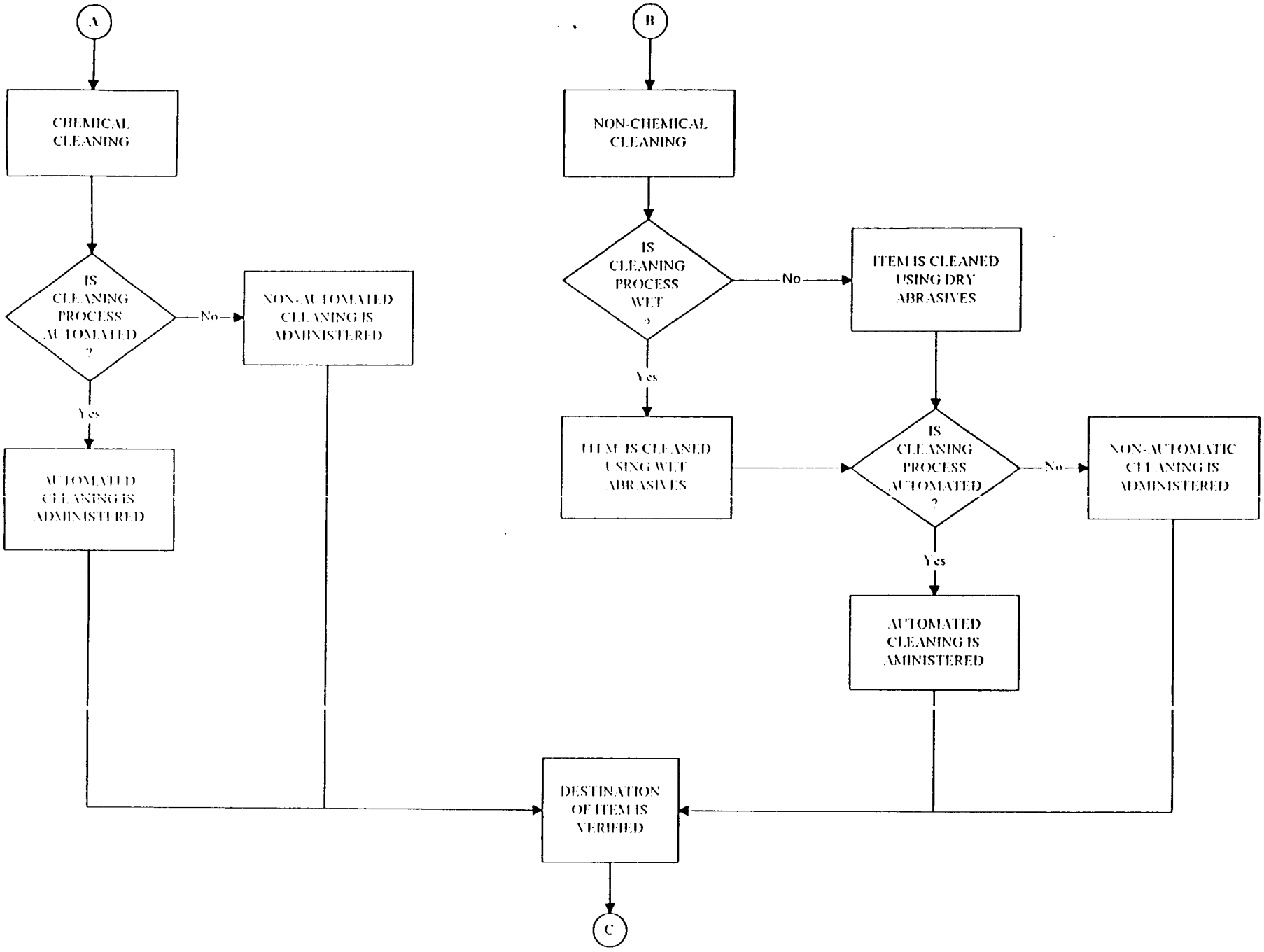
ACFC ( ) R C C O P E R A T I N G C O S T R E P O R T PERFORMING FUNDED A-G035A-HF3-MM-8BV

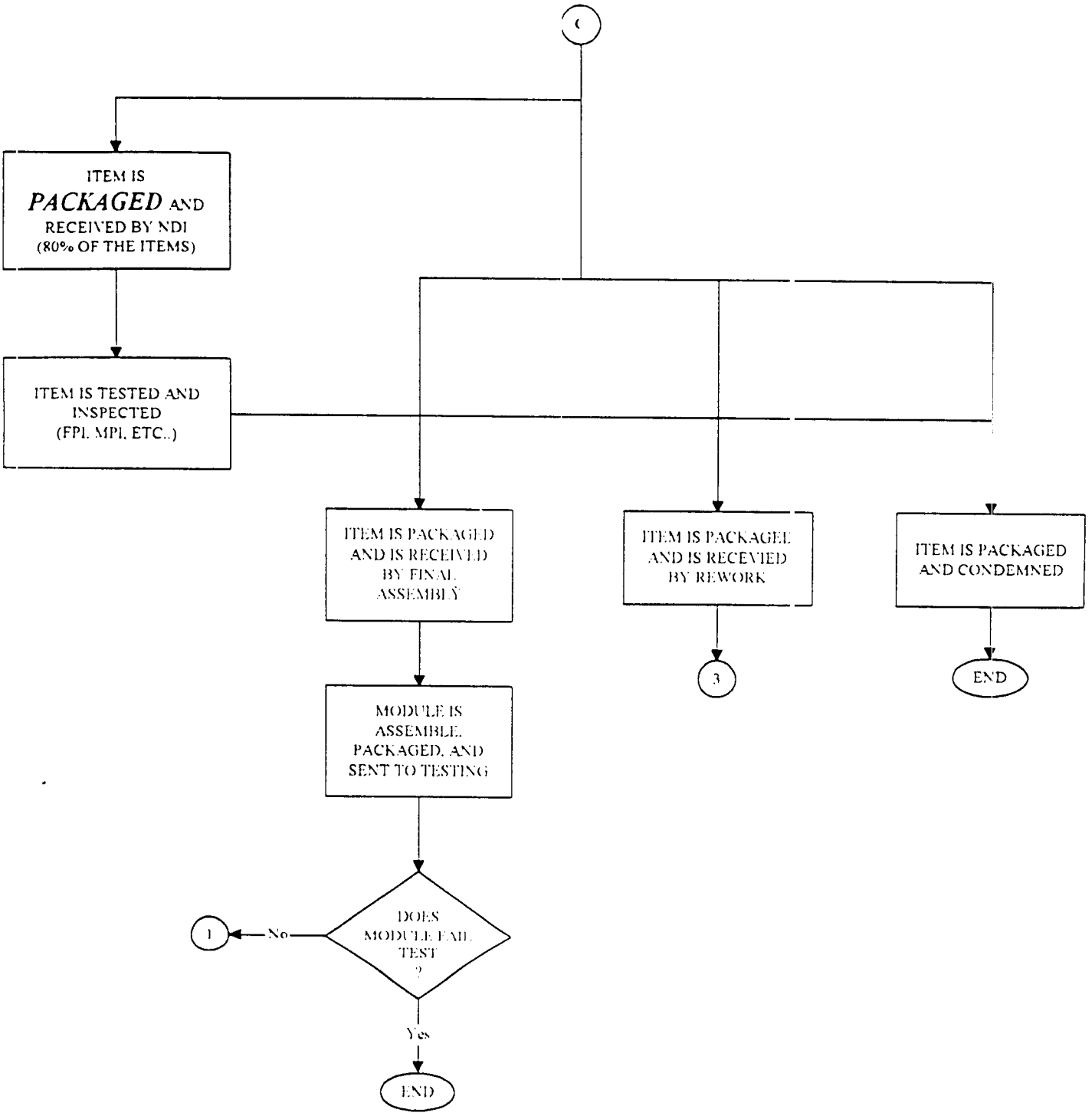
SAALC MONTHLY FUNDED PROCESS DATE AS OF 30 SEP 1994 PAGE 1638

| RCC MEPNC | BUDGET DPSH/COSTS | ACTUAL DPAH/COSTS | FLEX/BUD DPEH/COSTS | BUDGET RATE | ACTUAL RATE | ACT/BUD EXP/VAR | FLEX-BUD/YTD DPEH/COST | BUD YTD DPSH/COST | ACT YTD DPAH/COST |
|---|---|---|---|---|---|---|---|---|---|
| FLT FUEL U6511 | 0 | 168 | 2,974 | .44 | .02 | 168 | 27,613 | 0 | 1,382 |
| GRND FUEL U6512 | 0 | 98 | 0 | .00 | .01 | 98 | 0 | 0 | 464 |
| SHOP SUP U7000 | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 508 |
| SHOP SUPPORT MISC MATERIAL | 0 | 23,510 | 12,978 | 1.92 | 3.48 | 23,510 | 120,495 | 0 | 135,175 |
| SHOP SUP DEPREC | 0 | 233 | 0 | .00 | .03 | 233 | 0 | 0 | 3,890 |
| SHOP SUP OTHER | 0 | 57,861 | 49,004 | 7.25 | 8.58 | 57,861 | 455,001 | 0 | 347,774 |
| TOT SHOP SUPPORT | 0 | 151,352 | 152,014 | .00 | 22.39 | 151,352 | 1,411,441 | 0 | 1,346,368 |
| TOT PROD OVRHEAD | 0 | 187,251 | 213,252 | .00 | 27.70 | 187,251 | 1,980,035 | 0 | 1,813,651 |
| G-A CIV LABOR | 0 | 23,836 | 22,238 | 3.29 | 3.53 | 23,836 | 206,475 | 0 | 240,942 |
| G-A MIL LABOR | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| OFFICE SUPPLIES U6400 | 0 | 587 | 203 | .03 | .09 | 587 | 1,883 | 0 | 9,048 |
| OFFICE EQUIPMNT U6700 | 0 | 1,618 | 541 | .08 | .24 | 1,618 | 5,021 | 0 | 26,824 |
| G-A U7500 | 0 | 0 | 1,419 | .21 | .00 | 0 | 13,179 | 0 | 0 |
| MISC G-A MATL | 0 | 0 | 338- | .05- | .00 | 0 | 3,138- | 0 | 4,730- |
| G-A OTHER | 0 | 24,122 | 38,182 | 5.35 | 3.57 | 24,122 | 335,758 | 0 | 341,024 |
| G-A DEPREC | 0 | 1,488 | 5,813 | .86 | .22 | 1,488 | 53,972 | 0 | 11,754 |
| TOTAL G-A COSTS | 0 | 51,651 | 66,038 | .00 | 7.64 | [illegible] | [illegible] | 0 | 624,862 |
| TOTAL RCC COST | 0 | 371,852 | 403,727 | .00 | 55.01 | 371,852 | 3,748,573 | 0 | 3,786,803 |
| G072A ADJ OPER | | 0 | | | .00 | | | | |
| G072A ADJ G-A E | | 0 | | | .00 | | | | |

# CLEANING PROCESS
# CONSOLIDATION FLOW CHART




A
CHEMICAL CLEANING
IS CLEANING PROCESS AUTOMATED ?
No
NON-AUTOMATED CLEANING IS ADMINISTERED
Yes
AUTOMATED CLEANING IS ADMINISTERED
B
NON-CHEMICAL CLEANING
IS CLEANING PROCESS WET ?
No
ITEM IS CLEANED USING DRY ABRASIVES
Yes
ITEM IS CLEANED USING WET ABRASIVES
IS CLEANING PROCESS AUTOMATED ?
No
NON-AUTOMATIC CLEANING IS ADMINISTERED
Yes
AUTOMATED CLEANING IS AMINISTERED
DESTINATION OF ITEM IS VERIFIED
C


1
ITEM IS
PACKAGED AND
RECEIVED BY NDI
(80% OF THE ITEMS)
ITEM IS TESTED AND
INSPECTED
(FPI, MPI, ETC..)
ITEM IS PACKAGED
AND IS RECEIVED
BY FINAL
ASSEMBLY
ITEM IS PACKAGED
AND IS RECEIVED
BY REWORK
ITEM IS PACKAGED
AND CONDEMNED
3
END
MODULE IS
ASSEMBLE,
PACKAGED, AND
SENT TO TESTING
DOES
MODULE FAIL
TEST
?
No
1
Yes
END

FLOORING
FLOORING
FLOORING
ROLLER CONVEYOR
ROLLER CONVEYOR
ROLLER CONVEYOR
ROLLER CONVEYOR

# B/360 CHEMICAL CLEANING LINE PROCESSES
## REVISED BY LPPEP DATE: 8 MARCH 1994

### LINE NUMBER 1 PROCESSES

| TANK NO. | TANK SOLUTION | OP. TEMP. RANGE (F) | PROCESS #1 DWELL TIME | PROCESS #2 DWELL TIME | PROCESS #3 DWELL TIME | PROCESS #4 DWELL TIME | ROCESS #5 DWELL TIME | PROCESS #6 DWELL TIME |
|---|---|---|---|---|---|---|---|---|
| 101 | | | | | | | | |
| 102 | ALKALINE RUST REMOVE | 180-200 | 15 | 15 | 15 | 15 | 15 | 15 |
| 103 | ALKALINE RUST REMOVE | 180-200 | 15 | 15 | 15 | 15 | 15 | 15 |
| 104 | WATER RINSE | 160-180 | 5 | 5 | 5 | 5 | 5 | 5 |
| 105 | ACID DESCALER | 120-130 | 15 | | | 15 | | |
| 106 | WATER RINSE | 160-180 | 5 | | | 5 | | |
| 107 | | | | | | | | |
| 108 | | | | | | | | |
| 109 | | | | | | | | |
| 110 | ALKALINE RUST REMOVE | 180-200 | 15 | 15 | 15 | 30 | 30 | 30 |
| 111 | WATER RINSE | 160-180 | 10 | 10 | 10 | 15 | 15 | 15 |

REMARKS:
1. Unless otherwise specified, all dwell times are in minutes.
2. A particular process includes only those tanks that show a dwell time.
3. Processes that are operated by the computer will be identical to the processes specified on this list..
4. No computer process deviations are allowed unless written authorization is given by LPPEP.

# B/360 CHEMICAL CLEANING LINE PROCESSES
# REVISED BY LPPEP DATE: 8 MARCH 1994

## LINE NUMBER 2 PROCESSES

| TANK NO. | TANK SOLUTION | OP. TEMP. RANGE (F) | PROCESS #1 DWELL TIME | PROCESS #2 DWELL TIME | PROCESS #3 DWELL TIME | PROCESS #4 DWELL TIME | ROCESS #5 DWELL TIME | PROCESS #6 DWELL TIME |
|---|---|---|---|---|---|---|---|---|
| 201 | | | | | | | | |
| 202 | ALKALINE RUST REMOVE | 180-200 | 15 | 15 | 15 | 15 | 15 | 15 |
| 203 | ALKALINE RUST REMOVE | 180-200 | 15 | 15 | 15 | 15 | 15 | 15 |
| 204 | WATER RINSE | 160-180 | 5 | 5 | 5 | 5 | 5 | 5 |
| 205 | ACID DESCALER | 120-130 | 15 | | | 15 | | |
| 206 | WATER RINSE | 160-180 | 5 | | | 5 | | |
| 207 | ALKALINE PERMANGANTAE | 180-200 | 15 | 15 | | * | 30 | * |
| 208 | ALKALINE PERMANGANTAE | 180-200 | 15 | 15 | | * | 30 | * |
| 209 | WATER RINSE | 160-180 | 10 | 10 | | 15 | 15 | 15 |
| 210 | ALKALINE RUST REMOVE | 180-200 | 15 | 15 | 15 | 30 | 30 | 30 |
| 211 | WATER RINSE | 160-180 | 10 | 10 | 10 | 15 | 15 | 15 |

REMARKS:
1. Unless otherwise specified, all dwell times are in minutes.
2. A particular process includes only those tanks that show a dwell time.
3. Processes that are operated by the computer will be identical to the processes specified on this list..
4. (*) Tanks 207 or 208 may be used interchangeably for overnight dwell.
5. No computer process deviations are allowed unless written authorization is given by LPPEP.

# B/360 CHEMICAL CLEANING LINE PROCESSES
# REVISED BY LPPEP DATE: 8 MARCH 1994

## LINE NUMBER 3 PROCESSES

| TANK NO. | TANK SOLUTION | OP. TEMP. RANGE (F) | PROCESS #1 DWELL TIME | PROCESS #2 DWELL TIME | PROCESS #3 DWELL TIME | PROCESS #4 DWELL TIME | ROCESS #5 DWELL TIME | PROCESS #6 DWELL TIME |
|---|---|---|---|---|---|---|---|---|
| 301 | | | | | | | | |
| 302 | PAINT STRIPPER | 230-250 | 240 | * | * | + | | |
| 303 | PAINT STRIPPER | 230-250 | * | * | * | + | | |
| 304 | PAINT STRIPPER | 230-250 | * | * | * | + | | |
| 305 | | | | | | | | |
| 306 | PAINT STRIPPER | 140-160 | * | | | + | | |
| 307 | WATER RINSE | 160-180 | 5 | 5 | | 5 | | |
| 308 | WATER RINSE | 160-180 | | | | | | |
| 309 | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

REMARKS:
1. Unless otherwise specified, all dwell times are in minutes.
2. A particular process includes only those tanks that show a dwell time.
3. Processes that are operated by the computer will be identical to the processes specified on this list..
4. No computer process deviations are allowed unless written authorization is given by LPPEP.
5. All process tanks are interchangeable.
6. (*) Dwell time may vary up to 24 hours maximum as required to remove the coating.
7. (+) Dwell time may vary up to 4 hours maximum as required to remove the coating.
8. All paint stripping processes must be followed by steam cleaning.

# B/360 CHEMICAL CLEANING LINE PROCESSES
## REVISED BY LPPEP DATE: 8 MARCH 1994

### LINE NUMBER 4 PROCESSES

| TANK NO. | TANK SOLUTION | OP. TEMP. RANGE (F) | PROCESS #1 DWELL TIME | PROCESS #2 DWELL TIME | PROCESS #3 DWELL TIME | PROCESS #4 DWELL TIME | ROCESS #5 DWELL TIME | PROCESS #6 DWELL TIME |
|---|---|---|---|---|---|---|---|---|
| 401 | | | | | | | | |
| 402 | EMULSIFIER | 120-140 | 25 | | | 30 | | |
| 403 | WATER RINSE | 160-180 | 5 | | | 5 | | |
| 404 | CARBON REMOVER | 120-140 | 25 | | | 30 | | |
| 405 | WATER RINSE | 160-180 | 5 | | | 10 | | |
| 406 | CARBON REMOVER | 120-140 | 25 | | 30 | | | 20 |
| 407 | WATER RINSE | 160-180 | 5 | | 5 | | | 5 |
| 408 | CARBON REMOVER | 120-140 | 25 | | 30 | | | 20 |
| 409 | WATER RINSE | 160-180 | 5 | | 5 | | | 5 |
| 410 | CARBON REMOVER | 120-140 | 25 | | 30 | | AS REQ'D | 20 |
| 411 | WATER RINSE | 160-180 | 10 | | 10 | | 15 | 10 |

REMARKS:
1. Unless otherwise specified, all dwell times are in minutes.
2. A particular process includes only those tanks that show a dwell time.
3. Processes that are operated by the computer will be identical to the processes specified on this list..
4. No computer process deviations are allowed unless written authorization is given by LPPEP.
5. Process 5 may be used in any of the processing tanks, with a maximum of 16 hours.
6. All carbon removing processes must be followed by steam cleaning .

# B/360 CHEMICAL CLEANING LINE PROCESSES
## REVISED BY LPPEP DATE: 8 MARCH 1994

### LINE NUMBER 5 PROCESSES

| TANK NO. | TANK SOLUTION | OP. TEMP. RANGE (F) | PROCESS #1 DWELL TIME | PROCESS #2 DWELL TIME | PROCESS #3 DWELL TIME | PROCESS #4 DWELL TIME | ROCESS #5 DWELL TIME | PROCESS #6 DWELL TIME |
|---|---|---|---|---|---|---|---|---|
| 501 | | | | | | | | |
| 502 | | | | | | | | |
| 503 | NITRIC ACID | RM. TEMP. | * | | | * | | |
| 504 | WATER RINSE | RM. TEMP. | 5 | | | 5 | | |
| 505 | PROTOTYPE | RM. TEMP. | | | | | | |
| 506 | WATER RINSE | RM. TEMP. | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

REMARKS:
1. Unless otherwise specified, all dwell times are in minutes.
2. A particular process includes only those tanks that show a dwell time.
3. Processes that are operated by the computer will be identical to the processes specified on this list..
4. No computer process deviations are allowed unless written authorization is given by LPPEP.
5. Dwell time may vary up to 24 hours maximum as required to remove coating.

# B/360 CHEMICAL CLEANING LINE PROCESSES
## REVISED BY LPPEP DATE: 8 MARCH 1994

### LINE NUMBER 6 PROCESSES

| TANK NO. | TANK SOLUTION | OP. TEMP. RANGE (F) | PROCESS #1 DWELL TIME | PROCESS #2 DWELL TIME | PROCESS #3 DWELL TIME | PROCESS #4 DWELL TIME | ROCESS #5 DWELL TIME | PROCESS #6 DWELL TIME |
|---|---|---|---|---|---|---|---|---|
| 601 | ALKALINE RUST REMOVER | 180-200 | 10 | 5 | 5 | 5 | | |
| 602 | ALKALINE RUST REMOVER | 180-200 | 15 | | | | | |
| 603 | WATER RINSE | 160-180 | 5 | | | | | |
| 604 | ALKALINE RUST REMOVER | 180-200 | 15 | 15 | 15 | | | |
| 605 | ALKALINE RUST REMOVER | 180-200 | 15 | 15 | 15 | | | |
| 606 | WATER RINSE | 160-180 | 5 | 5 | 5 | | | |
| 607 | ALKALINE RUST REMOVER | 180-200 | 15 | 30 | 15 | 15 | | |
| 608 | ALKALINE RUST REMOVER | 180-200 | 15 | 30 | 15 | 15 | | |
| 609 | WATER RINSE | 160-180 | 5 | 5 | 5 | 5 | | |
| 610 | WATER RINSE | 160-180 | 5 | 5 | 5 | 5 | | |
| | | | | | | | | |

REMARKS:
1. Unless otherwise specified, all dwell times are in minutes.
2. A particular process includes only those tanks that show a dwell time.
3. Processes that are operated by the computer will be identical to the processes specified on this list..
4. No computer process deviations are allowed unless written authorization is given by LPPEP.

# B/360 CHEMICAL CLEANING LINE PROCESSES
## REVISED BY LPPEP DATE: 8 MARCH 1994

### LINE NUMBER 7 PROCESSES

| TANK NO. | TANK SOLUTION | OP. TEMP. RANGE (F) | PROCESS #1 DWELL TIME | PROCESS #2 DWELL TIME | PROCESS #4 DWELL TIME | PROCESS #6 DWELL TIME | ROCESS #7 DWELL TIME | PROCESS #8 DWELL TIME |
|---|---|---|---|---|---|---|---|---|
| 701 | SODIUM HYDROXIDE | 180-200 | AS REQ'D | | AS REQ'D | | | AS REQ'D |
| 702 | WATER RINSE | 160-180 | AS REQ'D | | AS REQ'D | | | 15 |
| 703 | NITRIC ACID | RM. TEMP. | AS REQ'D | | | * | 15 | AS REQ'D |
| 704 | NITRIC ACID | RM. TEMP. | | | | * | 5 | 10 |
| 705 | NITRIC ACID | RM. TEMP. | | | | * | | |
| 706 | WATER RINSE | RM. TEMP. | AS REQ'D | | | AS REQ'D | | |
| 707 | | | | | | | | |
| 708 | ENSTRIP NP | RT-150 | | AS REQ'D | | | | |
| 709 | WATER RINSE | RM. TEMP. | | AS REQ'D | | | | |
| 710 | AMMONIUM HYDROXIDE | RM. TEMP. | | AS REQ'D | | | | |
| | | | | | | | | |

REMARKS:
1. Unless otherwise specified, all dwell times are in minutes.
2. A particular process includes only those tanks that show a dwell time.
3. Processes that are operated by the computer will be identical to the processes specified on this list..
4. No computer process deviations are allowed unless written authorization is given by LPPEP.
5. Manually operate line "AS REQUIRED" is the minimum immersion time required to clean or strip the item.
6. Tanks 703, 704, and 705 are interchangeable.
7. Operate tank 708 at 150 degrees only when stripping parts.

# B/360 CHEMICAL CLEANING LINE PROCESSES
## REVISED BY LPPEP DATE: 8 MARCH 1994

### LINE NUMBER 8 PROCESSES.

| TANK NO. | TANK SOLUTION | OP. TEMP. RANGE (F) | PROCESS #1 DWELL TIME | PROCESS #2 DWELL TIME | PROCESS #3 DWELL TIME | PROCESS #4 DWELL TIME | ROCESS #5 DWELL TIME | PROCESS #6 DWELL TIME |
|---|---|---|---|---|---|---|---|---|
| 801 | SODIUM HYDROXIDE | 180-200 | 60 | AS REQ'D | | | | |
| 802 | ALKALINE RUST REMOVER | 180-200 | | | | AS REQ'D | | AS REQ'D |
| 803 | WATER RINSE | RM. TEMP. | 10 | AS REQ'D | | AS REQ'D | | AS REQ'D |
| 804 | NITRIC ACID | RM. TEMP. | * | | 240 (max) | | | |
| 805 | NITRIC ACID | RM. TEMP. | * | | | | AS REQ'D | AS REQ'D |
| 806 | WATER RINSE | RM. TEMP. | AS REQ'D | | AS REQ'D | | AS REQ'D | AS REQ'D |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

REMARKS:
1. Unless otherwise specified, all dwell times are in minutes.
2. A particular process includes only those tanks that show a dwell time.
3. Processes that are operated by the computer will be identical to the processes specified on this list..
4. No computer process deviations are allowed unless written authorization is given by LPPEP.
5. Manually operate line "AS REQUIRED" is the minimum immersion time required to clean or strip the item.
6. Tanks 703, 704, and 705 are interchangeable.
7. Operate tank 708 at 150 degrees only when stripping parts.

# MECHANICAL CLEANING

| NAME | PROCEDURE | TECH ORDER | MEDIA |
|---|---|---|---|
| BP1 | Dry soft grit blast | | walnut rice, peach, almond |
| BP1A | Dry soft grit blast | | corn cob |
| BP2 | Wet Abrasive Blast | | aluminum oxide |
| BP3 | Wet Glass Bead Blast | | glass |
| BP4 | Dry Abrasive Blast | | aluminum oxide |
| BP5 | Dry Glass Bead Blast | | glass |
| BP6 | Plastic Media Blast | | plastic |
| VIB | Vibratory Finishing | | plastic, aluminum oxide, glass |

## BLASTING PROCESSES

BP-1 Dry soft grit blast (walnut)(2-1-111 SPOP 8).

BP-1A Dry soft grit blast (ground corn cob)(2-1-111 SPOP 8).

1. Degrease part as required.
2. Mask all part numbers, cavities, bearing journals and splines. Care must be taken not to alter the snap diameters and critical dimensions.
3. Dry soft grit blast according to T.O. 2J-1-13 process 15.
4. Remove all masking and blasting materials with shop air. Steam clean to remove blasting material if necessary. Dry with shop air.

BP-2 Wet Abrasive Blast (Vapor Aluminum Oxide)

1. Degrease part as required.
2. Mask all part numbers, cavities, bearing journals and splines. Care must be taken not to alter the snap diameters and critical dimensions.
3. Wet abrasive blast according to T.O. 2J-1-13 process 16.
4. Remove all masking and blasting materials with shop air. Steam clean to remove blasting material if necessary. Dry with shop air.
5. Treat with corrosion inhibitor.

BP-3 Wet Glass Bead Blast (2-1-111 SPOP 16)

1. Degrease part as required.
2. Mask all part numbers, cavities, bearing journals and splines. Care must be taken not to alter the snap diameters and critical dimensions.
3. Wet glass bead blast according to T.O. 2J-1-13 process 15.
4. Remove all masking and blasting materials with shop air. Steam clear to remove blasting material if necessary. Dry with shop air.
5. Treat with corrosion inhibitor.

BP-4 Dry Abrasive Blast (Aluminum Oxide)(2-1-111 SPOP 218)

1. Degrease part as required.
2. Mask all part numbers, cavities, bearing journals and splines. Care must be taken not to alter the snap diameters and critical dimensions.
3. Dry abrasive blast according to T.O. 2J-1-13 process 15.
4. Remove all masking and blasting materials with shop air. Steam clean to remove blasting material if necessary. Dry with shop air.

BP-5 Dry Glass Bead Blast(2-1-111 SPOP 17)

1. Degrease part as required.
2. Mask all part numbers, cavities, bearing journals and splines. Care must be taken not to alter the snap diameters and critical dimensions.
3. Dry glass bead blast according to T.O. 2J-1-13 process 15.
4. Remove all masking and blasting materials with shop air. Steam clean to remove blasting

material if necessary. Dry with shop air.

BP-6 Plastic Media Blast(2-1-111 SPOP 19)

1. Degrease part as required.
2. Mask all part numbers, cavities, bearing journals and splines. Care must be taken not to alter the snap diameters and critical dimensions.
3. Dry blast with plastic media. To avoid excessive media breakdown and dust, maximum allowable pressure is 50 psi. Standard blasting conditions are 50 psi in a vacuum machine. Blasting machines must be adaptable to plastic media usage.
4. Remove all masking and blasting materials with shop air. Steam clean to remove blasting material if necessary. Dry with shop air.

VB-7 Vibratory Finishing (VIB) (2-1-111 SPOP 731)

1. Degrease as required.
2. Vibratory finish according to T.O. 2J-1-13 process 20.
3. Remove parts, rinse, and dry with shop air.
4. Treat with corrosion inhibitor as required.

BP-8 Water Jet Stripping

## BLASTING PROCESSES

| NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCESS Step1 | Step2 | Step3 | Step4 | UPA | IPB FIG | FY92 # ENGINE | FY92 PARTS UPA X ENGINES | FY93 # ENGINE | FY93 PARTS UPA X ENGINES | FY94 # ENGINES | FY94 PARTS UPA X ENGINES | FY92 # MODULES | FY92 PARTS UPA X MODULES | FY93 # MODULE | FY93 PARTS UPA X MODULES | FY94 # MODULES | FY94 PARTS UPA X MODULES | FY93 # BAUDI ENGINES | FY93 PARTS UPA X ENGINES | FY94 # BAUDI ENGINES | FY94 PARTS UPA X ENGINES | FY93 # BAUDI MODULES | FY93 PARTS UPA X MODULES | FY94 # BAUDI MODULES | FY94 PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SPRING, AUG NOZ ACTUATOR | AUG | 4011110 | NI | BP1 | | | | 5 | 78-13 | 111 | 555 | 120 | 600 | 44 | 220 | 118 | 590 | 138 | 690 | 42 | 210 | 52 | 260 | 42 | 210 | 52 | 260 | 48 | 240 |
| SPRING, FINGER VALVE | AUG | 4004058 | TI | BP1 | | | | 1 | 78-21 | 111 | 111 | 120 | 120 | 44 | 44 | 118 | 118 | 138 | 138 | 42 | 42 | 52 | 52 | 42 | 42 | 52 | 52 | 48 | 48 |
| DUCT SEGMENT ASSY, 1ST STG | HPT | 4061807 | NI | BP3 | HCP3 | BP4 | | 34 | 116-65 | 111 | 3774 | 120 | 4080 | 44 | 1496 | 725 | 24650 | 753 | 25602 | 272 | 9248 | 52 | 1768 | 42 | 1428 | 60 | 2040 | 50 | 1700 |
| CONE ASSY TURB EXH | ENG | 4043522 | | BP3 | HCP3 | | | 1 | 88-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| CONE ASSY TURB EXH | ENG | 4067118 | | BP3 | HCP3 | | | 1 | 88-1A | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| DUCT SEGMENT ASSY, 1ST STG | HPT | 4043269 | CO | BP3 | HCP6 | BP4 | | 18 | 116-30 | 111 | 1998 | 120 | 2160 | 44 | 792 | 725 | 13050 | 753 | 13554 | 272 | 4896 | 52 | 936 | 42 | 756 | 60 | 1080 | 50 | 900 |
| SHROUD, COMP STATOR 4TH STG | CORE | 4040844 | CHRS | BP3 | | | | 1 | 126-39 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SHROUD, COMP STATOR 5TH STG | CORE | 4040845 | ASSY | BP3 | | | | 1 | 127-18 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SHROUD, COMP STATOR 4TH STG | CORE | 4040894 | ASSY | BP3 | | | | 1 | 126-12 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SHROUD, COMP STATOR 5TH STG | CORE | 4040895 | ASSY | BP3 | | | | 1 | 127-12 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TIEROD TURBINE | FDT | 4048099 | NI | BP3 | | | | 24 | 92-7 | 111 | 2664 | 120 | 2880 | 44 | 1056 | 604 | 14496 | 362 | 8688 | 384 | 9216 | 52 | 1248 | 42 | 1008 | 57 | 1368 | 60 | 1440 |
| ROD ASSY, AUG IGNITOR | ENG | 4034812 | NI | BP3 | | | | 1 | 78-13 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| ROD ASSY, AUG IGNITOR | ENG | 4034813 | NI | BP3 | | | | 1 | 78-13 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| ROD ASSY, AUG IGNITOR | ENG | 4034814 | NI | BP3 | | | | 2 | 78-13 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| ROD ASSY, AUG IGNITOR | ENG | 4034815 | NI | BP3 | | | | 2 | 78-13 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| ROD ASSY, AUG IGNITOR | ENG | 4034817 | NI | BP3 | | | | 3 | 78-13 | 111 | 333 | 120 | 360 | 44 | 132 | | | | | | | 52 | 156 | 42 | 126 | | | | |
| LINER, CONVERGENT NOZZLE SEG | AUG | 4033062 | CO | BP4 | HCP6A | DRY | BP1 | 15 | 72-38 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| LINER,CONV NOZ SEG SEAL | AUG | 4060955 | COB | BP4 | HCP6A | DRY | BP1 | 15 | 71-40 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| NOZZLE SEG, BALANCE | AUG | 4038380 | TI | BP4 | HCP6A | DRY | BP1 | 15 | 72-64 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| NOZZLE SEG, DIVERGENT | AUG | 4056163 | NI | BP4 | HCP6A | DRY | BP1 | 15 | 72-45 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| SEAL, BALANCE NOZZLE | AUG | 4038730 | WC HRS | BP4 | HCP6A | DRY | BP1 | 15 | 71-53 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| SEAL, CONVERGENT | AUG | 4043222 | ST,CO,NI | BP4 | HCP6A | DRY | BP1 | 15 | 71-41 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| SEAL, DIVERGENT | AUG | 4041274 | WCHRS | BP4 | HCP6A | DRY | | 15 | 71-11 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| BLADE, TURB 3RD STG | FDT | 4046303 | NI | BP4 | | | | 68 | 93-29 | 111 | 7548 | 120 | 8160 | 44 | 2992 | 604 | 41072 | 362 | 24616 | 384 | 26112 | 52 | 3536 | 42 | 2856 | 57 | 3876 | 60 | 4080 |
| BLADE, TURB 4TH STG | FDT | 4043004 | NI | BP4 | | | | 60 | 92-9 | 111 | 6660 | 120 | 7200 | 44 | 2640 | 604 | 36240 | 362 | 21720 | 384 | 23040 | 52 | 3120 | 42 | 2520 | 57 | 3420 | 60 | 3600 |
| SUPPORT ASSY, NO 2 BRNG | CORE | 4034875 | ASSY | HCP1 | BP3 | | | 1 | 106-22 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| COUPLING, COMP STATOR | CORE | 4022838 | CHRS | HCP10 | BP3 | | | 2 | 112-25 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| DISK,COMP STG 4 | CORE | 4030604 | TI | HCP10 | BP3 | | | 1 | 126-23 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DISK,COMP STG 5 | CORE | 4030605 | TI | HCP10 | BP3 | | | 1 | 127-3 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BRACKET, REAR COMP | CORE | 4031252 | | HCP10 | BP3 | | | 2 | 112-10 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| RING, COMP STATOR SYN 4TH STG | CORE | 4031359 | TI | HCP10 | BP3 | | | 1 | 126-31 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING ASSY, SYNC REAR COMP STATOR | CORE | 4031365 | TI | HCP10 | BP3 | | | 1 | 113-20 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CONNECTING LINK | CORE | 4031714 | TI | HCP10 | BP3 | | | 2 | 112-7 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| CONNECTING LINK | CORE | 4031715 | TI | HCP10 | BP3 | | | 2 | 112-3 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| ARM, REAR COMP | CORE | 4031717 | CHRS | HCP10 | BP3 | | | 2 | 112-25 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| DISK & HUB, 8TH STG | CORE | 4031786 | TI | HCP10 | BP3 | | | 1 | 128-3 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, COMP STATOR SYN, 5TH STG | CORE | 4038071 | TI | HCP10 | BP3 | | | 1 | 127-11 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| HOUSING ASSY NO 2 BEARING | CORE | 4038606 | ASSY | HCP10 | BP3 | | | 1 | 109-27 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT NO 3 BEARING | CORE | 4041794 | ASSY | HCP10 | BP3 | | | 1 | 110-17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TIE ROD, REAR COMP | CORE | 4048151 | NI | HCP10 | BP3 | | | 24 | 128-14 | 111 | 2664 | 120 | 2880 | 44 | 1056 | 591 | 14184 | 522 | 12528 | 528 | 12672 | 52 | 1248 | 42 | 1008 | 59 | 1416 | 50 | 1200 |
| TIE ROD, REAR COMP | CORE | 4048152 | NI | HCP10 | BP3 | | | 24 | 135-2 | 111 | 2664 | 120 | 2880 | 44 | 1056 | 591 | 14184 | 522 | 12528 | 528 | 12672 | 52 | 1248 | 42 | 1008 | 59 | 1416 | 50 | 1200 |
| TIE ROD, REAR COMP | CORE | 4048153 | NI | HCP10 | BP3 | | | 24 | 128-18 | 111 | 2664 | 120 | 2880 | 44 | 1056 | 591 | 14184 | 522 | 12528 | 528 | 12672 | 52 | 1248 | 42 | 1008 | 59 | 1416 | 50 | 1200 |
| DISK & HUB, COMP 1ST STG | INF | 4046741 | TI | HCP10 | BP3 | | | 1 | 104-9 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| DISK & HUB, COMP 2ND STG | INF | 4048902 | TI | HCP10 | BP3 | | | 1 | 102-56 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| DISK, COMP 3RD STG | INF | 4048903 | TI | HCP10 | BP3 | | | 1 | 101-44 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| RETAINER, COMP BLADE LOCK | INF | 4030024 | TI | HCP10 | BP3 | | | 1 | 101-41 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| RING ASSY, SYNCH FRONT COMP | INF | 4048486 | TI | HCP10 | BP3 | | | 1 | 100-27 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| RING, RETAINING, COMP STATOR | INF | 4018832 | TI | HCP10 | BP3 | | | 1 | 100-25 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| TIE RODS, FRONT COMP | INF | 4043189 | TI | HCP10 | BP3 | | | 20 | 101-32 | 111 | 2220 | 120 | 2400 | 44 | 880 | 492 | 9840 | 382 | 7640 | 390 | 7800 | 52 | 1040 | 42 | 840 | 56 | 1120 | 54 | 1080 |
| ARM, COMP STAT LINK RT | ENG | 4023083 | TI | HCP10 | BP3 | | | 1 | 33-29 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| ARM, COMP STAT LINK RT | ENG | 4027671 | TI | HCP10 | BP3 | | | 1 | 33-35 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| SEAL, AIR 2ND STG | INF | 4040422 | TI | HCP10 | BP3 | | | 1 | 102-58 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SEAL, AIR FRONT 1ST STG COMP | INF | 4047841 | TI | HCP10 | BP3 | | | 1 | 104-6 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SEAL, AIR FRT INLET COMP | INF | 4064666 | TI | HCP10 | BP3 | | | 1 | 104-3 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SEAL, AIR REAR 1st STG COMP | INF | 4039943 | TI | HCP10 | BP3 | | | 1 | 102-50 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| RING ASSY,SYNCHRONIZING | AUG | 4043182 | TI | HCP10 | BP6 | | | 1 | 73-6 | 111 | 111 | 120 | 120 | 44 | 44 | 118 | 118 | 138 | 138 | 42 | 42 | 52 | 52 | 42 | 42 | 52 | 52 | 48 | 48 |
| BLADE, 1 STG COMP | INF | 4041831 | TI | HCP10 | HCP12 | BP3 | HCP6 | 38 | 104-4 | 111 | 4218 | 120 | 4560 | 44 | 1672 | 492 | 18696 | 382 | 14516 | 390 | 14820 | 52 | 1976 | 42 | 1596 | 56 | 2128 | 54 | 2052 |
| BLADE, 2 STG COMP | INF | 4039092 | TI | HCP10 | HCP12 | BP3 | HCP6 | 60 | 102-51 | 111 | 6660 | 120 | 7200 | 44 | 2640 | 492 | 29520 | 382 | 22920 | 390 | 23400 | 52 | 3120 | 42 | 2520 | 56 | 3360 | 54 | 3240 |
| BLADE, 3 STG COMP | INF | 4038933 | TI | HCP10 | HCP12 | BP3 | HCP6 | 40 | 101-42 | 111 | 4440 | 120 | 4800 | 44 | 1760 | 492 | 19680 | 382 | 15280 | 390 | 15600 | 52 | 2080 | 42 | 1680 | 56 | 2240 | 54 | 2160 |
| BLADE, COMP STG 5 | CORE | 4040205 | TI | HCP10 | VIB | | | 70 | 127-2 | 111 | 7770 | 120 | 8400 | 44 | 3080 | 591 | 41370 | 522 | 36540 | 528 | 36960 | 52 | 3640 | 42 | 2940 | 59 | 4130 | 50 | 3500 |
| BLADE, COMP STG 6 | CORE | 4040806 | TI | HCP10 | VIB | | | 86 | 128-2 | 111 | 9546 | 120 | 10320 | 44 | 3784 | 591 | 50826 | 522 | 44892 | 528 | 45408 | 52 | 4472 | 42 | 3612 | 59 | 5074 | 50 | 4300 |
| VANE, IGV | CORE | 4048050 | TI | HCP10 | VIB | | | 90 | 113-29 | 111 | 9990 | 120 | 10800 | 44 | 3960 | 591 | 53190 | 522 | 46980 | 528 | 47520 | 52 | 4680 | 42 | 3780 | 59 | 5310 | 50 | 4500 |
| GUIDE, CARRIAGE | CORE | 4034095 | ASSY | HCP3 | BP3 | | | 1 | 129-6 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| HOUSING, NO 4 BEARING | CORE | 4035897 | NI | HCP3 | BP3 | | | 1 | 118-16 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DISK, COMP STG 8 | CORE | 4040108 | NI | HCP3 | BP3 | | | 1 | 130-4 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SHAFT, REAR COMP DRIVE | CORE | 4040926 | ASSY | HCP3 | BP3 | | | 1 | 135-9 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| STRAP, BLEED VALVE | CORE | 4059351 | ASSY | HCP3 | BP3 | | | 1 | 129-10 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, COMB CHAMBER GUIDE BOLT | CORE | 4032811 | NI | HCP3 | BP4 | | | 1 | 117-7 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CASE, COMP 7TH STG | CORE | 4046497 | TI | HCP6 | BP3 | | | 1 | 129-17A | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NOZZLE SEGMT, EXTERNAL | AUG | 4053971 | TI | HCP6A | DRY | BP1 | | 15 | 70-19 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| BRACKET ASSY EXST NOZZLE | ENG | 4032147 | | HCP7 | BP2 | | | 1 | 23-57 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| GUIDE, COMB CHAMBER | CORE | 4025364 | CO | HCP7 | BP3 | BP4 | | 7 | 117-9 | 111 | 777 | 120 | 840 | 44 | 308 | 591 | 4137 | 522 | 3654 | 528 | 3696 | 52 | 364 | 42 | 294 | 59 | 413 | 50 | 350 |
| GUIDE, COMB CHAMBER | CORE | 4025365 | CO | HCP7 | BP3 | BP4 | | 1 | 117-8 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| PROBE | CORE | 4018724 | ASSY | HCP7 | BP3 | | | 1 | 121-29 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| GEAR SHAFT, BEVEL | CORE | 4025444 | NI | HCP7 | BP3 | | | 1 | 108-29 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| ADAPTER, DIFFUSER CASE | CORE | 4038080 | SST | HCP7 | BP3 | | | 1 | 121-11 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, AIS, NO 4 BRNG FRONT | CORE | 4037158 | ASSY | HCP7 | BP3 | | | 1 | 124-18 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |

## BLASTING PROCESSES

| NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCESS Step1 | Step2 | Step3 | Step4 | UPA | IPB FIG | FY92 # ENGINE | FY92 PARTS UPA X ENGINES | FY93 # ENGINE | FY93 PARTS UPA X ENGINES | # ENGINES | PARTS UPA X ENGINES | FY92 # MODULES | FY92 PARTS UPA X MODULES | FY93 # MODULE | FY93 PARTS UPA X MODULES | FY94 # MODULES | FY94 PARTS UPA X MODULES | FY93 # SAUDI ENGINES | FY93 PARTS UPA X ENGINES | FY94 # SAUDI ENGINES | FY94 PARTS UPA X ENGINES | FY93 # SAUDI MODULES | FY93 PARTS UPA X MODULES | FY94 # SAUDI MODULES | FY94 PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SUPPORT, NO 4 BEARING SEAL | CORE | 4055012 | NI | HCP7 | BP3 | | | 1 | 124 9 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, NO 4 BRNG SEAL FRONT | CORE | 4065651 | NI | HCP7 | BP3 | | | 1 | 124 9 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| VANE ASSY TURB STATOR 3RD STG | FDT | 4039073 | NI | HCP7 | BP4 | | | 1 | 94 14 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| VANE TURB STATOR 4TH STG | FDT | 4037254 | NI | HCP7 | BP4 | | | 29 | 92 18 | 111 | 3219 | 120 | 3480 | 44 | 1276 | 604 | 17516 | 362 | 10498 | 384 | 11136 | 52 | 1508 | 42 | 1218 | 57 | 1653 | 60 | 1740 |
| SEAL, 1ST STG TURB STATOR | CORE | 4012128 | NI | HCP7 | HCP8 | BP3 | | 1 | 117 10 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, A/S NO 4 BRNG REAR | CORE | 4035948 | ASSY | HCP7 | HCP8 | BP3 OPT | | 1 | 118 1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| STIFFENER, AUG CONVERG NOZZLE | AUG | 4036437 | | HCP7 | BP1 | | | 15 | 72 50 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| SEAT, SEALING, MAIN SPK IGNTR | ENG | 4018157 | | HCP7 | BP1 | | | 2 | 8 9 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| BRACKET, EXHNZ CTRL AIRPRS RG | ENG | 4032834 | | HCP7 | BP2 | | | 1 | 23 58 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| GUIDE, ENG INLET SEAL | ENG | 4038498 | AI | L3P2 | HCP8 | BP1A | | 1 | 2 6 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| VANE, STG 2 TURB | HPT | 4068657 | NI | L4P1 | BP4 | | | 29 | 115 54 | 111 | 3219 | 120 | 3480 | 44 | 1276 | 725 | 21025 | 753 | 21837 | 272 | 7888 | 52 | 1508 | 42 | 1218 | 60 | 1740 | 50 | 1450 |
| BLADE, STG 2 TURB | HPT | 4059422 | NI | L4P2 | BP4 | | | 72 | 115 44 | 111 | 7992 | 120 | 8640 | 44 | 3168 | 725 | 52200 | 753 | 54216 | 272 | 19584 | 52 | 3744 | 42 | 3024 | 60 | 4320 | 50 | 3600 |
| ARM, REAR COMP STATOR | CORE | 4028359 | ASSY | L4P3 | BP3 | | | 2 | 112 18 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| HEAT SHIELD, NO 3 BEARING | CORE | 4001697 | TI | L4P3 | HCP1 | | | 1 | 113 34 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BLADE, COMP STG 7 | CORE | 4040207 | TI | L4P3 | VIB | | | 88 | 128 16 | 111 | 9768 | 120 | 10560 | 44 | 3872 | 591 | 52008 | 522 | 45936 | 528 | 46464 | 52 | 4576 | 42 | 3696 | 59 | 5192 | 50 | 4400 |
| BLADE, COMP STG 8 | CORE | 4044908 | TI/NI | L4P3 | VIB | | | 98 | 130 3 | 111 | 10858 | 120 | 11520 | 44 | 4224 | 591 | 58738 | 522 | 50112 | 528 | 50688 | 52 | 4992 | 42 | 4032 | 59 | 5824 | 50 | 4900 |
| CASE & DUCT SET, FRNT TURB | HPT | 4058297 | NI | L6P1 | BP2 | | | 1 | 116 29 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| DISK& HUB ASSY, STG 2 TURB | HPT | 4042922 | NI | L6P1 | BP2 | | | 1 | 115 16 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| DISK, STG 1 TURB ASSY | HPT | 4043321 | NI | L6P1 | BP2 | | | 1 | 116 18 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| DISK, STG 2 TURB ASSY | HPT | 4073102 | NI | L6P1 | BP2 | | | 1 | 115 45 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| PLATE, STG 1 TURB RET BLADE | HPT | 4051316 | NI | L6P1 | BP2 | | | 17 | 116 5 | 111 | 1887 | 120 | 2040 | 44 | 748 | 725 | 12325 | 753 | 12801 | 272 | 4624 | 52 | 884 | 42 | 714 | 60 | 1020 | 50 | 850 |
| PLATE, STG 1 TURB RET BLADE | HPT | 4066777 | NI | L6P1 | BP2 | | | 34 | 116 42 | 111 | 3774 | 120 | 4080 | 44 | 1496 | 725 | 24650 | 753 | 25602 | 272 | 9248 | 52 | 1768 | 42 | 1428 | 60 | 2040 | 50 | 1700 |
| SEAL AIR, TURB 1ST STG | HPT | 4067621 | NI | L6P1 | BP2 | | | 1 | 116 51 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| SEAL, TURBINE DUCT SET | HPT | 4023468 | NI | L6P1 | BP2 | | | 2 | 116 31 | 111 | 222 | 120 | 240 | 44 | 88 | 725 | 1450 | 753 | 1506 | 272 | 544 | 52 | 104 | 42 | 84 | 60 | 120 | 50 | 100 |
| SUPPORT, STG 1 TRB DUCT | HPT | 4043270 | CO/CHRS | L6P1 | BP2 | | | 1 | 116 29 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| THROD, TURBINE | HPT | 4048098 | NI | L6P1 | BP2 | | | 20 | 116 2 | 111 | 2220 | 120 | 2400 | 44 | 880 | 725 | 14500 | 753 | 15060 | 272 | 5440 | 52 | 1040 | 42 | 840 | 60 | 1200 | 50 | 1000 |
| THROD, TURBINE | HPT | 4061628 | NI | L6P1 | BP2 | | | 22 | 116 40 | 111 | 2442 | 120 | 2640 | 44 | 968 | 725 | 15950 | 753 | 16566 | 272 | 5984 | 52 | 1144 | 42 | 924 | 60 | 1320 | 50 | 1100 |
| RING, STG 2 TURB A/S | HPT | 4023077 | NI | L6P1 | BP4 | | | 1 | 115 28 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| DISK ASSY TURB 3RD STG | FDT | 4042983 | NI | L6P3 | BP3 | | | 1 | 93 38 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| DISK ASSY TURB 4TH STG | FDT | 4043704 | NI | L6P3 | BP3 | | | 1 | 92 8 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SEAL, AIR TURB 3RD STG | FDT | 4044429 | NI | L6P3 | BP3 | | | 1 | 93 43 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| RING, TURB A/S 4TH STG | FDT | 4032835 | NI | L6P3 | BP3 OPT | | | 8 | 92 16 | 111 | 888 | 120 | 960 | 44 | 352 | 604 | 4832 | 362 | 2896 | 384 | 3072 | 52 | 416 | 42 | 336 | 57 | 456 | 60 | 480 |
| SUPPORT, TURB A/S RING 4TH STG | FDT | 4023130 | NI | L6P3 | BP3 OPT | | | 1 | 92 15 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| VANE, COMP STG 4 | CORE | 4043454 | NI | L6P3 | VIB | | | 64 | 126 48 | 111 | 7104 | 120 | 7680 | 44 | 2816 | 591 | 37824 | 522 | 33408 | 528 | 33792 | 52 | 3328 | 42 | 2688 | 59 | 3776 | 50 | 3200 |
| BLADE, COMP STG 9 | CORE | 4040809 | NI | L7P8 | BP3 | VIB | | 94 | 131 3 | 111 | 10434 | 120 | 11280 | 44 | 4136 | 591 | 55554 | 522 | 49068 | 528 | 49632 | 52 | 4888 | 42 | 3948 | 59 | 5546 | 50 | 4700 |
| BLADE, COMP STG 10 | CORE | 4040810 | NI | L7P8 | BP3 | VIB | | 92 | 132 3 | 111 | 10212 | 120 | 11040 | 44 | 4048 | 591 | 54372 | 522 | 48024 | 528 | 48576 | 52 | 4784 | 42 | 3864 | 59 | 5428 | 50 | 4600 |
| BLADE, COMP STG 11 | CORE | 4040811 | NI | L7P8 | BP3 | VIB | | 82 | 133 3 | 111 | 9102 | 120 | 9840 | 44 | 3608 | 591 | 48462 | 522 | 42804 | 528 | 43296 | 52 | 4264 | 42 | 3444 | 59 | 4838 | 50 | 4100 |
| BLADE, COMP STG 12 | CORE | 4040812 | NI | L7P8 | BP3 | VIB | | 90 | 133 18 | 111 | 9990 | 120 | 10800 | 44 | 3960 | 591 | 53190 | 522 | 46980 | 528 | 47520 | 52 | 4680 | 42 | 3780 | 59 | 5310 | 50 | 4500 |
| BLADE, COMP STG 13 | CORE | 4040813 | NI | L7P8 | BP3 | VIB | | 94 | 135 3 | 111 | 10434 | 120 | 11280 | 44 | 4136 | 591 | 55554 | 522 | 49068 | 528 | 49632 | 52 | 4888 | 42 | 3948 | 59 | 5546 | 50 | 4700 |
| DISK, COMP STG 9 | CORE | 4022609 | NI | L7P8 | BP3 | | | 1 | 131 4 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DISK, COMP STG 11 | CORE | 4022611 | NI | L7P8 | BP3 | | | 1 | 133 4 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DISK, COMP STG 12 | CORE | 4022612 | NI | L7P8 | BP3 | | | 1 | 133 17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DISK, COMP STG 13 | CORE | 4041013 | NI | L7P8 | BP3 | | | 1 | 135 4 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DISK, COMP STG 10 | CORE | 4069910 | NI | L7P8 | BP3 | | | 1 | 132 4 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| | | | | | | | TOTAL | 1633 | * | * | 205239 | * | 221880 | * | 81356 | * | 1035015 | * | 905599 | * | 781356 | * | 96148 | * | 77658 | * | 106398 | * | 91878 |

## HAND CLEANING PROCESSES

HCP-1 Petroleum Solvent (T.O. 2J-1-13 Process 13, 2-1-111 SPOP 3 option,)

Immerse or spray parts to loosen deposits; scrub/brush to remove contaminants. Spray with clean solvent.

HCP-2 Petroleum Solvent Spray (T.O. 2J-1-13 Process 13, 2-1-111 SPOP 3 option)

Spray solvent onto part. Wipe as required to remove soils. Spray with fresh solvent. Use to degrease/clean bearings. Use as short term corrosion preventative. Leaves a light oil film on the part.

HCP-3 Alkaline Rust Remover (T.O. 2J-1-13 Process 9; 2-1-111 SPOP 203)

Immerse in solution 30-90 minutes. Pressure or steam rinse after initial immersion rinse. Repeat as needed. Dry with shop air.

HCP-4 Petroleum Solvent Soak (T.O. 2J-1-13 Process 13, 2-1-111 SPOP 3 option)

Use for carbon seals. Immerse in P-D-680 solvent a sufficient time to loosen deposits. Remove coke or heavy deposits with a non-metallic dull-edged tool.

HCP 5 Phosphoric Acid (T.O. 2J-1-13 Process 10)

Immerse for 15 minutes (max) to remove rust from ferrous metals. Immerse 15-30 seconds in alkaline solution to neutralize. Rinse with water. Pressure rinse to remove contaminants or residue. Dry with shop air.

HCP6 Steam Clean (T.O. 2J-1-13 Process 14)

Direct a stream of steam, water, and soap onto the part. The distance and angle is determined by the specific part. Rinse with steam or water as needed to remove soap residue.

HCP-6A Heavy Duty, Alkaline Detergent Cleaning (T.O. 2J-F100-13-5, WP 302 00)

Apply concentrated heavy duty liquid alkaline detergent (e.g. Oakite Fleetline 205) by brush or spray. Allow to dwell for 3-5 minutes. Heavy deposits or soiled areas may be brushed prior to rinsing. Steam clean to remove residue. Repeat process as required. After final rinse, dry with shop air.

HCP-7 Vapor Degrease (T.O. 2J-1-13 Process 1; 2-1-111 SPOP 3)

Lower part into vapor phase at a controlled speed. Suspend until condensation stops. Raise at a controlled speed and allow to drain. Repeat as required. Remove and ensure that all solvent is gone.

HCP-8 Sodium Hydroxide(2-1-111 SPOP 51)

Immerse in sodium hydroxide solution as needed to strip aluminum coatings or to clean non-aluminum workpieces. Hot water rinse or pressure rinse parts to remove chemical residue.

HCP-9 Shaft Paint Strip

Immerse in stripper in the shaft tank using manufacturer's operating parameters. Dwell time as required to remove paint not to exceed 24 hours

HCP-10 Alkaline Rust Remover (T.O. 2J-1-13 Process 9; 2-1-111 SPOP 13)

Immerse in rust remover 1-4 minutes. Pressure rinse or steam clean. Dry with shop air.

HCP-11 Pressure Rinse (T.O. 2J-1-13 Process 7)

Rinse with water and air under pressure to remove chemicals and residue. Dry with shop air

HCP 12 Blade Root Rubber Removal (T.O. 2J-F100-13-6 WP 201 00)

Remove rubber strips and sealant using a razor blade. Lightly wire brush to remove residue.

HCP 13 Exterior Tubing Insulation Blanket Cleaning

Clean exterior only. Buff or brush remaining residue. Hard deposits may be hand brushed with alkaline rust remover. Rinse without soaking insulation. Dry with shop air.

HCP-14 Oil Immersion Cleaning (T.O. 2J-F100-13-6 WP 201 00)

Use for carbon seals. Soak in clean warm MIL-L-7808 oil at 120-140$^{o}$F for a minimum of 30 minutes. Remove any coke deposits with a dull edged non-metallic tool. Package each seal individually. Do not stack uprotected seals. Do not wipe with cloth.

HCP-15 Deleted

HCP-16 Brushable Paint Stripper (T.O. 2J-F100-13-7)

Apply a thick film of stripper to specific areas and allow to dwell up to one hour. If allowed to set until dry, apply a second coat and allow to dwell for 15-30 minutes. Flush with water. If coating remains, a second application may be required. Steam clean entire part to remove all residue. Blow dry with shop air.

HCP-17 Acetone, MEK, or Alcohol Cleaning (T.O. 2J-F100-13-7 WP 20100)

Do not immerse part in solvent. Clean by hand scrubbing or wiping with solvent to remove contaminants. Allow part to dry before wrapping or transporting.

HCP-18 Delete

HCP-19 Delete

HCP-20 Hardware Cleaning (Nuts, Bolts, etc...)

Spray hardware with P-D-680 solvent to degrease and remove loose contamination. Heavy

deposits may require soaking. Steam clean with soap and water to remove remaining contamination. Steam rinse to remove all soap and residue.

HCP-21 Delete

HCP-22 Buff or Brush Cleaning

Buff or brush with wire or bristle equipment only as necessary to remove deposits of contaminants. Clean without damage to the workpiece. Steam clean or air blast to remove any loosened contaminants (Special care must be taken with titanium, magnesium, and aluminum parts).

**Note**: T-56 Turbine shaft internal diameters may be cleaned with a mod fied brake hone. The stones on the hone must be replaced with a carbide or metal cutting edge.

HCP-23 Parts Washer

Place small parts to be cleaned into a covered basket that has been strapped down to the turntable and strap large parts directly onto the turntable.

F100 ENGINE & WO .D

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY92 # ENGINE | PA UP ENGINES | 93 # ENGINES | PARTS UPA X ENGINES | FY94 # ENGINES | PARTS UPA X ENGINES | FY92 # MODULES | PARTS UPA X MODULES | FY93 # MODULES | PARTS UPA X MODULES | FY94 # MODULES | PAR UP MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRACKET, DIV CONN LINK | AUG | 4048998 | HCP10 | | | | 15 | 70-18 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| BRACKET, DIV NOZ CON LINK | AUG | 4032326 | HCP10 | | | | 15 | 70-15 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| BRACKET, DIV NOZ CON LINK | AUG | 4042087 | HCP10 | | | | 15 | 70-14 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| BRACKET, GROUND HANDLING | AUG | 4018338 | HCP7 | | | | 2 | 69-7 | 111 | 222 | 120 | 240 | 44 | 88 | 118 | 236 | 138 | 276 | 42 | 84 |
| BRIDGE CLAMP | AUG | 4033488 | HCP10 | | | | 15 | 71-6 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| BRIDGE CLAMP | AUG | 4057825 | HCP10 | | | | 30 | 71-7A | 111 | 3330 | 120 | 3600 | 44 | 1320 | 118 | 3540 | 138 | 4140 | 42 | 1260 |
| CONNECTING LINK | AUG | 4024312 | HCP10 | | | | 15 | 72-5 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| CONNECTING LINK | AUG | 4043224 | HCP10 | | | | 5 | 73-8 | 111 | 555 | 120 | 600 | 44 | 220 | 118 | 590 | 138 | 690 | 42 | 210 |
| CONNECTING LINK, AUG NOZZLE | AUG | 4024316 | HCP10 | | | | 30 | 72-18 | 111 | 3330 | 120 | 3600 | 44 | 1320 | 118 | 3540 | 138 | 4140 | 42 | 1260 |
| CONNECTING LINK, BAL NOZZLE | AUG | 4058422 | HCP10 | | | | 15 | 72-24 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| CONNECTING LINK, RIGID DIV NOZ | AUG | 4025584 | HCP10 | | | | 15 | 70-16 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| COVER, FINGER VALVE | AUG | 4004056 | HCP10 | | | | 1 | 76-18 | 111 | 111 | 120 | 120 | 44 | 44 | 118 | 118 | 138 | 138 | 42 | 42 |
| DUCT, COMBUSTN CHMBR | AUG | 4044896 | HCP6A | | | | 1 | 77-1 | 111 | 111 | 120 | 120 | 44 | 44 | 118 | 118 | 138 | 138 | 42 | 42 |
| GUIDE | AUG | 4046047 | HCP10 | | | | 15 | 72-70 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| LEVER, AUG NOZZLE | AUG | 4050822 | HCP10 | | | | 15 | 72-14 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| LINER, COMBUST CHMBR | AUG | 4047851 | L6P3 | HCP6 | | | 1 | 68-19 | 111 | 111 | 120 | 120 | 44 | 44 | 118 | 118 | 138 | 138 | 42 | 42 |
| LINER, CONVERGENT NOZZLE SEG. | AUG | 4033062 | BP4 | HCP6A | DRY | BP1 | 15 | 72-38 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| LINER,CONV NOZ SEG SEAL | AUG | 4060955 | BP4 | HCP6A | DRY | BP1 | 15 | 71-40 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| NOZZLE SEG, BALANCE | AUG | 4038380 | BP4 | HCP6A | DRY | BP1 | 15 | 72-64 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| NOZZLE SEG, DIVERGENT | AUG | 4056163 | BP4 | HCP6A | DRY | BP1 | 15 | 72-45 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| NOZZLE SEGMT, EXTERNAL | AUG | 4053971 | HCP6A | DRY | BP1 | | 15 | 70-19 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| NUT, FINGER VALVE | AUG | 4004059 | HCP10 | | | | 1 | 76-23 | 111 | 111 | 120 | 120 | 44 | 44 | 118 | 118 | 138 | 138 | 42 | 42 |
| PLATE | AUG | 4058189 | HCP10 | | | | 30 | 74-2A | 111 | 3330 | 120 | 3600 | 44 | 1320 | 118 | 3540 | 138 | 4140 | 42 | 1260 |
| RETAINER | AUG | 4048999 | HCP10 | | | | 30 | 70-17 | 111 | 3330 | 120 | 3600 | 44 | 1320 | 118 | 3540 | 138 | 4140 | 42 | 1260 |
| RING ASSY,SYNCHRONIZING | AUG | 4043182 | HCP10 | BP6 | | | 1 | 73-6 | 111 | 111 | 120 | 120 | 44 | 44 | 118 | 118 | 138 | 138 | 42 | 42 |
| SEAL, AUG NOZ SUPPORT | AUG | 4047587 | HCP10 | | | | 15 | 74-3 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| SEAL, BALANCE NOZZLE | AUG | 4038730 | BP4 | HCP6A | DRY | BP1 | 15 | 71-53 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| SEAL, CONVERGENT | AUG | 4043222 | BP4 | HCP6A | DRY | BP1 | 15 | 71-41 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| SEAL, DIVERGENT | AUG | 4041274 | BP4 | HCP6A | DRY | | 15 | 71-11 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| SEAT, COMPRESSION SPRING | AUG | 4011105 | HCP10 | | | | 5 | 76-14 | 111 | 555 | 120 | 600 | 44 | 220 | 118 | 590 | 138 | 690 | 42 | 210 |
| SPACER, FINGER VALVE | AUG | 4004057 | HCP10 | | | | 1 | 76-20 | 111 | 111 | 120 | 120 | 44 | 44 | 118 | 118 | 138 | 138 | 42 | 42 |
| SPRING, AUG NOZ ACTUATOR | AUG | 4011110 | BP1 | | | | 5 | 76-13 | 111 | 555 | 120 | 600 | 44 | 220 | 118 | 590 | 138 | 690 | 42 | 210 |
| SPRING, FINGER VALVE | AUG | 4004058 | BP1 | | | | 1 | 76-21 | 111 | 111 | 120 | 120 | 44 | 44 | 118 | 118 | 138 | 138 | 42 | 42 |
| STIFFENER, AUG CONVERG. NOZZLE | AUG | 4036437 | HCP7 | BP1 | | | 15 | 72-50 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| SUPPORT, AUG NOZ | AUG | 4034128 | HCP10 | | | | 15 | 74-10 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 |
| SUPPORT, NOZZLE | AUG | 4044892 | HCP6A | | | | 1 | 75-2 | 111 | 111 | 120 | 120 | 44 | 44 | 118 | 118 | 138 | 138 | 42 | 42 |
| SUPPORT, AUG NOZ ACTUATOR | AUG | 4011121 | HCP10 | | | | 5 | 76-12 | 111 | 555 | 120 | 600 | 44 | 220 | 118 | 590 | 138 | 690 | 42 | 210 |
| | | | AUG TOTALS | | | | 448 | | 111 | 49950 | 120 | 54000 | 44 | 19800 | 118 | 53100 | 138 | 62100 | 42 | 18900 |
| SPRING | CORE | 2146188 | HCP7 | | | | 12 | 124-4 | 111 | 1332 | 120 | 1440 | 44 | 528 | 591 | 7092 | 522 | 6264 | 528 | 6336 |
| SEAT, NO 2 BEARING FRONT | CORE | 4001528 | HCP3 | | | | 1 | 109-10 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SEAT, NO 2 BEARING REAR | CORE | 4001529 | HCP3 | | | | 1 | 109-5 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SPRING | CORE | 4001619 | HCP7 | | | | 6 | 106-9 | 111 | 666 | 120 | 720 | 44 | 264 | 591 | 3546 | 522 | 3132 | 528 | 31684X |
| GUIDE, NO 2 & 3 BRNG SEAL | CORE | 4001624 | HCP7 | | | | 3 | 106-8 | 111 | 333 | 120 | 360 | 44 | 132 | 591 | 1773 | 522 | 1566 | 528 | 1584 |
| SEAL RING | CORE | 4001629 | HCP3 | HCP2 | | | 1 | 106-10 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SEAL RING | CORE | 4001642 | HCP7 | | | | 2 | 111-10 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| HEAT SHIELD, NO 3 BEARING | CORE | 4001697 | L4P3 | HCP1 | | | 1 | 113-34 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SCOOP, NO 2 BEARING FRONT | CORE | 4001799 | HCP3 | HCP2 | | | 1 | 109-7 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SCOOP, NO 2 BEARING REAR | CORE | 4001857 | HCP3 | HCP2 | | | 1 | 109-6 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| NUT, RETAINER | CORE | 4001860 | HCP1 | | | | 1 | 110-3 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| NUT, RETAINER | CORE | 4001863 | HCP1 | | | | 1 | 110-8 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| RING RETAINER | CORE | 4001865 | HCP7 | | | | 1 | 110-6 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| GEAR, BEVEL | CORE | 4001867 | HCP3 | | | | 1 | 110-12 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| NUT, RETAINER | CORE | 4001874 | HCP1 | | | | 1 | 108-18 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| NUT, SPANNER | CORE | 4001878 | HCP7 | | | | 1 | 108-16 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| BOLT | CORE | 4001882 | HCP3 | | | | 1 | 108-25 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| NUT | CORE | 4001883 | HCP1 | | | | 1 | 108-23 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| NUT, RETAINER | CORE | 4001885 | HCP2 | | | | 1 | 108-26 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SEAL RING | CORE | 4002454 | HCP3 | HCP2 | | | 1 | 118-6 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| NUT, RETAINER | CORE | 4002513 | HCP3 | | | | 1 | 118-13 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| NUT, RETAINER | CORE | 4007568 | HCP7 | | | | 1 | 118-17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |

F100 ENGINE & W[illegible]D

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY93 # SAUDI ENGINES | ENGINES | FY94 # SAUDI ENGINES | PARTS UPA X ENGINES | FY93 # SAUDI MODULES | PARTS UPA X MODULES | FY94 # SAUDI MODULES | PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRACKET, DIV CONN LINK | AUG | 4048998 | HCP10 | | | | 15 | 70-18 | 50 | 750 | 42 | 630 | 52 | 780 | 48 | 720 |
| BRACKET, DIV NOZ CON LINK | AUG | 4032326 | HCP10 | | | | 15 | 70-15 | 51 | 765 | 42 | 630 | 52 | 780 | 48 | 720 |
| BRACKET, DIV NOZ CON LINK | AUG | 4042087 | HCP10 | | | | 15 | 70-14 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| BRACKET, GROUND HANDLING | AUG | 4018338 | HCP7 | | | | 2 | 69-7 | 52 | 104 | 42 | 84 | 52 | 104 | 48 | 96 |
| BRIDGE CLAMP | AUG | 4033488 | HCP10 | | | | 15 | 71-6 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| BRIDGE CLAMP | AUG | 4057825 | HCP10 | | | | 30 | 71-7A | 52 | 1560 | 42 | 1260 | 52 | 1560 | 48 | 1440 |
| CONNECTING LINK | AUG | 4024312 | HCP10 | | | | 15 | 72-5 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| CONNECTING LINK | AUG | 4043224 | HCP10 | | | | 5 | 73-8 | 52 | 260 | 42 | 210 | 52 | 260 | 48 | 240 |
| CONNECTING LINK, AUG NOZZLE | AUG | 4024316 | HCP10 | | | | 30 | 72-18 | 52 | 1560 | 42 | 1260 | 52 | 1560 | 48 | 1440 |
| CONNECTING LINK, BAL NOZZLE | AUG | 4058422 | HCP10 | | | | 15 | 72-24 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| CONNECTING LINK, RIGID DIV NOZ | AUG | 4025584 | HCP10 | | | | 15 | 70-16 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| COVER, FINGER VALVE | AUG | 4004056 | HCP10 | | | | 1 | 76-18 | 52 | 52 | 42 | 42 | 52 | 52 | 48 | 48 |
| DUCT, COMBUSTN CHMBR | AUG | 4044896 | HCP6A | | | | 1 | 77-1 | 52 | 52 | 42 | 42 | 52 | 52 | 48 | 48 |
| GUIDE | AUG | 4046047 | HCP10 | | | | 15 | 72-70 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| LEVER, AUG NOZZLE | AUG | 4050822 | HCP10 | | | | 15 | 72-14 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| LINER, COMBUST CHMBR | AUG | 4047851 | L6P3 | HCP6 | | | 1 | 68-19 | 52 | 52 | 42 | 42 | 52 | 52 | 48 | 48 |
| LINER, CONVERGENT NOZZLE SEG. | AUG | 4033062 | BP4 | HCP6A | DRY | BP1 | 15 | 72-38 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| LINER,CONV NOZ SEG SEAL | AUG | 4060955 | BP4 | HCP6A | DRY | BP1 | 15 | 71-40 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| NOZZLE SEG, BALANCE | AUG | 4038380 | BP4 | HCP6A | DRY | BP1 | 15 | 72-64 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| NOZZLE SEG, DIVERGENT | AUG | 4056163 | BP4 | HCP6A | DRY | BP1 | 15 | 72-45 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| NOZZLE SEGMT, EXTERNAL | AUG | 4053971 | HCP6A | DRY | BP1 | | 15 | 70-19 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| NUT, FINGER VALVE | AUG | 4004059 | HCP10 | | | | 1 | 76-23 | 52 | 52 | 42 | 42 | 52 | 52 | 48 | 48 |
| PLATE | AUG | 4058189 | HCP10 | | | | 30 | 74-2A | 52 | 1560 | 42 | 1260 | 52 | 1560 | 48 | 1440 |
| RETAINER | AUG | 4048999 | HCP10 | | | | 30 | 70-17 | 52 | 1560 | 42 | 1260 | 52 | 1560 | 48 | 1440 |
| RING ASSY,SYNCHRONIZING | AUG | 4043182 | HCP10 | BP6 | | | 1 | 73-6 | 52 | 52 | 42 | 42 | 52 | 52 | 48 | 48 |
| SEAL, AUG NOZ SUPPORT | AUG | 4047587 | HCP10 | | | | 15 | 74-3 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| SEAL, BALANCE NOZZLE | AUG | 4038730 | BP4 | HCP6A | DRY | BP1 | 15 | 71-53 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| SEAL, CONVERGENT | AUG | 4043222 | BP4 | HCP6A | DRY | BP1 | 15 | 71-41 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| SEAL, DIVERGENT | AUG | 4041274 | BP4 | HCP6A | DRY | | 15 | 71-11 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| SEAT, COMPRESSION SPRING | AUG | 4011105 | HCP10 | | | | 5 | 76-14 | 52 | 260 | 42 | 210 | 52 | 260 | 48 | 240 |
| SPACER, FINGER VALVE | AUG | 4004057 | HCP10 | | | | 1 | 76-20 | 52 | 52 | 42 | 42 | 52 | 52 | 48 | 48 |
| SPRING, AUG NOZ ACTUATOR | AUG | 4011110 | BP1 | | | | 5 | 76-13 | 52 | 260 | 42 | 210 | 52 | 260 | 48 | 240 |
| SPRING, FINGER VALVE | AUG | 4004058 | BP1 | | | | 1 | 76-21 | 52 | 52 | 42 | 42 | 52 | 52 | 48 | 48 |
| STIFFENER, AUG CONVERG. NOZZLE | AUG | 4036437 | HCP7 | BP1 | | | 15 | 72-50 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| SUPPORT, AUG NOZ | AUG | 4034128 | HCP10 | | | | 15 | 74-10 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| SUPPORT, NOZZLE | AUG | 4044892 | HCP6A | | | | 1 | 75-2 | 52 | 52 | 42 | 42 | 52 | 52 | 48 | 48 |
| SUPPORT, AUG NOZ ACTUATOR | AUG | 4011121 | HCP10 | | | | 5 | 76-12 | 52 | 260 | 42 | 210 | 52 | 260 | 48 | 240 |
| | | | AUG TOTALS | | | | 448 | | 52 | 23355 | 42 | 18900 | 52 | 23400 | 48 | 21600 |
| SPRING | CORE | 2146188 | HCP7 | | | | 12 | 124-4 | 52 | 624 | 42 | 504 | 59 | 708 | 50 | 600 |
| SEAT, NO 2 BEARING FRONT | CORE | 4001528 | HCP3 | | | | 1 | 109-10 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAT, NO 2 BEARING REAR | CORE | 4001529 | HCP3 | | | | 1 | 109-5 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SPRING | CORE | 4001619 | HCP7 | | | | 6 | 106-9 | 52 | 312 | 42 | 252 | 59 | 354 | 50 | 300 |
| GUIDE, NO 2 & 3 BRNG SEAL | CORE | 4001624 | HCP7 | | | | 3 | 106-8 | 52 | 156 | 42 | 126 | 59 | 177 | 50 | 150 |
| SEAL RING | CORE | 4001629 | HCP3 | HCP2 | | | 1 | 106-10 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL RING | CORE | 4001642 | HCP7 | | | | 2 | 111-10 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| HEAT SHIELD, NO 3 BEARING | CORE | 4001697 | L4P3 | HCP1 | | | 1 | 113-34 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SCOOP, NO 2 BEARING FRONT | CORE | 4001799 | HCP3 | HCP2 | | | 1 | 109-7 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SCOOP, NO 2 BEARING REAR | CORE | 4001857 | HCP3 | HCP2 | | | 1 | 109-6 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NUT, RETAINER | CORE | 4001860 | HCP1 | | | | 1 | 110-3 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NUT, RETAINER | CORE | 4001863 | HCP1 | | | | 1 | 110-8 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING RETAINER | CORE | 4001865 | HCP7 | | | | 1 | 110-6 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| GEAR, BEVEL | CORE | 4001867 | HCP3 | | | | 1 | 110-12 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NUT, RETAINER | CORE | 4001874 | HCP1 | | | | 1 | 108-18 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NUT, SPANNER | CORE | 4001878 | HCP7 | | | | 1 | 108-16 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BOLT | CORE | 4001882 | HCP3 | | | | 1 | 108-25 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NUT | CORE | 4001883 | HCP1 | | | | 1 | 108-23 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NUT, RETAINER | CORE | 4001885 | HCP2 | | | | 1 | 108-26 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL RING | CORE | 4002454 | HCP3 | HCP2 | | | 1 | 118-6 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NUT, RETAINER | CORE | 4002513 | HCP3 | | | | 1 | 118-13 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NUT, RETAINER | CORE | 4007568 | HCP7 | | | | 1 | 118-17 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |

F100 ENGINE & W[illegible]

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY92 # ENGINE | PA[illegible] U[illegible] ENGINES | [illegible]3 # ENGINES | PARTS UPA X ENGINES | FY94 # ENGINES | PARTS UPA X ENGINES | FY92 # MODULES | PARTS UPA X MODULES | FY93 # MODULES | PARTS UPA X MODULES | FY94 # MODULES | PAR[illegible] U MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUT, RETAINER | CORE | 4010237 | HCP2 | | | | 1 | 109-3 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| RING RETAINER | CORE | 4010239 | HCP7 | | | | 1 | 109-2 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SEAL, 1ST STG TURB STATOR | CORE | 4012128 | HCP7 | HCP3 | BP3 | | 1 | 117-10 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| NOZZLE ASSY | CORE | 4016360 | HCP2 | | | | 1 | 106-21 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| BRACKET, BLEED VALVE STRAP | CORE | 4016906 | HCP10 | | | | 1 | 126-11 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| WASHER, KEY | CORE | 4016982 | HCP7 | | | | 1 | 110-2 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| CARBON SEAL #3 BRNG | CORE | 4018381 | HCP1 | | | | 1 | 109-22 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SEAT ASSY, REAR | CORE | 4018635 | HCP3 | | | | 1 | 118-19 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| PROBE | CORE | 4018724 | HCP7 | BP3 | | | 1 | 121-29 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| CONNECTING LINK | CORE | 4022492 | HCP3 | | | | 2 | 129-11 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| CARRIAGE, BLEED VALVE | CORE | 4022493 | HCP3 | | | | 1 | 129-16 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| BUMPER, BLEED VALVE | CORE | 4022494 | HCP3 | | | | 1 | 129-14 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SPRING | CORE | 4022495 | HCP7 | | | | 1 | 129-15 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| DISK, COMP STG 9 | CORE | 4022609 | L7P8 | BP3 | | | 1 | 131-4 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| DISK, COMP STG 10 | CORE | 4022610 | | | | | 1 | 132-4 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| DISK, COMP STG 11 | CORE | 4022611 | L7P8 | BP3 | | | 1 | 133-4 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| DISK, COMP STG 12 | CORE | 4022612 | L7P8 | BP3 | | | 1 | 133-17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| COUPLING, COMP STATOR | CORE | 4022638 | HCP10 | BP3 | | | 2 | 112-25 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| SEAT, SEAL REAR | CORE | 4022668 | HCP3 | | | | 1 | 110-15 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SEAT, SEALFRONT | CORE | 4022669 | HCP3 | | | | 1 | 110-3 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| RING | CORE | 4023514 | L4P3 | HCP1 | | | 1 | 113-32 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SEAL RING HOLDER | CORE | 4023735 | HCP10 | | | | 1 | 106-15 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| TEE | CORE | 4024160 | HCP7 | | | | 1 | 107-18 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| TUBE ASSY, PRESSURE | CORE | 4024162 | HCP7 | | | | 2 | 107-21 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| FILTER ELEMENT | CORE | 4024164 | HCP7 | | | | 2 | 107-20 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| TEE | CORE | 4024168 | HCP7 | | | | 1 | 107-17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| GUIDE, COMB CHAMBER | CORE | 4025364 | HCP7 | BP3 | BP4 | | 7 | 117-9 | 111 | 777 | 120 | 840 | 44 | 308 | 591 | 4137 | 522 | 3654 | 528 | 3696 |
| GUIDE, COMB CHAMBER | CORE | 4025365 | HCP7 | BP3 | BP4 | | 1 | 117-8 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| GEAR SHAFT, BEVEL | CORE | 4025444 | HCP7 | BP3 | | | 1 | 108-29 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| COUPLING | CORE | 4025445 | HCP3 | HCP2 | | | 1 | 108-15 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| LOCK, REAR COMPRESSOR | CORE | 4026825 | HCP7 | | | | 1 | 115-2 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| RING, RETAINER | CORE | 4026826 | HCP7 | | | | 1 | 93-1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| FAIRING, DIFFUSER CASE | CORE | 4026957 | L6P3 | | | | 1 | 120-25 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| INSERT | CORE | 4028149 | HCP7 | | | | 2 | 121-31 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| ARM, REAR COMP STATOR | CORE | 4028359 | L4P3 | BP3 | | | 2 | 112-16 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| SEAL, AIR COMP INLET | CORE | 4029290 | HCP10 | | | | 1 | 126-21 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| DISK,COMP STG 4 | CORE | 4030604 | HCP10 | BP3 | | | 1 | 126-23 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| DISK,COMP STG 5 | CORE | 4030605 | HCP10 | BP3 | | | 1 | 127-3 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| BRACKET, REAR COMP | CORE | 4031251 | L4P3 | HCP1 | | | 2 | 112-20 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| BRACKET, REAR COMP | CORE | 4031252 | HCP10 | BP3 | | | 2 | 112-10 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| CONNECTING LINK | CORE | 4031258 | L4P3 | HCP1 | | | 4 | 112-8 | 111 | 444 | 120 | 480 | 44 | 176 | 591 | 2364 | 522 | 2088 | 528 | 2112 |
| RING, COMP STATOR SYN, 4TH STG | CORE | 4031359 | HCP10 | BP3 | | | 1 | 126-31 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| RING ASSY, SYNC REAR COMP STATO | CORE | 4031365 | HCP10 | BP3 | | | 1 | 113-20 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| CONNECTING LINK | CORE | 4031714 | HCP10 | BP3 | | | 2 | 112-7 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| CONNECTING LINK | CORE | 4031715 | HCP10 | BP3 | | | 2 | 112-3 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| ARM, REAR COMP | CORE | 4031717 | HCP10 | BP3 | | | 2 | 112-25 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| DISK & HUB, 6TH STG | CORE | 4031786 | HCP10 | BP3 | | | 1 | 128-3 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| PLATE, RETAINING | CORE | 4031904 | HCP7 | | | | 1 | 121-12 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| PLUG, BORESCOPE | CORE | 4032518 | HCP7 | | | | 1 | 107-3 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SCOOP, NO 4 BEARING | CORE | 4032667 | HCP3 | HCP2 | | | 1 | 118-22 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SEAT ASSY, NO 4 BRNG FRONT | CORE | 4032669 | HCP3 | | | | 1 | 118-23 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| RING, COMB CHAMBER GUIDE BOLT | CORE | 4032811 | HCP3 | BP4 | | | 1 | 117-7 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| CARBON SEAL NO 2 BEARING | CORE | 4033286 | HCP1 | | | | 2 | 106-11 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| SPRING | CORE | 4033651 | HCP7 | | | | 1 | 129-12 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| FUEL MANIFOLD, LEFT | CORE | 4033673 | HCP3 | | | | 1 | 119- | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| FUEL MANIFOLD, RIGHT | CORE | 4033674 | HCP3 | | | | 1 | 119-17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| COUPLING, TURB SHAFT | CORE | 4033778 | HCP10 | | | | 1 | 109-11 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| TEE, FUEL SUPPLY MANIFOLD | CORE | 4033805 | HCP7 | | | | 1 | 119-42 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| GUIDE, CARRIAGE | CORE | 4034095 | HCP3 | BP3 | | | 1 | 129-6 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| CLEVIS, BLEED VALVE STRAP | CORE | 4034106 | HCP10 | | | | 2 | 126-8 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| SUPPORT ASSY, NO 2 BRNG | CORE | 4034875 | HCP1 | BP3 | | | 1 | 106-22 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |

F100 ENGINE & W[illegible]

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY93 # SAUDI ENGINES | P[illegible] ENGINES | FY94 # SAUDI ENGINES | PARTS UPA X ENGINES | FY93 # SAUDI MODULES | PARTS UPA X MODULES | FY94 # SAUDI MODULES | PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUT, RETAINER | CORE | 4010237 | HCP2 | | | | 1 | 109-3 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING RETAINER | CORE | 4010239 | HCP7 | | | | 1 | 109-2 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, 1ST STG TURB STATOR | CORE | 4012128 | HCP7 | HCP3 | BP3 | | 1 | 117-10 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NOZZLE ASSY | CORE | 4016360 | HCP2 | | | | 1 | 106-21 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BRACKET, BLEED VALVE STRAP | CORE | 4016906 | HCP10 | | | | 1 | 126-11 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| WASHER, KEY | CORE | 4016982 | HCP7 | | | | 1 | 110-2 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CARBON SEAL #3 BRNG | CORE | 4018381 | HCP1 | | | | 1 | 109-22 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAT ASSY, REAR | CORE | 4018635 | HCP3 | | | | 1 | 118-19 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| PROBE | CORE | 4018724 | HCP7 | BP3 | | | 1 | 121-29 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CONNECTING LINK | CORE | 4022492 | HCP3 | | | | 2 | 129-11 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| CARRIAGE, BLEED VALVE | CORE | 4022493 | HCP3 | | | | 1 | 129-16 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BUMPER, BLEED VALVE | CORE | 4022494 | HCP3 | | | | 1 | 129-14 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SPRING | CORE | 4022495 | HCP7 | | | | 1 | 129-15 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DISK, COMP STG 9 | CORE | 4022609 | L7P8 | BP3 | | | 1 | 131-4 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DISK, COMP STG 10 | CORE | 4022610 | | | | | 1 | 132-4 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DISK, COMP STG 11 | CORE | 4022611 | L7P8 | BP3 | | | 1 | 133-4 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DISK, COMP STG 12 | CORE | 4022612 | L7P8 | BP3 | | | 1 | 133-17 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| COUPLING, COMP STATOR | CORE | 4022638 | HCP10 | BP3 | | | 2 | 112-25 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| SEAT, SEAL REAR | CORE | 4022668 | HCP3 | | | | 1 | 110-15 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAT, SEALFRONT | CORE | 4022669 | HCP3 | | | | 1 | 110-3 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING | CORE | 4023514 | L4P3 | HCP1 | | | 1 | 113-32 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL RING HOLDER | CORE | 4023735 | HCP10 | | | | 1 | 106-15 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TEE | CORE | 4024160 | HCP7 | | | | 1 | 107-18 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TUBE ASSY, PRESSURE | CORE | 4024162 | HCP7 | | | | 2 | 107-21 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| FILTER ELEMENT | CORE | 4024164 | HCP7 | | | | 2 | 107-20 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| TEE | CORE | 4024168 | HCP7 | | | | 1 | 107-17 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| GUIDE, COMB CHAMBER | CORE | 4025364 | HCP7 | BP3 | BP4 | | 7 | 117-9 | 52 | 364 | 42 | 294 | 59 | 413 | 50 | 350 |
| GUIDE, COMB CHAMBER | CORE | 4025365 | HCP7 | BP3 | BP4 | | 1 | 117-8 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| GEAR SHAFT, BEVEL | CORE | 4025444 | HCP7 | BP3 | | | 1 | 108-29 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| COUPLING | CORE | 4025445 | HCP3 | HCP2 | | | 1 | 108-15 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| LOCK, REAR COMPRESSOR | CORE | 4026825 | HCP7 | | | | 1 | 115-2 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, RETAINER | CORE | 4026826 | HCP7 | | | | 1 | 93-1 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| FAIRING, DIFFUSER CASE | CORE | 4026957 | L6P3 | | | | 1 | 120-25 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| INSERT | CORE | 4028149 | HCP7 | | | | 2 | 121-31 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| ARM, REAR COMP STATOR | CORE | 4028359 | L4P3 | BP3 | | | 2 | 112-16 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| SEAL, AIR COMP INLET | CORE | 4029290 | HCP10 | | | | 1 | 126-21 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DISK,COMP STG 4 | CORE | 4030604 | HCP10 | BP3 | | | 1 | 126-23 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DISK,COMP STG 5 | CORE | 4030605 | HCP10 | BP3 | | | 1 | 127-3 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BRACKET, REAR COMP | CORE | 4031251 | L4P3 | HCP1 | | | 2 | 112-20 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| BRACKET, REAR COMP | CORE | 4031252 | HCP10 | BP3 | | | 2 | 112-10 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| CONNECTING LINK | CORE | 4031258 | L4P3 | HCP1 | | | 4 | 112-8 | 52 | 208 | 42 | 168 | 59 | 236 | 50 | 200 |
| RING, COMP STATOR SYN, 4TH STG | CORE | 4031359 | HCP10 | BP3 | | | 1 | 126-31 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING ASSY, SYNC REAR COMP STATO | CORE | 4031365 | HCP10 | BP3 | | | 1 | 113-20 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CONNECTING LINK | CORE | 4031714 | HCP10 | BP3 | | | 2 | 112-7 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| CONNECTING LINK | CORE | 4031715 | HCP10 | BP3 | | | 2 | 112-3 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| ARM, REAR COMP | CORE | 4031717 | HCP10 | BP3 | | | 2 | 112-25 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| DISK & HUB, 6TH STG | CORE | 4031786 | HCP10 | BP3 | | | 1 | 128-3 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| PLATE, RETAINING | CORE | 4031904 | HCP7 | | | | 1 | 121-12 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| PLUG, BORESCOPE | CORE | 4032518 | HCP7 | | | | 1 | 107-3 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SCOOP, NO 4 BEARING | CORE | 4032667 | HCP3 | HCP2 | | | 1 | 118-22 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAT ASSY, NO 4 BRNG FRONT | CORE | 4032669 | HCP3 | | | | 1 | 118-23 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, COMB CHAMBER GUIDE BOLT | CORE | 4032811 | HCP3 | BP4 | | | 1 | 117-7 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CARBON SEAL NO 2 BEARING | CORE | 4033286 | HCP1 | | | | 2 | 106-11 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| SPRING | CORE | 4033651 | HCP7 | | | | 1 | 129-12 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| FUEL MANIFOLD, LEFT | CORE | 4033673 | HCP3 | | | | 1 | 119- | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| FUEL MANIFOLD, RIGHT | CORE | 4033674 | HCP3 | | | | 1 | 119-17 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| COUPLING, TURB SHAFT | CORE | 4033778 | HCP10 | | | | 1 | 109-11 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TEE, FUEL SUPPLY MANIFOLD | CORE | 4033805 | HCP7 | | | | 1 | 119-42 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| GUIDE, CARRIAGE | CORE | 4034095 | HCP3 | BP3 | | | 1 | 129-6 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CLEVIS, BLEED VALVE STRAP | CORE | 4034106 | HCP10 | | | | 2 | 126-8 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| SUPPORT ASSY, NO 2 BRNG | CORE | 4034875 | HCP1 | BP3 | | | 1 | 106-22 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |

F100 ENGINE & W D

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY92 # ENGINE | PAR UP ENGINES | 3 # ENGINES | PARTS UPA X ENGINES | FY94 # ENGINES | PARTS UPA X ENGINES | FY92 # MODULES | PARTS UPA X MODULES | FY93 # MODULES | PARTS UPA X MODULES | FY94 # MODULES | PAR U. MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SPACER, GASKET | CORE | 4035412 | HCP3 | | | | 16 | 120-2 | 111 | 1776 | 120 | 1920 | 44 | 704 | 591 | 9456 | 522 | 8352 | 528 | 8448 |
| MANIFOLD | CORE | 4035859 | HCP2 | | | | 1 | 124-19 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| CARBON SEAL NO 3 BEARING | CORE | 4035886 | HCP1 | | | | 2 | 118-7 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| BUSHING, NO 4 BRNG SEAL | CORE | 4035894 | HCP7 | | | | 3 | 118-4 | 111 | 333 | 120 | 360 | 44 | 132 | 591 | 1773 | 522 | 1566 | 528 | 1584 |
| HOUSING, NO 4 BEARING | CORE | 4035897 | HCP3 | BP3 | | | 1 | 118-16 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| RING, A\S NO 4 BRNG REAR | CORE | 4035948 | HCP7 | HCP6 | BP3 OPT | | 1 | 118-1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| ADAPTER, DIFFUSER CASE | CORE | 4036060 | HCP7 | BP3 | | | 1 | 121-11 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| COMPRESSOR STATOR,STG 8 | CORE | 4036688 | L6P1 | L5P4 | | | 1 | 130-5 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| COMPRESSOR STATOR,STG 9 | CORE | 4036689 | L6P1 | L5P4 | | | 1 | 131-6 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| COMPRESSOR STATOR,STG 10 | CORE | 4036690 | L6P1 | L5P4 | | | 1 | 132-5 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| COMPRESSOR STATOR,STG 11 | CORE | 4036691 | L6P1 | L5P4 | | | 1 | 133-5 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| COMPRESSOR STATOR,STG 6 | CORE | 4036826 | L6P1 | L5P4 | | | 1 | 128-6 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SHROUD | CORE | 4036962 | HCP3 | | | | 1 | 124-27 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SEAL RING HOLDER | CORE | 4036991 | HCP7 | | | | 1 | 111-16 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| CARBON SEAL NO 3 BEARING | CORE | 4036995 | HCP1 | | | | 1 | 111-12 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SEAL, AIR NO 3 BEARING | CORE | 4036998 | HCP10 | | | | 1 | 126-13 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| TUBE, AIR, PS, INSTRUMENTATION | CORE | 4037031 | HCP2 | | | | 1 | 123-16 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| TUBE, AIR, PS, INSTRUMENTATION | CORE | 4037032 | HCP2 | | | | 1 | 123-9 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| TUBE, AIR, PS, INSTRUMENTATION | CORE | 4037033 | HCP2 | | | | 1 | 123-1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| TUBE, AIR, PS, INSTRUMENTATION | CORE | 4037034 | HCP2 | | | | 1 | 123-5 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| TUBE, AIR VENT | CORE | 4037145 | HCP1 | | | | 1 | 123-27 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| TUBE, AIR VENT | CORE | 4037146 | HCP1 | | | | 1 | 123-21 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| RING, A\S, NO 4 BRNG FRONT | CORE | 4037158 | HCP7 | BP3 | | | 1 | 124-16 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| RETAINER, DIFFUSER CASE | CORE | 4037585 | HCP3 | | | | 2 | 125-20 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| SUPPORT, 1ST STG STATOR | CORE | 4037612 | HCP7 | | | | 1 | 117-27 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| RING, 1ST STG TURB INNER A/S | CORE | 4037628 | HCP7 | | | | 1 | 117-15 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| RING, 1ST STG TURB INNER A/S | CORE | 4037631 | HCP7 | | | | 1 | 117-17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| BOLT, DIFFUSER CASE | CORE | 4037654 | HCP3 | | | | 8 | 120-6 | 111 | 888 | 120 | 960 | 44 | 352 | 591 | 4728 | 522 | 4176 | 528 | 4224 |
| CASE, COMP, STG 10-13 | CORE | 4037798 | L6P3 | HCP6 | | | 1 | 134-9 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| LOCK, NO 3 BEARING | CORE | 4037897 | HCP1 | | | | 1 | 110-9 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SCOOP, OIL | CORE | 4037898 | HCP3 | HCP2 | | | 1 | 110-14 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SUPPORT, COMP CASE, 10TH STG | CORE | 4037971 | HCP10 | | | | 1 | 131-14 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| CASE, COMP, 7TH STG | CORE | 4037989 | | | | | 1 | 129-17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| BRACKET, BLEED VALVE SUPPORT | CORE | 4038015 | HCP3 | | | | 1 | 129-30 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| BRACKET, FUEL DRAIN | CORE | 4038028 | HCP3 | | | | 1 | 129-23 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| RING, COMP STATOR SYN, 5TH STG | CORE | 4038071 | HCP10 | BP3 | | | 1 | 127-11 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| CASE, DIFFUSER | CORE | 4038359 | HCP6 | | | | 1 | 125-1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| TRANSDUCER | CORE | 4038437 | HCP1 | | | | 1 | 107-13 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| HOUSING ASSY NO 2 BEARING | CORE | 4038606 | HCP10 | BP3 | | | 1 | 109-27 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| BUSHING, COMP A/S RING | CORE | 4038697 | HCP7 | | | | 8 | 121-3 | 111 | 888 | 120 | 960 | 44 | 352 | 591 | 4728 | 522 | 4176 | 528 | 4224 |
| SPACER, COMP STATOR EXIT | CORE | 4038699 | HCP3 | | | | 1 | 121-6 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| COMPRESSOR STATOR, EXIT | CORE | 4038743 | L6P3 | | | | 1 | 121-1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SHROUD, REAR COMP | CORE | 4038950 | HCP10 | | | | 1 | 113-24 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SUPPORT SEAL | CORE | 4038965 | HCP2 | | | | 1 | 113-35 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| TUBE, PRESSURE | CORE | 4039198 | HCP15 | | | | 1 | 121-17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SEAL, AIR COMP 7TH STG | CORE | 4039727 | HCP3 | | | | 1 | 130-1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SEAL, AIR COMP 6TH STG | CORE | 4039846 | HCP3 | | | | 1 | 128-15 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| NOZZLE ASSY, NO 2 & 3 BRNG | CORE | 4039917 | HCP2 | | | | 3 | 108-9 | 111 | 333 | 120 | 360 | 44 | 132 | 591 | 1773 | 522 | 1566 | 528 | 1584 |
| DISK, COMP STG 8 | CORE | 4040108 | HCP3 | BP3 | | | 1 | 130-4 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| BLADE, COMP STG 5 | CORE | 4040205 | HCP10 | VIB | | | 70 | 127-2 | 111 | 7770 | 120 | 8400 | 44 | 3080 | 591 | 41370 | 522 | 36540 | 528 | 36960 |
| BLADE, COMP STG 7 | CORE | 4040207 | L4P3 | VIB | | | 88 | 128-16 | 111 | 9768 | 120 | 10560 | 44 | 3872 | 591 | 52008 | 522 | 45936 | 528 | 46464 |
| BRACKET, REAR COMP | CORE | 4040633 | HCP2 | | | | 2 | 126-32 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| BRACKET, REAR COMP STATOR | CORE | 4040639 | L4P3 | HCP1 | | | 2 | 113-7 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| SHROUD, COMP STATOR 4TH STG | CORE | 4040644 | BP3 | | | | 1 | 126-39 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SHROUD, COMP STATOR 5TH STG | CORE | 4040645 | BP3 | | | | 1 | 127-18 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SHROUD, COMP STATOR 4TH STG | CORE | 4040694 | BP3 | | | | 1 | 126-12 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SHROUD, COMP STATOR 5TH STG | CORE | 4040695 | BP3 | | | | 1 | 127-12 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SHROUD, COMP STATOR 4TH STG | CORE | 4040754 | HCP3 | | | | 1 | 126-38 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SHROUD, COMP STATOR 5TH STG | CORE | 4040755 | HCP3 | | | | 1 | 127-17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| BLADE, COMP STG 6 | CORE | 4040806 | HCP10 | VIB | | | 86 | 128-2 | 111 | 9546 | 120 | 10320 | 44 | 3784 | 591 | 50826 | 522 | 44892 | 528 | 45408 |
| BLADE, COMP STG 9 | CORE | 4040809 | L7P8 | BP3 | VIB | | 94 | 131-3 | 111 | 10434 | 120 | 11280 | 44 | 4136 | 591 | 55554 | 522 | 49068 | 528 | 49632 |

F100 ENGINE & W

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY93 # SAUDI ENGINES | ENGINES | FY94 # SAUDI ENGINES | PARTS UPA X ENGINES | FY93 # SAUDI MODULES | PARTS UPA X MODULES | FY94 # SAUDI MODULES | PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SPACER, GASKET | CORE | 4035412 | HCP3 | | | | 16 | 120-2 | 52 | 832 | 42 | 672 | 59 | 944 | 50 | 800 |
| MANIFOLD | CORE | 4035859 | HCP2 | | | | 1 | 124-19 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CARBON SEAL NO 3 BEARING | CORE | 4035886 | HCP1 | | | | 2 | 118-7 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| BUSHING, NO 4 BRNG SEAL | CORE | 4035894 | HCP7 | | | | 3 | 118-4 | 52 | 156 | 42 | 126 | 59 | 177 | 50 | 150 |
| HOUSING, NO 4 BEARING | CORE | 4035897 | HCP3 | BP3 | | | 1 | 118-16 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, A\S NO 4 BRNG REAR | CORE | 4035948 | HCP7 | HCP6 | BP3 OPT | | 1 | 118-1 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| ADAPTER, DIFFUSER CASE | CORE | 4036060 | HCP7 | BP3 | | | 1 | 121-11 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| COMPRESSOR STATOR,STG 8 | CORE | 4036688 | L6P1 | L5P4 | | | 1 | 130-5 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| COMPRESSOR STATOR,STG 9 | CORE | 4036689 | L6P1 | L5P4 | | | 1 | 131-6 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| COMPRESSOR STATOR,STG 10 | CORE | 4036690 | L6P1 | L5P4 | | | 1 | 132-5 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| COMPRESSOR STATOR,STG 11 | CORE | 4036691 | L6P1 | L5P4 | | | 1 | 133-5 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| COMPRESSOR STATOR,STG 6 | CORE | 4036826 | L6P1 | L5P4 | | | 1 | 128-6 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SHROUD | CORE | 4036962 | HCP3 | | | | 1 | 124-27 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL RING HOLDER | CORE | 4036991 | HCP7 | | | | 1 | 111-16 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CARBON SEAL NO 3 BEARING | CORE | 4036995 | HCP1 | | | | 1 | 111-12 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR NO 3 BEARING | CORE | 4036998 | HCP10 | | | | 1 | 126-13 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TUBE, AIR, PS, INSTRUMENTATION | CORE | 4037031 | HCP2 | | | | 1 | 123-16 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TUBE, AIR, PS, INSTRUMENTATION | CORE | 4037032 | HCP2 | | | | 1 | 123-9 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TUBE, AIR, PS, INSTRUMENTATION | CORE | 4037033 | HCP2 | | | | 1 | 123-1 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TUBE, AIR, PS, INSTRUMENTATION | CORE | 4037034 | HCP2 | | | | 1 | 123-5 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TUBE, AIR VENT | CORE | 4037145 | HCP1 | | | | 1 | 123-27 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TUBE, AIR VENT | CORE | 4037146 | HCP1 | | | | 1 | 123-21 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, A\S, NO 4 BRNG FRONT | CORE | 4037158 | HCP7 | BP3 | | | 1 | 124-16 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RETAINER, DIFFUSER CASE | CORE | 4037585 | HCP3 | | | | 2 | 125-20 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| SUPPORT, 1ST STG STATOR | CORE | 4037612 | HCP7 | | | | 1 | 117-27 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, 1ST STG TURB INNER A/S | CORE | 4037628 | HCP7 | | | | 1 | 117-15 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, 1ST STG TURB INNER A/S | CORE | 4037631 | HCP7 | | | | 1 | 117-17 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BOLT, DIFFUSER CASE | CORE | 4037654 | HCP3 | | | | 8 | 120-6 | 52 | 416 | 42 | 336 | 59 | 472 | 50 | 400 |
| CASE, COMP, STG 10-13 | CORE | 4037798 | L6P3 | HCP6 | | | 1 | 134-9 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| LOCK, NO 3 BEARING | CORE | 4037897 | HCP1 | | | | 1 | 110-9 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SCOOP, OIL | CORE | 4037898 | HCP3 | HCP2 | | | 1 | 110-14 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, COMP CASE, 10TH STG | CORE | 4037971 | HCP10 | | | | 1 | 131-14 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CASE, COMP, 7TH STG | CORE | 4037989 | | | | | 1 | 129-17 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BRACKET, BLEED VALVE SUPPORT | CORE | 4038015 | HCP3 | | | | 1 | 129-30 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BRACKET, FUEL DRAIN | CORE | 4038028 | HCP3 | | | | 1 | 129-23 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, COMP STATOR SYN, 5TH STG | CORE | 4038071 | HCP10 | BP3 | | | 1 | 127-11 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CASE, DIFFUSER | CORE | 4038359 | HCP6 | | | | 1 | 125-1 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TRANSDUCER | CORE | 4038437 | HCP1 | | | | 1 | 107-13 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| HOUSING ASSY NO 2 BEARING | CORE | 4038606 | HCP10 | BP3 | | | 1 | 109-27 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BUSHING, COMP A/S RING | CORE | 4038697 | HCP7 | | | | 8 | 121-3 | 52 | 416 | 42 | 336 | 59 | 472 | 50 | 400 |
| SPACER, COMP STATOR EXIT | CORE | 4038699 | HCP3 | | | | 1 | 121-6 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| COMPRESSOR STATOR, EXIT | CORE | 4038743 | L6P3 | | | | 1 | 121-1 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SHROUD, REAR COMP | CORE | 4038950 | HCP10 | | | | 1 | 113-24 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT SEAL | CORE | 4038965 | HCP2 | | | | 1 | 113-35 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TUBE, PRESSURE | CORE | 4039198 | HCP15 | | | | 1 | 121-17 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR COMP 7TH STG | CORE | 4039727 | HCP3 | | | | 1 | 130-1 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR COMP 6TH STG | CORE | 4039846 | HCP3 | | | | 1 | 128-15 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NOZZLE ASSY, NO 2 & 3 BRNG | CORE | 4039917 | HCP2 | | | | 3 | 108-9 | 52 | 156 | 42 | 126 | 59 | 177 | 50 | 150 |
| DISK, COMP STG 8 | CORE | 4040108 | HCP3 | BP3 | | | 1 | 130-4 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BLADE, COMP STG 5 | CORE | 4040205 | HCP10 | VIB | | | 70 | 127-2 | 52 | 3640 | 42 | 2940 | 59 | 4130 | 50 | 3500 |
| BLADE, COMP STG 7 | CORE | 4040207 | L4P3 | VIB | | | 88 | 128-16 | 52 | 4576 | 42 | 3696 | 59 | 5192 | 50 | 4400 |
| BRACKET, REAR COMP | CORE | 4040633 | HCP2 | | | | 2 | 126-32 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| BRACKET, REAR COMP STATOR | CORE | 4040639 | L4P3 | HCP1 | | | 2 | 113-7 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| SHROUD, COMP STATOR 4TH STG | CORE | 4040644 | BP3 | | | | 1 | 126-39 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SHROUD, COMP STATOR 5TH STG | CORE | 4040645 | BP3 | | | | 1 | 127-18 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SHROUD, COMP STATOR 4TH STG | CORE | 4040694 | BP3 | | | | 1 | 126-12 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SHROUD, COMP STATOR 5TH STG | CORE | 4040695 | BP3 | | | | 1 | 127-12 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SHROUD, COMP STATOR 4TH STG | CORE | 4040754 | HCP3 | | | | 1 | 126-38 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SHROUD, COMP STATOR 5TH STG | CORE | 4040755 | HCP3 | | | | 1 | 127-17 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BLADE, COMP STG 6 | CORE | 4040806 | HCP10 | VIB | | | 86 | 128-2 | 52 | 4472 | 42 | 3612 | 59 | 5074 | 50 | 4300 |
| BLADE, COMP STG 9 | CORE | 4040809 | L7P8 | BP3 | VIB | | 94 | 131-3 | 52 | 4888 | 42 | 3948 | 59 | 5546 | 50 | 4700 |

F100 ENGINE & WO[illegible]

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY92 # ENGINE | PA[illegible] UP[illegible] ENGINES | [illegible]3 # ENGINES | PARTS UPA X ENGINES | FY94 # ENGINES | PARTS UPA X ENGINES | FY92 # MODULES | PARTS UPA X MODULES | FY93 # MODULES | PARTS UPA X MODULES | FY94 # MODULES | PAR[illegible] U[illegible] MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BLADE, COMP STG 10 | CORE | 4040810 | L7P8 | BP3 | VIB | | 92 | 132-3 | 111 | 10212 | 120 | 11040 | 44 | 4048 | 591 | 54372 | 522 | 48024 | 528 | 48576 |
| BLADE, COMP STG 11 | CORE | 4040811 | L7P8 | BP3 | VIB | | 82 | 133-3 | 111 | 9102 | 120 | 9840 | 44 | 3608 | 591 | 48462 | 522 | 42804 | 528 | 43296 |
| BLADE, COMP STG 12 | CORE | 4040812 | L7P8 | BP3 | VIB | | 90 | 133-16 | 111 | 9990 | 120 | 10800 | 44 | 3960 | 591 | 53190 | 522 | 46980 | 528 | 47520 |
| BLADE, COMP STG 13 | CORE | 4040813 | L7P8 | BP3 | VIB | | 94 | 135-3 | 111 | 10434 | 120 | 11280 | 44 | 4136 | 591 | 55554 | 522 | 49068 | 528 | 49632 |
| SHROUD, REAR COMP STA, INLET | CORE | 4040850 | HCP3 | | | | 1 | 113-23 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SHAFT, REAR COMP DRIVE | CORE | 4040926 | HCP3 | BP3 | | | 1 | 135-9 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SPACER STG 13 | CORE | 4040973 | HCP3 | | | | 1 | 135-5 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| CASE, COMP 4TH STG | CORE | 4040994 | HCP6 | | | | 1 | 126-49 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| CASE, COMP 5TH STG | CORE | 4040995 | HCP6 | | | | 1 | 127-31 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| DISK, COMP STG 13 | CORE | 4041013 | L7P8 | BP3 | | | 1 | 135-4 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| DISK, COMP STG 7 | CORE | 4041337 | HCP3 | | | | 1 | 128-17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SEAL, AIR COMP 4TH STG | CORE | 4041374 | HCP10 | | | | 1 | 127-1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SEAL, AIR COMP 8TH STG | CORE | 4041378 | HCP3 | | | | 1 | 130-15 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| STATOR, COMP STG 12 | CORE | 4041432 | L6P1 | L5P4 | | | 1 | 134-1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SEAL, AIR COMP 11TH STG | CORE | 4041591 | HCP3 | | | | 1 | 133-15 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SUPPORT, NO 3 BEARING | CORE | 4041794 | HCP10 | BP3 | | | 1 | 110-17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SUPPORT, NO 4 BRNG SEAL REAR | CORE | 4042645 | L6P1 | | | | 1 | 118-10 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SEAL, AIR COMP 10TH STG | CORE | 4043280 | HCP3 | | | | 1 | 132-15 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| VANE, COMP STG 4 | CORE | 4043454 | L6P3 | VIB | | | 64 | 126-48 | 111 | 7104 | 120 | 7680 | 44 | 2816 | 591 | 37824 | 522 | 33408 | 528 | 33792 |
| VANE, COMP STG 5 | CORE | 4043455 | L6P3 | | | | 62 | 127-30 | 111 | 6882 | 120 | 7440 | 44 | 2728 | 591 | 36642 | 522 | 32364 | 528 | 32736 |
| DUCT, COMP STG 3 | CORE | 4044905 | L6P3 | | | | 1 | 106-3 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| BLADE, COMP STG 8 | CORE | 4044908 | L4P3 | VIB | | | 96 | 130-3 | 111 | 10656 | 120 | 11520 | 44 | 4224 | 591 | 56736 | 522 | 50112 | 528 | 50688 |
| STATOR, COMP STG 7 | CORE | 4045937 | L6P1 | L5P4 | | | 1 | 129-38 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| CASE, COMP 7TH STG | CORE | 4046497 | HCP6 | BP3 | | | 1 | 129-17A | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SEAL, AIR COMP 5TH STG | CORE | 4046565 | HCP10 | | | | 1 | 128-1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| NUT, REAR COMP DRIVE SHAFT | CORE | 4047224 | HCP7 | | | | 1 | 115-3 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SEAL, AIR COMP 12TH STG | CORE | 4047472 | HCP3 | | | | 1 | 134-20 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| VANE, IGV | CORE | 4048050 | HCP10 | VIB | | | 90 | 113-29 | 111 | 9990 | 120 | 10800 | 44 | 3960 | 591 | 53190 | 522 | 46980 | 528 | 47520 |
| TIE ROD, REAR COMP | CORE | 4048151 | HCP10 | BP3 | | | 24 | 128-14 | 111 | 2664 | 120 | 2880 | 44 | 1056 | 591 | 14184 | 522 | 12528 | 528 | 12672 |
| TIE ROD, REAR COMP | CORE | 4048152 | HCP10 | BP3 | | | 24 | 135-2 | 111 | 2664 | 120 | 2880 | 44 | 1056 | 591 | 14184 | 522 | 12528 | 528 | 12672 |
| TIE ROD, REAR COMP | CORE | 4048153 | HCP10 | BP3 | | | 24 | 126-18 | 111 | 2664 | 120 | 2880 | 44 | 1056 | 591 | 14184 | 522 | 12528 | 528 | 12672 |
| CASE, INTERMEDIATE | CORE | 4048485 | HCP6 | | | | 1 | 114-1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| PLUG, COMP CASE | CORE | 4048687 | HCP7 | | | | 2 | 126- | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| SEAL, AIR COMP 9TH STG | CORE | 4050979 | HCP3 | | | | 1 | 132-2 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| TUBE, SCAVENGE, NO 4 BRNG | CORE | 4054425 | HCP15 | | | | 1 | 122-1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| TUBE, AIR SUPPLY | CORE | 4054426 | HCP1 | | | | 1 | 122-23 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SUPPORT, NO 4 BEARING SEAL | CORE | 4055012 | HCP7 | BP3 | | | 1 | 124-9 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SUPPORT, 1ST STG TURB STATOR | CORE | 4055260 | HCP3 | | | | 1 | 117-20 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| STRAP, BLEED VALVE | CORE | 4059351 | HCP3 | BP3 | | | 1 | 129-10 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| RING, A/S 1ST STG TURB INNER | CORE | 4060226 | HCP7 | | | | 1 | 117-49 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| BRACKET, COMP RING, 4TH STG | CORE | 4061205 | L4P3 | HCP1 | | | 2 | 112-34 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| BRACKET, COMP RING, 5TH STG | CORE | 4061208 | L4P3 | HCP1 | | | 2 | 112-32 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 |
| CARRIAGE, BLEED VALVE STRAP | CORE | 4061355 | HCP3 | | | | 1 | 129-16 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| RING, A/S 1ST STG TURB INNER 220 | CORE | 4061761 | HCP7 | | | | 1 | 117-37 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| COMPRESSOR STATOR, STG 9 | CORE | 4064069 | L6P1 | L5P4 | | | 1 | 131-6 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| COMPRESSOR STATOR, STG 11 | CORE | 4064071 | L6P1 | L5P4 | | | 1 | 133-5 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SUPPORT, NO 4 BRNG SEAL FRONT | CORE | 4065651 | HCP7 | BP3 | | | 1 | 124-9 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SUPPORT, 1ST STG TURB STATOR | CORE | 4067355 | HCP7 | | | | 1 | 117-57 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| RING, A/S TURB 1ST STG INNER | CORE | 4067727 | HCP7 | | | | 1 | 117-62 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| DISK, COMP STG 10 | CORE | 4069910 | L7P8 | BP3 | | | 1 | 132-4 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SUPPORT, 1ST STG TURB STATOR | CORE | 4073624 | HCP3 | | | | 1 | 117-50 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| SUPPORT, 1ST STG TURB STATOR | CORE | 4074639 | HCP7 | | | | 1 | 117-56 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| PLUG | CORE | MS9405-0 | HCP3 | | | | 1 | 120-55 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 |
| | | | | CORE TOTALS | | | 1279 | | 111 | 149073 | 120 | 161160 | 44 | 59092 | 591 | 793713 | 522 | 701046 | 528 | 709104 |
| BEARING ROLLER CYLIN NO 5 | FDT | 4066596 | BEARING BAY | | | | 1 | 92-1 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| BLADE, TURB 3RD STG | FDT | 4046303 | BP4 | | | | 68 | 93-29 | 111 | 7548 | 120 | 8160 | 44 | 2992 | 604 | 41072 | 362 | 24616 | 384 | 26112 |
| BLADE, TURB 4TH STG | FDT | 4043004 | BP4 | | | | 60 | 92-9 | 111 | 6660 | 120 | 7200 | 44 | 2640 | 604 | 36240 | 362 | 21720 | 384 | 23040 |
| BRACE TURB A/S RING 4TH STG | FDT | 4042776 | L6P3 | | | | 1 | 90-6 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| BRACKET, ANGLE | FDT | 4064335 | L6P3 | | | | 7 | 93-46 | 111 | 777 | 120 | 840 | 44 | 308 | 604 | 4228 | 362 | 2534 | 384 | 2688 |
| CASE, TURB EXHAUST | FDT | 4016243 | L1P3 | HCP6 | | | 1 | 91-1B | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |

F100 ENGINE & WC D

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY93 # SAUDI ENGINES | ENGINES | FY94 # SAUDI ENGINES | PARTS UPA X ENGINES | FY93 # SAUDI MODULES | PARTS UPA X MODULES | FY94 # SAUDI MODULES | PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BLADE, COMP STG 10 | CORE | 4040810 | L7P8 | BP3 | VIB | | 92 | 132-3 | 52 | 4784 | 42 | 3864 | 59 | 5428 | 50 | 4600 |
| BLADE, COMP STG 11 | CORE | 4040811 | L7P8 | BP3 | VIB | | 82 | 133-3 | 52 | 4264 | 42 | 3444 | 59 | 4838 | 50 | 4100 |
| BLADE, COMP STG 12 | CORE | 4040812 | L7P8 | BP3 | VIB | | 90 | 133-16 | 52 | 4680 | 42 | 3780 | 59 | 5310 | 50 | 4500 |
| BLADE, COMP STG 13 | CORE | 4040813 | L7P8 | BP3 | VIB | | 94 | 135-3 | 52 | 4888 | 42 | 3948 | 59 | 5546 | 50 | 4700 |
| SHROUD, REAR COMP STA, INLET | CORE | 4040850 | HCP3 | | | | 1 | 113-23 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SHAFT, REAR COMP DRIVE | CORE | 4040926 | HCP3 | BP3 | | | 1 | 135-9 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SPACER STG 13 | CORE | 4040973 | HCP3 | | | | 1 | 135-5 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CASE, COMP 4TH STG | CORE | 4040994 | HCP6 | | | | 1 | 126-49 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CASE, COMP 5TH STG | CORE | 4040995 | HCP6 | | | | 1 | 127-31 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DISK, COMP STG 13 | CORE | 4041013 | L7P8 | BP3 | | | 1 | 135-4 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DISK, COMP STG 7 | CORE | 4041337 | HCP3 | | | | 1 | 128-17 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR COMP 4TH STG | CORE | 4041374 | HCP10 | | | | 1 | 127-1 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR COMP 8TH STG | CORE | 4041378 | HCP3 | | | | 1 | 130-15 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| STATOR, COMP STG 12 | CORE | 4041432 | L6P1 | L5P4 | | | 1 | 134-1 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR COMP 11TH STG | CORE | 4041591 | HCP3 | | | | 1 | 133-15 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, NO 3 BEARING | CORE | 4041794 | HCP10 | BP3 | | | 1 | 110-17 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, NO 4 BRNG SEAL REAR | CORE | 4042645 | L6P1 | | | | 1 | 118-10 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR COMP 10TH STG | CORE | 4043280 | HCP3 | | | | 1 | 132-15 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| VANE, COMP STG 4 | CORE | 4043454 | L6P3 | VIB | | | 64 | 126-48 | 52 | 3328 | 42 | 2688 | 59 | 3776 | 50 | 3200 |
| VANE, COMP STG 5 | CORE | 4043455 | L6P3 | | | | 62 | 127-30 | 52 | 3224 | 42 | 2604 | 59 | 3658 | 50 | 3100 |
| DUCT, COMP STG 3 | CORE | 4044905 | L6P3 | | | | 1 | 106-3 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BLADE, COMP STG 8 | CORE | 4044908 | L4P3 | VIB | | | 96 | 130-3 | 52 | 4992 | 42 | 4032 | 59 | 5664 | 50 | 4800 |
| STATOR, COMP STG 7 | CORE | 4045937 | L6P1 | L5P4 | | | 1 | 129-38 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CASE, COMP 7TH STG | CORE | 4046497 | HCP6 | BP3 | | | 1 | 129-17A | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR COMP 5TH STG | CORE | 4046565 | HCP10 | | | | 1 | 128-1 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NUT, REAR COMP DRIVE SHAFT | CORE | 4047224 | HCP7 | | | | 1 | 115-3 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR COMP 12TH STG | CORE | 4047472 | HCP3 | | | | 1 | 134-20 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| VANE, IGV | CORE | 4048050 | HCP10 | VIB | | | 90 | 113-29 | 52 | 4680 | 42 | 3780 | 59 | 5310 | 50 | 4500 |
| TIE ROD, REAR COMP | CORE | 4048151 | HCP10 | BP3 | | | 24 | 128-14 | 52 | 1248 | 42 | 1008 | 59 | 1416 | 50 | 1200 |
| TIE ROD, REAR COMP | CORE | 4048152 | HCP10 | BP3 | | | 24 | 135-2 | 52 | 1248 | 42 | 1008 | 59 | 1416 | 50 | 1200 |
| TIE ROD, REAR COMP | CORE | 4048153 | HCP10 | BP3 | | | 24 | 126-18 | 52 | 1248 | 42 | 1008 | 59 | 1416 | 50 | 1200 |
| CASE, INTERMEDIATE | CORE | 4048485 | HCP6 | | | | 1 | 114-1 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| PLUG, COMP CASE | CORE | 4048687 | HCP7 | | | | 2 | 126- | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| SEAL, AIR COMP 9TH STG | CORE | 4050979 | HCP3 | | | | 1 | 132-2 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TUBE, SCAVENGE, NO 4 BRNG | CORE | 4054425 | HCP15 | | | | 1 | 122-1 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TUBE, AIR SUPPLY | CORE | 4054426 | HCP1 | | | | 1 | 122-23 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, NO 4 BEARING SEAL | CORE | 4055012 | HCP7 | BP3 | | | 1 | 124-9 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, 1ST STG TURB STATOR | CORE | 4055260 | HCP3 | | | | 1 | 117-20 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| STRAP, BLEED VALVE | CORE | 4059351 | HCP3 | BP3 | | | 1 | 129-10 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, A/S 1ST STG TURB INNER | CORE | 4060226 | HCP7 | | | | 1 | 117-49 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BRACKET, COMP RING, 4TH STG | CORE | 4061205 | L4P3 | HCP1 | | | 2 | 112-34 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| BRACKET, COMP RING, 5TH STG | CORE | 4061208 | L4P3 | HCP1 | | | 2 | 112-32 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| CARRIAGE, BLEED VALVE STRAP | CORE | 4061355 | HCP3 | | | | 1 | 129-16 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, A/S 1ST STG TURB INNER 220 | CORE | 4061761 | HCP7 | | | | 1 | 117-37 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| COMPRESSOR STATOR, STG 9 | CORE | 4064069 | L6P1 | L5P4 | | | 1 | 131-6 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| COMPRESSOR STATOR, STG 11 | CORE | 4064071 | L6P1 | L5P4 | | | 1 | 133-5 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, NO 4 BRNG SEAL FRONT | CORE | 4065651 | HCP7 | BP3 | | | 1 | 124-9 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, 1ST STG TURB STATOR | CORE | 4067355 | HCP7 | | | | 1 | 117-57 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, A/S TURB 1ST STG INNER | CORE | 4067727 | HCP7 | | | | 1 | 117-62 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DISK, COMP STG 10 | CORE | 4069910 | L7P8 | BP3 | | | 1 | 132-4 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, 1ST STG TURB STATOR | CORE | 4073624 | HCP3 | | | | 1 | 117-50 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, 1ST STG TURB STATOR | CORE | 4074639 | HCP7 | | | | 1 | 117-56 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| PLUG | CORE | MS9405-0 | HCP3 | | | | 1 | 120-55 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| | | | CORE TOTALS | | | | 1279 | | 52 | 69836 | 42 | 56406 | 59 | 79237 | 50 | 67150 |
| BEARING ROLLER CYLIN NO 5 | FDT | 4066596 | BEARING BAY | | | | 1 | 92-1 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| BLADE, TURB 3RD STG | FDT | 4046303 | BP4 | | | | 68 | 93-29 | 52 | 3536 | 42 | 2856 | 57 | 3876 | 60 | 4080 |
| BLADE, TURB 4TH STG | FDT | 4043004 | BP4 | | | | 60 | 92-9 | 52 | 3120 | 42 | 2520 | 57 | 3420 | 60 | 3600 |
| BRACE TURB A/S RING 4TH STG | FDT | 4042776 | L6P3 | | | | 1 | 90-6 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| BRACKET, ANGLE | FDT | 4064335 | L6P3 | | | | 7 | 93-46 | 52 | 364 | 42 | 294 | 57 | 399 | 60 | 420 |
| CASE, TURB EXHAUST | FDT | 4016243 | L1P3 | HCP6 | | | 1 | 91-1B | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |

F100 ENGINE & WO D

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY92 # ENGINE | PARTS UPA X ENGINES | FY93 # ENGINES | PARTS UPA X ENGINES | FY94 # ENGINES | PARTS UPA X ENGINES | FY92 # MODULES | PARTS UPA X MODULES | FY93 # MODULES | PARTS UPA X MODULES | FY94 # MODULES | PARTS U. MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAMPER TURB A/S RING 4TH STG | FDT | 4037608 | L6P3 | | | | 1 | 90-8 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| DISK ASSY TURB 3RD STG | FDT | 4042983 | L6P3 | BP3 | | | 1 | 93-36 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| DISK ASSY TURB 4TH STG | FDT | 4043704 | L6P3 | BP3 | | | 1 | 92-8 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| DUCT SEGM ASSY TURB 2ND STG | FDT | 4043276 | L6P3 | | | | 18 | 94-17 | 111 | 1998 | 120 | 2160 | 44 | 792 | 604 | 10872 | 362 | 6516 | 384 | 6912 |
| DUCT TURB 4TH STG | FDT | 4026508 | L6P3 | | | | 1 | 93-25 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| HUB ASSY TURB REAR | FDT | 4026462 | L6P3 | | | | 1 | 93-4 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| NUT BEARING RETAINING EXT THR | FDT | 4001681 | HCP3 | HCP2 | | | 1 | 92-2 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| NUT COMP DRIVE SHAFT | FDT | 4026463 | HCP3 | | | | 1 | 93-3 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| NUT TIEROD | FDT | 4033686 | L4P1 | | | | 24 | 92-5 | 111 | 2664 | 120 | 2880 | 44 | 1056 | 604 | 14496 | 362 | 8688 | 384 | 9216 |
| NUT, PLAIN, ROUND | FDT | 4022304 | HCP3 | HCP2 | | | 1 | 89-15 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| PLUG BOROSCOPE TURB CASE | FDT | 4048684 | L6P3 | | | | 1 | 91-11 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| PLUG NO. 5 BEARING | FDT | 4010079 | L4P3 | | | | 1 | 92-3 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| RING A/S TURB 4TH STG | FDT | 4034270 | L6P3 | | | | 1 | 90-9 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| RING ASSY A/S TURB 3RD STG | FDT | 4042692 | L6P3 | | | | 1 | 94-16 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| RING ASSY A/S TURB 4TH STG | FDT | 4042714 | L6P3 | | | | 1 | 92-19 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| RING RETAINING | FDT | 4001684 | L6P3 | | | | 1 | 89-13 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| RING RETAINING | FDT | 4026826 | L6P3 | | | | 1 | 93-1 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| RING SEG ASSY A/S 3RD STG | FDT | 4025583 | L6P3 | | | | 4 | 94-1 | 111 | 444 | 120 | 480 | 44 | 176 | 604 | 2416 | 362 | 1448 | 384 | 1536 |
| RING SEG ASSY A/S 4TH STG | FDT | 4042377 | L6P3 | | | | 1 | 92-17 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| RING, TURB A/S 4TH STG | FDT | 4032835 | L6P3 | BP3 OPT | | | 8 | 92-16 | 111 | 888 | 120 | 960 | 44 | 352 | 604 | 4832 | 362 | 2896 | 384 | 3072 |
| SEAL ASSY FACE NO. 5 BRG | FDT | 4018382 | LAPPING ROOM | | | | 1 | 90-19 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| SEAL RING HOLDER | FDT | 4011362 | L6P3 | | | | 2 | 89-11 | 111 | 222 | 120 | 240 | 44 | 88 | 604 | 1208 | 362 | 724 | 384 | 768 |
| SEAL RING HOLDER NO 5 BRNG | FDT | 4033932 | L6P3 | | | | 1 | 89-10 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| SEAL, AIR TURB 3RD STG | FDT | 4044429 | L6P3 | BP3 | | | 1 | 93-43 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| SEAL, AIR TURB 4TH STG | FDT | 4020674 | L6P3 | | | | 1 | 92-12 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| SEAT NO 5 BRNG SEAL | FDT | 4021784 | HCP3 | HCP2 | | | 1 | 89-16 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| SEAT, TURB SHAFT LOCK | FDT | 4010246 | HCP3 | HCP2 | | | 1 | 93-6 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| SHAFT ASSY FRONT COMP DR TURB | FDT | 4047579 | L6P1 | HCP6 | | | 1 | 93-7 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| SHIELD ASSY HEAT NO 5 BRNG | FTD | 4027960 | HCP15 | | | | 1 | 90-25 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| SHIELD HEAT FRNT COMP DR SFT | FDT | 4026467 | L6P3 | | | | 1 | 92-4 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| SHIELD HEAT NO 5 BEARING | FDT | 4006733 | L6P3 | | | | 2 | 90-24 | 111 | 222 | 120 | 240 | 44 | 88 | 604 | 1208 | 362 | 724 | 384 | 768 |
| STIFFENER, TURB SHAFT | FDT | 4010075 | L6P3 | | | | 1 | 93-19 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| SUPPORT NO 5 BRNG INNER | FDT | 4034244 | HCP10 | | | | 1 | 89-17 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| SUPPORT NO 5 BRNG OUTER | FDT | 4034246 | HCP10 | | | | 1 | 89-7 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| SUPPORT NO 5 BRNG SEAL W/O HEA | FDT | 4027961 | L6P3 | | | | 1 | 90-30 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| SUPPORT TURB A/S RING 3RD STG | FDT | 4043274 | L6P3 | | | | 1 | 93-35 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| SUPPORT TURB A/S RING 4TH STG | FDT | 4023130 | L6P3 | BP3 OPT | | | 1 | 92-15 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| TIEROD TURBINE | FDT | 4048099 | BP3 | | | | 24 | 92-7 | 111 | 2664 | 120 | 2880 | 44 | 1056 | 604 | 14496 | 362 | 8688 | 384 | 9216 |
| VANE ASSY TURB STATOR 3RD STG | FDT | 4039673 | HCP7 | BP4 | | | 1 | 94-14 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| VANE TURB STATOR 4TH STG | FDT | 4037254 | HCP7 | BP4 | | | 29 | 92-18 | 111 | 3219 | 120 | 3480 | 44 | 1276 | 604 | 17516 | 362 | 10498 | 384 | 11136 |
| WASHER KEY | FDT | 4022305 | L6P3 | | | | 1 | 89-14 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| WASHER KEY | FDT | 4026464 | L6P3 | | | | 1 | 93-2 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 |
| WASHER SPRING TENSION | FDT | 4001687 | L6P3 | | | | 2 | 89-12 | 111 | 222 | 120 | 240 | 44 | 88 | 604 | 1208 | 362 | 724 | 384 | 768 |
| | | | | FDT TOTALS | | | 285 | | 111 | 31635 | 120 | 34200 | 44 | 12540 | 604 | 172140 | 362 | 103170 | 384 | 109440 |
| BAFFLE, GEARSHAFT | GRBX | 4068474 | L4P1 | HCP6 | | | 1 | 65-29 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| BEARING | GRBX | 4054537 | HCP2 | HCP3 | | | 1 | 67-52 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| CONNECTOR TUBE | GRBX | 4041992 | HCP7 | HCP3 | | | 1 | 61-59 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| COUPLING, REMOTE | GRBX | 4022555 | HCP3 | HCP1 | | | 1 | 60-24 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| COVER PACKING | GRBX | 4002737 | HCP7 | L4P1 | | | 1 | 63-6 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| COVER, SUMP | GRBX | 4068434 | L4P1 | HCP6 | | | 1 | 65-26 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| COVER, UPPER ASSY | GRBX | 4047095 | L4P7 | HCP6 | | | 1 | 65-5A | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| DETECTOR, CHIP | GRBX | 4003739 | HCP1 | | | | 3 | 61-12 | 111 | 333 | 120 | 360 | 44 | 132 | 569 | 1707 | 294 | 882 | 373 | 1119 |
| GEAR, INTERNAL | GRBX | 4061076 | HCP7 | L4P1 | HCP1 | HCP2 | 1 | 67A-12 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| GEAR, SHAFT, BEVEL SPUR | GRBX | 4002706 | HCP3 | HCP1 | | | 1 | 64-24 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| GEAR, SPUR | GRBX | 4002718 | HCP3 | HCP1 | | | 1 | 64-31 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| GEAR, SPUR | GRBX | 4002724 | HCP3 | HCP1 | | | 1 | 64-13 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| GEARSHAFT PTO | GRBX | 4022374 | HCP3 | HCP1 | | | 1 | 64-25 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| GEARSHAFT, BEVEL | GRBX | 4025256 | HCP3 | HCP1 | | | 1 | 65-16 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| GEARSHAFT, SPUR | GRBX | 4017949 | HCP3 | HCP1 | | | 1 | 66-5 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| HOUSING ASSY | GRBX | 4044761 | L4P1 | HCP6 | | | 1 | 67-1 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |

F100 ENGINE & W[illegible]D

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY93 # SAUDI ENGINES | FY93 PARTS UPA X ENGINES | FY94 # SAUDI ENGINES | FY94 PARTS UPA X ENGINES | FY93 # SAUDI MODULES | FY93 PARTS UPA X MODULES | FY94 # SAUDI MODULES | FY94 PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAMPER TURB A/S RING 4TH STG | FDT | 4037608 | L6P3 | | | | 1 | 90-8 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| DISK ASSY TURB 3RD STG | FDT | 4042983 | L6P3 | BP3 | | | 1 | 93-36 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| DISK ASSY TURB 4TH STG | FDT | 4043704 | L6P3 | BP3 | | | 1 | 92-8 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| DUCT SEGM ASSY TURB 2ND STG | FDT | 4043276 | L6P3 | | | | 18 | 94-17 | 52 | 936 | 42 | 756 | 57 | 1026 | 60 | 1080 |
| DUCT TURB 4TH STG | FDT | 4026508 | L6P3 | | | | 1 | 93-25 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| HUB ASSY TURB REAR | FDT | 4026462 | L6P3 | | | | 1 | 93-4 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| NUT BEARING RETAINING EXT THR | FDT | 4001681 | HCP3 | HCP2 | | | 1 | 92-2 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| NUT COMP DRIVE SHAFT | FDT | 4026463 | HCP3 | | | | 1 | 93-3 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| NUT TIEROD | FDT | 4033686 | L4P1 | | | | 24 | 92-5 | 52 | 1248 | 42 | 1008 | 57 | 1368 | 60 | 1440 |
| NUT, PLAIN, ROUND | FDT | 4022304 | HCP3 | HCP2 | | | 1 | 89-15 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| PLUG BOROSCOPE TURB CASE | FDT | 4048684 | L6P3 | | | | 1 | 91-11 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| PLUG NO. 5 BEARING | FDT | 4010079 | L4P3 | | | | 1 | 92-3 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| RING A/S TURB 4TH STG | FDT | 4034270 | L6P3 | | | | 1 | 90-9 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| RING ASSY A/S TURB 3RD STG | FDT | 4042692 | L6P3 | | | | 1 | 94-16 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| RING ASSY A/S TURB 4TH STG | FDT | 4042714 | L6P3 | | | | 1 | 92-19 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| RING RETAINING | FDT | 4001684 | L6P3 | | | | 1 | 89-13 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| RING RETAINING | FDT | 4026826 | L6P3 | | | | 1 | 93-1 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| RING SEG ASSY A/S 3RD STG | FDT | 4025583 | L6P3 | | | | 4 | 94-1 | 52 | 208 | 42 | 168 | 57 | 228 | 60 | 240 |
| RING SEG ASSY A/S 4TH STG | FDT | 4042377 | L6P3 | | | | 1 | 92-17 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| RING, TURB A/S 4TH STG | FDT | 4032835 | L6P3 | BP3 OPT | | | 8 | 92-16 | 52 | 416 | 42 | 336 | 57 | 456 | 60 | 480 |
| SEAL ASSY FACE NO. 5 BRG | FDT | 4018382 | LAPPING ROOM | | | | 1 | 90-19 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SEAL RING HOLDER | FDT | 4011362 | L6P3 | | | | 2 | 89-11 | 52 | 104 | 42 | 84 | 57 | 114 | 60 | 120 |
| SEAL RING HOLDER NO 5 BRNG | FDT | 4033932 | L6P3 | | | | 1 | 89-10 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SEAL, AIR TURB 3RD STG | FDT | 4044429 | L6P3 | BP3 | | | 1 | 93-43 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SEAL, AIR TURB 4TH STG | FDT | 4020674 | L6P3 | | | | 1 | 92-12 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SEAT NO 5 BRNG SEAL | FDT | 4021784 | HCP3 | HCP2 | | | 1 | 89-16 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SEAT, TURB SHAFT LOCK | FDT | 4010246 | HCP3 | HCP2 | | | 1 | 93-6 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SHAFT ASSY FRONT COMP DR TURB | FDT | 4047579 | L6P1 | HCP6 | | | 1 | 93-7 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SHIELD ASSY HEAT NO 5 BRNG | FTD | 4027960 | HCP15 | | | | 1 | 90-25 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SHIELD HEAT FRNT COMP DR SFT | FDT | 4026467 | L6P3 | | | | 1 | 92-4 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SHIELD HEAT NO 5 BEARING | FDT | 4006733 | L6P3 | | | | 2 | 90-24 | 52 | 104 | 42 | 84 | 57 | 114 | 60 | 120 |
| STIFFENER, TURB SHAFT | FDT | 4010075 | L6P3 | | | | 1 | 93-19 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SUPPORT NO 5 BRNG INNER | FDT | 4034244 | HCP10 | | | | 1 | 89-17 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SUPPORT NO 5 BRNG OUTER | FDT | 4034246 | HCP10 | | | | 1 | 89-7 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SUPPORT NO 5 BRNG SEAL W/O HEA | FDT | 4027961 | L6P3 | | | | 1 | 90-30 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SUPPORT TURB A/S RING 3RD STG | FDT | 4043274 | L6P3 | | | | 1 | 93-35 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SUPPORT TURB A/S RING 4TH STG | FDT | 4023130 | L6P3 | BP3 OPT | | | 1 | 92-15 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| TIEROD TURBINE | FDT | 4048099 | BP3 | | | | 24 | 92-7 | 52 | 1248 | 42 | 1008 | 57 | 1368 | 60 | 1440 |
| VANE ASSY TURB STATOR 3RD STG | FDT | 4039673 | HCP7 | BP4 | | | 1 | 94-14 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| VANE TURB STATOR 4TH STG | FDT | 4037254 | HCP7 | BP4 | | | 29 | 92-18 | 52 | 1508 | 42 | 1218 | 57 | 1653 | 60 | 1740 |
| WASHER KEY | FDT | 4022305 | L6P3 | | | | 1 | 89-14 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| WASHER KEY | FDT | 4026464 | L6P3 | | | | 1 | 93-2 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| WASHER SPRING TENSION | FDT | 4001687 | L6P3 | | | | 2 | 89-12 | 52 | 104 | 42 | 84 | 57 | 114 | 60 | 120 |
| | | | FDT TOTALS | | | | 285 | | 52 | 14820 | 42 | 11970 | 57 | 16245 | 60 | 17100 |
| BAFFLE, GEARSHAFT | GRBX | 4068474 | L4P1 | HCP6 | | | 1 | 65-29 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| BEARING | GRBX | 4054537 | HCP2 | HCP3 | | | 1 | 67-52 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| CONNECTOR TUBE | GRBX | 4041992 | HCP7 | HCP3 | | | 1 | 61-59 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| COUPLING, REMOTE | GRBX | 4022555 | HCP3 | HCP1 | | | 1 | 60-24 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| COVER PACKING | GRBX | 4002737 | HCP7 | L4P1 | | | 1 | 63-6 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| COVER, SUMP | GRBX | 4068434 | L4P1 | HCP6 | | | 1 | 65-26 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| COVER, UPPER ASSY | GRBX | 4047095 | L4P7 | HCP6 | | | 1 | 65-5A | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| DETECTOR, CHIP | GRBX | 4003739 | HCP1 | | | | 3 | 61-12 | 52 | 156 | 42 | 126 | 56 | 168 | 53 | 159 |
| GEAR, INTERNAL | GRBX | 4061076 | HCP7 | L4P1 | HCP1 | HCP2 | 1 | 67A-12 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| GEAR, SHAFT, BEVEL SPUR | GRBX | 4002706 | HCP3 | HCP1 | | | 1 | 64-24 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| GEAR, SPUR | GRBX | 4002718 | HCP3 | HCP1 | | | 1 | 64-31 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| GEAR, SPUR | GRBX | 4002724 | HCP3 | HCP1 | | | 1 | 64-13 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| GEARSHAFT PTO | GRBX | 4022374 | HCP3 | HCP1 | | | 1 | 64-25 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| GEARSHAFT, BEVEL | GRBX | 4025256 | HCP3 | HCP1 | | | 1 | 65-16 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| GEARSHAFT, SPUR | GRBX | 4017949 | HCP3 | HCP1 | | | 1 | 66-5 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| HOUSING ASSY | GRBX | 4044761 | L4P1 | HCP6 | | | 1 | 67-1 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |

F100 ENGINE & W .D

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY92 # ENGINE | PA' UI ENGINES | 93 # ENGINES | PARTS UPA X ENGINES | FY94 # ENGINES | PARTS UPA X ENGINES | FY92 # MODULES | PARTS UPA X MODULES | FY93 # MODULES | PARTS UPA X MODULES | FY94 # MODULES | PAP U MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HOUSING FRONT ASSY | GRBX | 4002459 | L4P1 | HCP6 | | | 1 | 64-2 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| HOUSING, BEARING | GRBX | 4044760 | HCP2 | HCP3 | | | 1 | 66-2 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| HOUSING, BREATHER ASSY | GRBX | 4031702 | HCP2 | | | | 1 | 60-31 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| HOUSING, REDUCTION GRBX ASSY | GRBX | 4066638 | HCP7 | L3P1 | | | 1 | 67A-23 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| IMPELLER, DEAERATOR | GRBX | 4002719 | HCP3 | HCP2 | | | 1 | 64-32 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| NOZZLE, GRBX BEARING | GRBX | 4027546 | L6P1 | | | | 1 | 67-36 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| NOZZLE, GRBX BEARING | GRBX | 4061081 | HCP7 | L3P1 | | | 1 | 67A-20 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| PLATE, BEARING RETAINNG | GRBX | 4065138 | HCP2 | HCP3 | | | 1 | 67-47 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| PLATE, RETAINING ASSY | GRBX | 4047386 | HCP2 | HCP3 | | | 1 | 67-53 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| PLATE, RETAINING ASSY | GRBX | 4064854 | HCP2 | HCP3 | | | 1 | 67-52G | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| RETAINER OIL SEAL | GRBX | 4002707 | HCP7 | L4P1 | | | 1 | 63-8 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| RETAINER OIL SEAL | GRBX | 4027534 | HCP7 | L4P1 | | | 1 | 63-11 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| RETAINER, OIL SEAL | GRBX | 4002716 | HCP7 | L4P1 | | | 1 | 63-2 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| SEAL , ASSY, FACE | GRBX | 4009754 | HCP14 | | | | 1 | 63-13 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| SEAL CARBON | GRBX | 4009751 | HCP14 | | | | 1 | 63-9 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| SEAL CARBON | GRBX | 4009752 | HCP14 | | | | 1 | 63-4 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| SEAL CARBON | GRBX | 4047343 | HCP14 | | | | 1 | 63-9 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| SEAL CARBON | GRBX | 4047344 | HCP14 | | | | 1 | 63-4 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| SEAL CARBON | GRBX | 4061088 | HCP14 | | | | 1 | 67A-7 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| SEAT BEARING SEAL | GRBX | 4027535 | HCP3 | HCP1 | | | 1 | 64-26 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| SEAT BEARING SEAL | GRBX | 4066397 | HCP14 | | | | 1 | 67A-13 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| SHAFT DEAERATOR IMP | GRBX | 4038802 | HCP3 | HCP1 | | | 1 | 64-33 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| SHAFT IDLER GEAR | GRBX | 4002722 | HCP3 | HCP1 | | | 1 | 64-18 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| SLEEVE, SEALING | GRBX | 4002696 | HCP3 | | | | 1 | 65-21 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| SPACER, BEARING INNER | GRBX | 4061080 | HCP2 | HCP3 | | | 1 | 67A-17 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| SPACER, BEARING OUTER | GRBX | 4061079 | HCP2 | HCP3 | | | 1 | 67A-18 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| TUBE MAIN OIL PUMP | GRBX | 4045639 | HCP10 | | | | 1 | 61-64 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| TUBE SCAVENGE | GRBX | 4023576 | HCP2 | | | | 1 | 65-22 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| TUBE SCAVENGE | GRBX | 4023577 | HCP2 | | | | 1 | 65-23 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| TUBE TRANSFER | GRBX | 4017861 | HCP10 | | | | 1 | 61-32 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 |
| | | | | GRBX TOTALS | | | 48 | | 111 | 5328 | 120 | 5760 | 44 | 2112 | 569 | 27312 | 294 | 14112 | 373 | 17904 |
| BLADE, STG 1 TURB | HPT | 4063801 | L4P2 | L6P1 | | | 68 | 116-47 | 111 | 7548 | 120 | 8160 | 44 | 2992 | 725 | 49300 | 753 | 51204 | 272 | 18496 |
| BLADE, STG 2 TURB | HPT | 4059422 | L4P2 | BP4 | | | 72 | 115-44 | 111 | 7992 | 120 | 8640 | 44 | 3168 | 725 | 52200 | 753 | 54216 | 272 | 19584 |
| BOSS ASSY | HPT | 4024717 | HCP7 | | | | 1 | 116-26 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 |
| CASE & DUCT SET, FRNT TURB | HPT | 4058297 | L6P1 | BP2 | | | 1 | 116-29 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 |
| COUNTERWEIGHT | HPT | 584943CL | HCP7 | | | | 6 | 115-12 | 111 | 666 | 120 | 720 | 44 | 264 | 725 | 4350 | 753 | 4518 | 272 | 1632 |
| COUNTERWEIGHT | HPT | 584944CL | HCP7 | | | | 2 | 115-11 | 111 | 222 | 120 | 240 | 44 | 88 | 725 | 1450 | 753 | 1506 | 272 | 544 |
| DISK& HUB ASSY, STG 2 TURB | HPT | 4042922 | L6P1 | BP2 | | | 1 | 115-16 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 |
| DISK, STG 1 TURB ASSY | HPT | 4043321 | L6P1 | BP2 | | | 1 | 116-18 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 |
| DISK, STG 2 TURB ASSY | HPT | 4073102 | L6P1 | BP2 | | | 1 | 115-45 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 |
| DUCT SEGMENT ASSY, 1ST STG | HPT | 4043269 | BP3 | HCP6 | BP4 | | 18 | 116-30 | 111 | 1998 | 120 | 2160 | 44 | 792 | 725 | 13050 | 753 | 13554 | 272 | 4896 |
| DUCT SEGMENT ASSY, 1ST STG | HPT | 4061807 | BP3 | HCP3 | BP4 | | 34 | 116-65 | 111 | 3774 | 120 | 4080 | 44 | 1496 | 725 | 24650 | 753 | 25602 | 272 | 9248 |
| HUB ASSY, TURB FRONT | HPT | 4066998 | L6P1 | HCP7 | | | 1 | 115-46 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 |
| NUT, REAR COMP DRIVE TURB | HPT | 4036895 | HCP7 | | | | 20 | 115-8 | 111 | 2220 | 120 | 2400 | 44 | 880 | 725 | 14500 | 753 | 15060 | 272 | 5440 |
| NUT, TIEROD | HPT | 4070809 | HCP7 | | | | 22 | 116-39A | 111 | 2442 | 120 | 2640 | 44 | 968 | 725 | 15950 | 753 | 16566 | 272 | 5984 |
| PLATE, 2ND STG TURB BLADE RET | HPT | 4042687 | HCP6 | | | | 1 | 115-18 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 |
| PLATE, RET BLADE TURB REAR 2ND | HPT | 4061632 | L6P1 | HCP7 | | | 1 | 115-42 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 |
| PLATE, STG 1 TURB BLADE RET | HPT | 4036812 | L6P1 | HCP7 | | | 1 | 116-16 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 |
| PLATE, STG 1 TURB RET BLADE | HPT | 4051316 | L6P1 | BP2 | | | 17 | 116-5 | 111 | 1887 | 120 | 2040 | 44 | 748 | 725 | 12325 | 753 | 12801 | 272 | 4624 |
| PLATE, STG 1 TURB RET BLADE | HPT | 4066777 | L6P1 | BP2 | | | 34 | 116-42 | 111 | 3774 | 120 | 4080 | 44 | 1496 | 725 | 24650 | 753 | 25602 | 272 | 9248 |
| PLUG ASSY | HPT | 4048685 | HCP7 | | | | 1 | 116-77 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 |
| RING, STG 2 TURB A/S | HPT | 4023077 | L6P1 | BP4 | | | 1 | 115-26 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 |
| RING, TURB BLADE RET PLATE | HPT | 4060966 | L6P1 | HCP7 | | | 1 | 115-41 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 |
| SEAL AIR, TURB 1ST STG | HPT | 4067621 | L6P1 | BP2 | | | 1 | 116-51 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 |
| SEAL, AIR, NO 4 BRNG REAR | HPT | 4036629 | HCP7 | | | | 1 | 116-25 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 |
| SEAL, TURBINE DUCT SET | HPT | 4023468 | L6P1 | BP2 | | | 2 | 116-31 | 111 | 222 | 120 | 240 | 44 | 88 | 725 | 1450 | 753 | 1506 | 272 | 544 |
| SEAL, 2ND STG TURB STATOR | HPT | 4029174 | HCP7 | | | | 1 | 116-24 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 |
| SPACER, TURB AIR SEAL | HPT | 4061748 | L6P1 | HCP7 | | | 1 | 116-52 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 |
| SUPPORT, STG 1 TRB DUCT | HPT | 4043270 | L6P1 | BP2 | | | 1 | 116-29 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 |

F100 ENGINE & W[illegible]

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY93 # SAUDI ENGINES | F[illegible] ENGINES | FY94 # SAUDI ENGINES | PARTS UPA X ENGINES | FY93 # SAUDI MODULES | PARTS UPA X MODULES | FY94 # SAUDI MODULES | PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HOUSING FRONT ASSY | GRBX | 4002459 | L4P1 | HCP6 | | | 1 | 64-2 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| HOUSING, BEARING | GRBX | 4044760 | HCP2 | HCP3 | | | 1 | 66-2 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| HOUSING, BREATHER ASSY | GRBX | 4031702 | HCP2 | | | | 1 | 60-31 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| HOUSING, REDUCTION GRBX ASSY | GRBX | 4066638 | HCP7 | L3P1 | | | 1 | 67A-23 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| IMPELLER, DEAERATOR | GRBX | 4002719 | HCP3 | HCP2 | | | 1 | 64-32 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| NOZZLE, GRBX BEARING | GRBX | 4027546 | L6P1 | | | | 1 | 67-36 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| NOZZLE, GRBX BEARING | GRBX | 4061081 | HCP7 | L3P1 | | | 1 | 67A-20 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| PLATE, BEARING RETAINNG | GRBX | 4065138 | HCP2 | HCP3 | | | 1 | 67-47 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| PLATE, RETAINING ASSY | GRBX | 4047386 | HCP2 | HCP3 | | | 1 | 67-53 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| PLATE, RETAINING ASSY | GRBX | 4064854 | HCP2 | HCP3 | | | 1 | 67-52G | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| RETAINER OIL SEAL | GRBX | 4002707 | HCP7 | L4P1 | | | 1 | 63-8 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| RETAINER OIL SEAL | GRBX | 4027534 | HCP7 | L4P1 | | | 1 | 63-11 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| RETAINER, OIL SEAL | GRBX | 4002716 | HCP7 | L4P1 | | | 1 | 63-2 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SEAL , ASSY, FACE | GRBX | 4009754 | HCP14 | | | | 1 | 63-13 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SEAL CARBON | GRBX | 4009751 | HCP14 | | | | 1 | 63-9 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SEAL CARBON | GRBX | 4009752 | HCP14 | | | | 1 | 63-4 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SEAL CARBON | GRBX | 4047343 | HCP14 | | | | 1 | 63-9 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SEAL CARBON | GRBX | 4047344 | HCP14 | | | | 1 | 63-4 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SEAL CARBON | GRBX | 4061088 | HCP14 | | | | 1 | 67A-7 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SEAT BEARING SEAL | GRBX | 4027535 | HCP3 | HCP1 | | | 1 | 64-26 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SEAT BEARING SEAL | GRBX | 4066397 | HCP14 | | | | 1 | 67A-13 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SHAFT DEAERATOR IMP | GRBX | 4038802 | HCP3 | HCP1 | | | 1 | 64-33 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SHAFT IDLER GEAR | GRBX | 4002722 | HCP3 | HCP1 | | | 1 | 64-18 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SLEEVE, SEALING | GRBX | 4002696 | HCP3 | | | | 1 | 65-21 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SPACER, BEARING INNER | GRBX | 4061080 | HCP2 | HCP3 | | | 1 | 67A-17 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SPACER, BEARING OUTER | GRBX | 4061079 | HCP2 | HCP3 | | | 1 | 67A-18 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| TUBE MAIN OIL PUMP | GRBX | 4045639 | HCP10 | | | | 1 | 61-64 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| TUBE SCAVENGE | GRBX | 4023576 | HCP2 | | | | 1 | 65-22 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| TUBE SCAVENGE | GRBX | 4023577 | HCP2 | | | | 1 | 65-23 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| TUBE TRANSFER | GRBX | 4017861 | HCP10 | | | | 1 | 61-32 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| | | | | GRBX TOTALS | | | 48 | | 52 | 2496 | 42 | 2016 | 56 | 2688 | 53 | 2544 |
| BLADE, STG 1 TURB | HPT | 4063801 | L4P2 | L6P1 | | | 68 | 116-47 | 52 | 3536 | 42 | 2856 | 60 | 4080 | 50 | 3400 |
| BLADE, STG 2 TURB | HPT | 4059422 | L4P2 | BP4 | | | 72 | 115-44 | 52 | 3744 | 42 | 3024 | 60 | 4320 | 50 | 3600 |
| BOSS ASSY | HPT | 4024717 | HCP7 | | | | 1 | 116-26 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| CASE & DUCT SET, FRNT TURB | HPT | 4058297 | L6P1 | BP2 | | | 1 | 116-29 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| COUNTERWEIGHT | HPT | 584943CL | HCP7 | | | | 6 | 115-12 | 52 | 312 | 42 | 252 | 60 | 360 | 50 | 300 |
| COUNTERWEIGHT | HPT | 584944CL | HCP7 | | | | 2 | 115-11 | 52 | 104 | 42 | 84 | 60 | 120 | 50 | 100 |
| DISK& HUB ASSY, STG 2 TURB | HPT | 4042922 | L6P1 | BP2 | | | 1 | 115-16 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| DISK, STG 1 TURB ASSY | HPT | 4043321 | L6P1 | BP2 | | | 1 | 116-18 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| DISK, STG 2 TURB ASSY | HPT | 4073102 | L6P1 | BP2 | | | 1 | 115-45 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| DUCT SEGMENT ASSY, 1ST STG | HPT | 4043269 | BP3 | HCP6 | BP4 | | 18 | 116-30 | 52 | 936 | 42 | 756 | 60 | 1080 | 50 | 900 |
| DUCT SEGMENT ASSY, 1ST STG | HPT | 4061807 | BP3 | HCP3 | BP4 | | 34 | 116-65 | 52 | 1768 | 42 | 1428 | 60 | 2040 | 50 | 1700 |
| HUB ASSY, TURB FRONT | HPT | 4066998 | L6P1 | HCP7 | | | 1 | 115-46 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| NUT, REAR COMP DRIVE TURB | HPT | 4036895 | HCP7 | | | | 20 | 115-8 | 52 | 1040 | 42 | 840 | 60 | 1200 | 50 | 1000 |
| NUT, TIEROD | HPT | 4070809 | HCP7 | | | | 22 | 116-39A | 52 | 1144 | 42 | 924 | 60 | 1320 | 50 | 1100 |
| PLATE, 2ND STG TURB BLADE RET | HPT | 4042687 | HCP6 | | | | 1 | 115-18 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| PLATE, RET BLADE TURB REAR 2ND | HPT | 4061632 | L6P1 | HCP7 | | | 1 | 115-42 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| PLATE, STG 1 TURB BLADE RET | HPT | 4036812 | L6P1 | HCP7 | | | 1 | 116-16 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| PLATE, STG 1 TURB RET BLADE | HPT | 4051316 | L6P1 | BP2 | | | 17 | 116-5 | 52 | 884 | 42 | 714 | 60 | 1020 | 50 | 850 |
| PLATE, STG 1 TURB RET BLADE | HPT | 4066777 | L6P1 | BP2 | | | 34 | 116-42 | 52 | 1768 | 42 | 1428 | 60 | 2040 | 50 | 1700 |
| PLUG ASSY | HPT | 4048685 | HCP7 | | | | 1 | 116-77 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| RING, STG 2 TURB A/S | HPT | 4023077 | L6P1 | BP4 | | | 1 | 115-26 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| RING, TURB BLADE RET PLATE | HPT | 4060966 | L6P1 | HCP7 | | | 1 | 115-41 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| SEAL AIR, TURB 1ST STG | HPT | 4067621 | L6P1 | BP2 | | | 1 | 116-51 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| SEAL, AIR, NO 4 BRNG REAR | HPT | 4036629 | HCP7 | | | | 1 | 116-25 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| SEAL, TURBINE DUCT SET | HPT | 4023468 | L6P1 | BP2 | | | 2 | 116-31 | 52 | 104 | 42 | 84 | 60 | 120 | 50 | 100 |
| SEAL, 2ND STG TURB STATOR | HPT | 4029174 | HCP7 | | | | 1 | 116-24 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| SPACER, TURB AIR SEAL | HPT | 4061748 | L6P1 | HCP7 | | | 1 | 116-52 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| SUPPORT, STG 1 TRB DUCT | HPT | 4043270 | L6P1 | BP2 | | | 1 | 116-29 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |

F100 ENGINE & W .D

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY92 # ENGINE | PA UP ENGINES | 93 # ENGINES | PARTS UPA X ENGINES | FY94 # ENGINES | PARTS UPA X ENGINES | FY92 # MODULES | PARTS UPA X MODULES | FY93 # MODULES | PARTS UPA X MODULES | FY94 # MODULES | PAP U. MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIEROD, TURBINE | HPT | 4048098 | L6P1 | BP2 | | | 20 | 116-2 | 111 | 2220 | 120 | 2400 | 44 | 880 | 725 | 14500 | 753 | 15060 | 272 | 5440 |
| TIEROD, TURBINE | HPT | 4061628 | L6P1 | BP2 | | | 22 | 116-40 | 111 | 2442 | 120 | 2640 | 44 | 968 | 725 | 15950 | 753 | 16566 | 272 | 5984 |
| VANE, STG 2 TURB | HPT | 4068652 | L4P1 | BP4 | | | 29 | 115-54 | 111 | 3219 | 120 | 3480 | 44 | 1276 | 725 | 21025 | 753 | 21837 | 272 | 7888 |
| | | | HPT TOTALS | | | | 383 | | 111 | 42513 | 120 | 45960 | 44 | 16852 | 725 | 277675 | 753 | 288399 | 272 | 104176 |
| ARM, COMP INLET | INF | 4039147 | HCP10 | | | | 21 | 100-26 | 111 | 2331 | 120 | 2520 | 44 | 924 | 492 | 10332 | 382 | 8022 | 390 | 8190 |
| BEARING, NO. 1 MAIN | INF | 4018466 | RTE. TO BRNG SHOP | | | | 1 | 99-7 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| BLADE, 1 STG COMP | INF | 4041831 | HCP10 | HCP12 | BP3 | HCP6 | 38 | 104-4 | 111 | 4218 | 120 | 4560 | 44 | 1672 | 492 | 18696 | 382 | 14516 | 390 | 14820 |
| BLADE, 2 STG COMP | INF | 4039092 | HCP10 | HCP12 | BP3 | HCP6 | 60 | 102-51 | 111 | 6660 | 120 | 7200 | 44 | 2640 | 492 | 29520 | 382 | 22920 | 390 | 23400 |
| BLADE, 3 STG COMP | INF | 4038933 | HCP10 | HCP12 | BP3 | HCP6 | 40 | 101-42 | 111 | 4440 | 120 | 4800 | 44 | 1760 | 492 | 19680 | 382 | 15280 | 390 | 15600 |
| BRACKET, INTERCONNECTING | INF | 4036806 | L4P3 | HCP6 | | | 1 | 101-7 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| BRACKET, LOOP CLAMP | INF | 4042429 | L4P3 | HCP6 | | | 1 | 102-19 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| BRACKET, LOOP CLAMP | INF | 4042430 | L4P3 | HCP6 | | | 1 | 102-20 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| BRACKET, LOOP CLAMP | INF | 4042431 | L4P3 | HCP6 | | | 1 | 102-10 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| BRACKET, LOOP CLAMP | INF | 4044397 | HCP6 | HCP1 | | | 1 | 102-11 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| BRACKET, LOOP CLAMP | INF | 4050728 | L4P3 | HCP6 | | | 1 | 95-12A | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| BRACKET, LOOP CLAMP | INF | 4050729 | L4P3 | HCP6 | | | 1 | 101-6 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| BRACKET, LOOP CLAMP FAN CASE | INF | 4050714 | L4P3 | HCP6 | | | 1 | 103-26 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| BRACKET, OIL TANK | INF | 4042214 | L4P3 | HCP6 | | | 1 | 101-4 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| BRACKET, OIL TANK STRAP | INF | 4016333 | L4P3 | HCP6 | | | 1 | 95-11 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| BRACKET, OIL TANK STRAP | INF | 4042212 | L4P3 | HCP6 | | | 1 | 95-10 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| BUMPER ASSY, COMP STATOR | INF | 4023487 | HCP1 | | | | 10 | 100-20 | 111 | 1110 | 120 | 1200 | 44 | 440 | 492 | 4920 | 382 | 3820 | 390 | 3900 |
| BUSHING, NO.1 BEARING | INF | 4040280 | HCP7 | | | | 1 | 99-11 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| CASE & STATOR, FAN 1ST STG | INF | 4044371 | HCP6 | | | | 1 | 103-2 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| CASE & STATOR, FAN 2ND STG | INF | 4043892 | HCP6 | | | | 1 | 102-2 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| CASE, FAN 3RD STG | INF | 4043285 | HCP6 | | | | 1 | 101-13 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| CASE, INLET FAN | INF | 4001727 | HCP7 | HCP10 | | | 1 | 105-10 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| CLEVIS, ROD END | INF | 4026737 | L4P3 | HCP6 | | | 2 | 98-11 | 111 | 222 | 120 | 240 | 44 | 88 | 492 | 984 | 382 | 764 | 390 | 780 |
| CONNECT/LINK COMP STATOR | INF | 4004912 | L4P3 | HCP6 | | | 1 | 98-27 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| CONNECT/LINK RIGID FRNT COMP | INF | 4026736 | L4P3 | HCP6 | | | 2 | 98-3 | 111 | 222 | 120 | 240 | 44 | 88 | 492 | 984 | 382 | 764 | 390 | 780 |
| DISK & HUB, COMP 1ST STG | INF | 4046741 | HCP10 | BP3 | | | 1 | 104-9 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| DISK & HUB, COMP 2ND STG | INF | 4048902 | HCP10 | BP3 | | | 1 | 102-56 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| DISK, COMP 3RD STG | INF | 4048903 | HCP10 | BP3 | | | 1 | 101-44 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| HOUSING, NO 1 BRNG ASSY | INF | 4040284 | HCP10 | | | | 1 | 100-10 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| MANIFOLD, ANTICING | INF | 4040924 | TUBING | | | | 1 | 96-18 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| SEAL, NO 1 CARBON | INF | 4031515 | RTE. TO MERRC | | | | 1 | 100-8 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| NUT, RETAINING BEARING | INF | 4000933 | HCP7 | | | | 1 | 99-6 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| PLATE, RETAINING BEARING NO 1 | INF | 4000941 | HCP7 | | | | 1 | 99-3 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| RETAINER, COMP BLADE LOCK | INF | 4030024 | HCP10 | BP3 | | | 1 | 101-41 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| RING ASSY, SYNCH FRONT COMP | INF | 4046486 | HCP10 | BP3 | | | 1 | 100-27 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| RING ASSY, SYNCH FRONT COMP | INF | 4046487 | HCP6 | | | | 1 | 100-23G | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| RING ASSY, SYNCH FRONT COMP | INF | 4053275 | HCP6 | | | | 1 | 100-23A | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| RING, RETAINING, COMP STATOR | INF | 4018832 | HCP10 | BP3 | | | 1 | 100-25 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| SEAL HOLDER, NO 1 | INF | 4031508 | HCP10 | | | | 1 | 100-12 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| SEAL, AIR 2ND STG | INF | 4040422 | HCP10 | BP3 | | | 1 | 102-58 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| SEAL, AIR FRONT 1ST STG COMP | INF | 4047841 | HCP10 | BP3 | | | 1 | 104-6 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| SEAL, AIR FRT INLET COMP | INF | 4064666 | HCP10 | BP3 | | | 1 | 104-3 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| SEAL, AIR REAR 1st STG COMP | INF | 4039943 | HCP10 | BP3 | | | 1 | 102-50 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| SEAT, NO. 1 BEARING SEAL | INF | 4018469 | RTE. TO MERRC | | | | 1 | 99-9 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| SHROUD, FRONT COMP STATOR | INF | 4038650 | HCP10 | HCP6 | | | 1 | 105-5 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| SUPPORT, COMP INLET VAR VANE | INF | 4043287 | L4P3 | HCP6 | | | 1 | 101-22 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| SUPPORT, COMP INLET VAR VANE | INF | 4043288 | L4P3 | HCP6 | | | 1 | 101-20 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| SUPPORT, FRONT COMP STATOR | INF | 4026740 | L4P3 | HCP6 | | | 2 | 98-10 | 111 | 222 | 120 | 240 | 44 | 88 | 492 | 984 | 382 | 764 | 390 | 780 |
| TIE RODS, FRONT COMP | INF | 4043189 | HCP10 | BP3 | | | 20 | 101-32 | 111 | 2220 | 120 | 2400 | 44 | 880 | 492 | 9840 | 382 | 7640 | 390 | 7800 |
| TUBE ASSY, HYDRAULIC PRESSURE | INF | 4019518 | TUBING | | | | 1 | 97-4 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| TUBE ASSY, HYDRAULIC PRESSURE | INF | 4019520 | TUBING | | | | 1 | 97-1 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| TUBE ASSY, HYDRAULIC PRESSURE | INF | 4024573 | TUBING | | | | 1 | 97-5 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| TUBE ASSY, HYDRAULIC PRESSURE | INF | 4024574 | TUBING | | | | 1 | 97-2 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| TUBE ASSY, PRESSURE NO 1 BRNG | INF | 4045620 | TUBING | | | | 1 | 96-11 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| TUBE ASSY, SCAVENGE NO1 BRNG | INF | 4019522 | TUBING | | | | 1 | 96-4 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |
| TUBE ASSY, SCAVENGE NO1 BRNG | INF | 4025338 | TUBING | | | | 1 | 96-1 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 |

F100 ENGINE & W .D

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY93 # SAUDI ENGINES | ENGINES | FY94 # SAUDI ENGINES | PARTS UPA X ENGINES | FY93 # SAUDI MODULES | PARTS UPA X MODULES | FY94 # SAUDI MODULES | PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIEROD, TURBINE | HPT | 4048098 | L6P1 | BP2 | | | 20 | 116-2 | 52 | 1040 | 42 | 840 | 60 | 1200 | 50 | 1000 |
| TIEROD, TURBINE | HPT | 4061628 | L6P1 | BP2 | | | 22 | 116-40 | 52 | 1144 | 42 | 924 | 60 | 1320 | 50 | 1100 |
| VANE, STG 2 TURB | HPT | 4068652 | L4P1 | BP4 | | | 29 | 115-54 | 52 | 1508 | 42 | 1218 | 60 | 1740 | 50 | 1450 |
| | | | HPT TOTALS | | | | 383 | | 52 | 19916 | 42 | 16086 | 60 | 22980 | 50 | 19150 |
| ARM, COMP INLET | INF | 4039147 | HCP10 | | | | 21 | 100-26 | 52 | 1092 | 42 | 882 | 56 | 1176 | 54 | 1134 |
| BEARING, NO. 1 MAIN | INF | 4018466 | RTE. TO BRNG SHOP | | | | 1 | 99-7 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BLADE, 1 STG COMP | INF | 4041831 | HCP10 | HCP12 | BP3 | HCP6 | 38 | 104-4 | 52 | 1976 | 42 | 1596 | 56 | 2128 | 54 | 2052 |
| BLADE, 2 STG COMP | INF | 4039092 | HCP10 | HCP12 | BP3 | HCP6 | 60 | 102-51 | 52 | 3120 | 42 | 2520 | 56 | 3360 | 54 | 3240 |
| BLADE, 3 STG COMP | INF | 4038933 | HCP10 | HCP12 | BP3 | HCP6 | 40 | 101-42 | 52 | 2080 | 42 | 1680 | 56 | 2240 | 54 | 2160 |
| BRACKET, INTERCONNECTING | INF | 4036806 | L4P3 | HCP6 | | | 1 | 101-7 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, LOOP CLAMP | INF | 4042429 | L4P3 | HCP6 | | | 1 | 102-19 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, LOOP CLAMP | INF | 4042430 | L4P3 | HCP6 | | | 1 | 102-20 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, LOOP CLAMP | INF | 4042431 | L4P3 | HCP6 | | | 1 | 102-10 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, LOOP CLAMP | INF | 4044397 | HCP6 | HCP1 | | | 1 | 102-11 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, LOOP CLAMP | INF | 4050728 | L4P3 | HCP6 | | | 1 | 95-12A | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, LOOP CLAMP | INF | 4050729 | L4P3 | HCP6 | | | 1 | 101-6 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, LOOP CLAMP FAN CASE | INF | 4050714 | L4P3 | HCP6 | | | 1 | 103-26 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, OIL TANK | INF | 4042214 | L4P3 | HCP6 | | | 1 | 101-4 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, OIL TANK STRAP | INF | 4016333 | L4P3 | HCP6 | | | 1 | 95-11 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, OIL TANK STRAP | INF | 4042212 | L4P3 | HCP6 | | | 1 | 95-10 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BUMPER ASSY, COMP STATOR | INF | 4023487 | HCP1 | | | | 10 | 100-20 | 52 | 520 | 42 | 420 | 56 | 560 | 54 | 540 |
| BUSHING, NO.1 BEARING | INF | 4040280 | HCP7 | | | | 1 | 99-11 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| CASE & STATOR, FAN 1ST STG | INF | 4044371 | HCP6 | | | | 1 | 103-2 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| CASE & STATOR, FAN 2ND STG | INF | 4043892 | HCP6 | | | | 1 | 102-2 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| CASE, FAN 3RD STG | INF | 4043285 | HCP6 | | | | 1 | 101-13 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| CASE, INLET FAN | INF | 4001727 | HCP7 | HCP10 | | | 1 | 105-10 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| CLEVIS, ROD END | INF | 4026737 | L4P3 | HCP6 | | | 2 | 98-11 | 52 | 104 | 42 | 84 | 56 | 112 | 54 | 108 |
| CONNECT/LINK COMP STATOR | INF | 4004912 | L4P3 | HCP6 | | | 1 | 98-27 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| CONNECT/LINK RIGID FRNT COMP | INF | 4026736 | L4P3 | HCP6 | | | 2 | 98-3 | 52 | 104 | 42 | 84 | 56 | 112 | 54 | 108 |
| DISK & HUB, COMP 1ST STG | INF | 4046741 | HCP10 | BP3 | | | 1 | 104-9 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| DISK & HUB, COMP 2ND STG | INF | 4048902 | HCP10 | BP3 | | | 1 | 102-56 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| DISK, COMP 3RD STG | INF | 4048903 | HCP10 | BP3 | | | 1 | 101-44 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| HOUSING, NO 1 BRNG ASSY | INF | 4040284 | HCP10 | | | | 1 | 100-10 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| MANIFOLD, ANTICING | INF | 4040924 | TUBING | | | | 1 | 96-18 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SEAL, NO 1 CARBON | INF | 4031515 | RTE. TO MERRC | | | | 1 | 100-8 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| NUT, RETAINING BEARING | INF | 4000933 | HCP7 | | | | 1 | 99-6 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| PLATE, RETAINING BEARING NO 1 | INF | 4000941 | HCP7 | | | | 1 | 99-3 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| RETAINER, COMP BLADE LOCK | INF | 4030024 | HCP10 | BP3 | | | 1 | 101-41 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| RING ASSY, SYNCH FRONT COMP | INF | 4046486 | HCP10 | BP3 | | | 1 | 100-27 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| RING ASSY, SYNCH FRONT COMP | INF | 4046487 | HCP6 | | | | 1 | 100-23G | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| RING ASSY, SYNCH FRONT COMP | INF | 4053275 | HCP6 | | | | 1 | 100-23A | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| RING, RETAINING, COMP STATOR | INF | 4018832 | HCP10 | BP3 | | | 1 | 100-25 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SEAL HOLDER, NO 1 | INF | 4031508 | HCP10 | | | | 1 | 100-12 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SEAL, AIR 2ND STG | INF | 4040422 | HCP10 | BP3 | | | 1 | 102-58 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SEAL, AIR FRONT 1ST STG COMP | INF | 4047841 | HCP10 | BP3 | | | 1 | 104-6 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SEAL, AIR FRT INLET COMP | INF | 4064666 | HCP10 | BP3 | | | 1 | 104-3 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SEAL, AIR REAR 1st STG COMP | INF | 4039943 | HCP10 | BP3 | | | 1 | 102-50 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SEAT, NO. 1 BEARING SEAL | INF | 4018469 | RTE. TO MERRC | | | | 1 | 99-9 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SHROUD, FRONT COMP STATOR | INF | 4038650 | HCP10 | HCP6 | | | 1 | 105-5 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SUPPORT, COMP INLET VAR VANE | INF | 4043287 | L4P3 | HCP6 | | | 1 | 101-22 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SUPPORT, COMP INLET VAR VANE | INF | 4043288 | L4P3 | HCP6 | | | 1 | 101-20 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SUPPORT, FRONT COMP STATOR | INF | 4026740 | L4P3 | HCP6 | | | 2 | 98-10 | 52 | 104 | 42 | 84 | 56 | 112 | 54 | 108 |
| TIE RODS, FRONT COMP | INF | 4043189 | HCP10 | BP3 | | | 20 | 101-32 | 52 | 1040 | 42 | 840 | 56 | 1120 | 54 | 1080 |
| TUBE ASSY, HYDRAULIC PRESSURE | INF | 4019518 | TUBING | | | | 1 | 97-4 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| TUBE ASSY, HYDRAULIC PRESSURE | INF | 4019520 | TUBING | | | | 1 | 97-1 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| TUBE ASSY, HYDRAULIC PRESSURE | INF | 4024573 | TUBING | | | | 1 | 97-5 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| TUBE ASSY, HYDRAULIC PRESSURE | INF | 4024574 | TUBING | | | | 1 | 97-2 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| TUBE ASSY, PRESSURE NO 1 BRNG | INF | 4045620 | TUBING | | | | 1 | 96-11 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| TUBE ASSY, SCAVENGE NO1 BRNG | INF | 4019522 | TUBING | | | | 1 | 96-4 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| TUBE ASSY, SCAVENGE NO1 BRNG | INF | 4025338 | TUBING | | | | 1 | 96-1 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |

F100 ENGINE & W[illegible]

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY92 # ENGINE | PA[illegible] UP[illegible] ENGINES | [illegible]3 PARTS UPA X ENGINES | FY94 # ENGINES | PARTS UPA X ENGINES | FY92 # MODULES | PARTS UPA X MODULES | FY93 # MODULES | PARTS UPA X MODULES | FY94 # MODULES | PAR[illegible] U MODULE[illegible] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VANE, FRNT COMP STA VAR INLET | INF | 4038450 | HCP10 | HCP6 | | | 17 | 105-8 | 111 | 1887 | 120 | 2040 | 44 | 748 | 492 | 8364 | 382 | 6494 | 390 | 6630 |
| VANE, FRNT COMP STA VAR INLET | INF | 4038550 | HCP10 | | | | 4 | 105-9 | 111 | 444 | 120 | 480 | 44 | 176 | 492 | 1968 | 382 | 1528 | 390 | 1560 |
| | | | | INF TOTALS | | | 101 | | 111 | 29193 | 120 | 31560 | 44 | 11572 | 492 | 129396 | 382 | 100466 | 390 | 102570 |
| ADAPTER, SWIVEL | ENG | 4031723 | HCP7 | | | | 2 | 34-10 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| ARM ASSY REAR COMP STAT SYN | ENG | 4033076 | HCP7 | | | | 1 | 33-33 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| ARM, COMP STAT LINK RT | ENG | 4023083 | HCP10 | BP3 | | | 1 | 33-29 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| ARM, COMP STAT LINK RT | ENG | 4027671 | HCP10 | BP3 | | | 1 | 33-35 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| ARM, COMP STAT LINK | ENG | 4067414 | HCP6 | | | | 1 | 33-71 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BALL END, ROD #5 BRNG SUPPORT | ENG | 4040112 | HCP7 | | | | 4 | 81-5 | 111 | 444 | 120 | 480 | 44 | 176 | | | | | | |
| BEARING | ENG | 4067401 | HCP6 | | | | 2 | 33-74 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| BEARING, PLAIN, SELF-ALGNG | ENG | 4032933 | HCP7 | | | | 2 | 81-2 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| BEARING, COMP LINK ARM | ENG | 4023053 | L8P3 | HCP6 | | | 2 | 33-27 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| BEARING, COMP STAT LINKAGE | ENG | 4016592 | L8P3 | HCP6 | | | 2 | 33-37 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| BEARING, PLAIN | ENG | 2144497 | HCP7 | | | | 1 | 55-25 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET | ENG | MS9552-0 | HCP7 | | | | 1 | 25-35 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET , LOOP CLAMP | ENG | 4030815 | HCP7 | | | | 2 | 82-21 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| BRACKET ASSY | ENG | 4040509 | HCP7 | | | | 2 | 12-25 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| BRACKET ASSY EXST NOZZLE | ENG | 4032147 | HCP7 | BP2 | | | 1 | 23-57 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET ASSY GRBOX SUPPORT | ENG | 4032876 | HCP10 | | | | 1 | 84-14 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET ASSY, EVENT HIST REC | ENG | 4037892 | HCP7 | | | | 1 | 12-23 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET ASSY, FUEL DRAIN | ENG | 4022183 | HCP6 | | | | 1 | 22-49 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET ASSY, ANGLE | ENG | 4035048 | HCP7 | | | | 1 | 8-33 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET ASSY, EXCITOR | ENG | 4024894 | HCP7 | | | | 2 | 8-37 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| BRACKET ASSY, EXCITOR | ENG | 4024896 | HCP7 | | | | 2 | 8-38 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| BRACKET LOOP CLAMP | ENG | 4032340 | HCP7 | | | | 1 | 24-29 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET LOOP CLAMP | ENG | 4032204 | HCP7 | | | | 1 | 8-32 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET, AUG FUEL PUMP | ENG | 4011309 | HCP7 | | | | 1 | 31-15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET, AUG FUEL PUMP GRNR | ENG | 4011310 | HCP7 | | | | 1 | 31-11 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET, CONV EXH NOZ CONT | ENG | 4033198 | HCP7 | | | | 1 | 55-24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET, EVENT HIST RECORD | ENG | 4037266 | HCP7 | | | | 1 | 12-22 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET, EXHNZ CTRL AIRPRS RG | ENG | 4032834 | HCP7 | BP2 | | | 1 | 23-56 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET, FLAT | ENG | 4048573 | HCP7 | | | | 1 | 33-24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET, LOOP CLAMP | ENG | 4042083 | HCP7 | | | | 1 | 8-39 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET, ANGLE | ENG | 4052130 | HCP7 | | | | 2 | 8-17B | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| BRACKET, ANGLE | ENG | 4056000 | HCP7 | | | | 1 | 8-33 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET, ANGLE, EXCITOR | ENG | 4024128 | HCP7 | | | | 1 | 9-19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET, AUG SPRAY MANIFOLD | ENG | 4040314 | HCP7 | | | | 1 | 79-12 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET, FAN DUCT | ENG | 4064676 | HCP7 | | | | 1 | 85-37 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET, FLAT | ENG | 4050717 | HCP7 | | | | 1 | 8-20 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET, FLAT | ENG | 4050718 | HCP7 | | | | 1 | 8-19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET, UFC SUPPORT ROD | ENG | 4031374 | HCP7 | | | | 1 | 82-17 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| BRACKET, VIBRATION PICKUP | ENG | 4014818 | HCP7 | | | | 1 | 2-5 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| CLEVIS, ROD END | ENG | 4062340 | HCP7 | | | | 2 | 33-43 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| CONE ASSY TURB EXH | ENG | 4043522 | BP3 | HCP3 | | | 1 | 88-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| CONE ASSY TURB EXH | ENG | 4067118 | BP3 | HCP3 | | | 1 | 88-1A | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| CONE ASSY, COMP INLET | ENG | 4022280 | HCP6 | | | | 1 | 2-7 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| CONNCTOR, TUBE, FUEL DRAIN | ENG | 4018334 | HCP7 | | | | 1 | 22-43 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| CONNECTING LINK, FUEL PUMP | ENG | 4027650 | HCP7 | | | | 1 | 31-5 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| CONNECTING LINK, ELEC SUP V | ENG | 4022230 | HCP7 | | | | 1 | 57-8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| CONNECTOR FUEL TUBE | ENG | 4053945 | HCP7 | | | | 1 | 40-15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| CONNECTOR, TUBE, ANTI-ICING | ENG | 4047025 | HCP3 | L4P4 | | | 1 | 13-20 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| COUPLING, REMOT GRBX DR SHFT | ENG | 4022555 | HCP6 | | | | 1 | 60-24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| COVER, COMP DISK/ HUB | ENG | 4031234 | HCP10 | HCP1 | | | 1 | 2-34 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| DUCT ASSY, FAN REAR | ENG | 4046178 | HCP6 | | | | 1 | 82-42 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| DUCT ASSY, OUTER FRONT | ENG | 4047934 | HCP6 | | | | 1 | 84-2 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| DUCT SEG , FAN REAR COMP | ENG | 4041661 | HCP6 | | | | 1 | 87-23 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| DUCT SEG , FAN REAR COMP | ENG | 4041662 | HCP6 | | | | 1 | 87-4 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| DUCT, FAN REAR COMP | ENG | 4043005 | HCP6 | | | | 2 | 87-62 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| ELBOW AUG FUEL PUMP | ENG | 4062375 | HCP6 | | | | 1 | 28-30 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| ELBOW, AUG FUEL PUMP | ENG | 4020688 | HCP7 | | | | 1 | 29-19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |

F100 ENGINE & W

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY93 # SAUDI ENGINES | F ENGINES | FY94 # SAUDI ENGINES | PARTS UPA X ENGINES | FY93 # SAUDI MODULES | PARTS UPA X MODULES | FY94 # SAUDI MODULES | PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VANE, FRNT COMP STA VAR INLET | INF | 4038450 | HCP10 | HCP6 | | | 17 | 105-8 | 52 | 884 | 42 | 714 | 56 | 952 | 54 | 918 |
| VANE, FRNT COMP STA VAR INLET | INF | 4038550 | HCP10 | | | | 4 | 105-9 | 52 | 208 | 42 | 168 | 56 | 224 | 54 | 216 |
| | | | INF TOTALS | | | | 101 | | 52 | 13676 | 42 | 11046 | 56 | 14728 | 54 | 14202 |
| ADAPTER, SWIVEL | ENG | 4031723 | HCP7 | | | | 2 | 34-10 | 52 | 104 | 42 | 84 | | | | |
| ARM ASSY REAR COMP STAT SYN | ENG | 4033076 | HCP7 | | | | 1 | 33-33 | 52 | 52 | 42 | 42 | | | | |
| ARM, COMP STAT LINK RT | ENG | 4023083 | HCP10 | BP3 | | | 1 | 33-29 | 52 | 52 | 42 | 42 | | | | |
| ARM, COMP STAT LINK RT | ENG | 4027671 | HCP10 | BP3 | | | 1 | 33-35 | 52 | 52 | 42 | 42 | | | | |
| ARM, COMP STAT LINK | ENG | 4067414 | HCP6 | | | | 1 | 33-71 | 52 | 52 | 42 | 42 | | | | |
| BALL END, ROD #5 BRNG SUPPORT | ENG | 4040112 | HCP7 | | | | 4 | 81-5 | 52 | 208 | 42 | 168 | | | | |
| BEARING | ENG | 4067401 | HCP6 | | | | 2 | 33-74 | 52 | 104 | 42 | 84 | | | | |
| BEARING, PLAIN, SELF-ALGNG | ENG | 4032933 | HCP7 | | | | 2 | 81-2 | 52 | 104 | 42 | 84 | | | | |
| BEARING, COMP LINK ARM | ENG | 4023053 | L8P3 | HCP6 | | | 2 | 33-27 | 52 | 104 | 42 | 84 | | | | |
| BEARING, COMP STAT LINKAGE | ENG | 4016592 | L8P3 | HCP6 | | | 2 | 33-37 | 52 | 104 | 42 | 84 | | | | |
| BEARING, PLAIN | ENG | 2144497 | HCP7 | | | | 1 | 55-25 | 52 | 52 | 42 | 42 | | | | |
| BRACKET | ENG | MS9552-0 | HCP7 | | | | 1 | 25-35 | 52 | 52 | 42 | 42 | | | | |
| BRACKET , LOOP CLAMP | ENG | 4030815 | HCP7 | | | | 2 | 82-21 | 52 | 104 | 42 | 84 | | | | |
| BRACKET ASSY | ENG | 4040509 | HCP7 | | | | 2 | 12-25 | 52 | 104 | 42 | 84 | | | | |
| BRACKET ASSY EXST NOZZLE | ENG | 4032147 | HCP7 | BP2 | | | 1 | 23-57 | 52 | 52 | 42 | 42 | | | | |
| BRACKET ASSY GRBOX SUPPORT | ENG | 4032876 | HCP10 | | | | 1 | 84-14 | 52 | 52 | 42 | 42 | | | | |
| BRACKET ASSY, EVENT HIST REC | ENG | 4037892 | HCP7 | | | | 1 | 12-23 | 52 | 52 | 42 | 42 | | | | |
| BRACKET ASSY, FUEL DRAIN | ENG | 4022183 | HCP6 | | | | 1 | 22-49 | 52 | 52 | 42 | 42 | | | | |
| BRACKET ASSY, ANGLE | ENG | 4035048 | HCP7 | | | | 1 | 8-33 | 52 | 52 | 42 | 42 | | | | |
| BRACKET ASSY, EXCITOR | ENG | 4024894 | HCP7 | | | | 2 | 8-37 | 52 | 104 | 42 | 84 | | | | |
| BRACKET ASSY, EXCITOR | ENG | 4024896 | HCP7 | | | | 2 | 8-38 | 52 | 104 | 42 | 84 | | | | |
| BRACKET LOOP CLAMP | ENG | 4032340 | HCP7 | | | | 1 | 24-29 | 52 | 52 | 42 | 42 | | | | |
| BRACKET LOOP CLAMP | ENG | 4032204 | HCP7 | | | | 1 | 8-32 | 52 | 52 | 42 | 42 | | | | |
| BRACKET, AUG FUEL PUMP | ENG | 4011309 | HCP7 | | | | 1 | 31-15 | 52 | 52 | 42 | 42 | | | | |
| BRACKET, AUG FUEL PUMP GRNR | ENG | 4011310 | HCP7 | | | | 1 | 31-11 | 52 | 52 | 42 | 42 | | | | |
| BRACKET, CONV EXH NOZ CONT | ENG | 4033198 | HCP7 | | | | 1 | 55-24 | 52 | 52 | 42 | 42 | | | | |
| BRACKET, EVENT HIST RECORD | ENG | 4037266 | HCP7 | | | | 1 | 12-22 | 52 | 52 | 42 | 42 | | | | |
| BRACKET, EXHNZ CTRL AIRPRS RG | ENG | 4032834 | HCP7 | BP2 | | | 1 | 23-56 | 52 | 52 | 42 | 42 | | | | |
| BRACKET, FLAT | ENG | 4048573 | HCP7 | | | | 1 | 33-24 | 52 | 52 | 42 | 42 | | | | |
| BRACKET, LOOP CLAMP | ENG | 4042083 | HCP7 | | | | 1 | 8-39 | 52 | 52 | 42 | 42 | | | | |
| BRACKET, ANGLE | ENG | 4052130 | HCP7 | | | | 2 | 8-17B | 52 | 104 | 42 | 84 | | | | |
| BRACKET, ANGLE | ENG | 4056000 | HCP7 | | | | 1 | 8-33 | 52 | 52 | 42 | 42 | | | | |
| BRACKET, ANGLE, EXCITOR | ENG | 4024128 | HCP7 | | | | 1 | 9-19 | 52 | 52 | 42 | 42 | | | | |
| BRACKET, AUG SPRAY MANIFOLD | ENG | 4040314 | HCP7 | | | | 1 | 79-12 | 52 | 52 | 42 | 42 | | | | |
| BRACKET, FAN DUCT | ENG | 4064676 | HCP7 | | | | 1 | 85-37 | 52 | 52 | 42 | 42 | | | | |
| BRACKET, FLAT | ENG | 4050717 | HCP7 | | | | 1 | 8-20 | 52 | 52 | 42 | 42 | | | | |
| BRACKET, FLAT | ENG | 4050718 | HCP7 | | | | 1 | 8-19 | 52 | 52 | 42 | 42 | | | | |
| BRACKET, UFC SUPPORT ROD | ENG | 4031374 | HCP7 | | | | 1 | 82-17 | 52 | 52 | 42 | 42 | | | | |
| BRACKET, VIBRATION PICKUP | ENG | 4014818 | HCP7 | | | | 1 | 2-5 | 52 | 52 | 42 | 42 | | | | |
| CLEVIS, ROD END | ENG | 4062340 | HCP7 | | | | 2 | 33-43 | 52 | 104 | 42 | 84 | | | | |
| CONE ASSY TURB EXH | ENG | 4043522 | BP3 | HCP3 | | | 1 | 88-1 | 52 | 52 | 42 | 42 | | | | |
| CONE ASSY TURB EXH | ENG | 4067118 | BP3 | HCP3 | | | 1 | 88-1A | 52 | 52 | 42 | 42 | | | | |
| CONE ASSY, COMP INLET | ENG | 4022280 | HCP6 | | | | 1 | 2-7 | 52 | 52 | 42 | 42 | | | | |
| CONNCTOR, TUBE, FUEL DRAIN | ENG | 4018334 | HCP7 | | | | 1 | 22-43 | 52 | 52 | 42 | 42 | | | | |
| CONNECTING LINK, FUEL PUMP | ENG | 4027650 | HCP7 | | | | 1 | 31-5 | 52 | 52 | 42 | 42 | | | | |
| CONNECTING LINK, ELEC SUP V | ENG | 4022230 | HCP7 | | | | 1 | 57-8 | 52 | 52 | 42 | 42 | | | | |
| CONNECTOR FUEL TUBE | ENG | 4053945 | HCP7 | | | | 1 | 40-15 | 52 | 52 | 42 | 42 | | | | |
| CONNECTOR, TUBE, ANTI-ICING | ENG | 4047025 | HCP3 | L4P4 | | | 1 | 13-20 | 52 | 52 | 42 | 42 | | | | |
| COUPLING, REMOT GRBX DR SHFT | ENG | 4022555 | HCP6 | | | | 1 | 60-24 | 52 | 52 | 42 | 42 | | | | |
| COVER, COMP DISK/ HUB | ENG | 4031234 | HCP10 | HCP1 | | | 1 | 2-34 | 52 | 52 | 42 | 42 | | | | |
| DUCT ASSY, FAN REAR | ENG | 4046178 | HCP6 | | | | 1 | 82-42 | 52 | 52 | 42 | 42 | | | | |
| DUCT ASSY, OUTER FRONT | ENG | 4047934 | HCP6 | | | | 1 | 84-2 | 52 | 52 | 42 | 42 | | | | |
| DUCT SEG , FAN REAR COMP | ENG | 4041661 | HCP6 | | | | 1 | 87-23 | 52 | 52 | 42 | 42 | | | | |
| DUCT SEG , FAN REAR COMP | ENG | 4041662 | HCP6 | | | | 1 | 87-4 | 52 | 52 | 42 | 42 | | | | |
| DUCT, FAN REAR COMP | ENG | 4043005 | HCP6 | | | | 2 | 87-62 | 52 | 104 | 42 | 84 | | | | |
| ELBOW AUG FUEL PUMP | ENG | 4062375 | HCP6 | | | | 1 | 28-30 | 52 | 52 | 42 | 42 | | | | |
| ELBOW, AUG FUEL PUMP | ENG | 4020688 | HCP7 | | | | 1 | 29-19 | 52 | 52 | 42 | 42 | | | | |

F100 ENGINE & W D

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY92 # ENGINE | PA UPA ENGINES | 93 # ENGINES | PARTS UPA X ENGINES | FY94 # ENGINES | PARTS UPA X ENGINES | FY92 # MODULES | PARTS UPA X MODULES | FY93 # MODULES | PARTS UPA X MODULES | FY94 # MODULES | PAR U MODUL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ELBOW, AUG FUEL PUMP | ENG | 4032168 | HCP10 | HCP6 | | | 1 | 28-27 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| FLAMEHOLDER ASSY, AUG IGN | ENG | 4068302 | L1P1 | BP4 | | | 1 | 8-2A | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| GUIDE, ENG INLET SEAL | ENG | 4038498 | L3P2 | HCP6 | BP1A | | 1 | 2-6 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| IGNITOR, SPARK, GTE | ENG | 4038431 | NO CLEANING | | | | 2 | 8-26 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| IGNITOR, SPARK, GTE MAIN | ENG | 4038430 | NO CLEANING | | | | 2 | 8-5 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| LINK ASSY, UNIFIED FUEL CNTRL | ENG | 4017964 | HCP7 | | | | 1 | 56-24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| LINK ASSY, GRBOX SUPPORT | ENG | 4031264 | HCP10 | | | | 2 | 60-18 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| LINK ASSY, MN FUEL GR PMP | ENG | 4062666 | HCP7 | | | | 1 | 17-78 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| LINK ASSY, MN FUEL GR PMP | ENG | 4062668 | HCP7 | | | | 1 | 17-77 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| LINK, CONV EXH NOZ CONT | ENG | 4010192 | HCP7 | | | | 1 | 55-27 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| LINK, CONV EXH NOZ CONT | ENG | 4057969 | HCP7 | | | | 1 | 55-27 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| LOCK, TRANSFER TUBE | ENG | 4011410 | HCP7 | | | | 1 | 25-27 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| LOCK, HOUSING, TRANSFER | ENG | 4011409 | HCP7 | | | | 1 | 25-31 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD ASSY, BREATHER | ENG | 4058075 | HCP6 | | | | 1 | 20-4B | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, AIR SUPPLY CONVERG | ENG | 4029274 | HCP3 | L4P4 | | | 1 | 23-25 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, AIR SUPPLY EXHAUST | ENG | 4033577 | HCP3 | L4P4 | | | 1 | 23-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, AIR SUPPLY, AUGMEN | ENG | 4028849 | HCP3 | L4P4 | | | 1 | 24-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, AIR SUPPLY, OIL COOLER | ENG | 4031736 | HCP3 | L4P4 | | | 1 | 21-46 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, AIR, OIL COOLANT | ENG | 4028384 | HCP10 | HCP6 | | | 1 | 21-8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, AIR, PB, UNIFIED | ENG | 4029177 | HCP3 | L4P4 | | | 1 | 25-10 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, AIR, UNIFIED | ENG | 4048247-0 | HCP3 | L4P4 | | | 1 | 25-9 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, ANTI-ICING, LEFT | ENG | 4041302 | HCP10 | HCP6 | | | 1 | 13-2 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, ANTI-ICING, RIGHT | ENG | 4040924 | HCP10 | HCP6 | | | 1 | 96-18 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, BREATHER, OIL TANK | ENG | 4041075 | HCP10 | HCP6 | | | 1 | 20-4 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, DRAIN, MAIN GR/BX | ENG | 4034641 | HCP3 | L4P4 | | | 1 | 59-16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL | ENG | 4054043-0 | HCP3 | L4P4 | | | 1 | 40-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL AUG | ENG | 4045662 | HCP3 | L4P4 | | | 1 | 51-31 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL AUGMENTOR | ENG | 4019464 | HCP10 | HCP6 | | | 1 | 52-21 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL AUGMENTOR | ENG | 4033190 | HCP3 | L4P4 | | | 1 | 51-31 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL AUGMENTOR | ENG | 4033263 | HCP3 | L4P4 | | | 1 | 54-31 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL AUGMENTOR | ENG | 4033264 | HCP3 | L4P4 | | | 1 | 53-34 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL AUGMENTOR | ENG | 4033265 | HCP10 | HCP6 | | | 1 | 50-19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL COOLANT | ENG | 4032937 | HCP10 | HCP6 | | | 1 | 48-6 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL COOLANT | ENG | 4033529 | HCP3 | L4P4 | | | 1 | 40-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL DRAIN, AUG | ENG | 4030975 | HCP3 | L4P4 | | | 1 | 30-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL DRAIN, CONVERG. | ENG | 4028587 | HCP3 | L4P4 | | | 1 | 22-18 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL HYDRAULIC | ENG | 4030913 | HCP10 | HCP6 | | | 1 | 38-2 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL HYDRAULIC | ENG | 4031444 | HCP10 | HCP6 | | | 1 | 39-7 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL SUPPLY, LEFT | ENG | 4033673 | HCP3 | L4P4 | | | 1 | 119- | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL, AUG | ENG | 4045656 | HCP3 | L4P4 | | | 1 | 54-31 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL, AUG | ENG | 4045659 | HCP3 | L4P4 | | | 1 | 53-34 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL, HYD. RETURN | ENG | 4033518 | HCP10 | HCP6 | | | 1 | 39-13 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL, OIL COLER INLET | ENG | 4035232 | HCP3 | L4P4 | | | 1 | 35-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL, PF1, AUG | ENG | 4032725 | HCP3 | L4P4 | | | 1 | 27-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, FUEL, PF1, UNIFIED | ENG | 4034206 | HCP10 | HCP6 | | | 1 | 42-22 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, HYDRAULIC PRESSURE | ENG | 4027627 | HCP3 | L4P4 | | | 1 | 32-6 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, HYDRAULIC PRESSURE | ENG | 4027630 | HCP3 | L4P4 | | | 1 | 32-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, NO.4 BRG AIR SUPPLY | ENG | 4041406 | HCP20 | | | | 1 | 86-8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, OIL, AIR COOLANT | ENG | 4033026 | HCP10 | HCP6 | | | 1 | 21-19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, PFAP, FUEL PUMP | ENG | 4036936 | HCP3 | L4P4 | | | 1 | 29-21 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, PFCB, N2, UNIFIED | ENG | 4036526 | HCP3 | L4P4 | | | 1 | 43-13 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, PFSA, AUG FUEL PUMP | ENG | 4029190 | HCP10 | HCP6 | | | 1 | 27-44 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, PRESS., NO 4 & 5 BRNG | ENG | 4036628 | HCP10 | HCP6 | | | 1 | 15-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, PRESSURE SENSING | ENG | 4031851 | HCP3 | L4P4 | | | 1 | 49-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, PRESSURE, G/BX BRNG | ENG | 4063758-0 | HCP3 | HCP6 | | | 1 | 16-44 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, PRESSURE, MAIN BRNG | ENG | 4030639 | HCP10 | HCP6 | | | 1 | 14-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, PRESSURE, MAIN PUMP | ENG | 4042205 | HCP10 | HCP6 | | | 1 | 16-29 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, PRESSURE, NO 4 BRNG | ENG | 4035859 | HCP3 | L4P4 | | | 1 | 24-19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MANIFOLD, SPRAY ASSY, AUG #2 | ENG | 4038137 | HCP7 | | | | 1 | 79-37 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| MOUNT, RES EVT HIST REC | ENG | 4037267 | HCP7 | | | | 1 | 12-24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| NOZZLE & PROBE ASSY AUG FUEL | ENG | 4044534 | HCP7 | | | | 1 | 58-9 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |

F100 ENGINE & W .D

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY93 # SAUDI ENGINES | ENGINES | FY94 # SAUDI ENGINES | PARTS UPA X ENGINES | FY93 # SAUDI MODULES | PARTS UPA X MODULES | FY94 # SAUDI MODULES | PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ELBOW, AUG FUEL PUMP | ENG | 4032168 | HCP10 | HCP6 | | | 1 | 28-27 | 52 | 52 | 42 | 42 | | | | |
| FLAMEHOLDER ASSY, AUG IGN | ENG | 4068302 | L1P1 | BP4 | | | 1 | 8-2A | 52 | 52 | 42 | 42 | | | | |
| GUIDE, ENG INLET SEAL | ENG | 4038498 | L3P2 | HCP6 | BP1A | | 1 | 2-6 | 52 | 52 | 42 | 42 | | | | |
| IGNITOR, SPARK, GTE | ENG | 4038431 | NO CLEANING | | | | 2 | 8-26 | 52 | 104 | 42 | 84 | | | | |
| IGNITOR, SPARK, GTE MAIN | ENG | 4038430 | NO CLEANING | | | | 2 | 8-5 | 52 | 104 | 42 | 84 | | | | |
| LINK ASSY, UNIFIED FUEL CNTRL | ENG | 4017964 | HCP7 | | | | 1 | 56-24 | 52 | 52 | 42 | 42 | | | | |
| LINK ASSY, GRBOX SUPPORT | ENG | 4031264 | HCP10 | | | | 2 | 60-18 | 52 | 104 | 42 | 84 | | | | |
| LINK ASSY, MN FUEL GR PMP | ENG | 4062666 | HCP7 | | | | 1 | 17-78 | 52 | 52 | 42 | 42 | | | | |
| LINK ASSY, MN FUEL GR PMP | ENG | 4062668 | HCP7 | | | | 1 | 17-77 | 52 | 52 | 42 | 42 | | | | |
| LINK, CONV EXH NOZ CONT | ENG | 4010192 | HCP7 | | | | 1 | 55-27 | 52 | 52 | 42 | 42 | | | | |
| LINK, CONV EXH NOZ CONT | ENG | 4057969 | HCP7 | | | | 1 | 55-27 | 52 | 52 | 42 | 42 | | | | |
| LOCK , TRANSFER TUBE | ENG | 4011410 | HCP7 | | | | 1 | 25-27 | 52 | 52 | 42 | 42 | | | | |
| LOCK, HOUSING, TRANSFER | ENG | 4011409 | HCP7 | | | | 1 | 25-31 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD ASSY , BREATHER | ENG | 4058075 | HCP6 | | | | 1 | 20-4B | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, AIR SUPPLY CONVERG | ENG | 4029274 | HCP3 | L4P4 | | | 1 | 23-25 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, AIR SUPPLY EXHAUST | ENG | 4033577 | HCP3 | L4P4 | | | 1 | 23-1 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, AIR SUPPLY, AUGMEN | ENG | 4028849 | HCP3 | L4P4 | | | 1 | 24-1 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, AIR SUPPLY, OIL COOLER | ENG | 4031736 | HCP3 | L4P4 | | | 1 | 21-46 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, AIR, OIL COOLANT | ENG | 4028384 | HCP10 | HCP6 | | | 1 | 21-8 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, AIR, PB, UNIFIED | ENG | 4029177 | HCP3 | L4P4 | | | 1 | 25-10 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, AIR, UNIFIED | ENG | 4048247-0 | HCP3 | L4P4 | | | 1 | 25-9 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, ANTI-ICING, LEFT | ENG | 4041302 | HCP10 | HCP6 | | | 1 | 13-2 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, ANTI-ICING, RIGHT | ENG | 4040924 | HCP10 | HCP6 | | | 1 | 96-18 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, BREATHER, OIL TANK | ENG | 4041075 | HCP10 | HCP6 | | | 1 | 20-4 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, DRAIN, MAIN GR/BX | ENG | 4034641 | HCP3 | L4P4 | | | 1 | 59-16 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL | ENG | 4054043-0 | HCP3 | L4P4 | | | 1 | 40-1 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL AUG | ENG | 4045662 | HCP3 | L4P4 | | | 1 | 51-31 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL AUGMENTOR | ENG | 4019464 | HCP10 | HCP6 | | | 1 | 52-21 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL AUGMENTOR | ENG | 4033190 | HCP3 | L4P4 | | | 1 | 51-31 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL AUGMENTOR | ENG | 4033263 | HCP3 | L4P4 | | | 1 | 54-31 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL AUGMENTOR | ENG | 4033264 | HCP3 | L4P4 | | | 1 | 53-34 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL AUGMENTOR | ENG | 4033265 | HCP10 | HCP6 | | | 1 | 50-19 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL COOLANT | ENG | 4032937 | HCP10 | HCP6 | | | 1 | 48-6 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL COOLANT | ENG | 4033529 | HCP3 | L4P4 | | | 1 | 40-1 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL DRAIN, AUG | ENG | 4030975 | HCP3 | L4P4 | | | 1 | 30-1 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL DRAIN, CONVERG. | ENG | 4028587 | HCP3 | L4P4 | | | 1 | 22-18 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL HYDRAULIC | ENG | 4030913 | HCP10 | HCP6 | | | 1 | 38-2 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL HYDRAULIC | ENG | 4031444 | HCP10 | HCP6 | | | 1 | 39-7 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL SUPPLY, LEFT | ENG | 4033673 | HCP3 | L4P4 | | | 1 | 119- | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL, AUG | ENG | 4045656 | HCP3 | L4P4 | | | 1 | 54-31 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL, AUG | ENG | 4045659 | HCP3 | L4P4 | | | 1 | 53-34 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL, HYD. RETURN | ENG | 4033518 | HCP10 | HCP6 | | | 1 | 39-13 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL, OIL COLER INLET | ENG | 4035232 | HCP3 | L4P4 | | | 1 | 35-1 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL, PF1, AUG | ENG | 4032725 | HCP3 | L4P4 | | | 1 | 27-1 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL, PF1, UNIFIED | ENG | 4034206 | HCP10 | HCP6 | | | 1 | 42-22 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, HYDRAULIC PRESSURE | ENG | 4027627 | HCP3 | L4P4 | | | 1 | 32-6 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, HYDRAULIC PRESSURE | ENG | 4027630 | HCP3 | L4P4 | | | 1 | 32-1 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, NO.4 BRG AIR SUPPLY | ENG | 4041406 | HCP20 | | | | 1 | 86-8 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, OIL, AIR COOLANT | ENG | 4033026 | HCP10 | HCP6 | | | 1 | 21-19 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PFAP, FUEL PUMP | ENG | 4036936 | HCP3 | L4P4 | | | 1 | 29-21 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PFCB, N2, UNIFIED | ENG | 4036526 | HCP3 | L4P4 | | | 1 | 43-13 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PFSA, AUG FUEL PUMP | ENG | 4029190 | HCP10 | HCP6 | | | 1 | 27-44 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PRESS., NO 4 & 5 BRNG | ENG | 4036628 | HCP10 | HCP6 | | | 1 | 15-1 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PRESSURE SENSING | ENG | 4031851 | HCP3 | L4P4 | | | 1 | 49-1 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PRESSURE, G/BX BRNG | ENG | 4063758-0 | HCP3 | HCP6 | | | 1 | 16-44 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PRESSURE, MAIN BRNG | ENG | 4030639 | HCP10 | HCP6 | | | 1 | 14-1 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PRESSURE, MAIN PUMP | ENG | 4042205 | HCP10 | HCP6 | | | 1 | 16-29 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PRESSURE, NO 4 BRNG | ENG | 4035859 | HCP3 | L4P4 | | | 1 | 24-19 | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, SPRAY ASSY, AUG #2 | ENG | 4038137 | HCP7 | | | | 1 | 79-37 | 52 | 52 | 42 | 42 | | | | |
| MOUNT, RES EVT HIST REC | ENG | 4037267 | HCP7 | | | | 1 | 12-24 | 52 | 52 | 42 | 42 | | | | |
| NOZZLE & PROBE ASSY AUG FUEL | ENG | 4044534 | HCP7 | | | | 1 | 58-9 | 52 | 52 | 42 | 42 | | | | |

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | UPA | IPB FIG | FY92 # ENGINE | PA UPA ENGINES | 93 # ENGINES | PARTS UPA X ENGINES | FY94 # ENGINES | PARTS UPA X ENGINES | FY92 # MODULES | PARTS UPA X MODULES | FY93 # MODULES | PARTS UPA X MODULES | FY94 # MODULES | PAR U. MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUT, ASSY TURB SHFT | ENG | 4010242 | HCP3 | HCP4 | | 1 | 2-35 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| NUT, COMP DISK/HUB | ENG | 4031232 | HCP7 | HCP1 | | 1 | 2-32 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| PIN, SHOULDER, HEADLESS | ENG | 4029222 | HCP7 | | | 2 | 57-33 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| PLATE, LOCK #4 BRG TUBE | ENG | 4036085 | HCP7 | | | 1 | 17-24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| PLATE, LOCK #4 BRG TUBE | ENG | 4036093 | HCP7 | | | 1 | 41-5 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| PLATE, RETAINING | ENG | 4036468 | HCP7 | | | 1 | 15-10 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| PLATE, RETAINING | ENG | 4062663 | HCP7 | | | 1 | 17-72 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| PLATE, RETAINING, LOCK | ENG | 4011411 | HCP7 | | | 1 | 25-26 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| PLATE, RETAINING, SEAT SLEEVE | ENG | 4032946 | HCP6 | | | 1 | 24-30 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| PLATE, RETAINING, TUBE, FAN DUCT | ENG | 4036094 | HCP7 | | | 1 | 17-34 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| PLATE, SEAT SLEEVE, RETAINING | ENG | 4018156 | HCP7 | | | 1 | 8-8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| PLUG ASSY DIF CASE | ENG | 4048690 | HCP7 | | | 1 | 58-16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| RING EXT THREADED | ENG | 4034224 | HCP7 | | | 2 | 81-1 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| ROD ASSY, AUG IGNITOR | ENG | 4034812 | BP3 | | | 1 | 78-13 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| ROD ASSY, AUG IGNITOR | ENG | 4034813 | BP3 | | | 1 | 78-13 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| ROD ASSY, AUG IGNITOR | ENG | 4034814 | BP3 | | | 2 | 78-13 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| ROD ASSY, AUG IGNITOR | ENG | 4034815 | BP3 | | | 2 | 78-13 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| ROD ASSY, AUG IGNITOR | ENG | 4034817 | BP3 | | | 3 | 78-13 | 111 | 333 | 120 | 360 | 44 | 132 | | | | | | |
| ROD NO. 5 BRG SUPPORT | ENG | 4039906 | HCP7 | | | 2 | 81-7 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| ROD, ENG ASSY PUSH-PULL CTRL | ENG | 4043319 | HCP7 | | | 1 | 56-10 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| ROD, HOLLOW, UNIFIED CNTL SPT | ENG | 4017960 | HCP7 | | | 1 | 56-31 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| SEAL CARBON | ENG | 4048301 | HCP14 | | | 1 | 63-14 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| SEAT, BALL SOCKET #5 BRG SPT | ENG | 4033977 | HCP7 | | | 4 | 81-6 | 111 | 444 | 120 | 480 | 44 | 176 | | | | | | |
| SEAT, BALL SOCKET, IGNITOR PLUG | ENG | 4001656 | HCP7 | | | 2 | 8-23 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| SEAT, SEALING, MAIN SPK IGNTR | ENG | 4018157 | HCP7 | BP1 | | 2 | 8-9 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| SHAFT, COMP STAT LINKAGE | ENG | 4044704 | HCP3 | | | 2 | 33-38 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| SHAFT, FLEX PRI CNV NZ(RT) | ENG | 4041287 | HCP18 | | | 1 | 55-11 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| SHAFT, GRBX DRIVE | ENG | 4011830 | HCP6 | | | 1 | 60-2 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| SHAFT, FLEX PRI CNV NZ (LF) | ENG | 4041288 | HCP18 | | | 1 | 55-16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| SHIELD, HEAT ASSY #5 BRG | ENG | 4045970 | HCP6 | | | 1 | 88-8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| SLEEVE, SEALING, AUG FUEL PUMP | ENG | 4006718 | HCP6 | | | 1 | 24-32 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| SPRING, HELICAL COMP | ENG | 4020795 | HCP7 | | | 4 | 58-18 | 111 | 444 | 120 | 480 | 44 | 176 | | | | | | |
| SPRING, HELICAL COMPRESSION | ENG | 4001794 | HCP3 | HCP4 | | 1 | 2-37 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| STIFFENER, FLAMEHOLDER | ENG | 4042834 | L1P1 | BP4 | | 1 | 78-3 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| STRAINER, ELEMENT, CONE OIL TNK | ENG | 4010484 | HCP6 | | | 1 | 19-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| STRAP, OIL TANK LOWER | ENG | 4057561 | HCP6 | | | 1 | 19-24A | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| STRAP, OIL TANK LOWER ASSY | ENG | 4042207 | HCP6 | | | 1 | 19-24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| STRAP, OIL TANK UPPER | ENG | 4057555 | HCP6 | | | 1 | 19-19A | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| STRAP, OIL TANK UPPER ASSY | ENG | 4042188 | HCP6 | | | 1 | 19-19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| SUPPORT ASSY , BLEED VALVE | ENG | 4016904 | HCP7 | | | 1 | 37-42 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| SUPPORT ASSY AUG SPRY MNFLD | ENG | 4067130 | HCP6 | | | 2 | 79-71 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| SUPPORT ASSY INLET CONE | ENG | 4066984 | HCP6 | | | 1 | 2-23 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| SUPPORT ASSY, INLET CONE | ENG | 4028174 | HCP6 | | | 1 | 2-23 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| SUPPORT ASSY, AUG SPRY MNFLD | ENG | 4042333 | HCP6 | | | 2 | 80-10 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| SUPPORT COMP INLET CONE | ENG | 4067075 | HCP6 | | | 1 | 2-15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| SUPPORT, COMP INLET CONE | ENG | 4022283 | HCP6 | | | 1 | 2-15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TEE, AUG FUEL PUMP, INLET | ENG | 4024644 | HCP7 | | | 1 | 28-28 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| THERMOCOUPLE , IMMERSION | ENG | 4065474 | HCP17 | | | 7 | 11-32 | 111 | 777 | 120 | 840 | 44 | 308 | | | | | | |
| TUBE , FUEL COOLANT RETURN | ENG | 4065233-0 | HCP3 | HCP6 | | 1 | 48A-6 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE , PFSA, AUG FUEL PUMP | ENG | 4031266 | HCP10 | HCP6 | | 1 | 27-50 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE ASSY #5 PRESS | ENG | 4062739 | HCP2 | | | 1 | 15-31 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE ASSY #5 SCAV | ENG | 4062738 | HCP2 | | | 1 | 18-28 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL COOLANT RETURN | ENG | 4065236-0 | HCP10 | HCP6 | | 1 | 48A-7 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, AIR COOLANT COOLER | ENG | 4033027 | HCP10 | HCP6 | | 1 | 21-21 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, AIR SUPPLY, CONVERGENT | ENG | 4045609-0 | HCP3 | L4P4 | | 1 | 23-22 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, AIR SUPPLY, OIL COOLER | ENG | 4031745 | HCP3 | L4P4 | | 1 | 21-31 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, AIR, PB, AUG FUEL | ENG | 4029116 | HCP3 | L4P4 | | 1 | 25-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, AIR, PB, AUG FUEL | ENG | 4029118 | HCP3 | L4P4 | | 1 | 25-5 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, AIR, PROBE ACCESS | ENG | 4048711-0 | HCP3 | L4P4 | | 1 | 22-57 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, AIRVENT, MANIFOLD | ENG | 4075251 | HCP7 | | | 1 | 24-25 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, ANTI-SYPHON | ENG | 4033944 | HCP3 | L4P4 | | 1 | 20-14 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |

F100 ENGINE & WO .D

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY93 # SAUDI ENGINES | ENGINES | FY94 # SAUDI ENGINES | PARTS UPA X ENGINES | FY93 # SAUDI MODULES | PARTS UPA X MODULES | FY94 # SAUDI MODULES | PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUT, ASSY TURB SHFT | ENG | 4010242 | HCP3 | HCP4 | | | 1 | 2-35 | 52 | 52 | 42 | 42 | | | | |
| NUT, COMP DISK/HUB | ENG | 4031232 | HCP7 | HCP1 | | | 1 | 2-32 | 52 | 52 | 42 | 42 | | | | |
| PIN, SHOULDER, HEADLESS | ENG | 4029222 | HCP7 | | | | 2 | 57-33 | 52 | 104 | 42 | 84 | | | | |
| PLATE, LOCK #4 BRG TUBE | ENG | 4036085 | HCP7 | | | | 1 | 17-24 | 52 | 52 | 42 | 42 | | | | |
| PLATE, LOCK #4 BRG TUBE | ENG | 4036093 | HCP7 | | | | 1 | 41-5 | 52 | 52 | 42 | 42 | | | | |
| PLATE, RETAINING | ENG | 4036468 | HCP7 | | | | 1 | 15-10 | 52 | 52 | 42 | 42 | | | | |
| PLATE, RETAINING | ENG | 4062663 | HCP7 | | | | 1 | 17-72 | 52 | 52 | 42 | 42 | | | | |
| PLATE, RETAINING, LOCK | ENG | 4011411 | HCP7 | | | | 1 | 25-26 | 52 | 52 | 42 | 42 | | | | |
| PLATE, RETAINING, SEAT SLEEVE | ENG | 4032946 | HCP6 | | | | 1 | 24-30 | 52 | 52 | 42 | 42 | | | | |
| PLATE, RETAINING, TUBE, FAN DUCT | ENG | 4036094 | HCP7 | | | | 1 | 17-34 | 52 | 52 | 42 | 42 | | | | |
| PLATE, SEAT SLEEVE, RETAINING | ENG | 4018156 | HCP7 | | | | 1 | 8-8 | 52 | 52 | 42 | 42 | | | | |
| PLUG ASSY DIF CASE | ENG | 4048690 | HCP7 | | | | 1 | 58-16 | 52 | 52 | 42 | 42 | | | | |
| RING EXT THREADED | ENG | 4034224 | HCP7 | | | | 2 | 81-1 | 52 | 104 | 42 | 84 | | | | |
| ROD ASSY, AUG IGNITOR | ENG | 4034812 | BP3 | | | | 1 | 78-13 | 52 | 52 | 42 | 42 | | | | |
| ROD ASSY, AUG IGNITOR | ENG | 4034813 | BP3 | | | | 1 | 78-13 | 52 | 52 | 42 | 42 | | | | |
| ROD ASSY, AUG IGNITOR | ENG | 4034814 | BP3 | | | | 2 | 78-13 | 52 | 104 | 42 | 84 | | | | |
| ROD ASSY, AUG IGNITOR | ENG | 4034815 | BP3 | | | | 2 | 78-13 | 52 | 104 | 42 | 84 | | | | |
| ROD ASSY, AUG IGNITOR | ENG | 4034817 | BP3 | | | | 3 | 78-13 | 52 | 156 | 42 | 126 | | | | |
| ROD NO. 5 BRG SUPPORT | ENG | 4039906 | HCP7 | | | | 2 | 81-7 | 52 | 104 | 42 | 84 | | | | |
| ROD, ENG ASSY PUSH-PULL CTRL | ENG | 4043319 | HCP7 | | | | 1 | 56-10 | 52 | 52 | 42 | 42 | | | | |
| ROD, HOLLOW, UNIFIED CNTL SPT | ENG | 4017960 | HCP7 | | | | 1 | 56-31 | 52 | 52 | 42 | 42 | | | | |
| SEAL CARBON | ENG | 4048301 | HCP14 | | | | 1 | 63-14 | 52 | 52 | 42 | 42 | | | | |
| SEAT, BALL SOCKET #5 BRG SPT | ENG | 4033977 | HCP7 | | | | 4 | 81-6 | 52 | 208 | 42 | 168 | | | | |
| SEAT, BALL SOCKET, IGNITOR PLUG | ENG | 4001656 | HCP7 | | | | 2 | 8-23 | 52 | 104 | 42 | 84 | | | | |
| SEAT, SEALING, MAIN SPK IGNTR | ENG | 4018157 | HCP7 | BP1 | | | 2 | 8-9 | 52 | 104 | 42 | 84 | | | | |
| SHAFT, COMP STAT LINKAGE | ENG | 4044704 | HCP3 | | | | 2 | 33-38 | 52 | 104 | 42 | 84 | | | | |
| SHAFT, FLEX PRI CNV NZ(RT) | ENG | 4041287 | HCP18 | | | | 1 | 55-11 | 52 | 52 | 42 | 42 | | | | |
| SHAFT, GRBX DRIVE | ENG | 4011830 | HCP6 | | | | 1 | 60-2 | 52 | 52 | 42 | 42 | | | | |
| SHAFT, FLEX PRI CNV NZ (LF) | ENG | 4041288 | HCP18 | | | | 1 | 55-16 | 52 | 52 | 42 | 42 | | | | |
| SHIELD, HEAT ASSY #5 BRG | ENG | 4045970 | HCP6 | | | | 1 | 88-8 | 52 | 52 | 42 | 42 | | | | |
| SLEEVE, SEALING, AUG FUEL PUMP | ENG | 4006718 | HCP6 | | | | 1 | 24-32 | 52 | 52 | 42 | 42 | | | | |
| SPRING, HELICAL COMP | ENG | 4020795 | HCP7 | | | | 4 | 58-18 | 52 | 208 | 42 | 168 | | | | |
| SPRING, HELICAL COMPRESSION | ENG | 4001794 | HCP3 | HCP4 | | | 1 | 2-37 | 52 | 52 | 42 | 42 | | | | |
| STIFFENER, FLAMEHOLDER | ENG | 4042834 | L1P1 | BP4 | | | 1 | 78-3 | 52 | 52 | 42 | 42 | | | | |
| STRAINER, ELEMENT, CONE OIL TNK | ENG | 4010484 | HCP6 | | | | 1 | 19-1 | 52 | 52 | 42 | 42 | | | | |
| STRAP, OIL TANK LOWER | ENG | 4057561 | HCP6 | | | | 1 | 19-24A | 52 | 52 | 42 | 42 | | | | |
| STRAP, OIL TANK LOWER ASSY | ENG | 4042207 | HCP6 | | | | 1 | 19-24 | 52 | 52 | 42 | 42 | | | | |
| STRAP, OIL TANK UPPER | ENG | 4057555 | HCP6 | | | | 1 | 19-19A | 52 | 52 | 42 | 42 | | | | |
| STRAP, OIL TANK UPPER ASSY | ENG | 4042188 | HCP6 | | | | 1 | 19-19 | 52 | 52 | 42 | 42 | | | | |
| SUPPORT ASSY , BLEED VALVE | ENG | 4016904 | HCP7 | | | | 1 | 37-42 | 52 | 52 | 42 | 42 | | | | |
| SUPPORT ASSY AUG SPRY MNFLD | ENG | 4067130 | HCP6 | | | | 2 | 79-71 | 52 | 104 | 42 | 84 | | | | |
| SUPPORT ASSY INLET CONE | ENG | 4066984 | HCP6 | | | | 1 | 2-23 | 52 | 52 | 42 | 42 | | | | |
| SUPPORT ASSY, INLET CONE | ENG | 4028174 | HCP6 | | | | 1 | 2-23 | 52 | 52 | 42 | 42 | | | | |
| SUPPORT ASSY, AUG SPRY MNFLD | ENG | 4042333 | HCP6 | | | | 2 | 80-10 | 52 | 104 | 42 | 84 | | | | |
| SUPPORT COMP INLET CONE | ENG | 4067075 | HCP6 | | | | 1 | 2-15 | 52 | 52 | 42 | 42 | | | | |
| SUPPORT, COMP INLET CONE | ENG | 4022283 | HCP6 | | | | 1 | 2-15 | 52 | 52 | 42 | 42 | | | | |
| TEE, AUG FUEL PUMP, INLET | ENG | 4024644 | HCP7 | | | | 1 | 28-28 | 52 | 52 | 42 | 42 | | | | |
| THERMOCOUPLE , IMMERSION | ENG | 4065474 | HCP17 | | | | 7 | 11-32 | 52 | 364 | 42 | 294 | | | | |
| TUBE , FUEL COOLANT RETURN | ENG | 4065233-0 | HCP3 | HCP6 | | | 1 | 48A-6 | 52 | 52 | 42 | 42 | | | | |
| TUBE , PFSA, AUG FUEL PUMP | ENG | 4031266 | HCP10 | HCP6 | | | 1 | 27-50 | 52 | 52 | 42 | 42 | | | | |
| TUBE ASSY #5 PRESS | ENG | 4062739 | HCP2 | | | | 1 | 15-31 | 52 | 52 | 42 | 42 | | | | |
| TUBE ASSY #5 SCAV | ENG | 4062738 | HCP2 | | | | 1 | 18-28 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT RETURN | ENG | 4065236-0 | HCP10 | HCP6 | | | 1 | 48A-7 | 52 | 52 | 42 | 42 | | | | |
| TUBE, AIR COOLANT COOLER | ENG | 4033027 | HCP10 | HCP6 | | | 1 | 21-21 | 52 | 52 | 42 | 42 | | | | |
| TUBE, AIR SUPPLY, CONVERGENT | ENG | 4045609-0 | HCP3 | L4P4 | | | 1 | 23-22 | 52 | 52 | 42 | 42 | | | | |
| TUBE, AIR SUPPLY, OIL COOLER | ENG | 4031745 | HCP3 | L4P4 | | | 1 | 21-31 | 52 | 52 | 42 | 42 | | | | |
| TUBE, AIR, PB, AUG FUEL | ENG | 4029116 | HCP3 | L4P4 | | | 1 | 25-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, AIR, PB, AUG FUEL | ENG | 4029118 | HCP3 | L4P4 | | | 1 | 25-5 | 52 | 52 | 42 | 42 | | | | |
| TUBE, AIR, PROBE ACCESS | ENG | 4048711-0 | HCP3 | L4P4 | | | 1 | 22-57 | 52 | 52 | 42 | 42 | | | | |
| TUBE, AIRVENT, MANIFOLD | ENG | 4075251 | HCP7 | | | | 1 | 24-25 | 52 | 52 | 42 | 42 | | | | |
| TUBE, ANTI-SYPHON | ENG | 4033944 | HCP3 | L4P4 | | | 1 | 20-14 | 52 | 52 | 42 | 42 | | | | |

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY92 # ENGINE | PA UPA X ENGINES | '93 # ENGINES | PARTS UPA X ENGINES | FY94 # ENGINES | PARTS UPA X ENGINES | FY92 # MODULES | PARTS UPA X MODULES | FY93 # MODULES | PARTS UPA X MODULES | FY94 # MODULES | PAR U MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TUBE, ASSY FUEL PRESSURIZING | ENG | 4062207-0 | HCP3 | HCP6 | | | 1 | 39-26 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, AUG FUEL PUMP | ENG | 4031070 | HCP10 | HCP6 | | | 1 | 28-2 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, AUG FUEL PUMP, AIR | ENG | 4044297 | HCP3 | L4P4 | | | 1 | 24-25 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, CONNECTOR, ANTI-ICING | ENG | 4055490 | HCP3 | L4P4 | | | 1 | 13-20 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, DRAIN, G/BX | ENG | 4054507-0 | HCP3 | L4P4 | | | 1 | 59-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, DRAIN, GR/BX, MAIN | ENG | 4024562 | HCP3 | L4P4 | | | 1 | 59- | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL , HYDRAULIC SUPPLY | ENG | 4030911 | HCP10 | HCP6 | | | 1 | 38-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL , PF1, AUG | ENG | 4031049 | HCP3 | L4P4 | | | 1 | 27-16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL AUG PUMP | ENG | 4051584-0 | HCP10 | HCP6 | | | 1 | 29-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL COLANT, EJECTOR | ENG | 4054006-0 | HCP10 | HCP6 | | | 1 | 48-62 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL COOLANT | ENG | 4066674-0 | HCP10 | HCP6 | | | 1 | 48A-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL COOLANT RETURN | ENG | 4054351-0 | HCP10 | HCP6 | | | 1 | 48-2 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL COOLANT, ENGINE | ENG | 4054041-0 | HCP10 | HCP6 | | | 1 | 48-3 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL COOLANT, ENGINE | ENG | 4054045-0 | HCP10 | HCP6 | | | 1 | 40-8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4033197 | HCP3 | L4P4 | | | 1 | 47-27 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4034572 | HCP3 | L4P4 | | | 1 | 47-19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4037438 | HCP3 | L4P4 | | | 1 | 47-7 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4045623-0 | HCP3 | L4P4 | | | 1 | 47-13 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4045624-0 | HCP3 | L4P4 | | | 1 | 47- | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4054037-0 | HCP3 | L4P4 | | | 1 | 47-19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4054047-0 | HCP3 | L4P4 | | | 1 | 47-27 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL COOLANT, MAIN PUMP | ENG | 4032939 | HCP10 | HCP6 | | | 1 | 48-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL DERICHMENT | ENG | 4034199 | HCP3 | L4P4 | | | 1 | 36- | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL DERICHMENT | ENG | 4034208 | HCP3 | L4P4 | | | 1 | 36-6 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL DRAIN | ENG | 4045637-0 | HCP10 | HCP6 | | | 1 | 22-8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL DRAIN, COMB CHAMB | ENG | 4028585 | HCP3 | L4P4 | | | 1 | 22-25 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL DRAIN, COMB CHAMB | ENG | 4028586 | HCP3 | L4P4 | | | 1 | 22-26 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL DRAIN, COMP | ENG | 4029280 | HCP3 | L4P4 | | | 1 | 30-30 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL DRAIN, COMP | ENG | 4030708 | HCP3 | L4P4 | | | 1 | 30-18 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL DRAIN, UNIFIED | ENG | 4033188 | HCP10 | HCP6 | | | 1 | 22-5 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL HYDRAULIC, PRESSURE | ENG | 4030706 | HCP3 | L4P4 | | | 1 | 37- | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL PUMP, FRONT | ENG | 4067591 | HCP10 | HCP6 | | | 1 | 28-23 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL SUPPLY | ENG | 4045663 | HCP3 | L4P4 | | | 1 | 51-16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL SUPPLY | ENG | 4045664 | HCP3 | L4P4 | | | 1 | 51-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4019662 | HCP3 | L4P4 | | | 1 | 54-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4019664 | HCP3 | L4P4 | | | 1 | 53-20 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4019666 | HCP10 | HCP6 | | | 1 | 52-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4019670 | HCP3 | L4P4 | | | 1 | 51-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028591 | HCP10 | HCP6 | | | 1 | 50-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028593 | HCP10 | HCP6 | | | 1 | 52-9 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028595 | HCP3 | L4P4 | | | 1 | 53-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028597 | HCP3 | L4P4 | | | 1 | 51-16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028744 | HCP3 | L4P4 | | | 1 | 54-15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028745 | HCP10 | HCP6 | | | 1 | 50-10 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4045657 | HCP3 | L4P4 | | | 1 | 54-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4045658 | HCP3 | L4P4 | | | 1 | 54-15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4045660 | HCP3 | L4P4 | | | 1 | 53-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4045661 | HCP3 | L4P4 | | | 1 | 53-20 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL, AUG PUMP, OUTLET | ENG | 4033900 | HCP10 | HCP6 | | | 1 | 29-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL, AUG, OIL COOLER | ENG | 4031437 | HCP10 | HCP6 | | | 1 | 34-11 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL, HYDRAULIC PRESSURE | ENG | 4028976 | HCP10 | HCP6 | | | 1 | 32-10 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL, HYDRAULIC PRESSURE | ENG | 4028978 | HCP10 | HCP6 | | | 1 | 32-11 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL, HYDRAULIC PRESSURE | ENG | 4029278 | HCP3 | L4P4 | | | 1 | 37-5 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL, HYDRAULIC PRESURE | ENG | 4029084 | HCP3 | L4P4 | | | 1 | 37-22 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL, HYDRAULIC PRESURE | ENG | 4029086 | HCP3 | L4P4 | | | 1 | 37-15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL, HYDRAULIC RETURN | ENG | 4033520 | HCP10 | HCP6 | | | 1 | 38-8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL, HYDRAULIC, PRESSURE | ENG | 4033094 | HCP10 | HCP6 | | | 1 | 32-12 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL, HYDRAULLIC SUPPLY | ENG | 4031446 | HCP10 | HCP6 | | | 1 | 39-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL, N2, UNIFIED CONTROL | ENG | 4033291 | HCP3 | L4P4 | | | 1 | 45-6 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL, PFI, CONVERG | ENG | 4028860 | HCP3 | L4P4 | | | 1 | 42-7 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL, PFSA, CONVERG | ENG | 4029056 | HCP3 | L4P4 | | | 1 | 42-12 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |

F100 ENGINE & W[illegible]AD

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step Step | UPA | IPB FIG | FY93 # SAUDI ENGINES | [illegible] ENGINES | FY94 # SAUDI ENGINES | PARTS UPA X ENGINES | FY93 # SAUDI MODULES | PARTS UPA X MODULES | FY94 # SAUDI MODULES | PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TUBE, ASSY FUEL PRESSURIZING | ENG | 4062207-0 | HCP3 | HCP6 | | 1 | 39-26 | 52 | 52 | 42 | 42 | | | | |
| TUBE, AUG FUEL PUMP | ENG | 4031070 | HCP10 | HCP6 | | 1 | 28-2 | 52 | 52 | 42 | 42 | | | | |
| TUBE, AUG FUEL PUMP, AIR | ENG | 4044297 | HCP3 | L4P4 | | 1 | 24-25 | 52 | 52 | 42 | 42 | | | | |
| TUBE, CONNECTOR, ANTI-ICING | ENG | 4055490 | HCP3 | L4P4 | | 1 | 13-20 | 52 | 52 | 42 | 42 | | | | |
| TUBE, DRAIN, G/BX | ENG | 4054507-0 | HCP3 | L4P4 | | 1 | 59-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, DRAIN, GR/BX, MAIN | ENG | 4024562 | HCP3 | L4P4 | | 1 | 59- | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL , HYDRAULIC SUPPLY | ENG | 4030911 | HCP10 | HCP6 | | 1 | 38-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL , PF1, AUG | ENG | 4031049 | HCP3 | L4P4 | | 1 | 27-16 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL AUG PUMP | ENG | 4051584-0 | HCP10 | HCP6 | | 1 | 29-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COLANT, EJECTOR | ENG | 4054006-0 | HCP10 | HCP6 | | 1 | 48-62 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT | ENG | 4066674-0 | HCP10 | HCP6 | | 1 | 48A-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT RETURN | ENG | 4054351-0 | HCP10 | HCP6 | | 1 | 48-2 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, ENGINE | ENG | 4054041-0 | HCP10 | HCP6 | | 1 | 48-3 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, ENGINE | ENG | 4054045-0 | HCP10 | HCP6 | | 1 | 40-8 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4033197 | HCP3 | L4P4 | | 1 | 47-27 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4034572 | HCP3 | L4P4 | | 1 | 47-19 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4037438 | HCP3 | L4P4 | | 1 | 47-7 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4045623-0 | HCP3 | L4P4 | | 1 | 47-13 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4045624-0 | HCP3 | L4P4 | | 1 | 47- | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4054037-0 | HCP3 | L4P4 | | 1 | 47-19 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4054047-0 | HCP3 | L4P4 | | 1 | 47-27 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, MAIN PUMP | ENG | 4032939 | HCP10 | HCP6 | | 1 | 48-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL DERICHMENT | ENG | 4034199 | HCP3 | L4P4 | | 1 | 36- | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL DERICHMENT | ENG | 4034208 | HCP3 | L4P4 | | 1 | 36-6 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL DRAIN | ENG | 4045637-0 | HCP10 | HCP6 | | 1 | 22-8 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL DRAIN, COMB CHAMB | ENG | 4028585 | HCP3 | L4P4 | | 1 | 22-25 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL DRAIN, COMB CHAMB | ENG | 4028586 | HCP3 | L4P4 | | 1 | 22-26 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL DRAIN, COMP | ENG | 4029280 | HCP3 | L4P4 | | 1 | 30-30 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL DRAIN, COMP | ENG | 4030708 | HCP3 | L4P4 | | 1 | 30-18 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL DRAIN, UNIFIED | ENG | 4033188 | HCP10 | HCP6 | | 1 | 22-5 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL HYDRAULIC, PRESSURE | ENG | 4030706 | HCP3 | L4P4 | | 1 | 37- | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL PUMP, FRONT | ENG | 4067591 | HCP10 | HCP6 | | 1 | 28-23 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY | ENG | 4045663 | HCP3 | L4P4 | | 1 | 51-16 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY | ENG | 4045664 | HCP3 | L4P4 | | 1 | 51-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4019662 | HCP3 | L4P4 | | 1 | 54-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4019664 | HCP3 | L4P4 | | 1 | 53-20 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4019666 | HCP10 | HCP6 | | 1 | 52-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4019670 | HCP3 | L4P4 | | 1 | 51-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028591 | HCP10 | HCP6 | | 1 | 50-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028593 | HCP10 | HCP6 | | 1 | 52-9 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028595 | HCP3 | L4P4 | | 1 | 53-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028597 | HCP3 | L4P4 | | 1 | 51-16 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028744 | HCP3 | L4P4 | | 1 | 54-15 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028745 | HCP10 | HCP6 | | 1 | 50-10 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4045657 | HCP3 | L4P4 | | 1 | 54-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4045658 | HCP3 | L4P4 | | 1 | 54-15 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4045660 | HCP3 | L4P4 | | 1 | 53-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4045661 | HCP3 | L4P4 | | 1 | 53-20 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, AUG PUMP, OUTLET | ENG | 4033900 | HCP10 | HCP6 | | 1 | 29-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, AUG, OIL COOLER | ENG | 4031437 | HCP10 | HCP6 | | 1 | 34-11 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, HYDRAULIC PRESSURE | ENG | 4028976 | HCP10 | HCP6 | | 1 | 32-10 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, HYDRAULIC PRESSURE | ENG | 4028978 | HCP10 | HCP6 | | 1 | 32-11 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, HYDRAULIC PRESSURE | ENG | 4029278 | HCP3 | L4P4 | | 1 | 37-5 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, HYDRAULIC PRESURE | ENG | 4029084 | HCP3 | L4P4 | | 1 | 37-22 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, HYDRAULIC PRESURE | ENG | 4029086 | HCP3 | L4P4 | | 1 | 37-15 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, HYDRAULIC RETURN | ENG | 4033520 | HCP10 | HCP6 | | 1 | 38-8 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, HYDRAULIC, PRESSURE | ENG | 4033094 | HCP10 | HCP6 | | 1 | 32-12 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, HYDRAULLIC SUPPLY | ENG | 4031446 | HCP10 | HCP6 | | 1 | 39-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, N2, UNIFIED CONTROL | ENG | 4033291 | HCP3 | L4P4 | | 1 | 45-6 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, PFI, CONVERG | ENG | 4028860 | HCP3 | L4P4 | | 1 | 42-7 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, PFSA, CONVERG | ENG | 4029056 | HCP3 | L4P4 | | 1 | 42-12 | 52 | 52 | 42 | 42 | | | | |

F100 ENGINE & W .D

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step | Step | UPA | IPB FIG | FY92 # ENGINE | PA UP ENGINES | '93 # ENGINES | PARTS UPA X ENGINES | FY94 # ENGINES | PARTS UPA X ENGINES | FY92 # MODULES | PARTS UPA X MODULES | FY93 # MODULES | PARTS UPA X MODULES | FY94 # MODULES | PAR U. MODUL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TUBE, FUEL, PR, N2 SENSOR | ENG | 4029053 | HCP3 | L4P4 | | | 1 | 42-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, FUEL, PX, N2 SENSOR | ENG | 4033289 | HCP3 | L4P4 | | | 1 | 45- | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, MAIN OIL PUMP | ENG | 4045639-0 | HCP10 | HCP6 | | | 1 | 61-64 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, NO. 5 BEARING | ENG | 4038789 | HCP3 | L4P4 | | | 1 | 20-21 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, OIL COOLER BYPASS | ENG | 4031284 | HCP3 | L4P4 | | | 1 | 34- | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, OIL FILTER OUTLET | ENG | 4036934 | HCP10 | HCP6 | | | 1 | 21-28 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, OIL, AIR COOLANT COOLER | ENG | 4031067 | HCP10 | HCP6 | | | 1 | 21-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PF1, FUEL, PRESSURIZING | ENG | 4031454 | HCP3 | L4P4 | | | 1 | 39-20 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PF1, AUG FUEL PUMP | ENG | 4022238 | HCP10 | HCP6 | | | 1 | 28-23 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PF1, AUG FUEL PUMP | ENG | 4031954 | HCP3 | L4P4 | | | 1 | 28-24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PF1, FUEL, OIL COOLER | ENG | 4032546 | HCP3 | L4P4 | | | 1 | 27-10B | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PF1AW, HYDRAULIC | ENG | 4029063 | HCP3 | L4P4 | | | 1 | 26-16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PF1AW, HYDRAULIC | ENG | 4029181 | HCP3 | L4P4 | | | 1 | 26-20 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PF2, FUEL PUMP | ENG | 4033077 | HCP3 | L4P4 | | | 1 | 44- | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PF2, UNIFIED CONTROL | ENG | 4030722 | HCP10 | HCP6 | | | 1 | 35-9 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PF3, FUEL PUMP, FRONT | ENG | 4033786 | HCP3 | L4P4 | | | 1 | 44-18 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PF3, FUEL PUMP, REAR | ENG | 4033079 | HCP3 | L4P4 | | | 1 | 44-8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PF3A, AUG FUEL PUMP | ENG | 4029065 | HCP3 | L4P4 | | | 1 | 26-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PF3A, AUG, FUEL PUMP | ENG | 4029179 | HCP3 | L4P4 | | | 1 | 26-8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PFAP, FUEL PUMP, REAR | ENG | 4029184 | HCP3 | L4P4 | | | 1 | 46- | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PFAP, FUEL PUMP, REAR | ENG | 4029188 | HCP3 | L4P4 | | | 1 | 46-8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PFCB, FUEL | ENG | 4033023 | HCP3 | L4P4 | | | 1 | 43-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PFSA, AUG FUEL PUMP | ENG | 4029067 | HCP3 | L4P4 | | | 1 | 27-24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PFSA, AUG FUEL PUMP | ENG | 4029186 | HCP3 | L4P4 | | | 1 | 27-33 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PFT, FUEL | ENG | 4030878 | HCP3 | L4P4 | | | 1 | 43-30B | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PRESSURE, G/BX AND BRNG | ENG | 4030637 | HCP3 | L4P4 | | | 1 | 16-9B | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PRESSURE, G/BX BRNG | ENG | 4063759-0 | HCP3 | HCP6 | | | 1 | 16-55 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PRESSURE, G/BX BRNG | ENG | 4063760-0 | HCP3 | HCP6 | | | 1 | 16-50 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PRESSURE, GR/BX BRNG | ENG | 4028351 | HCP3 | L4P4 | | | 1 | 16- | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PRESSURE, NO 1 BRNG | ENG | 4028150 | HCP3 | L4P4 | | | 1 | 2-30 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PRESSURE, NO 2 & 3 BRNG | ENG | 4019608 | HCP10 | HCP6 | | | 1 | 16-16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PRESSURE, NO 2 & 3 BRNG | ENG | 4024162 | HCP3 | L4P4 | | | 1 | 107-21 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PRESSURE, NO 2 & 3 BRNG | ENG | 4034531 | HCP10 | HCP6 | | | 1 | 16-21 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PRESSURE, NO 5 BRNG | ENG | 4006737 | HCP3 | L4P4 | | | 1 | 88-16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PRESSURE, NO. 5 BRNG | ENG | 4034111 | HCP10 | HCP6 | | | 1 | 15-19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, PRESSURE, OIL PUMP | ENG | 4057614-0 | HCP3 | L4P4 | | | 1 | 62-15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, SCAVENGE, NO 4 BRNG | ENG | 4036002 | HCP10 | HCP6 | | | 1 | 17-18 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, SCAVENGE, NO 5 BRNG | ENG | 4034670 | HCP10 | HCP6 | | | 1 | 18-13 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, SCAVENGE, NO 5 BRNG | ENG | 4036004 | HCP10 | HCP6 | | | 1 | 18-8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, SCAVENGE, NO 5 BRNG | ENG | 4038146 | HCP10 | HCP6 | | | 1 | 18-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, SCAVENGE, NO. 1 BRNG | ENG | 4045622-0 | HCP10 | HCP6 | | | 1 | 17-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, SCAVENGE, NO. 4 BRNG | ENG | 4045621-0 | HCP10 | HCP6 | | | 1 | 17-8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, SCAVENGE, OIL TANK | ENG | 4045607-7 | HCP10 | HCP6 | | | 1 | 20-11 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, SUPPLY, FUEL MANIFOLD | ENG | 4031425 | HCP3 | L4P4 | | | 1 | 41-1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, SUPPLY, FUEL MANIFOLD | ENG | 4045631-0 | HCP3 | L4P4 | | | 1 | 41-11 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, TRANSFER | ENG | 4044146 | HCP6 | | | | 1 | 20-10A | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, TRANSFER PACKING | ENG | 4030725 | HCP10 | HCP6 | | | 1 | 35-23 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, TRANSFER PACKING | ENG | 4036469 | HCP6 | | | | 1 | 17-30 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, TRANSFER PACKING | ENG | 4058006 | HCP6 | | | | 1 | 20-4A | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, TRANSFER, SEAL RING | ENG | 4011496 | HCP2 | | | | 1 | 13-23 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, TRANSFER, PACKING | ENG | 4011408 | HCP3 | L4P4 | | | 1 | 25-28 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, TRANSFER, PACKING | ENG | 4017861 | HCP10 | HCP6 | | | 1 | 61-32 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, TRANSFER, PACKING | ENG | 4028379 | HCP10 | HCP6 | | | 1 | 21-15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, TRANSFER, PACKING | ENG | 4028381 | HCP10 | HCP6 | | | 1 | 21-16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, TRANSFER, SEAL RING | ENG | 4020636 | HCP3 | L4P4 | | | 1 | 23-17 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, UNIFIED CONTROL | ENG | 4041754-0 | HCP3 | L4P4 | | | 1 | 43-21 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| TUBE, UNIFIED CONTROL | ENG | 4054049-0 | HCP3 | L4P4 | | | 1 | 44- | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | |
| VANES, FAN EXIT | ENG | 4041585 | HCP6 | | | | 2 | 86-2 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | |
| | | | | ENG TOTALS | | | 40 | | 111 | 37851 | 120 | 40920 | 44 | 15004 | | | | | | |

F100 ENGINE & WG .D

| NOMENCLATURE | MO | P/N | CLEANING PROCESS Step1 | Step2 | Step Step | UPA | IPB FIG | FY93 # SAUDI ENGINES | ENGINES | FY94 # SAUDI ENGINES | PARTS UPA X ENGINES | FY93 # SAUDI MODULES | PARTS UPA X MODULES | FY94 # SAUDI MODULES | PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TUBE, FUEL, PR, N2 SENSOR | ENG | 4029053 | HCP3 | L4P4 | | 1 | 42-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, PX, N2 SENSOR | ENG | 4033289 | HCP3 | L4P4 | | 1 | 45- | 52 | 52 | 42 | 42 | | | | |
| TUBE, MAIN OIL PUMP | ENG | 4045639-0 | HCP10 | HCP6 | | 1 | 61-64 | 52 | 52 | 42 | 42 | | | | |
| TUBE, NO. 5 BEARING | ENG | 4038789 | HCP3 | L4P4 | | 1 | 20-21 | 52 | 52 | 42 | 42 | | | | |
| TUBE, OIL COOLER BYPASS | ENG | 4031284 | HCP3 | L4P4 | | 1 | 34- | 52 | 52 | 42 | 42 | | | | |
| TUBE, OIL FILTER OUTLET | ENG | 4036934 | HCP10 | HCP6 | | 1 | 21-28 | 52 | 52 | 42 | 42 | | | | |
| TUBE, OIL, AIR COOLANT COOLER | ENG | 4031067 | HCP10 | HCP6 | | 1 | 21-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PF1, FUEL, PRESSURIZING | ENG | 4031454 | HCP3 | L4P4 | | 1 | 39-20 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PF1, AUG FUEL PUMP | ENG | 4022238 | HCP10 | HCP6 | | 1 | 28-23 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PF1, AUG FUEL PUMP | ENG | 4031954 | HCP3 | L4P4 | | 1 | 28-24 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PF1, FUEL, OIL COOLER | ENG | 4032546 | HCP3 | L4P4 | | 1 | 27-10B | 52 | 52 | 42 | 42 | | | | |
| TUBE, PF1AW, HYDRAULIC | ENG | 4029063 | HCP3 | L4P4 | | 1 | 26-16 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PF1AW, HYDRAULIC | ENG | 4029181 | HCP3 | L4P4 | | 1 | 26-20 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PF2, FUEL PUMP | ENG | 4033077 | HCP3 | L4P4 | | 1 | 44- | 52 | 52 | 42 | 42 | | | | |
| TUBE, PF2, UNIFIED CONTROL | ENG | 4030722 | HCP10 | HCP6 | | 1 | 35-9 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PF3, FUEL PUMP, FRONT | ENG | 4033786 | HCP3 | L4P4 | | 1 | 44-18 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PF3, FUEL PUMP, REAR | ENG | 4033079 | HCP3 | L4P4 | | 1 | 44-8 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PF3A, AUG FUEL PUMP | ENG | 4029065 | HCP3 | L4P4 | | 1 | 26-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PF3A, AUG, FUEL PUMP | ENG | 4029179 | HCP3 | L4P4 | | 1 | 26-8 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PFAP, FUEL PUMP, REAR | ENG | 4029184 | HCP3 | L4P4 | | 1 | 46- | 52 | 52 | 42 | 42 | | | | |
| TUBE, PFAP, FUEL PUMP, REAR | ENG | 4029188 | HCP3 | L4P4 | | 1 | 46-8 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PFCB, FUEL | ENG | 4033023 | HCP3 | L4P4 | | 1 | 43-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PFSA, AUG FUEL PUMP | ENG | 4029067 | HCP3 | L4P4 | | 1 | 27-24 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PFSA, AUG FUEL PUMP | ENG | 4029186 | HCP3 | L4P4 | | 1 | 27-33 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PFT, FUEL | ENG | 4030878 | HCP3 | L4P4 | | 1 | 43-30B | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, G/BX AND BRNG | ENG | 4030637 | HCP3 | L4P4 | | 1 | 16-9B | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, G/BX BRNG | ENG | 4063759-0 | HCP3 | HCP6 | | 1 | 16-55 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, G/BX BRNG | ENG | 4063760-0 | HCP3 | HCP6 | | 1 | 16-50 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, GR/BX BRNG | ENG | 4028351 | HCP3 | L4P4 | | 1 | 16- | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, NO 1 BRNG | ENG | 4028150 | HCP3 | L4P4 | | 1 | 2-30 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, NO 2 & 3 BRNG | ENG | 4019608 | HCP10 | HCP6 | | 1 | 16-16 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, NO 2 & 3 BRNG | ENG | 4024162 | HCP3 | L4P4 | | 1 | 107-21 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, NO 2 & 3 BRNG | ENG | 4034531 | HCP10 | HCP6 | | 1 | 16-21 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, NO 5 BRNG | ENG | 4006737 | HCP3 | L4P4 | | 1 | 88-16 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, NO. 5 BRNG | ENG | 4034111 | HCP10 | HCP6 | | 1 | 15-19 | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, OIL PUMP | ENG | 4057614-0 | HCP3 | L4P4 | | 1 | 62-15 | 52 | 52 | 42 | 42 | | | | |
| TUBE, SCAVENGE, NO 4 BRNG | ENG | 4036002 | HCP10 | HCP6 | | 1 | 17-18 | 52 | 52 | 42 | 42 | | | | |
| TUBE, SCAVENGE, NO 5 BRNG | ENG | 4034670 | HCP10 | HCP6 | | 1 | 18-13 | 52 | 52 | 42 | 42 | | | | |
| TUBE, SCAVENGE, NO 5 BRNG | ENG | 4036004 | HCP10 | HCP6 | | 1 | 18-8 | 52 | 52 | 42 | 42 | | | | |
| TUBE, SCAVENGE, NO 5 BRNG | ENG | 4038146 | HCP10 | HCP6 | | 1 | 18-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, SCAVENGE, NO. 1 BRNG | ENG | 4045622-0 | HCP10 | HCP6 | | 1 | 17-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, SCAVENGE, NO. 4 BRNG | ENG | 4045621-0 | HCP10 | HCP6 | | 1 | 17-8 | 52 | 52 | 42 | 42 | | | | |
| TUBE, SCAVENGE, OIL TANK | ENG | 4045607-7 | HCP10 | HCP6 | | 1 | 20-11 | 52 | 52 | 42 | 42 | | | | |
| TUBE, SUPPLY, FUEL MANIFOLD | ENG | 4031425 | HCP3 | L4P4 | | 1 | 41-1 | 52 | 52 | 42 | 42 | | | | |
| TUBE, SUPPLY, FUEL MANIFOLD | ENG | 4045631-0 | HCP3 | L4P4 | | 1 | 41-11 | 52 | 52 | 42 | 42 | | | | |
| TUBE, TRANSFER | ENG | 4044146 | HCP6 | | | 1 | 20-10A | 52 | 52 | 42 | 42 | | | | |
| TUBE, TRANSFER PACKING | ENG | 4030725 | HCP10 | HCP6 | | 1 | 35-23 | 52 | 52 | 42 | 42 | | | | |
| TUBE, TRANSFER PACKING | ENG | 4036469 | HCP6 | | | 1 | 17-30 | 52 | 52 | 42 | 42 | | | | |
| TUBE, TRANSFER PACKING | ENG | 4058006 | HCP6 | | | 1 | 20-4A | 52 | 52 | 42 | 42 | | | | |
| TUBE, TRANSFER, SEAL RING | ENG | 4011496 | HCP2 | | | 1 | 13-23 | 52 | 52 | 42 | 42 | | | | |
| TUBE, TRANSFER, PACKING | ENG | 4011408 | HCP3 | L4P4 | | 1 | 25-28 | 52 | 52 | 42 | 42 | | | | |
| TUBE, TRANSFER, PACKING | ENG | 4017861 | HCP10 | HCP6 | | 1 | 61-32 | 52 | 52 | 42 | 42 | | | | |
| TUBE, TRANSFER, PACKING | ENG | 4028379 | HCP10 | HCP6 | | 1 | 21-15 | 52 | 52 | 42 | 42 | | | | |
| TUBE, TRANSFER, PACKING | ENG | 4028381 | HCP10 | HCP6 | | 1 | 21-16 | 52 | 52 | 42 | 42 | | | | |
| TUBE, TRANSFER, SEAL RING | ENG | 4020636 | HCP3 | L4P4 | | 1 | 23-17 | 52 | 52 | 42 | 42 | | | | |
| TUBE, UNIFIED CONTROL | ENG | 4041754-0 | HCP3 | L4P4 | | 1 | 43-21 | 52 | 52 | 42 | 42 | | | | |
| TUBE, UNIFIED CONTROL | ENG | 4054049-0 | HCP3 | L4P4 | | 1 | 44- | 52 | 52 | 42 | 42 | | | | |
| VANES, FAN EXIT | ENG | 4041585 | HCP6 | | | 2 | 86-2 | 52 | 104 | 42 | 84 | | | | |
| | | | | ENG TOTALS | | 40 | | 52 | 17732 | 42 | 14322 | | | | |

## HCP PROCESSES

| NOMENCLATURE | MO | P/N | B MTL | CLEANING PROCESS Step1 | Step2 | Step3 | Step | UPA | IPB FIG | FY92 # ENGINES | FY92 PARTS UPA X ENGINES | FY93 # ENGINES | FY93 PARTS UPA X ENGINES | FY9 # ENGINES | ENGINES | FY92 # MODULE | FY92 PARTS UPA X MODULE | FY93 # MODULE | FY93 PARTS UPA X MODULE | FY94 # MODULE | FY94 PARTS UPA X MODULE | FY93 # SAUD ENGINES | FY93 PARTS UPA X ENGINES | FY94 # SAUD ENGINES | FY94 PARTS UPA X ENGINES | FY93 # SAUD MODULE | FY93 PARTS UPA X MODULE | FY94 # SAUD MODULE | FY94 PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HEAT SHIELD, NO 3 BEARING | CORE | 4001697 | TI | L4P3 | HCP1 | | | 1 | 113 34 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING | CORE | 4023514 | | L4P3 | HCP1 | | | 1 | 113 32 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BRACKET, REAR COMP | CORE | 4031251 | TI | L4P3 | HCP1 | | | 2 | 112 20 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| CONNECTING LINK | CORE | 4031258 | TI | L4P3 | HCP1 | | | 4 | 112 8 | 111 | 444 | 120 | 480 | 44 | 176 | 591 | 2364 | 522 | 2088 | 528 | 2112 | 52 | 208 | 42 | 168 | 59 | 236 | 50 | 200 |
| BRACKET, REAR COMP STATOR | CORE | 4040839 | TI | L4P3 | HCP1 | | | 2 | 113 7 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| BRACKET, COMP RING, 4TH STG | CORE | 4061205 | | L4P3 | HCP1 | | | 2 | 112 34 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| BRACKET, COMP RING, 5TH STG | CORE | 4061208 | | L4P3 | HCP1 | | | 2 | 112 32 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| SUPPORT ASSY, NO 2 RING | CORE | 4034875 | ASSY | HCP1 | RP3 | | | 1 | 106 22 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NUT, RETAINER | CORE | 4001860 | CR | HCP1 | | | | 1 | 110 3 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NUT, RETAINER | CORE | 4001863 | CR | HCP1 | | | | 1 | 110 8 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NUT, RETAINER | CORE | 4001874 | LAS | HCP1 | | | | 1 | 108 18 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NUT | CORE | 4001883 | NI | HCP1 | | | | 1 | 108 23 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CARBON SEAL #3 RING | CORE | 4018381 | | HCP1 | | | | 1 | 109 22 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CARBON SEAL NO 2 BEARING | CORE | 4033286 | C | HCP1 | | | | 2 | 106 11 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| CARBON SEAL NO 3 BEARING | CORE | 4035086 | C | HCP1 | | | | 2 | 118 7 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| CARBON SEAL NO 3 BEARING | CORE | 4036995 | C | HCP1 | | | | 1 | 111 12 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TUBE, AIR VENT | CORE | 4037145 | | HCP1 | | | | 1 | 123 27 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TUBE, AIR VENT | CORE | 4037146 | | HCP1 | | | | 1 | 123 21 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| LOCK, NO 3 BEARING | CORE | 4037897 | NI | HCP1 | | | | 1 | 110 9 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TRANSDUCER | CORE | 4038437 | | HCP1 | | | | 1 | 107 13 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TUBE, AIR SUPPLY | CORE | 4054428 | | HCP1 | | | | 1 | 122 23 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DETECTOR, CHIP | GRBX | 4003739 | | HCP1 | | | | 3 | 81 12 | 111 | 333 | 120 | 360 | 44 | 132 | 569 | 1707 | 294 | 882 | 373 | 1119 | 52 | 156 | 42 | 126 | 56 | 168 | 53 | 159 |
| BUMPER ASSY, COMP STATOR | INJ | 4023487 | PLASTIC | HCP1 | | | | 10 | 100 20 | 111 | 1110 | 120 | 1200 | 44 | 440 | 492 | 4920 | 382 | 3820 | 390 | 3900 | 52 | 520 | 42 | 420 | 56 | 560 | 54 | 540 |
| COVER, COMP DISK/HUB | ENG | 4031234 | TI | HCP10 | HCP1 | | | 1 | 2 34 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| COUPLING, REMOTE | GRBX | 4022555 | W/LAST | HCP3 | HCP1 | | | 1 | 80 24 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| GEAR, SHAFT, BEVEL SPUR | GRBX | 4002706 | W/LAST | HCP3 | HCP1 | | | 1 | 64 24 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| GEAR, SPUR | GRBX | 4002718 | W/LAST | HCP3 | HCP1 | | | 1 | 64 31 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| GEAR, SPUR | GRBX | 4002724 | W/LAST | HCP3 | HCP1 | | | 1 | 64 13 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| GEARSHAFT PTO | GRBX | 4022174 | W/LAST | HCP3 | HCP1 | | | 1 | 64 25 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| GEARSHAFT, BEVEL | GRBX | 4025256 | W/LAST | HCP3 | HCP1 | | | 1 | 65 16 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| GEARSHAFT, SPUR | GRBX | 4017049 | W/LAST | HCP3 | HCP1 | | | 1 | 66 5 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SEAT, BEARING SEAL | GRBX | 4027535 | W/LAST | HCP3 | HCP1 | | | 1 | 64 26 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SHAFT, DEAERATOR IMP | GRBX | 4038802 | W/LAST | HCP3 | HCP1 | | | 1 | 64 33 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SHAFT, IDLER GEAR | GRBX | 4002722 | W/LAST | HCP3 | HCP1 | | | 1 | 64 18 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| BRACKET, LOOP CLAMP | INJ | 4044497 | TI | HCP6 | HCP1 | | | 1 | 102 11 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| | | | | | | HCP1 | TO1A | 54 | | | 6105 | | 6600 | | 2420 | | 30539 | | 23684 | | 24979 | | 2860 | | 2310 | | 3114 | | 2784 |
| GEAR, INTERNAL | GRBX | 4061076 | W/LAST | HCP7 | L4P1 | HCP10 | HCP2 | 1 | 67A 12 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| | | | | | | HCP2 | TO1A | 1 | | | 111 | | 120 | | 44 | | 569 | | 294 | | 373 | | 52 | | 42 | | 56 | | 53 |
| COLLECTOR, TUBE, ANTICICING | ENG | 4047025 | SST | HCP1 | L4P4 | | | 1 | 13 20 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, AIR SUPPLY CONVERG | ENG | 4029274 | SST | HCP3 | L4P4 | | | 1 | 23 25 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, AIR SUPPLY EXHAUST | ENG | 4033577 | SST | HCP3 | L4P4 | | | 1 | 21 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, AIR SUPPLY, AUGMEN | ENG | 4028849 | SST | HCP3 | L4P4 | | | 1 | 24 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, AIR SUPPLY, OIL COOLER | ENG | 4031736 | SST | HCP3 | L4P4 | | | 1 | 21 46 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, AIR, PB, UNIFIED | ENG | 4029177 | SST | HCP3 | L4P4 | | | 1 | 25 10 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, AIR, UNIFIED | ENG | 4048247 | SST | HCP3 | L4P4 | | | 1 | 25 9 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, DRAIN, MAIN GR/BX | ENG | 4034641 | SST | HCP3 | L4P4 | | | 1 | 59 16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL | ENG | 4054043 | SST | HCP3 | L4P4 | | | 1 | 49 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL AUG | ENG | 4045662 | SST | HCP3 | L4P4 | | | 1 | 51 31 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL AUGMENTOR | ENG | 4033190 | SST | HCP3 | L4P4 | | | 1 | 51 31 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL AUGMENTOR | ENG | 4033263 | SST | HCP3 | L4P4 | | | 1 | 54 31 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL AUGMENTOR | ENG | 4033264 | SST | HCP3 | L4P4 | | | 1 | 53 34 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL COOLANT | ENG | 4033529 | SST | HCP3 | L4P4 | | | 1 | 40 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL DRAIN, AUG | ENG | 4030975 | SST | HCP3 | L4P4 | | | 1 | 30 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL DRAIN, CONVERG | ENG | 4028587 | SST | HCP3 | L4P4 | | | 1 | 22 18 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL SUPPLY, LEFT | ENG | 4033673 | SST | HCP3 | L4P4 | | | 1 | 119 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL, AUG | ENG | 4045656 | SST | HCP3 | L4P4 | | | 1 | 54 31 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL, AUG | ENG | 4045659 | SST | HCP3 | L4P4 | | | 1 | 53 34 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL, OIL COLER INLET | ENG | 4035232 | SST | HCP3 | L4P4 | | | 1 | 35 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL, PF1, AUG | ENG | 4032725 | SST | HCP3 | L4P4 | | | 1 | 27 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, HYDRAULIC PRESSURE | ENG | 4027627 | SST | HCP3 | L4P4 | | | 1 | 32 6 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, HYDRAULIC PRESSURE | ENG | 4027630 | SST | HCP3 | L4P4 | | | 1 | 32 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PEAP, FUEL PUMP | ENG | 4036936 | SST | HCP3 | L4P4 | | | 1 | 29 21 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PECB, N2, UNIFIED | ENG | 4036526 | SST | HCP3 | L4P4 | | | 1 | 43 13 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PRESSURE SENSING | ENG | 4031851 | SST | HCP3 | L4P4 | | | 1 | 49 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PRESSURE, NO 4 RING | ENG | 4035859 | SST | HCP3 | L4P4 | | | 1 | 24 19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, AIR SUPPLY, CONVERGENT | ENG | 4045609 | SST | HCP3 | L4P4 | | | 1 | 23 22 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, AIR SUPPLY, OIL COOLER | ENG | 4031745 | SST | HCP3 | L4P4 | | | 1 | 21 31 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, AIR, PB, AUG FUEL | ENG | 4029116 | SST | HCP3 | L4P4 | | | 1 | 25 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, AIR, PB, AUG FUEL | ENG | 4029118 | SST | HCP3 | L4P4 | | | 1 | 25 5 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, AIR, PROBE ACCESS | ENG | 4048711 | SST | HCP3 | L4P4 | | | 1 | 22 57 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, ANTI SYPHON | ENG | 4033944 | SST | HCP3 | L4P4 | | | 1 | 20 14 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, AUG FUEL PUMP, AIR | ENG | 4044297 | SST | HCP3 | L4P4 | | | 1 | 24 25 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, CONNECTOR, ANTI-ICING | ENG | 4055490 | SST | HCP3 | L4P4 | | | 1 | 13 20 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, DRAIN, G/BX | ENG | 4054507 | SST | HCP3 | L4P4 | | | 1 | 59 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, DRAIN, GR/BX, MAIN | ENG | 4024582 | SST | HCP3 | L4P4 | | | 1 | 59 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, PF1, AUG | ENG | 4031049 | SST | HCP3 | L4P4 | | | 1 | 27 16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4033197 | SST | HCP3 | L4P4 | | | 1 | 47 27 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4034572 | SST | HCP3 | L4P4 | | | 1 | 47 19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4037438 | SST | HCP3 | L4P4 | | | 1 | 47 7 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4045823 | SST | HCP3 | L4P4 | | | 1 | 47 13 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4045824 | SST | HCP3 | L4P4 | | | 1 | 47 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |

HCPS XLS

HCP PROCESSES

| NOMENCLATURE | MO | P/N | B MTL | CLEANING PROCESS Step1 | Step2 | Step3 | Step | UPA | IPB FIG | FY92 # ENGINES | PARTS UPA X ENGINES | FY93 # ENGINES | PARTS UPA X ENGINES | FY9 # ENGINES | PARTS UPA X ENGINES | FY92 # MODULE | PARTS UPA X MODULE | FY93 # MODULE | PARTS UPA X MODULE | FY94 # MODULE | PARTS UPA X MODULE | FY93 # BAUD ENGINES | PARTS UPA X ENGINES | FY94 # BAUD ENGINES | PARTS UPA X ENGINES | FY93 # BAUD MODULE | PARTS UPA X MODULE | FY94 # BAUD MODULE | PARTS UPA X MODULE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TUBE, FUEL COOLANT, EVENTS | ENG | 4054037 | SST | HCP3 | L4P4 | | | 1 | 47.19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, EVENTS | ENG | 4054047 | SST | HCP3 | L4P4 | | | 1 | 47.27 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL DERICHMENT | ENG | 4034199 | SST | HCP3 | L4P4 | | | 1 | 36 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL DERICHMENT | ENG | 4034208 | SST | HCP3 | L4P4 | | | 1 | 38.8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL DRAIN, COMB CHAMB | ENG | 4028585 | SST | HCP3 | L4P4 | | | 1 | 22.25 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL DRAIN, COMB CHAMB | ENG | 4028586 | SST | HCP3 | L4P4 | | | 1 | 22.26 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL DRAIN, COMP | ENG | 4029280 | SST | HCP3 | L4P4 | | | 1 | 30.30 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL DRAIN, COMP | ENG | 4030708 | SST | HCP3 | L4P4 | | | 1 | 30.18 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL HYDRAULIC, PRESSURE | ENG | 4030708 | SST | HCP3 | L4P4 | | | 1 | 37 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY | ENG | 4045663 | SST | HCP3 | L4P4 | | | 1 | 51.16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY | ENG | 4045664 | SST | HCP3 | L4P4 | | | 1 | 51.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4019662 | SST | HCP3 | L4P4 | | | 1 | 54.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4019664 | SST | HCP3 | L4P4 | | | 1 | 53.20 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4019670 | SST | HCP3 | L4P4 | | | 1 | 51.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028595 | SST | HCP3 | L4P4 | | | 1 | 53.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028597 | SST | HCP3 | L4P4 | | | 1 | 51.16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028744 | SST | HCP3 | L4P4 | | | 1 | 54.15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4045657 | SST | HCP3 | L4P4 | | | 1 | 54.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4045658 | SST | HCP3 | L4P4 | | | 1 | 54.15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4045660 | SST | HCP3 | L4P4 | | | 1 | 53.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4045661 | SST | HCP3 | L4P4 | | | 1 | 53.20 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL HYDRAULIC PRESSURE | ENG | 4029278 | SST | HCP3 | L4P4 | | | 1 | 37.5 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL HYDRAULIC PRESURE | ENG | 4029084 | SST | HCP3 | L4P4 | | | 1 | 37.22 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL HYDRAULIC PRESURE | ENG | 4029086 | SST | HCP3 | L4P4 | | | 1 | 37.15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL N2 UNIFIED CONTROL | ENG | 4033291 | SST | HCP3 | L4P4 | | | 1 | 45.6 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL PEL CONVERG | ENG | 4028860 | SST | HCP3 | L4P4 | | | 1 | 42.7 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL PESA, CONVERG | ENG | 4029056 | SST | HCP3 | L4P4 | | | 1 | 42.12 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL PR, N2 SENSOR | ENG | 4029053 | SST | HCP3 | L4P4 | | | 1 | 42.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL PX, N2 SENSOR | ENG | 4033289 | SST | HCP3 | L4P4 | | | 1 | 45 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, NO. 5 BEARING | ENG | 4038789 | SST | HCP3 | L4P4 | | | 1 | 20.21 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, OIL COOLER BYPASS | ENG | 4031284 | SST | HCP3 | L4P4 | | | 1 | 34 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PE1, FUEL, PRESSURIZING | ENG | 4031454 | SST | HCP3 | L4P4 | | | 1 | 19.20 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PE1, AUG FUEL PUMP | ENG | 4031954 | SST | HCP3 | L4P4 | | | 1 | 28.24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PE1, FUEL, OIL COOLER | ENG | 4032546 | SST | HCP3 | L4P4 | | | 1 | 27.10B | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PE1AV, HYDRAULIC | ENG | 4029067 | SST | HCP3 | L4P4 | | | 1 | 26.16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PE1AV, HYDRAULIC | ENG | 4029181 | SST | HCP3 | L4P4 | | | 1 | 26.20 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PE2, FUEL PUMP | ENG | 4033077 | SST | HCP3 | L4P4 | | | 1 | 44 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PE3, FUEL PUMP, FRONT | ENG | 4033286 | SST | HCP3 | L4P4 | | | 1 | 34.1B | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PE3, FUEL PUMP, REAR | ENG | 4033079 | SST | HCP3 | L4P4 | | | 1 | 34.8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PE3A, AUG FUEL PUMP | ENG | 4029065 | SST | HCP3 | L4P4 | | | 1 | 26.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PE3A, AUG, FUEL PUMP | ENG | 4029179 | SST | HCP3 | L4P4 | | | 1 | 26.8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PEAP, FUEL PUMP, REAR | ENG | 4029184 | SST | HCP3 | L4P4 | | | 1 | 46 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PEAP, FUEL PUMP, REAR | ENG | 4029188 | SST | HCP3 | L4P4 | | | 1 | 46.8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PECR, FUEL | ENG | 4033023 | SST | HCP3 | L4P4 | | | 1 | 43.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PESA, AUG FUEL PUMP | ENG | 4029067 | SST | HCP3 | L4P4 | | | 1 | 27.24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PESA, AUG FUEL PUMP | ENG | 4029186 | SST | HCP3 | L4P4 | | | 1 | 27.33 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PET, FUEL | ENG | 4030878 | SST | HCP3 | L4P4 | | | 1 | 43.10B | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, GBX AND RING | ENG | 4030637 | SST | HCP3 | L4P4 | | | 1 | 16.9B | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, GBRX, RING | ENG | 4028151 | SST | HCP3 | L4P4 | | | 1 | 16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, NO. 1 RING | ENG | 4028150 | SST | HCP3 | L4P4 | | | 1 | 2.30 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, NO. 2 & 3 RING | ENG | 4024162 | SST | HCP3 | L4P4 | | | 1 | 107.21 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, NO. 5 RING | ENG | 4006737 | SST | HCP3 | L4P4 | | | 1 | 88.16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, OIL PUMP | ENG | 4057614 | SST | HCP3 | L4P4 | | | 1 | 62.15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, SUPPLY, FUEL MANIFOLD | ENG | 4031425 | SST | HCP3 | L4P4 | | | 1 | 41.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, SUPPLY, FUEL MANIFOLD | ENG | 4045631 | SST | HCP3 | L4P4 | | | 1 | 41.11 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, TRANSFER, PACKING | ENG | 4011408 | SST | HCP3 | L4P4 | | | 1 | 25.28 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, TRANSFER, SEAL RING | ENG | 4020636 | SST | HCP3 | L4P4 | | | 1 | 23.17 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, UNIFIED CONTROL | ENG | 4041754 | SST | HCP3 | L4P4 | | | 1 | 43.21 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | | 1 | 94 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| SEAL, 1ST STG TURB STATOR | CORE | 4012128 | NI | HCP7 | HCP3 | BP1 | | 1 | 117.10 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CONNECTOR TUBE | GRBX | 4041992 | SST | HCP7 | HCP3 | | | 1 | 61.59 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| DUCT SEGMENT ASSY, 1ST STG | HPT | 4081807 | NI | BP3 | HCP3 | BP4 | | 34 | 116.65 | 111 | 3774 | 120 | 4080 | 44 | 1496 | 725 | 24850 | 753 | 25602 | 272 | 9248 | 52 | 1768 | 42 | 1428 | 80 | 2040 | 50 | 1700 |
| CONE ASSY TURB EXH | ENG | 4043522 | | BP3 | HCP3 | | | 1 | 88.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| CONE ASSY TURB EXH | ENG | 4087118 | | BP3 | HCP3 | | | 1 | 88.1A | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BEARING | GRBX | 4054537 | AMS 63 | HCP2 | HCP3 | | | 1 | 67.52 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| HOUSING, BEARING | GRBX | 4044760 | AMS 57 | HCP2 | HCP3 | | | 1 | 66.2 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| PLATE, BEARING RETAINING | GRBX | 4065138 | AMS 63 | HCP2 | HCP3 | | | 1 | 67.47 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| PLATE, RETAINING ASSY | GRBX | 4047386 | AMS 63 | HCP2 | HCP3 | | | 1 | 67.53 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| PLATE, RETAINING ASSY | GRBX | 4064854 | AMS 63 | HCP2 | HCP3 | | | 1 | 67.52G | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SPACER, BEARING INNER | GRBX | 4061080 | AMS 63 | HCP2 | HCP3 | | | 1 | 67A.17 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SPACER, BEARING OUTER | GRBX | 4061079 | AMS 63 | HCP2 | HCP3 | | | 1 | 67A.18 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| GUIDE, CARRIAGE | CORE | 4034095 | ASSY | HCP3 | BP3 | | | 1 | 129.6 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| HOUSING, NO.4 BEARING | CORE | 4035097 | NI | HCP3 | BP3 | | | 1 | 118.16 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DISK, COMP STG. 8 | CORE | 4040109 | NI | HCP3 | BP3 | | | 1 | 130.4 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SHAFT, REAR COMP DRIVE | CORE | 4040926 | ASSY | HCP3 | BP3 | | | 1 | 135.9 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| STRAP, BLEED VALVE | CORE | 4059351 | ASSY | HCP3 | BP3 | | | 1 | 129.10 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, COMB CHAMBER GUIDE ROLL | CORE | 4032811 | NI | HCP3 | BP4 | | | 1 | 117.7 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| COUPLING, REMOTE | GRBX | 4022555 | W/LAST | HCP3 | HCP1 | | | 1 | 60.24 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| GEAR, SHAFT, BEVEL SPUR | GRBX | 4002706 | W/LAST | HCP3 | HCP1 | | | 1 | 64.24 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| GEAR, SPUR | GRBX | 4002718 | W/LAST | HCP3 | HCP1 | | | 1 | 64.31 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| GEAR, SPUR | GRBX | 4002724 | W/LAST | HCP3 | HCP1 | | | 1 | 64.13 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| GEARSHAFT, PTO | GRBX | 4022374 | W/LAST | HCP3 | HCP1 | | | 1 | 64.25 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| GEARSHAFT, BEVEL | GRBX | 4025256 | W/LAST | HCP3 | HCP1 | | | 1 | 65.16 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |

HCPS XLS

| NOMENCLATURE | MO | P/N | B MTL | CLEANING PROCESS Step1 | Step2 | Step3 | Step | UPA | IPB FIG | FY92 # ENGINES | PARTS UPA X ENGINES | FY93 # ENGINES | PARTS UPA X ENGINES | FY9 # ENGINES | # | FY92 # MODULE | PARTS UPA X MODULE | FY93 # MODULE | PARTS UPA X MODULE | FY94 # MODULE | PARTS UPA X MODULE | FY93 # BAUD ENGINES | PARTS UPA X ENGINES | FY94 # BAUD ENGINES | PARTS UPA X ENGINES | FY93 # BAUD MODULE | PARTS UPA X MODULE | FY94 # BAUD MODULE | PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GEARSHAFT, SPUR | GRBX | 4017948 | WLAST | HCP3 | HCP1 | | | 1 | 88.5 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SEAL BEARING SEAL | GRBX | 4027535 | WLAST | HCP3 | HCP1 | | | 1 | 84.28 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SHAFT DEAERATOR IMP | GRBX | 4038802 | WLAST | HCP3 | HCP1 | | | 1 | 84.33 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SHAFT IDLER GEAR | GRBX | 4002722 | WLAST | HCP3 | HCP1 | | | 1 | 84.18 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SEAL RING | CORE | 4001829 | | HCP3 | HCP2 | | | 1 | 106.10 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SCOOP, NO 2 BEARING FRONT | CORE | 4001799 | LAS | HCP3 | HCP2 | | | 1 | 109.7 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SCOOP, NO 2 BEARING REAR | CORE | 4001857 | NI | HCP3 | HCP2 | | | 1 | 109.6 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL RING | CORE | 4002454 | | HCP3 | HCP2 | | | 1 | 118.8 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| COUPLING | CORE | 4025445 | NI | HCP3 | HCP2 | | | 1 | 108.15 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SCOOP, NO 4 BEARING | CORE | 4032687 | LAS | HCP3 | HCP2 | | | 1 | 118.22 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SCOOP, OIL | CORE | 4037898 | NI | HCP3 | HCP2 | | | 1 | 110.14 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NUT BEARING RETAINING EXT THR | FDT | 4001681 | LAS | HCP3 | HCP2 | | | 1 | 92.2 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| NUT, PLAIN, ROUND | FDT | 4022304 | LAS | HCP3 | HCP2 | | | 1 | 89.15 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SEAL NO 5 RING SEAL | FDT | 4021784 | LAS | HCP3 | HCP2 | | | 1 | 89.16 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SEAL, TURB SHAFT LOCK | FDT | 4010246 | LAS | HCP3 | HCP2 | | | 1 | 93.8 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| IMPELLER, DEAERATOR | GRBX | 4002719 | AMS 53 | HCP3 | HCP2 | | | 1 | 84.32 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| NUT, ASSY TURB SHFT | ENG | 4010242 | HRLASI | HCP3 | HCP4 | | | 1 | 2.35 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| SPRING, HELICAL COMPRESSION | ENG | 4001794 | HRLAS | HCP3 | HCP4 | | | 1 | 2.37 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PRESSURE G/BX RING | ENG | 4063758 01 | | HCP3 | HCP6 | | | 1 | 18.44 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT RETURN | ENG | 4065233 01 | | HCP3 | HCP6 | | | 1 | 48A.8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, ASSY FUEL PRESSURIZING | ENG | 4062207 01 | | HCP3 | HCP6 | | | 1 | 39.26 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, G/BX RING | ENG | 4063759 01 | | HCP3 | HCP6 | | | 1 | 16.55 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, G/BX RING | ENG | 4063760 01 | | HCP3 | HCP6 | | | 1 | 16.50 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| SEAL NO 2 BEARING FRONT | CORE | 4001528 | NI | HCP3 | | | | 1 | 109.10 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL NO 2 BEARING REAR | CORE | 4001529 | NI | HCP3 | | | | 1 | 109.5 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| GEAR, BEVEL | CORE | 4001867 | NI | HCP3 | | | | 1 | 110.12 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BOLT | CORE | 4001882 | CR | HCP3 | | | | 1 | 108.25 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NUT, RETAINER | CORE | 4002513 | NI | HCP3 | | | | 1 | 118.13 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL ASSY, REAR | CORE | 4018635 | ASSY | HCP3 | | | | 1 | 118.19 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CONNECTING LINK | CORE | 4022492 | CHRS | HCP3 | | | | 2 | 129.11 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| CARRIAGE, BLEED VALVE | CORE | 4022493 | CHRS | HCP3 | | | | 1 | 129.16 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BUMPER, BLEED VALVE | CORE | 4022494 | CHRS | HCP3 | | | | 1 | 129.13 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, SEAL REAR | CORE | 4022668 | NI | HCP3 | | | | 1 | 110.15 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, SEAL FRONT | CORE | 4022669 | LAS | HCP3 | | | | 1 | 110.1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL ASSY, NO 4 RING FRONT | CORE | 4032669 | ASSY | HCP3 | | | | 1 | 118.21 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| FUEL MANIFOLD, LEFT | CORE | 4033673 | | HCP3 | | | | 1 | 119 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| FUEL MANIFOLD, RIGHT | CORE | 4033674 | | HCP3 | | | | 1 | 119.17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SPACER, GASKET | CORE | 4035412 | | HCP3 | | | | 16 | 120.2 | 111 | 1776 | 120 | 1920 | 44 | 704 | 591 | 9456 | 522 | 8352 | 528 | 8448 | 52 | 832 | 42 | 672 | 59 | 944 | 50 | 800 |
| SHROUD | CORE | 4036962 | DR | HCP3 | | | | 1 | 124.27 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RETAINER, DIFFUSER CASE | CORE | 4037585 | NI | HCP3 | | | | 2 | 125.20 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| BOLT, DIFFUSER CASE | CORE | 4037654 | | HCP3 | | | | 8 | 120.6 | 111 | 888 | 120 | 960 | 44 | 352 | 591 | 4728 | 522 | 4176 | 528 | 4224 | 52 | 416 | 42 | 336 | 59 | 472 | 50 | 400 |
| BRACKET, BLEED VALVE SUPPORT | CORE | 4038015 | TI | HCP3 | | | | 1 | 129.30 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BRACKET, FUEL DRAIN | CORE | 4038028 | CHRS | HCP3 | | | | 1 | 129.23 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SPACER, COMP STATOR EXIT | CORE | 4038699 | NI | HCP3 | | | | 1 | 121.6 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR COMP 7TH STG | CORE | 4039727 | NI | HCP3 | | | | 1 | 130.1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR COMP 6TH STG | CORE | 4039846 | NI | HCP3 | | | | 1 | 128.15 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SHROUD, COMP STATOR 4TH STG | CORE | 4040754 | NI | HCP3 | | | | 1 | 126.38 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SHROUD, COMP STATOR 5TH STG | CORE | 4040755 | NI | HCP3 | | | | 1 | 127.17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SHROUD, REAR COMP STA INLET | CORE | 4040850 | CR | HCP3 | | | | 1 | 113.23 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SPACER STG 13 | CORE | 4040973 | NI | HCP3 | | | | 1 | 135.5 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DISK, COMP STG 7 | CORE | 4041337 | NI | HCP3 | | | | 1 | 128.17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR COMP 8TH STG | CORE | 4041378 | NI | HCP3 | | | | 1 | 130.15 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR COMP 11TH STG | CORE | 4041591 | NI | HCP3 | | | | 1 | 133.15 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR COMP 10TH STG | CORE | 4041280 | NI | HCP3 | | | | 1 | 132.15 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR COMP 12TH STG | CORE | 4047472 | NI | HCP3 | | | | 1 | 134.20 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR COMP 9TH STG | CORE | 4050979 | NI | HCP3 | | | | 1 | 132.2 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, 1ST STG TURB STATOR | CORE | 4055260 | ASSY | HCP3 | | | | 1 | 117.20 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CARRIAGE, BLEED VALVE STRAP | CORE | 4061355 | | HCP3 | | | | 1 | 129.16 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, 1ST STG TURB STATOR | CORE | 4073624 | ASSY | HCP3 | | | | 1 | 117.50 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| PLUG | CORE | MS9405 03 | | HCP3 | | | | 1 | 120.55 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NUT COMP DRIVE SHAFT | FDT | 4026463 | NI | HCP3 | | | | 1 | 93.3 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SLEEVE, SEALING | GRBX | 4002696 | AMS 53 | HCP3 | | | | 1 | 65.21 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SHAFT, COMP STAT LINKAGE | ENG | 4044704 | SSI | HCP3 | | | | 2 | 33.38 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| | | | | | | HCP3 | TOTA | 143 | | | 27417 | | 29640 | | 10868 | | 83375 | | 72442 | | 58278 | | 12844 | | 10374 | | 7870 | | 6810 |
| RING, A/S NO 4 RING REAR | CORE | 4035948 | ASSY | HCP2 | HCP6 | BP1 OP1 | | 1 | 118.1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| GUIDE, ENG INLET SEAL | ENG | 4038498 | AI | L3P2 | HCP6 | BP1A | | 1 | 2.6 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BAFFLE, GEARSHAFT | GRBX | 4068474 | AMS 40 | L4P1 | HCP6 | | | 1 | 65.29 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| COVER, SUMP | GRBX | 4068434 | AMS 40 | L4P1 | HCP6 | | | 1 | 65.26 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| HOUSING ASSY | GRBX | 4044761 | AI | L4P1 | HCP6 | | | 1 | 67.1 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| HOUSING FRONT ASSY | GRBX | 4002459 | AI | L4P1 | HCP6 | | | 1 | 64.2 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| BRACKET, INTERCONNECTING | INF | 4036806 | TI | L4P3 | HCP6 | | | 1 | 101.7 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, LOOP CLAMP | INF | 4042429 | TI | L4P3 | HCP6 | | | 1 | 102.19 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, LOOP CLAMP | INF | 4042430 | TI | L4P3 | HCP6 | | | 1 | 102.20 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, LOOP CLAMP | INF | 4042431 | TI | L4P3 | HCP6 | | | 1 | 102.10 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, LOOP CLAMP | INF | 4050728 | TI | L4P3 | HCP6 | | | 1 | 95.12A | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, LOOP CLAMP | INF | 4050729 | TI | L4P3 | HCP6 | | | 1 | 101.8 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, LOOP CLAMP FAN CASE | INF | 4050714 | TI | L4P3 | HCP6 | | | 1 | 103.26 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, OIL TANK | INF | 4042214 | TI | L4P3 | HCP6 | | | 1 | 101.4 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, OIL TANK STRAP | INF | 4016333 | TI | L4P3 | HCP6 | | | 1 | 95.11 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET, OIL TANK STRAP | INF | 4042212 | TI | L4P3 | HCP6 | | | 1 | 95.10 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| CLEVIS, ROD END | INF | 4028737 | TI | L4P3 | HCP6 | | | 2 | 98.11 | 111 | 222 | 120 | 240 | 44 | 88 | 492 | 984 | 382 | 764 | 390 | 780 | 52 | 104 | 42 | 84 | 56 | 112 | 54 | 108 |
| CONNECTLINK COMP STATOR | INF | 4004912 | TI | L4P3 | HCP6 | | | 1 | 98.27 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |

HCPS XLS

# HCP PROCESSES

| NOMENCLATURE | MO | P/N | B MTL | CLEANING PROCESS Step1 | Step2 | Step3 | Step | UPA | IPB FIG | FY92 # ENGINES | FY92 PARTS UPA X ENGINES | FY93 # ENGINES | FY93 PARTS UPA X ENGINES | FY9 # ENGINES | ENGINES | FY92 # MODULE | FY92 PARTS UPA X MODULE | FY93 # MODULE | FY93 PARTS UPA X MODULE | FY94 # MODULE | FY94 PARTS UPA X MODULE | FY93 # BAUD ENGINES | FY93 PARTS UPA X ENGINES | FY94 # BAUD ENGINES | FY94 PARTS UPA X ENGINES | FY93 # BAUD MODULE | FY93 PARTS UPA X MODULE | FY94 # BAUD MODULE | FY94 PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CONNECT LINK RIGID FRNT COMP | INF | 4028730 | TI | L4P3 | HCP6 | | | 2 | 98 3 | 111 | 222 | 120 | 240 | 44 | 88 | 492 | 984 | 382 | 764 | 390 | 780 | 52 | 104 | 42 | 84 | 56 | 112 | 54 | 108 |
| SUPPORT, COMP INLET VAR VANE | INF | 4043287 | TI | L4P3 | HCP6 | | | 1 | 101 22 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SUPPORT, COMP INLET VAR VANE | INF | 4043288 | TI | L4P3 | HCP6 | | | 1 | 101 20 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SUPPORT, FRONT COMP STATOR | INF | 4026740 | TI | L4P3 | HCP6 | | | 2 | 98 10 | 111 | 222 | 120 | 240 | 44 | 88 | 492 | 984 | 382 | 764 | 390 | 780 | 52 | 104 | 42 | 84 | 56 | 112 | 54 | 108 |
| COVER, UPPER ASSY | GRBX | 4047095 | AL | L4P7 | HCP6 | | | 1 | 65 5A | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SHAFT ASSY FRONT COMP DR TURB | FDT | 4047579 | LAS | L6P1 | HCP6 | | | 1 | 93 7 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| LINER, COMBUST CHMBR | AUG | 4047851 | CO | L6P3 | HCP6 | | | 1 | 68 19 | 111 | 111 | 120 | 120 | 44 | 44 | 118 | 118 | 138 | 138 | 42 | 42 | 52 | 52 | 42 | 42 | 52 | 52 | 48 | 48 |
| CASE, COMP, STG 10-13 | CORE | 4037798 | ASSY | L6P3 | HCP6 | | | 1 | 134 8 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BEARING, COMP LINK ARM | ENG | 4023053 | TI | L8P3 | HCP6 | | | 2 | 33 27 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| BEARING, COMP STAT LINKAGE | ENG | 4016592 | TI | L8P3 | HCP6 | | | 2 | 33 37 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| DUCT SEGMENT ASSY, 1ST STG | HPT | 4043269 | CO | BP3 | HCP6 | BP4 | | 18 | 116 30 | 111 | 1998 | 120 | 2160 | 44 | 792 | 725 | 13050 | 753 | 13554 | 272 | 4896 | 52 | 938 | 42 | 756 | 60 | 1080 | 50 | 900 |
| LINER, CONVERGENT NOZZLE SEG | AUG | 4033062 | CO | BP4 | HCP6A | DRY | BP1 | 15 | 72 38 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| LINER CONV NOZ SEG SEAL | AUG | 4060955 | COB | BP4 | HCP6A | DRY | BP1 | 15 | 71 40 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| NOZZLE SEG BALANCE | AUG | 4038380 | TI | BP4 | HCP6A | DRY | BP1 | 15 | 72 64 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| NOZZLE SEG DIVERGENT | AUG | 4056183 | NI | BP4 | HCP6A | DRY | BP1 | 15 | 72 45 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| SEAL, BALANCE NOZZLE | AUG | 4018730 | WC HRS | BP4 | HCP6A | DRY | BP1 | 15 | 71 53 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| SEAL, CONVERGENT | AUG | 4043222 | ST CO | BP4 | HCP6A | DRY | BP1 | 15 | 71 41 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| SEAL, DIVERGENT | AUG | 4041274 | WCHRS | BP4 | HCP6A | DRY | | 15 | 71 11 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| BLADE, 1 STG COMP | INF | 4041831 | TI | HCP10 | HCP12 | BP3 | HCP6 | 38 | 104 4 | 111 | 4218 | 120 | 4560 | 44 | 1672 | 492 | 18696 | 382 | 14516 | 390 | 14820 | 52 | 1976 | 42 | 1596 | 56 | 2128 | 54 | 2052 |
| BLADE, 2 STG COMP | INF | 4039092 | TI | HCP10 | HCP12 | BP3 | HCP6 | 60 | 102 51 | 111 | 6660 | 120 | 7200 | 44 | 2640 | 492 | 29520 | 382 | 22920 | 390 | 23400 | 52 | 3120 | 42 | 2520 | 56 | 3360 | 54 | 3240 |
| BLADE, 3 STG COMP | INF | 4038933 | TI | HCP10 | HCP12 | BP3 | HCP6 | 40 | 101 42 | 111 | 4440 | 120 | 4800 | 44 | 1760 | 492 | 19680 | 382 | 15280 | 390 | 15600 | 52 | 2080 | 42 | 1680 | 56 | 2240 | 54 | 2160 |
| SHROUD, FRONT COMP STATOR | INF | 4038850 | TI | HCP10 | HCP6 | | | 1 | 105 5 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| VANE, FIRST COMP STA VAR INLET | INF | 4018450 | TI | HCP10 | HCP6 | | | 17 | 105 8 | 111 | 1887 | 120 | 2040 | 44 | 748 | 492 | 8364 | 382 | 6494 | 390 | 6630 | 52 | 884 | 42 | 714 | 56 | 952 | 54 | 918 |
| ELBOW, AUG FUEL PUMP | ENG | 4032168 | TI | HCP10 | HCP6 | | | 1 | 28 27 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, AIR OIL COOLANT | ENG | 4028384 | TI | HCP10 | HCP6 | | | 1 | 21 8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, ANTI-ICING, LEFT | ENG | 4041302 | TI | HCP10 | HCP6 | | | 1 | 13 2 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, ANTI-ICING, RIGHT | ENG | 4040924 | TI | HCP10 | HCP6 | | | 1 | 96 10 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, BREATHER, OIL TANK | ENG | 4041075 | TI | HCP10 | HCP6 | | | 1 | 20 4 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL AUGMENTOR | ENG | 4019464 | TI | HCP10 | HCP6 | | | 1 | 52 21 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL AUGMENTOR | ENG | 4041265 | TI | HCP10 | HCP6 | | | 1 | 50 19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL COOLANT | ENG | 4042937 | TI | HCP10 | HCP6 | | | 1 | 48 6 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL HYDRAULIC | ENG | 4040914 | TI | HCP10 | HCP6 | | | 1 | 38 2 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL HYDRAULIC | ENG | 4041444 | TI | HCP10 | HCP6 | | | 1 | 19 7 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL HYD. RETURN | ENG | 4041518 | TI | HCP10 | HCP6 | | | 1 | 39 13 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, FUEL PET UNIFIED | ENG | 4034206 | TI | HCP10 | HCP6 | | | 1 | 42 22 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, OIL AIR COOLANT | ENG | 4033026 | TI | HCP10 | HCP6 | | | 1 | 21 19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PESA AUG FUEL PUMP | ENG | 4029190 | TI | HCP10 | HCP6 | | | 1 | 27 44 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PRESS. NO 4 & 5 BRNG | ENG | 4036628 | TI | HCP10 | HCP6 | | | 1 | 15 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PRESSURE MAIN BRNG | ENG | 4030639 | TI | HCP10 | HCP6 | | | 1 | 14 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PRESSURE MAIN PUMP | ENG | 4042205 | TI | HCP10 | HCP6 | | | 1 | 16 29 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PESA AUG FUEL PUMP | ENG | 4031266 | TI | HCP10 | HCP6 | | | 1 | 27 50 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT RETURN | ENG | 4065236 | TI | HCP10 | HCP6 | | | 1 | 48A 7 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, AIR COOLANT COOLER | ENG | 4033027 | TI | HCP10 | HCP6 | | | 1 | 21 21 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, AUG FUEL PUMP | ENG | 4031070 | TI | HCP10 | HCP6 | | | 1 | 28 2 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL HYDRAULIC SUPPLY | ENG | 4030911 | TI | HCP10 | HCP6 | | | 1 | 38 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL AUG PUMP | ENG | 4051584 | TI | HCP10 | HCP6 | | | 1 | 29 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT EJECTOR | ENG | 4054008 | TI | HCP10 | HCP6 | | | 1 | 48 82 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT | ENG | 4066674 | TI | HCP10 | HCP6 | | | 1 | 48A 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT RETURN | ENG | 4054351 | TI | HCP10 | HCP6 | | | 1 | 48 2 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, ENGINE | ENG | 4054041 | TI | HCP10 | HCP6 | | | 1 | 48 3 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, ENGINE | ENG | 4054045 | TI | HCP10 | HCP6 | | | 1 | 40 8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT, MAIN PUMP | ENG | 4032939 | TI | HCP10 | HCP6 | | | 1 | 48 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL DRAIN, UNIFIED | ENG | 4033188 | TI | HCP10 | HCP6 | | | 1 | 22 5 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL PUMP FRONT | ENG | 4067591 | TI | HCP10 | HCP6 | | | 1 | 28 23 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY AUG | ENG | 4019666 | TI | HCP10 | HCP6 | | | 1 | 52 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY AUG | ENG | 4028591 | TI | HCP10 | HCP6 | | | 1 | 50 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY AUG | ENG | 4028593 | TI | HCP10 | HCP6 | | | 1 | 52 9 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028745 | TI | HCP10 | HCP6 | | | 1 | 50 10 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, AUG PUMP, OUTLET | ENG | 4033900 | TI | HCP10 | HCP6 | | | 1 | 29 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, AUG, OIL COOLER | ENG | 4031437 | TI | HCP10 | HCP6 | | | 1 | 34 11 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, HYDRAULIC PRESSURE | ENG | 4028976 | TI | HCP10 | HCP6 | | | 1 | 32 10 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, HYDRAULIC PRESSURE | ENG | 4028978 | TI | HCP10 | HCP6 | | | 1 | 32 11 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, HYDRAULIC RETURN | ENG | 4033520 | TI | HCP10 | HCP6 | | | 1 | 38 8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, HYDRAULIC, PRESSURE | ENG | 4033094 | TI | HCP10 | HCP6 | | | 1 | 32 12 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL, HYDRAULIC SUPPLY | ENG | 4031446 | TI | HCP10 | HCP6 | | | 1 | 39 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, MAIN OIL PUMP | ENG | 4045639 | TI | HCP10 | HCP6 | | | 1 | 61 84 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, OIL FILTER OUTLET | ENG | 4036934 | TI | HCP10 | HCP6 | | | 1 | 21 28 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, OIL, AIR COOLANT COOLER | ENG | 4031087 | TI | HCP10 | HCP6 | | | 1 | 21 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PE1, AUG FUEL PUMP | ENG | 4022238 | TI | HCP10 | HCP6 | | | 1 | 28 23 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PE2, UNIFIED CONTROL | ENG | 4030722 | TI | HCP10 | HCP6 | | | 1 | 35 9 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, NO 2 & 3 BRNG | ENG | 4019608 | TI | HCP10 | HCP6 | | | 1 | 16 16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, NO 2 & 3 BRNG | ENG | 4034531 | TI | HCP10 | HCP6 | | | 1 | 16 21 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, NO 5 BRNG | ENG | 4034111 | TI | HCP10 | HCP6 | | | 1 | 15 19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, SCAVENGE, NO 4 BRNG | ENG | 4036002 | TI | HCP10 | HCP6 | | | 1 | 17 18 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, SCAVENGE, NO 5 BRNG | ENG | 4034870 | TI | HCP10 | HCP6 | | | 1 | 18 13 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, SCAVENGE, NO 5 BRNG | ENG | 4036004 | TI | HCP10 | HCP6 | | | 1 | 18 8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |

| NOMENCLATURE | MO | P/N | B MTL | CLEANING PROCESS Step1 | Step2 | Step3 | Step | UPA | IPB FIG | FY92 # ENGINES | PARTS UPA X ENGINES | FY93 # ENGINES | PARTS UPA X ENGINES | FY9 # ENGINES | ENGINES | FY92 # MODULE | PARTS UPA X MODULE | FY93 # MODULE | PARTS UPA X MODULE | FY94 # MODULE | PARTS UPA X MODULE | FY93 # SAUD ENGINES | PARTS UPA X ENGINES | FY94 # SAUD ENGINES | PARTS UPA X ENGINES | FY93 # SAUD MODULE | PARTS UPA X MODULE | FY94 # SAUD MODULE | PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TUBE, SCAVENGE, NO 5 BRNG | ENG | 4038148 | TI | HCP10 | HCP8 | | | 1 | 18 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, SCAVENGE, NO 1 BRNG | ENG | 4045622 | TI | HCP10 | HCP8 | | | 1 | 17 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, SCAVENGE, NO 4 BRNG | ENG | 4045621 | TI | HCP10 | HCP8 | | | 1 | 17 8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, SCAVENGE, OIL TANK | ENG | 4045607 | TI | HCP10 | HCP8 | | | 1 | 20 11 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, TRANSFER PACKING | ENG | 4030725 | TI | HCP10 | HCP8 | | | 1 | 35 23 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, TRANSFER, PACKING | ENG | 4017881 | TI | HCP10 | HCP8 | | | 1 | 61 32 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, TRANSFER, PACKING | ENG | 4028379 | TI | HCP10 | HCP8 | | | 1 | 21 15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, TRANSFER, PACKING | ENG | 4028381 | TI | HCP10 | HCP8 | | | 1 | 21 16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, PRESSURE, G/BX BRNG | ENG | 4063758 01 | | HCP3 | HCP8 | | | 1 | 16 44 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, FUEL COOLANT RETURN | ENG | 4065233 01 | | HCP3 | HCP8 | | | 1 | 48A 8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, ASSY FUEL PRESSURIZING | ENG | 4062207 01 | | HCP3 | HCP8 | | | 1 | 39 28 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, G/BX BRNG | ENG | 4063759 01 | | HCP3 | HCP8 | | | 1 | 16 55 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, PRESSURE, G/BX BRNG | ENG | 4063760 01 | | HCP3 | HCP8 | | | 1 | 16 50 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| CASE, COMP 7TH STG | CORE | 4046497 | TI | HCP6 | BP3 | | | 1 | 129 17A | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BRACKET, LOOP CLAMP | INF | 4044397 | TI | HCP6 | HCP1 | | | 1 | 102 11 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| CASE, DIFFUSER | CORE | 4038359 | ASSY | HCP6 | | | | 1 | 125 1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CASE, COMP 4TH STG | CORE | 4040994 | ASSY | HCP6 | | | | 1 | 128 49 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CASE, COMP 5TH STG | CORE | 4040995 | ASSY | HCP6 | | | | 1 | 127 31 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CASE, INTERMEDIATE | CORE | 4048485 | ASSY | HCP6 | | | | 1 | 114 1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| PLATE, 2ND STG TURB BLADE RET | HPT | 4042687 | | HCP6 | | | | 1 | 115 18 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 272 | 272 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| CASE & STATOR FAN 1ST STG | INF | 4044371 | TI | HCP6 | | | | 1 | 103 2 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| CASE & STATOR FAN 2ND STG | INF | 4043892 | TI | HCP6 | | | | 1 | 102 2 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| CASE, FAN 3RD STG | INF | 4043285 | TI | HCP6 | | | | 1 | 101 13 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| RING ASSY, SYNCH FRONT COMP | INF | 4046487 | TI | HCP6 | | | | 1 | 100 23G | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| RING ASSY, SYNCH FRONT COMP | INF | 4053275 | TI | HCP6 | | | | 1 | 100 23A | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BEARING | ENG | 4067401 | SST | HCP6 | | | | 2 | 33 74 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| BRACKET ASSY, FUEL DRAIN | ENG | 4022183 | | HCP6 | | | | 1 | 22 49 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| CONE ASSY, COMP INLET | ENG | 4022280 | NI | HCP6 | | | | 1 | 2 7 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| DUCT ASSY, FAN REAR | ENG | 4046178 | TI | HCP6 | | | | 1 | 82 42 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| DUCT ASSY, OUTER FRONT | ENG | 4047934 | TI | HCP6 | | | | 1 | 84 2 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| DUCT SEG, FAN REAR COMP | ENG | 4041662 | TI | HCP6 | | | | 1 | 87 4 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| ELBOW AUG FUEL PUMP | ENG | 4062375 | | HCP6 | | | | 1 | 28 30 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| STRAP OIL TANK LOWER | ENG | 4057561 | | HCP6 | | | | 1 | 19 24A | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| STRAP OIL TANK LOWER ASSY | ENG | 4042207 | | HCP6 | | | | 1 | 19 24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| STRAP OIL TANK UPPER | ENG | 4057555 | | HCP6 | | | | 1 | 19 19A | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| STRAP OIL TANK UPPER ASSY | ENG | 4042188 | | HCP6 | | | | 1 | 19 19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| SUPPORT ASSY INLET CONE | ENG | 4066984 | Ti | HCP6 | | | | 1 | 2 23 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| SUPPORT ASSY, INLET CONE | ENG | 4028174 | Ti | HCP6 | | | | 1 | 2 23 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| SUPPORT COMP INLET CONE | ENG | 4067075 | Ti | HCP6 | | | | 1 | 2 15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| SUPPORT, COMP INLET CONE | ENG | 4022283 | TI | HCP6 | | | | 1 | 2 15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, TRANSFER | ENG | 4044146 | | HCP6 | | | | 1 | 20 10A | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE TRANSFER PACKING | ENG | 4036469 | | HCP6 | | | | 1 | 17 30 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| VANES FAN EXIT | ENG | 4041585 | | HCP6 | | | | 2 | 86 2 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| ARM, COMP STAT LINK | ENG | 4067414 | Ni | HCP6 | | | | 1 | 33 71 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| COUPLING, REMOT GRBX DR SHFT | ENG | 4022555 | | HCP6 | | | | 1 | 60 24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| DUCT SEG, FAN REAR COMP | ENG | 4041661 | TI | HCP6 | | | | 1 | 87 23 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| DUCT FAN REAR COMP | ENG | 4043005 | Ti | HCP6 | | | | 2 | 87 62 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| MANIFOLD ASSY, BREATHER | ENG | 4058075 | | HCP6 | | | | 1 | 20 48 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| PLATE RETAINING SEAT SLEEVE | ENG | 4032946 | | HCP6 | | | | 1 | 24 30 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| SHAFT, GRBX DRIVE | ENG | 4011830 | | HCP6 | | | | 1 | 60 2 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| SHIELD HEAT ASSY #5 BRG | ENG | 4045970 | | HCP6 | | | | 1 | 88 8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| SLEEVE, SEALING AUG FUEL PUMP | ENG | 4006718 | | HCP6 | | | | 1 | 24 32 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| STRAINER ELEMENT CONE OIL TNK | ENG | 4010484 | | HCP6 | | | | 1 | 19 1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| SUPPORT ASSY AUG SPRY MNFLD | ENG | 4067130 | | HCP6 | | | | 2 | 79 71 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| SUPPORT ASSY, AUG SPRY MNFLD | ENG | 4042333 | | HCP6 | | | | 2 | 80 10 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| TUBE, TRANSFER PACKING | ENG | 4058006 | | HCP6 | | | | 1 | 20 4A | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| SUPPORT, NOZZLE | AUG | 4044892 | TI | HCP6A | | | | 1 | 75 2 | 111 | 111 | 120 | 120 | 44 | 44 | 118 | 118 | 138 | 138 | 42 | 42 | 52 | 52 | 42 | 42 | 52 | 52 | 48 | 48 |
| NOZZLE SEGMT EXTERNAL | AUG | 4053971 | TI | HCP6A | DRY | BP1 | | 15 | 70 19 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| DUCT COMBUSTN CHMBR | AUG | 4044898 | TI | HCP6A | | | | 1 | 77 1 | 111 | 111 | 120 | 120 | 44 | 44 | 118 | 118 | 138 | 138 | 42 | 42 | 52 | 52 | 42 | 42 | 52 | 52 | 48 | 48 |
| | | | | | HCP6 | | 1O1A | 209 | | | 49284 | | 53280 | | 19536 | | ##### | | ##### | | 96869 | | 23088 | | 18648 | | 18422 | | 17303 |
| GEAR, INTERNAL | GRBX | 4061076 | VLAST | HCP7 | L4P1 | HCP10 | HCP2 | 1 | 67A 12 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| COVER PACKING | GRBX | 4002737 | AI | HCP7 | L4P1 | | | 1 | 63 6 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| RETAINER OIL SEAL | GRBX | 4002707 | AI | HCP7 | L4P1 | | | 1 | 63 8 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| RETAINER OIL SEAL | GRBX | 4027534 | AI | HCP7 | L4P1 | | | 1 | 63 11 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| RETAINER, OIL SEAL | GRBX | 4002718 | AI | HCP7 | L4P1 | | | 1 | 63 2 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| HOUSING, REDUCTION GRBX ASSY | GRBX | 4066638 | AL | HCP7 | L3P1 | | | 1 | 67A 23 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| NOZZLE, GRBX BEARING | GRBX | 4061081 | SST | HCP7 | L3P1 | | | 1 | 67A 20 | 111 | 111 | 120 | 120 | 44 | 44 | 589 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SPRING | CORE | 2146188 | | HCP7 | | | | 12 | 124 4 | 111 | 1332 | 120 | 1440 | 44 | 528 | 591 | 7092 | 522 | 6264 | 528 | 6336 | 52 | 624 | 42 | 504 | 59 | 708 | 50 | 600 |
| SPRING | CORE | 4001819 | | HCP7 | | | | 6 | 106 9 | 111 | 666 | 120 | 720 | 44 | 264 | 591 | 3546 | 522 | 3132 | 528 | 3168 | 52 | 312 | 42 | 252 | 59 | 354 | 50 | 300 |
| GUIDE, NO 2 & 3 BRNG SEAL | CORE | 4001824 | | HCP7 | | | | 3 | 106 8 | 111 | 333 | 120 | 360 | 44 | 132 | 591 | 1773 | 522 | 1566 | 528 | 1584 | 52 | 156 | 42 | 126 | 59 | 177 | 50 | 150 |
| SEAL RING | CORE | 4001642 | | HCP7 | | | | 2 | 111 10 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| RING RETAINER | CORE | 4001865 | | HCP7 | | | | 1 | 110 6 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NUT, SPANNER | CORE | 4001878 | CR | HCP7 | | | | 1 | 108 16 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| NUT, RETAINER | CORE | 4007568 | NI | HCP7 | | | | 1 | 118 17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING RETAINER | CORE | 4010239 | | HCP7 | | | | 1 | 109 2 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| WASHER, KEY | CORE | 4016982 | | HCP7 | | | | 1 | 110 2 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SPRING | CORE | 4022495 | | HCP7 | | | | 1 | 129 15 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TEE | CORE | 4024160 | | HCP7 | | | | .1 | 107 18 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |

HCP PROCESSES

| NOMENCLATURE | MO | P/N | B MTL | CLEANING PROCESS Step1 | Step2 | Step3 | Step | UPA | IPB FIG | FY92 # ENGINES | FY92 PARTS UPA X ENGINES | FY93 # ENGINES | FY93 PARTS UPA X ENGINES | FY9 # ENGINES | ES | FY92 # MODULE | FY92 PARTS UPA X MODULE | FY93 # MODULE | FY93 PARTS UPA X MODULE | FY94 # MODULE | FY94 PARTS UPA X MODULE | FY93 # EAUD ENGINES | FY93 PARTS UPA X ENGINES | FY94 # EAUD ENGINES | FY94 PARTS UPA X ENGINES | FY93 # EAUD MODULE | FY93 PARTS UPA X MODULE | FY94 # EAUD MODULE | FY94 PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TUBE ASSY PRESSURE | CORE | 4024182 | ASSY | HCP7 | | | | 2 | 107.21 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| FILTER ELEMENT | CORE | 4024184 | | HCP7 | | | | 2 | 107.20 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| TEE | CORE | 4024188 | | HCP7 | | | | 1 | 107.17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| LOCK, REAR COMPRESSOR | CORE | 4028025 | NI | HCP7 | | | | 1 | 115.2 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, RETAINER | CORE | 4028028 | | HCP7 | | | | 1 | 93.1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| INSERT | CORE | 4028149 | | HCP7 | | | | 2 | 121.31 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| PLATE, RETAINING | CORE | 4031904 | | HCP7 | | | | 1 | 121.12 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| PLUG, BORESCOPE | CORE | 4032518 | | HCP7 | | | | 1 | 107.3 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SPRING | CORE | 4033651 | | HCP7 | | | | 1 | 129.12 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TEE, FUEL SUPPLY MANIFOLD | CORE | 4033805 | CHRS | HCP7 | | | | 1 | 118.42 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BUSHING, NO 4 BRNG SEAL | CORE | 4035894 | | HCP7 | | | | 3 | 118.4 | 111 | 333 | 120 | 360 | 44 | 132 | 591 | 1773 | 522 | 1566 | 528 | 1584 | 52 | 156 | 42 | 126 | 59 | 177 | 50 | 150 |
| SEAL RING HOLDER | CORE | 4036991 | TI | HCP7 | | | | 1 | 111.16 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, 1ST STG STATOR | CORE | 4037612 | ASSY | HCP7 | | | | 1 | 117.27 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, 1ST STG TURB INNER A/S | CORE | 4037628 | CO | HCP7 | | | | 1 | 117.15 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, 1ST STG TURB INNER A/S | CORE | 4037631 | NI | HCP7 | | | | 1 | 117.17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BUSHING, COMP A/S RING | CORE | 4038697 | | HCP7 | | | | 8 | 121.3 | 111 | 888 | 120 | 960 | 44 | 352 | 591 | 4728 | 522 | 4176 | 528 | 4224 | 52 | 416 | 42 | 336 | 59 | 472 | 50 | 400 |
| NUT, REAR COMP DRIVE SHAFT | CORE | 4047224 | NI | HCP7 | | | | 1 | 115.3 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| PLUG, COMP CASE | CORE | 4048087 | | HCP7 | | | | 2 | 128 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| RING, A/S 1ST STG TURB INNER | CORE | 4080226 | CO | HCP7 | | | | 1 | 117.49 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, A/S 1ST STG TURB INNER 220 | CORE | 4081761 | NI | HCP7 | | | | 1 | 117.37 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, 1ST STG TURB STATOR | CORE | 4087355 | ASSY | HCP7 | | | | 1 | 117.57 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, A S TURB 1ST STG INNER | CORE | 4087727 | CO | HCP7 | | | | 1 | 117.82 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, 1ST STG TURB STATOR | CORE | 4074639 | ASSY | HCP7 | | | | 1 | 117.56 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BOSS ASSY | HPT | 4024717 | NI | HCP7 | | | | 1 | 118.28 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 772 | 772 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| COUNTERWEIGHT | HPT | 584943C1 | | HCP7 | | | | 6 | 115.12 | 111 | 666 | 120 | 720 | 44 | 264 | 725 | 4350 | 753 | 4518 | 772 | 1632 | 52 | 312 | 42 | 252 | 60 | 360 | 50 | 300 |
| COUNTERWEIGHT | HPT | 584944C1 | | HCP7 | | | | 2 | 115.11 | 111 | 222 | 120 | 240 | 44 | 88 | 725 | 1450 | 753 | 1506 | 772 | 544 | 52 | 104 | 42 | 84 | 60 | 120 | 50 | 100 |
| NUT, REAR COMP DRIVE TURB | HPT | 4038895 | NI | HCP7 | | | | 20 | 115.8 | 111 | 2220 | 120 | 2400 | 44 | 880 | 725 | 14500 | 753 | 15060 | 772 | 5440 | 52 | 1040 | 42 | 840 | 60 | 1200 | 50 | 1000 |
| NUT, TIEROD | HPT | 4070809 | NI | HCP7 | | | | 22 | 116.19A | 111 | 2442 | 120 | 2640 | 44 | 968 | 725 | 15950 | 753 | 16566 | 772 | 5984 | 52 | 1144 | 42 | 924 | 60 | 1320 | 50 | 1100 |
| PLUG ASSY | HPT | 4048685 | | HCP7 | | | | 1 | 116.17 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 772 | 772 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| SEAL, AIR NO 4 BRNG REAR | HPT | 4036629 | NI | HCP7 | | | | 1 | 116.25 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 772 | 772 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| SEAL, 2ND STG TURB STATOR | HPT | 4029174 | NI | HCP7 | | | | 1 | 116.24 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | 753 | 753 | 772 | 772 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| BUSHING, NO 1 BEARING | RB | 4040280 | LAS | HCP7 | | | | 1 | 99.11 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| NUT, RETAINING BEARING | RB | 4000933 | SI | HCP7 | | | | 1 | 99.6 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| PLATE, RETAINING BEARING NO 1 | RB | 4000941 | SI | HCP7 | | | | 1 | 99.3 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| AIRLASSY REAR COMP STAT SYN | ENG | 4033076 | TI | HCP7 | | | | 1 | 11.33 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BEARING, PLAIN SELF ALIGNG | ENG | 4042931 | W/CHRS | HCP7 | | | | 2 | 81.2 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| BRACKET, AUG FUEL PUMP | ENG | 4011309 | | HCP7 | | | | 1 | 31.15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET, AUG FUEL PUMP GRND | ENG | 4011310 | | HCP7 | | | | 1 | 31.11 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET, EVENT HIST RECORD | ENG | 4037266 | | HCP7 | | | | 1 | 12.22 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET, FLAT | ENG | 4048573 | | HCP7 | | | | 1 | 33.24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET, ANGLE | ENG | 4052130 | | HCP7 | | | | 2 | 9.178 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| NOZZLE & PROBE ASSY AUG FUEL | ENG | 4044514 | | HCP7 | | | | 1 | 58.9 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| PLATE, LOCK #4 BRG TURB | ENG | 4036085 | | HCP7 | | | | 1 | 17.24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| PLATE, LOCK #4 BRG TURB | ENG | 4036093 | | HCP7 | | | | 1 | 41.5 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| PLATE, RETAINING | ENG | 4036468 | | HCP7 | | | | 1 | 15.10 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| PLATE, RETAINING LOCK | ENG | 4011411 | | HCP7 | | | | 1 | 25.26 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| PLATE, RETAINING TURB FAN DUCT | ENG | 4036094 | | HCP7 | | | | 1 | 17.34 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| PLATE, SEAL SLEEVE RETAINING | ENG | 4018156 | | HCP7 | | | | 1 | 8.8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| RING EXT TURB AIRED | ENG | 4034224 | W/CHRS | HCP7 | | | | 2 | 81.1 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| SEAT, BALL SOCKET, IGNITOR PLUG | ENG | 4001656 | | HCP7 | | | | 2 | 8.23 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| CONNECTING LINK ELEC SUP V | ENG | 4022230 | | HCP7 | | | | 1 | 57.8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET ASSY ANGLE | ENG | 4035048 | | HCP7 | | | | 1 | 8.33 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET ASSY EXST NOZZLE | ENG | 4032147 | | HCP7 | BP2 | | | 1 | 21.57 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| GUIDE, COMB CHAMBER | CORE | 4025364 | CO | HCP7 | BP3 | BP4 | | 7 | 117.9 | 111 | 777 | 120 | 840 | 44 | 308 | 591 | 4137 | 522 | 1654 | 528 | 3696 | 52 | 364 | 42 | 294 | 59 | 413 | 50 | 350 |
| GUIDE, COMB CHAMBER | CORE | 4025365 | CO | HCP7 | BP3 | BP4 | | 1 | 117.8 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| PROBE | CORE | 4018724 | ASSY | HCP7 | BP3 | | | 1 | 121.29 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| GEAR SHAFT BEVEL | CORE | 4025444 | NI | HCP7 | BP3 | | | 1 | 108.29 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| [illegible] | CORE | [illegible] | SST | HCP7 | BP3 | | | 1 | 121.11 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, A/S NO 4 BRNG FRONT | CORE | 4037158 | ASSY | HCP7 | BP3 | | | 1 | 124.16 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, NO 4 BEARING SEAL | CORE | 4055017 | NI | HCP7 | BP3 | | | 1 | 124.9 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, NO 4 BRNG SEAL FRONT | CORE | 4065651 | NI | HCP7 | BP3 | | | 1 | 124.9 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| VANE ASSY TURB STATOR 3RD STG | FDT | 4039673 | NI | HCP7 | BP4 | | | 1 | 94.14 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| VANE TURB STATOR 4TH STG | FDT | 4037254 | NI | HCP7 | BP4 | | | 29 | 92.18 | 111 | 3219 | 120 | 3480 | 44 | 1276 | 604 | 17516 | 362 | 10498 | 384 | 11136 | 52 | 1508 | 42 | 1218 | 57 | 1653 | 60 | 1740 |
| CASE, INLET FAN | INF | 4001727 | TI | HCP7 | HCP10 | | | 1 | 105.10 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SEAL, 1ST STG TURB STATOR | CORE | 4012128 | NI | HCP7 | HCP3 | BP3 | | 1 | 117.10 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CONNECTOR TUBE | GRBX | 4041992 | SST | HCP7 | HCP3 | | | 1 | 61.59 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| RING, A/S NO 4 BRNG REAR | CORE | 4035948 | ASSY | HCP7 | HCP8 | BP3 OPT | | 1 | 118.1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| STIFFENER, AUG CONVERG NOZZLE | AUG | 4036437 | | HCP7 | BP1 | | | 15 | 72.50 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| SEAT, SEALING MAIN SPK IGNTR | ENG | 4018157 | | HCP7 | BP1 | | | 2 | 8.9 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| BRACKET, EXHNZ CTRL AIRPRS RG | ENG | 4032834 | | HCP7 | BP2 | | | 1 | 23.56 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| NUT, COMP DISK/HUB | ENG | 4031232 | W/LASI | HCP7 | HCP1 | | | 1 | 2.32 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET, GROUND HANDLING | AUG | 4018338 | | HCP7 | | | | 2 | 69.7 | 111 | 222 | 120 | 240 | 44 | 88 | 118 | 236 | 138 | 276 | 42 | 84 | 52 | 104 | 42 | 84 | 52 | 104 | 48 | 96 |
| ADAPTER, SWIVEL | ENG | 4031723 | | HCP7 | | | | 2 | 34.10 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| BALL END ROD #5 BRNG SUPPORT | ENG | 4040112 | | HCP7 | | | | 4 | 81.5 | 111 | 444 | 120 | 480 | 44 | 176 | | | | | | | 52 | 208 | 42 | 168 | | | | |
| BEARING, PLAIN | ENG | 2144497 | | HCP7 | | | | 1 | 55.25 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET | ENG | MS9552 017 | | HCP7 | | | | 1 | 25.35 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET, LOOP CLAMP | ENG | 4030815 | | HCP7 | | | | 2 | 82.21 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| BRACKET ASSY | ENG | 4040509 | | HCP7 | | | | 2 | 12.25 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| BRACKET ASSY EVENT HIST REC | ENG | 4037892 | | HCP7 | | | | 1 | 12.23 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET ASSY EXCITOR | ENG | 4024894 | | HCP7 | | | | 2 | 8.37 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| BRACKET ASSY EXCITOR | ENG | 4024898 | | HCP7 | | | | 2 | 8.38 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |

## HCP PROCESSES

| NOMENCLATURE | MO | P/N | B MTL | CLEANING PROCESS Step1 | Step2 | Step3 | Step | UPA | IPB FIG | FY92 # ENGINES | FY92 PARTS UPA X ENGINES | FY93 # ENGINES | FY93 PARTS UPA X ENGINES | FY9 # ENGINES | PARTS ENGINES | FY92 # MODULE | FY92 PARTS UPA X MODULE | FY93 # MODULE | FY93 PARTS UPA X MODULE | FY94 # MODULE | FY94 PARTS UPA X MODULE | FY93 # SAUD ENGINES | FY93 PARTS UPA X ENGINES | FY94 # SAUD ENGINES | FY94 PARTS UPA X ENGINES | FY93 # SAUD MODULE | FY93 PARTS UPA X MODULE | FY94 # SAUD MODULE | FY94 PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRACKET LOOP CLAMP | ENG | 4032340 | | HCP7 | | | | 1 | 24 29 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET LOOP CLAMP | ENG | 4032204 | | HCP7 | | | | 1 | 8 32 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET, CONV EXH NOZ CONT | ENG | 4033198 | | HCP7 | | | | 1 | 55 24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET, LOOP CLAMP | ENG | 4042083 | | HCP7 | | | | 1 | 8 39 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET, ANGLE | ENG | 4056000 | | HCP7 | | | | 1 | 8 33 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET, ANGLE, EXCITOR | ENG | 4024178 | | HCP7 | | | | 1 | 8 19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET, AUG SPRAY MANIFOLD | ENG | 4040314 | | HCP7 | | | | 1 | 79 12 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET, FAN DUCT | ENG | 4064678 | | HCP7 | | | | 1 | 85 37 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET, FLAT | ENG | 4050717 | | HCP7 | | | | 1 | 8 20 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET, FLAT | ENG | 4050718 | | HCP7 | | | | 1 | 8 19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET, UIC SUPPORT ROD | ENG | 4031374 | | HCP7 | | | | 1 | 82 17 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| BRACKET, VIBRATION PICKUP | ENG | 4014818 | | HCP7 | | | | 1 | 2 5 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| CLEVIS, ROD END | ENG | 4062340 | | HCP7 | | | | 2 | 33 43 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| CONNECTOR, TUBE, FUEL DRAIN | ENG | 4018334 | | HCP7 | | | | 1 | 22 43 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| CONNECTING LINK, FUEL PUMP | ENG | 4027650 | | HCP7 | | | | 1 | 31 5 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| CONNECTOR FUEL TUBE | ENG | 4053945 | | HCP7 | | | | 1 | 40 15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| ELBOW, AUG FUEL PUMP | ENG | 4020688 | | HCP7 | | | | 1 | 29 19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| LINK ASSY, UNIFIED FUEL CNTRL | ENG | 4017884 | Ti | HCP7 | | | | 1 | 58 24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| LINK ASSY, MN FUEL GR PMP | ENG | 4062666 | TI | HCP7 | | | | 1 | 17 78 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| LINK ASSY, MN FUEL GR PMP | ENG | 4062668 | TI | HCP7 | | | | 1 | 17 77 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| LINK, CONV EXH NOZ CONT | ENG | 4010192 | | HCP7 | | | | 1 | 55 27 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| LINK, CONV EXH NOZ CONT | ENG | 4057969 | | HCP7 | | | | 1 | 55 27 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| LOCK, TRANSFER TUBE | ENG | 4011410 | | HCP7 | | | | 1 | 25 27 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| LOCK, HOUSING, TRANSFER | ENG | 4011409 | | HCP7 | | | | 1 | 25 31 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD, SPRAY ASSY, AUG #2 | ENG | 4038137 | | HCP7 | | | | 1 | 79 37 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MOUNT, RES EVE DIST REC | ENG | 4037287 | | HCP7 | | | | 1 | 12 24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| PIN, SHOULDER, HEADLESS | ENG | 4029222 | | HCP7 | | | | 2 | 57 33 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| PLATE, RETAINING | ENG | 4062663 | Ti | HCP7 | | | | 1 | 17 72 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| PLUG ASSY DIF CASE | ENG | 4048690 | | HCP7 | | | | 1 | 58 16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| ROD NO 5, BRG SUPPORT | ENG | 4039906 | | HCP7 | | | | 2 | 81 7 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| ROD, ENG ASSY PUSH PULL CIRC | ENG | 4043319 | | HCP7 | | | | 1 | 56 10 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| ROD, HOLLOW, UNIFIED CNTL SET | ENG | 4017960 | | HCP7 | | | | 1 | 56 11 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 208 | 42 | 168 | | | | |
| SEAL, BALL SOCKET #5 BRG SPT | ENG | 4033977 | | HCP7 | | | | 4 | 80 6 | 111 | 444 | 120 | 480 | 44 | 176 | | | | | | | 52 | 208 | 42 | 168 | | | | |
| SPRING, HELICAL COMP | ENG | 4020795 | | HCP7 | | | | 4 | 58 18 | 111 | 444 | 120 | 480 | 44 | 176 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| SUPPORT ASSY, BLEED VALVE | ENG | 4016904 | | HCP7 | | | | 1 | 37 42 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TEE, AUG FUEL PUMP INLET | ENG | 4024644 | | HCP7 | | | | 1 | 28 28 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE, AIRVENT, MANIFOLD | ENG | 4075251 | | HCP7 | | | | 1 | 24 25 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| HUB ASSY, TURB FRONT | HPT | 4066998 | NI | HCP7 | | | | 1 | 115 46 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | [illegible] | 253 | 272 | 272 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| PLATE, RET BLADE TURB REAR 2ND | HPT | 4061632 | NI | HCP7 | | | | 1 | 115 42 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | [illegible] | 253 | 272 | 272 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| PLATE, STG 1 TURB BLADE RET | HPT | 4036812 | NI | HCP7 | | | | 1 | 116 16 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | [illegible] | 253 | 272 | 272 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| RING, TURB BLADE RET PLATE | HPT | 4060966 | NI | HCP7 | | | | 1 | 115 41 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | [illegible] | 253 | 272 | 272 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| SPACER, TURB AIR SEAL | HPT | 4061748 | NI | HCP7 | | | | 1 | 116 52 | 111 | 111 | 120 | 120 | 44 | 44 | 725 | 725 | [illegible] | 253 | 272 | 272 | 52 | 52 | 42 | 42 | 60 | 60 | 50 | 50 |
| | | | | | HCP7 | TOTA | 212 | | | | 32190 | | 34800 | | 12760 | | ##### | | ##### | | 76122 | | 15080 | | 12180 | | 11644 | | 10306 |
| GEAR, INTERNAL | GBBX | 4061076 | VLAST | HCP7 | LAP1 | HCP10 | HCP2 | 1 | 87A 12 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 291 | 291 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| CASE, INLET FAN | INF | 4001727 | TI | HCP7 | HCP10 | | | 1 | 195 10 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| BRACKET ASSY GBBOX SUPPORT | ENG | 4032876 | | HCP10 | | | | 1 | 84 14 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| COUPLING, COMP STATOR | CORE | 4022638 | CHRS | HCP10 | BP3 | | | 2 | 112 25 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| DISK COMP STG 4 | CORE | 4030604 | TI | HCP10 | BP3 | | | 1 | 126 23 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| DISK COMP STG 5 | CORE | 4030605 | TI | HCP10 | BP3 | | | 1 | 127 3 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| BRACKET, REAR COMP | CORE | 4031252 | | HCP10 | BP3 | | | 2 | 112 10 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| RING, COMP STATOR SYN, 4TH STG | CORE | 4031359 | TI | HCP10 | BP3 | | | 1 | 126 31 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING ASSY, SYNC REAR COMP STATO | CORE | 4031365 | TI | HCP10 | BP3 | | | 1 | 113 20 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CONNECTING LINK | CORE | 4031714 | TI | HCP10 | BP3 | | | 2 | 112 7 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| CONNECTING LINK | CORE | 4031715 | TI | HCP10 | BP3 | | | 2 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| ARM, REAR COMP | CORE | 4031717 | CHRS | HCP10 | BP3 | | | 2 | 112 25 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| DISK & HUB 6TH STG | CORE | 4031780 | TI | HCP10 | BP3 | | | 1 | 128 3 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| RING, COMP STATOR SYN, 5TH STG | CORE | 4038071 | TI | HCP10 | BP3 | | | 1 | 127 11 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| HOUSING ASSY NO 2 BEARING | CORE | 4038606 | ASSY | HCP10 | BP3 | | | 1 | 109 27 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, NO 3 BEARING | CORE | 4041794 | ASSY | HCP10 | BP3 | | | 1 | 110 17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TIE ROD, REAR COMP | CORE | 4048151 | NI | HCP10 | BP3 | | | 24 | 126 14 | 111 | 2664 | 120 | 2880 | 44 | 1056 | 591 | 14184 | 522 | 12528 | 528 | 12672 | 52 | 1248 | 42 | 1008 | 59 | 1416 | 50 | 1200 |
| TIE ROD, REAR COMP | CORE | 4048152 | NI | HCP10 | BP3 | | | 24 | 135 2 | 111 | 2664 | 120 | 2880 | 44 | 1056 | 591 | 14184 | 522 | 12528 | 528 | 12672 | 52 | 1248 | 42 | 1008 | 59 | 1416 | 50 | 1200 |
| TIE ROD, REAR COMP | CORE | 4048153 | NI | HCP10 | BP3 | | | 24 | 126 18 | 111 | 2664 | 120 | 2880 | 44 | 1056 | 591 | 14184 | 522 | 12528 | 528 | 12672 | 52 | 1248 | 42 | 1008 | 59 | 1416 | 50 | 1200 |
| DISK & HUB, COMP 1ST STG | INF | 4046741 | TI | HCP10 | BP3 | | | 1 | 104 9 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| DISK & HUB, COMP 2ND STG | INF | 4048902 | TI | HCP10 | BP3 | | | 1 | 102 56 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| DISK, COMP 3RD STG | INF | 4048903 | TI | HCP10 | BP3 | | | 1 | 101 44 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| RETAINER, COMP BLADE LOCK | INF | 4030024 | TI | HCP10 | BP3 | | | 1 | 101 41 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| RING ASSY, SYNCH FRONT COMP | INF | 4046486 | TI | HCP10 | BP3 | | | 1 | 100 27 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| RING, RETAINING, COMP STATOR | INF | 4018832 | TI | HCP10 | BP3 | | | 1 | 100 25 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| TIE RODS, FRONT COMP | INF | 4043189 | TI | HCP10 | BP3 | | | 20 | 101 37 | 111 | 2220 | 120 | 2400 | 44 | 880 | 492 | 9840 | 382 | 7640 | 390 | 7800 | 52 | 1040 | 42 | 840 | 56 | 1120 | 54 | 1080 |
| ARM, COMP STAT LINK RT | ENG | 4023083 | TI | HCP10 | BP3 | | | 1 | 33 29 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| ARM, COMP STAT LINK RT | ENG | 4027871 | TI | HCP10 | BP3 | | | 1 | 33 35 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| SEAL, AIR 2ND STG | INF | 4040422 | TI | HCP10 | BP3 | | | 1 | 102 58 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SEAL, AIR FRONT 1ST STG COMP | INF | 4047841 | TI | HCP10 | BP3 | | | 1 | 104 6 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SEAL, AIR FRT INLET COMP | INF | 4064668 | TI | HCP10 | BP3 | | | 1 | 104 3 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SEAL, AIR REAR 1st STG COMP | INF | 4039943 | TI | HCP10 | BP3 | | | 1 | 102 50 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| RING ASSY SYNCHRONIZING | AUG | 4043182 | TI | HCP10 | BP6 | | | 1 | 73 6 | 111 | 111 | 120 | 120 | 44 | 44 | 118 | 118 | 138 | 138 | 42 | 42 | 52 | 52 | 42 | 42 | 52 | 52 | 48 | 48 |
| BLADE 1 STG COMP | INF | 4041831 | TI | HCP10 | HCP12 | BP3 | HCP6 | 38 | 104 4 | 111 | 4218 | 120 | 4560 | 44 | 1672 | 492 | 18696 | 382 | 14516 | 390 | 14820 | 52 | 1976 | 42 | 1596 | 56 | 2128 | 54 | 2052 |
| BLADE 2 STG COMP | INF | 4039092 | TI | HCP10 | HCP12 | BP3 | HCP6 | 60 | 102 51 | 111 | 6660 | 120 | 7200 | 44 | 2640 | 492 | 29520 | 382 | 22920 | 390 | 23400 | 52 | 3120 | 42 | 2520 | 56 | 3360 | 54 | 3240 |
| BLADE 3 STG COMP | INF | 4038933 | TI | HCP10 | HCP12 | BP3 | HCP6 | 40 | 101 42 | 111 | 4440 | 120 | 4800 | 44 | 1760 | 492 | 19680 | 382 | 15280 | 390 | 15600 | 52 | 2080 | 42 | 1680 | 56 | 2240 | 54 | 2160 |

HCPS X15

HCP PROCESSES

| NOMENCLATURE | MO | P/N | B MTL | CLEANING PROCESS Step1 | Step2 | Step3 | Step | UPA | IPB FIG | FY92 # ENGINES | FY92 PARTS UPA X ENGINES | FY93 # ENGINES | FY93 PARTS UPA X ENGINES | FY9 # ENGINES | [illegible] | FY92 # MODULE | FY92 PARTS UPA X MODULE | FY93 # MODULE | FY93 PARTS UPA X MODULE | FY94 # MODULE | FY94 PARTS UPA X MODULE | FY93 # EAUD ENGINES | FY93 PARTS UPA X ENGINES | FY94 # EAUD ENGINES | FY94 PARTS UPA X ENGINES | FY93 # EAUD MODULE | FY93 PARTS UPA X MODULE | FY94 # EAUD MODULE | FY94 PARTS UPA X MODULES | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SHROUD, FRONT COMP STATOR | INF | 4038650 | TI | HCP10 | HCP6 | | | 1 | 105.5 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 | |
| VANE, FRNT COMP STA VAR INLET | INF | 4038450 | TI | HCP10 | HCP6 | | | 17 | 105.8 | 111 | 1887 | 120 | 2040 | 44 | 748 | 492 | 8364 | 382 | 6494 | 390 | 6630 | 52 | 884 | 42 | 714 | 56 | 952 | 54 | 918 | |
| ELBOW, AUG FUEL PUMP | ENG | 4032168 | TI | HCP10 | HCP6 | | | 1 | 28.27 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| MANIFOLD, AIR, OIL COOLANT | ENG | 4028384 | TI | HCP10 | HCP6 | | | 1 | 21.8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| MANIFOLD, ANTI ICING, LEFT | ENG | 4041302 | TI | HCP10 | HCP6 | | | 1 | 13.2 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| MANIFOLD, ANTI ICING, RIGHT | ENG | 4040924 | TI | HCP10 | HCP6 | | | 1 | 98.18 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| MANIFOLD, BREATHER, OIL TANK | ENG | 4041075 | TI | HCP10 | HCP6 | | | 1 | 20.4 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| MANIFOLD, FUEL AUGMENTOR | ENG | 4018464 | TI | HCP10 | HCP6 | | | 1 | 52.21 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| MANIFOLD, FUEL AUGMENTOR | ENG | 4033265 | TI | HCP10 | HCP6 | | | 1 | 50.19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| MANIFOLD, FUEL COOLANT | ENG | 4032937 | TI | HCP10 | HCP6 | | | 1 | 48.6 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| MANIFOLD, FUEL HYDRAULIC | ENG | 4030913 | TI | HCP10 | HCP6 | | | 1 | 38.2 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| MANIFOLD, FUEL HYDRAULIC | ENG | 4031444 | TI | HCP10 | HCP6 | | | 1 | 38.7 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| MANIFOLD, FUEL, HYD RETURN | ENG | 4033518 | TI | HCP10 | HCP6 | | | 1 | 39.13 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| MANIFOLD, FUEL, PFL, UNIFIED | ENG | 4034206 | TI | HCP10 | HCP6 | | | 1 | 42.22 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| MANIFOLD, OIL, AIR COOLANT | ENG | 4033026 | TI | HCP10 | HCP6 | | | 1 | 21.19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| MANIFOLD, PFSA, AUG FUEL PUMP | ENG | 4029190 | TI | HCP10 | HCP6 | | | 1 | 27.44 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| MANIFOLD, PRESS, NO 4 & 5 BRNG | ENG | 4036628 | TI | HCP10 | HCP6 | | | 1 | 15.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| MANIFOLD, PRESSURE, MAIN BRNG | ENG | 4030649 | TI | HCP10 | HCP6 | | | 1 | 14.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| MANIFOLD, PRESSURE, MAIN PUMP | ENG | 4042205 | TI | HCP10 | HCP6 | | | 1 | 16.29 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, PFSA, AUG FUEL PUMP | ENG | 4031266 | TI | HCP10 | HCP6 | | | 1 | 27.50 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL COOLANT RETURN | ENG | 4065236 | TI | HCP10 | HCP6 | | | 1 | 48A.7 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, AIR COOLANT COOLER | ENG | 4033027 | TI | HCP10 | HCP6 | | | 1 | 21.21 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, AUG FUEL PUMP | ENG | 4031070 | TI | HCP10 | HCP6 | | | 1 | 28.2 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL, HYDRAULIC SUPPLY | ENG | 4030911 | TI | HCP10 | HCP6 | | | 1 | 38.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL AUG PUMP | ENG | 4051584 | TI | HCP10 | HCP6 | | | 1 | 29.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL COLANT, EJECTOR | ENG | 4054006 | TI | HCP10 | HCP6 | | | 1 | 48.62 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL COOLANT | ENG | 4066674 | TI | HCP10 | HCP6 | | | 1 | 48A.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL COOLANT RETURN | ENG | 4054351 | TI | HCP10 | HCP6 | | | 1 | 38.2 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL COOLANT, ENGINE | ENG | 4054041 | TI | HCP10 | HCP6 | | | 1 | 39.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL COOLANT, ENGINE | ENG | 4054035 | TI | HCP10 | HCP6 | | | 1 | [illegible] | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL COOLANT, MAIN PUMP | ENG | 4032939 | TI | HCP10 | HCP6 | | | 1 | 39.3 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL DRAIN | ENG | 4045637 | TI | HCP10 | HCP6 | | | 1 | 2.8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL DRAIN, UNIFIED | ENG | 4033180 | TI | HCP10 | HCP6 | | | 1 | 2.5 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL PUMP, FRONT | ENG | 4067591 | TI | HCP10 | HCP6 | | | 1 | 28.24 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4019666 | TI | HCP10 | HCP6 | | | 1 | 52.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028591 | TI | HCP10 | HCP6 | | | 1 | 50.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028591 | TI | HCP10 | HCP6 | | | 1 | 52.9 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL SUPPLY, AUG | ENG | 4028745 | TI | HCP10 | HCP6 | | | 1 | 50.10 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL, AUG PUMP, OUTLET | ENG | 4033900 | TI | HCP10 | HCP6 | | | 1 | 29.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL, AUG, OIL COOLER | ENG | 4031437 | TI | HCP10 | HCP6 | | | 1 | 34.11 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL, HYDRAULIC PRESSURE | ENG | 4028076 | TI | HCP10 | HCP6 | | | 1 | 32.10 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL, HYDRAULIC PRESSURE | ENG | 4028978 | TI | HCP10 | HCP6 | | | 1 | 32.11 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL, HYDRAULIC RETURN | ENG | 4033520 | TI | HCP10 | HCP6 | | | 1 | 38.8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL, HYDRAULIC, PRESSURE | ENG | 4033094 | TI | HCP10 | HCP6 | | | 1 | 32.12 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, FUEL, HYDRAULIC SUPPLY | ENG | 4031446 | TI | HCP10 | HCP6 | | | 1 | 39.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, MAIN OIL PUMP | ENG | 4045639 | TI | HCP10 | HCP6 | | | 1 | 61.64 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, OIL FILTER OUTLET | ENG | 4036934 | TI | HCP10 | HCP6 | | | 1 | 21.28 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, OIL, AIR COOLANT COOLER | ENG | 4031062 | TI | HCP10 | HCP6 | | | 1 | 21.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, PFL, AUG FUEL PUMP | ENG | 4022238 | TI | HCP10 | HCP6 | | | 1 | 28.23 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, PLZ, UNIFIED CONTROL | ENG | 4030722 | TI | HCP10 | HCP6 | | | 1 | 35.9 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, PRESSURE, NO 2 & 3 BRNG | ENG | 4019908 | TI | HCP10 | HCP6 | | | 1 | 16.16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, PRESSURE, NO 2 & 3 BRNG | ENG | 4034531 | TI | HCP10 | HCP6 | | | 1 | 16.21 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, PRESSURE, NO 5 BRNG | ENG | 4034111 | TI | HCP10 | HCP6 | | | 1 | 15.19 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, SCAVENGE, NO 4 BRNG | ENG | 4036002 | TI | HCP10 | HCP6 | | | 1 | 17.18 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, SCAVENGE, NO 5 BRNG | ENG | 4034670 | TI | HCP10 | HCP6 | | | 1 | 18.11 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, SCAVENGE, NO 5 BRNG | ENG | 4038004 | TI | HCP10 | HCP6 | | | 1 | 18.8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, SCAVENGE, NO 5 BRNG | ENG | 4038146 | TI | HCP10 | HCP6 | | | 1 | 18.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, SCAVENGE, NO 1 BRNG | ENG | 4045622 | TI | HCP10 | HCP6 | | | 1 | 17.1 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, SCAVENGE, NO 4 BRNG | ENG | 4045621 | TI | HCP10 | HCP6 | | | 1 | 17.8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, SCAVENGE, OIL TANK | ENG | 4045607 | TI | HCP10 | HCP6 | | | 1 | 20.11 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, TRANSFER PACKING | ENG | 4030725 | TI | HCP10 | HCP6 | | | 1 | 35.23 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, TRANSFER, PACKING | ENG | 4017861 | TI | HCP10 | HCP6 | | | 1 | 61.32 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, TRANSFER, PACKING | ENG | 4028379 | TI | HCP10 | HCP6 | | | 1 | 21.15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| TUBE, TRANSFER, PACKING | ENG | 4028381 | TI | HCP10 | HCP6 | | | 1 | 21.16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | | |
| BLADE, COMP STG 5 | CORE | 4040205 | TI | HCP10 | VIB | | | 70 | 127.2 | 111 | 7770 | 120 | 8400 | 44 | 3080 | 591 | 41370 | 522 | 36540 | 528 | 36960 | 52 | 3640 | 42 | 2940 | 59 | 4130 | 50 | 3500 | |
| BLADE, COMP STG 6 | CORE | 4040806 | TI | HCP10 | VIB | | | 86 | 128.7 | 111 | 9546 | 120 | 10320 | 44 | 3784 | 591 | 50826 | 522 | 44892 | 528 | 45408 | 52 | 4472 | 42 | 3612 | 59 | 5074 | 50 | 4300 | |
| VANE, IGV | CORE | 4048050 | TI | HCP10 | VIB | | | 80 | 113.29 | 111 | 9990 | 120 | 10800 | 44 | 3960 | 591 | 51180 | 522 | 46980 | 528 | 47520 | 52 | 4680 | 42 | 3780 | 59 | 5310 | 50 | 4500 | |
| BRACKET, DIV CONN LINK | AUG | 4048998 | TI | HCP10 | | | | 15 | 70.18 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 50 | 750 | 42 | 630 | 52 | 780 | 48 | 720 | |
| BRACKET, DIV NOZ CON LINK | AUG | 4032326 | TI | HCP10 | | | | 15 | 70.15 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 51 | 765 | 42 | 630 | 52 | 780 | 48 | 720 | |
| BRACKET, DIV NOZ CON LINK | AUG | 4042087 | TI | HCP10 | | | | 15 | 70.14 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 | |
| BRIDGE CLAMP | AUG | 4033488 | NI | HCP10 | | | | 15 | 71.6 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 | |
| BRIDGE CLAMP | AUG | 4057825 | NI | HCP10 | | | | 30 | 71.7A | 111 | 3330 | 120 | 3600 | 44 | 1320 | 118 | 3540 | 138 | 4140 | 42 | 1260 | 52 | 1560 | 42 | 1260 | 52 | 1560 | 48 | 1440 | |
| CONNECTING LINK | AUG | 4024312 | NI | HCP10 | | | | 15 | 72.5 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 | |
| CONNECTING LINK | AUG | 4043224 | TI | HCP10 | | | | 5 | 73.8 | 111 | 555 | 120 | 600 | 44 | 220 | 118 | 590 | 138 | 690 | 42 | 210 | 52 | 280 | 42 | 210 | 52 | 260 | 48 | 240 | |
| CONNECTING LINK, AUG NOZZLE | AUG | 4024316 | NI | HCP10 | | | | 30 | 72.18 | 111 | 3330 | 120 | 3600 | 44 | 1320 | 118 | 3540 | 138 | 4140 | 42 | 1260 | 52 | 1560 | 42 | 1260 | 52 | 1560 | 48 | 1440 | |
| CONNECTING LINK, BAL NOZZLE | AUG | 4058422 | NI | HCP10 | | | | 15 | 72.24 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 | |
| CONNECTING LINK, RIGID DIV NOZ | AUG | 4025584 | NI | HCP10 | | | | 15 | 70.16 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 | |
| COVER, FINGER VALVE | AUG | 4004056 | TI | HCP10 | | | | 1 | 76.18 | 111 | 111 | 120 | 120 | 44 | 44 | 118 | 118 | 138 | 138 | 42 | 42 | 52 | 52 | 42 | 42 | 52 | 52 | 48 | 48 | |
| GUIDE | AUG | 4046047 | TI | HCP10 | | | | 15 | 72.70 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 | |
| LEVER, AUG NOZZLE | AUG | 4050922 | NI | HCP10 | | | | 15 | 72.14 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 | HCPS XLS |
| NUT, FINGER VALVE | AUG | 4004059 | TI | HCP10 | | | | 1 | 78.23 | 111 | 111 | 120 | 120 | 44 | 44 | 118 | 118 | 138 | 138 | 42 | 42 | 52 | 52 | 42 | 42 | 52 | 52 | 48 | 48 | |
| PLATE | AUG | 4058189 | TI | HCP10 | | | | 30 | 74.2A | 111 | 3330 | 120 | 3600 | 44 | 1320 | 118 | 3540 | 138 | 4140 | 42 | 1260 | 52 | 1560 | 42 | 1260 | 52 | 1560 | 48 | 1440 | |
| RETAINER | AUG | 4048999 | TI | HCP10 | | | | 30 | 70.17 | 111 | 3330 | 120 | 3600 | 44 | 1320 | 118 | 3540 | 138 | 4140 | 42 | 1260 | 52 | 1560 | 42 | 1260 | 52 | 1560 | 48 | 1440 | |

## HCP PROCESSES

| NOMENCLATURE | MO | P/N | B MTL | CLEANING PROCESS Step1 | Step2 | Step3 | Step | UPA | IPB FIG | FY92 # ENGINES | PARTS UPA X ENGINES | FY93 # ENGINES | PARTS UPA X ENGINES | F | S X ENGINES | FY92 # MODULE | PARTS UPA X MODULE | FY93 # MODULE | PARTS UPA X MODULE | FY94 # MODULE | PARTS UPA X MODULE | FY93 # SAUD ENGINES | PARTS UPA X ENGINES | FY94 # SAUD ENGINES | PARTS UPA X ENGINES | FY93 # SAUD MODULE | PARTS UPA X MODULE | FY94 # SAUD MODULE | PARTS UPA X MODULES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SEAL, AUG NOZ SUPPORT | AUG | 4047517 | TI | HCP10 | | | | 15 | 74.3 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| SEAL, COMPRESSION SPRING | AUG | 4011105 | TI | HCP10 | | | | 5 | 76.14 | 111 | 555 | 120 | 600 | 44 | 220 | 118 | 590 | 138 | 690 | 42 | 210 | 52 | 260 | 42 | 210 | 52 | 260 | 48 | 240 |
| SPACER, FINGER VALVE | AUG | 4004057 | TI | HCP10 | | | | 1 | 76.20 | 111 | 111 | 120 | 120 | 44 | 44 | 118 | 118 | 138 | 138 | 42 | 42 | 52 | 52 | 42 | 42 | 52 | 52 | 48 | 48 |
| SUPPORT, AUG NOZ | AUG | 4034128 | TI | HCP10 | | | | 15 | 74.10 | 111 | 1665 | 120 | 1800 | 44 | 660 | 118 | 1770 | 138 | 2070 | 42 | 630 | 52 | 780 | 42 | 630 | 52 | 780 | 48 | 720 |
| SUPPORT, AUG NOZ ACTUATOR | AUG | 4011121 | NI | HCP10 | | | | 5 | 78.12 | 111 | 555 | 120 | 600 | 44 | 220 | 118 | 590 | 138 | 690 | 42 | 210 | 52 | 260 | 42 | 210 | 52 | 260 | 48 | 240 |
| BRACKET, BLEED VALVE STRAP | CORE | 4016908 | TI | HCP10 | | | | 1 | 126.11 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL RING HOLDER | CORE | 4023735 | ASSY | HCP10 | | | | 1 | 106.15 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR COMP INLET | CORE | 4029290 | TI | HCP10 | | | | 1 | 126.21 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| COUPLING, TURB SHAFT | CORE | 4033778 | TI | HCP10 | | | | 1 | 109.11 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| CLEVIS, BLEED VALVE STRAP | CORE | 4034106 | | HCP10 | | | | 2 | 126.8 | 111 | 222 | 120 | 240 | 44 | 88 | 591 | 1182 | 522 | 1044 | 528 | 1056 | 52 | 104 | 42 | 84 | 59 | 118 | 50 | 100 |
| SEAL, AIR NO 3 BEARING | CORE | 4036998 | TI | HCP10 | | | | 1 | 126.13 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT, COMP CASE, 10TH STG | CORE | 4037971 | TI | HCP10 | | | | 1 | 131.14 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SHROUD, REAR COMP | CORE | 4038950 | TI | HCP10 | | | | 1 | 113.24 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR COMP 4TH STG | CORE | 4041374 | TI | HCP10 | | | | 1 | 127.1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SEAL, AIR COMP 5TH STG | CORE | 4046565 | TI | HCP10 | | | | 1 | 128.1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SUPPORT NO 5 BRNG INNER | FDT | 4034244 | TI | HCP10 | | | | 1 | 89.17 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| SUPPORT NO 5 BRNG OUTER | FDT | 4034246 | TI | HCP10 | | | | 1 | 89.7 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| TUBE MAIN OIL PUMP | GRBX | 4045639 | TI | HCP10 | | | | 1 | 61.64 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| TUBE TRANSFER | GRBX | 4017861 | TI | HCP10 | | | | 1 | 61.32 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| ARM, COMP INLET | INF | 4039147 | CHRS | HCP10 | | | | 21 | 100.26 | 111 | 2331 | 120 | 2520 | 44 | 924 | 492 | 10332 | 382 | 8022 | 390 | 8190 | 52 | 1092 | 42 | 882 | 56 | 1176 | 54 | 1134 |
| HOUSING, NO 1 BRNG ASSY | INF | 4040284 | TI | HCP10 | | | | 1 | 100.10 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| SEAL HOLDER, NO 1 | INF | 4031509 | TI | HCP10 | | | | 1 | 100.12 | 111 | 111 | 120 | 120 | 44 | 44 | 492 | 492 | 382 | 382 | 390 | 390 | 52 | 52 | 42 | 42 | 56 | 56 | 54 | 54 |
| VANE, FRNT COMP STA VAR INLET | INF | 4038550 | TI | HCP10 | | | | 4 | 105.9 | 111 | 444 | 120 | 480 | 44 | 176 | 492 | 1968 | 382 | 1528 | 390 | 1560 | 52 | 208 | 42 | 168 | 56 | 224 | 54 | 216 |
| LINK ASSY, GRBOX SUPPORT | ENG | 4031264 | | HCP10 | | | | 2 | 80.18 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| COVER, COMP DISK HUB | ENG | 4011211 | TI | HCP10 | HCP1 | | | 1 | 2.34 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| | | | | | | HCP10 | 101A | 711 | | | ##### | | ##### | | 41272 | | ##### | | ##### | | ##### | | 48731 | | 39196 | | 48547 | | 43777 |
| SEAL ASSY FACE | GRBX | 4009254 | C | HCP14 | | | | 1 | 63.13 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SEAL CARBON | GRBX | 4009253 | C | HCP14 | | | | 1 | 63.9 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SEAL CARBON | GRBX | 4009252 | C | HCP14 | | | | 1 | 63.4 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SEAL CARBON | GRBX | 4047343 | C | HCP14 | | | | 1 | 63.9 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SEAL CARBON | GRBX | 4047344 | C | HCP14 | | | | 1 | 63.4 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SEAL CARBON | GRBX | 4061089 | C | HCP14 | | | | 1 | 67A.7 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SEAL BEARING SEAL | GRBX | 4066362 | VEAST | HCP14 | | | | 1 | 67A.13 | 111 | 111 | 120 | 120 | 44 | 44 | 569 | 569 | 294 | 294 | 373 | 373 | 52 | 52 | 42 | 42 | 56 | 56 | 53 | 53 |
| SEAL CARBON | ENG | 4048603 | C | HCP14 | | | | 1 | 63.14 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| TUBE PRESSURE | CORE | 4019198 | | HCP15 | | | | 1 | 121.17 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| TUBE SCAVENGE NO 4 BRNG | CORE | 4053425 | | HCP15 | | | | 1 | 122.1 | 111 | 111 | 120 | 120 | 44 | 44 | 591 | 591 | 522 | 522 | 528 | 528 | 52 | 52 | 42 | 42 | 59 | 59 | 50 | 50 |
| SHIELD ASSY HEAT NO 5 BRNG | FDT | 4027969 | CHRS | HCP15 | | | | 1 | 90.25 | 111 | 111 | 120 | 120 | 44 | 44 | 604 | 604 | 362 | 362 | 384 | 384 | 52 | 52 | 42 | 42 | 57 | 57 | 60 | 60 |
| THERMOCOUPLE IMMERSION | ENG | 4065433 | | HCP17 | | | | 2 | 11.32 | 111 | 222 | 120 | 240 | 44 | 88 | | | | | | | 52 | 104 | 42 | 84 | | | | |
| SHAFT FLEX PRELNV NZ(RH) | ENG | 4041207 | ASSY | HCP18 | | | | 1 | 55.11 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| SHAFT FLEX PRELNV NZ(LH) | ENG | 4041208 | ASSY | HCP18 | | | | 1 | 55.16 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| MANIFOLD NO 4 BRG AIR SUPPLY | ENG | 4041406 | | HCP20 | | | | 1 | 86.8 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| NUT ASSY TURB SHFT | ENG | 4010242 | HRLASC | HCP3 | HCP4 | | | 1 | 2.15 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| SPRING HELICAL COMPRESSION | ENG | 4001704 | HRLAS | HCP3 | HCP4 | | | 1 | 2.37 | 111 | 111 | 120 | 120 | 44 | 44 | | | | | | | 52 | 52 | 42 | 42 | | | | |
| | | | | | | HCP01 | 101A | 11 | | | 2553 | | 2760 | | 1012 | | 5769 | | 4464 | | 4051 | | 1196 | | 966 | | 567 | | 531 |

(5) References to Supporting Figures or Indexes. When applicable, reference is made to other indexes or figures for information on detail parts or next higher assemblies.

g. Quantity Column (QTY). The number in the QTY column is the total quantity of the listed part required in its immediate assembly. Other entries that may appear in the quantity column are:

(1) REF: Indicates that the listing of the part or assembly is repeated and that reference should be made to its previous listing in the MPL for the quantity.

(2) AR: AR (As Required) is used when the quantity or selection cannot be accurately specified for items such as lockwire, adhesive, shims, spacers, or repair parts.

(3) RPL: Part may be replaced by new configuration. See change document when applicable.

(4) RWK: Part is reworked (or modified) and reidentified as new part.

(5) DSC: Part is discontinued; old part is no longer used for this application.

(6) ALT: Alternate part; may be used interchangeably with other current part of the same index number.

(7) EXH: Old parts may be used until the supply is exhausted - then use new parts.

h. Use On Column. Breakdowns of two or more similar assemblies in the same figure are alphabetically coded in the Use On column to indicate specific detail parts application. The letter code means that the use of that particular part is limited to a specific assembly. The assembly code applies only to the list in which it appears. The absence of a letter code in the Use On column means that the part may be used on all the assemblies covered in the breakdown. For example:

COMPRESSOR ROTOR ASSY

A - 966[illegible]31G30
B - 966[illegible]31G32
BLANK - USED ON ALL ASSEMBLIES

i. Source Maintenance and Recoverability Codes (SMR). This manual contains Joint Military Service Uniform SMR Codes only. Definitions of these SMR codes are available in TO 00-25-195.

j. How To Find a Part In The Maintenance Parts [illegible] Refer to figure 1-1 for instructions on how to find a part number when the part number is not known or if the part number is known.

k. Relationship Of Manuals. This illustrated parts breakdown is used in conjunction with the procedures detailed in TO 2J-TF[illegible] Overhaul Instructions and TO 2J-T[illegible] Field Maintenance Instructions.

l. New Or Revised Part Numbers. An R in the left-hand margin indicates a new or changed line.

56 ENGINE & WORKLOAD

| NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCESS Step1 | Step2 | Step3 | Step | MODS UPA | ACTUAL UPA | IPB FIG | Inspect | Control | FY92 # | PARTS (EA) EN | FY93 # | PARTS (EA) EN | FY94 # | PARTS (EA) EN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MAIN SUPLY | ACC | 1002M33G01 | | HCP1 | | | | 1 | 1 | 15-51 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| HST RESET | ACC | 1002M34G01 | | HCP1 | | | | 1 | 1 | 16-15 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| | ACC | 1002M52G01 | | L4P1 | HCP6 | | | 1 | 1 | 28-31 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| F LEFT SIDE COOLING | ACC | 1002M66G02 | | HCP1 | | | | 1 | 1 | 16-75 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| CLNG RT HPT | ACC | 1002M67G01 | | HCP1 | | | | 1 | 1 | 21-5 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD AIR LFT (LPT COOLING) | ACC | 1002M68G01 | | HCP1 | | | | 1 | 1 | 18-3 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD AIR RECP TO EJCT | ACC | 1002M70G01 | | HCP1 | | | | 1 | 1 | 18-63 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE AIR LPT COOLING | ACC | 3016M81G01 | | HCP1 | | | | 2 | 2 | 18-15 | MEPNC | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| TUBE AIR LPT COOLING | ACC | 3016M82G01 | | HCP1 | | | | 2 | 2 | 16-20 | MEPNC | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| TUBE AIR LPT COOLING | ACC | 3016M83G01 | | HCP1 | | | | 2 | 2 | 18-11 | MEPNC | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| TUBE AIR LPT COOLING | ACC | 3016M84G01 | | HCP1 | | | | 1 | 1 | 16-6 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 311D930P01 | | L4P1 | HCP6 | | | 1 | 1 | 6-65 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 42H26083-1 | | HCP6 | | | | 1 | 1 | 32-1 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| PANEL MID LOWER RIGHT | ACC | 4P31017-101B | | L3P2 | HCP6 | | | 1 | 1 | 70-14 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| PANEL | ACC | 4P31018-101B | | L3P2 | HCP6 | | | 1 | 1 | 70-13 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| PANEL | ACC | 4P31035-101B | | L3P2 | HCP6 | | | 1 | 1 | 70-15 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| PANEL | ACC | 4P31038-101B | | L3P2 | HCP6 | | | 1 | 1 | 70-16 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| VAPOR BARRIER SEAL | ACC | 4P32194-101B | | L3P2 | HCP6 | | | 2 | 2 | 74-31 | VIS | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| SHROUD EC | ACC | 4P32223-101A | | L3P2 | HCP6 | | | 2 | 2 | 74-5 | VIS | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| SHROUD EC | ACC | 4P32223-102A | | L3P2 | HCP6 | | | 1 | 1 | 74-5 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| SHROUD EC | ACC | 4P32224-101B | | L3P2 | HCP6 | | | 1 | 1 | 74-16 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| SHROUD EC | ACC | 4P32225-101B | | L3P2 | HCP6 | | | 1 | 1 | 74-16 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| SHROUD EC | ACC | 4P32231-101A | | L3P2 | HCP6 | | | 1 | 1 | 74-8 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| SHROUD EC | ACC | 4P32232-101A | | L3P2 | HCP6 | | | 1 | 1 | 74-8 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 4P32262-115A | | L4P1 | HCP6 | | | 1 | EXH | 71-44 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 4P32277-109A | | L4P1 | HCP6 | | | 1 | RPL | 71-26 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 4P32278-101B | | L4P1 | HCP6 | | | 1 | REF | 26-73 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 4P32290-101A | | L4P1 | HCP6 | | | 1 | REF | 26-64 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET FUEL CTRL | ACC | 4P32299-101A | | L4P1 | HCP6 | | | 1 | REF | 11-12 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET FUEL CTRL | ACC | 4P32304-101A | | L4P1 | HCP6 | | | 1 | REF | 11-17 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 4P33203-101A | | L4P1 | HCP6 | | | 1 | 1 | 71-62 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 4P33206-101A | | L4P1 | HCP6 | | | 1 | 1 | 71-35 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 4P33213-103A | | L4P1 | HCP6 | | | 1 | 1 | 71-37 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 4P33217-101A | | L4P1 | HCP6 | | | 2 | 2 | 71-36 | VIS | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| ROD END BRG | ACC | 5023M77P01 | | HCP4 | HCP6 | | | 1 | 1 | 8-34 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| ROD END BRG | ACC | 5023M77P02 | | HCP4 | HCP6 | | | 1 | 1 | 8-29 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| ADAPTER | ACC | 5032M24G01 | | HCP1 | | | | 1 | 1 | 16-56 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 5032M35G01 | | L4P1 | HCP6 | | | 1 | REF | 20-11 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 5032M90P01 | | HCP6 | | | | 1 | 1 | 32-1 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET, OIL TANK/AFT TOP | ACC | 635E349P03 | | L4P1 | HCP6 | | | 1 | 1 | 8-54 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET, OIL TANK / FORWARD BOTTOM | ACC | 635E351P01 | | L4P1 | HCP6 | | | 1 | 1 | 8-38 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET, OIL TANK/ FORWARD TOP | ACC | 635E353P01 | | L4P1 | HCP6 | | | 1 | 1 | 8-45 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET, OIL TANK/ AFT CENTER | ACC | 635E359P03 | | L4P1 | HCP6 | | | 1 | 1 | 8-62 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET, OIL TANK/ FORWARD | ACC | 635E453G01 | | L4P1 | HCP6 | | | 1 | 1 | 8-43 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE REAR OIL D SUMP SCA | ACC | 638E781G01 | | HCP1 | | | | 1 | EXH | 20-52 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 638E784P02 | | L4P1 | HCP6 | | | 1 | REF | 18-70 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE&HOSE OIL SCAV | ACC | 638E794P01 | | HCP1 | | | | 1 | 1 | 21-58 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 638E795P01/ 42H262 | | HCP6 | | | | 1 | 1 | 32-32 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 638E795P02/ 42H262 | | HCP6 | | | | 1 | 1 | 32-33 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 638E796P01/ 42H262 | | HCP6 | | | | 1 | 1 | 32-27 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| SUPLY B SUMP | ACC | 638E797G01 | | HCP1 | | | | 1 | 1 | 20-19 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| AIR - (74-41) | ACC | 638E811G02 | | HCP1 | | | | 1 | 1 | 21-66 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| N BLANKET | ACC | 638E812P01 | | HCP6 | | | | 1 | 1 | 32-13 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| SE,A/O TANK VNT | ACC | 638E816G01 | | HCP1 | | | | 1 | 1 | 21-84 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE REAR OIL D SUMP SCA | ACC | 638E817G01 | | HCP1 | | | | 1 | 1 | 20-52 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE REAR OIL D SUMP SCA | ACC | 638E821G01 | | HCP1 | | | | 1 | 1 | 20-52 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE AIR RECCUP FROWARD | ACC | 7000M83G01 | | HCP1 | | | | 1 | 1 | 18-48 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE AIR EJCTR INLT | ACC | 7000M86G01 | | HCP1 | | | | 1 | 1 | 18-60 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE, EJECT | ACC | 7000M88G01 | | HCP1 | | | | 1 | 1 | 18-72 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD, OIL SUPPLY C&P SUMPS | ACC | 7003M20G02 | | HCP1 | | | | 1 | 1 | 20-9 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET, FLANGE, LUBE SUPPLY | ACC | 7003M28G01 | | L4P1 | HCP6 | | | 1 | REF | 20-12 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET, FLANGE, TMF/CRF | ACC | 7003M33G02 | | L4P1 | HCP6 | | | 1 | REF | 18-40 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE TUBE SUP D SUMP FRONT | ACC | 7003M58G01 | | HCP1 | | | | 1 | 1 | 20-10 | MEPNC D | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 7003M72P01/ 42H262 | | HCP6 | | | | 1 | 1 | 32-6 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 7003M73P01 (02)/ 42 | | HCP6 | | | | 1 | 1 | 32-10 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 7003M76P01 (02)/ 42 | | HCP6 | | | | 1 | 1 | 32-8 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 7003M78P01 (02)/ 42 | | HCP6 | | | | 1 | 1 | 32-7 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,FWD B SUMP VENT (CRF) | ACC | 7003M81G01 | | HCP1 | | | | 1 | 1 | 21-59 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,AFT,B SUMP,VENT MANIFOLD | ACC | 7003M84G01 | | HCP1 | | | | 1 | 1 | 21-61 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE, AIR C SMP VNT (#2 STRUT) | ACC | 7003M85G02 | | HCP1 | | | | 1 | 1 | 21-63 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 7003M87P01 (02)/ 42 | | HCP6 | | | | 1 | 1 | 32-9 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| HOSE PRFD A SUMP SCV | ACC | 7003M97P02 | | HCP1 | | | | 1 | 1 | 16-45 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| NOZ ASSY,LPT COOL EJC | ACC | 9004M29G01 | | HCP1 | | | | 1 | 1 | 18-68 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MANIFOLD AIR UPPER | ACC | 9004M42G01 | | L6P1 | HCP6 | | | 1 | 1 | 24-1 | FPI | 42370A | 35 | 35 | 27 | 27 | 11 | 11 |
| MANIFOLD AIR LOWER | ACC | 9004M43G01 | | L6P1 | HCP6 | | | 1 | 1 | 24-11 | FPI | 42371A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD,AIR-COOLING | ACC | 9004M47G01 | | HCP1 | | | | 1 | 1 | 19-28 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| ACTUATOR RESET | ACC | 9004M60P01 | | HCP2 | | | | 1 | 1 | 14-1 | FPI | 02571A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE AIR-RESET CNTRL | ACC | 9004M83G01 | | HCP1 | | | | 1 | 1 | 14-17 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE AIR-RST CNTL SUPPLY | ACC | 9004M84G01 | | HCP1 | | | | 1 | 1 | 19-27 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE AIR-RST CNTL SUPPLY | ACC | 9004M85G01 | | HCP1 | | | | 1 | 1 | 19-24 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE AIR EXHAUST | ACC | 9004M94G01 | | HCP1 | | | | 1 | 1 | 19-4 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE AIR EXHAUST | ACC | 9004M95G01 | | HCP1 | | | | 1 | 1 | 19-10 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE AIR EXHAUST | ACC | 9004M98G01 | | HCP1 | | | | 1 | 1 | 19-8 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| CLAMP, COUPLING | ACC | 9014M45P16 | | L4P1 | HCP1 | | | 1 | 1 | 18-64 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| CLAMP, COUPLING | ACC | 9014M45P20 | | L4P1 | HCP1 | | | 1 | 1 | 18-75 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| CLAMP, COUPLING | ACC | 9014M45P24 | | L4P1 | HCP1 | | | 1 | 1 | 18-62 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| CLAMP, COUPLING | ACC | 9014M45P28 | | L4P1 | HCP1 | | | 1 | 1 | 18-2 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| CLAMP, COUPLING | ACC | 9014M45P32 | | L4P1 | HCP1 | | | 1 | 1 | 18-38 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| CLAMP, COUPLING | ACC | 9014M45P36 | | L4P1 | HCP1 | | | 1 | 1 | 32-21 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| CLAMP, COUPLING | ACC | 9014M45P40 | | L4P1 | HCP1 | | | 2 | 2 | 12-5 | FPI | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| CLAMP, COUPLING | ACC | 9014M45P48 | | L4P1 | HCP1 | | | 1 | 1 | 18-57 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| ADAPT,BOSS (SPARK IGNIT | ACC | 9016M85P04 | | HCP7 | | | | 1 | 1 | 13-20,29 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| PROBE, PRESS | ACC | 9123M19G01 | | HCP4 | | | | 5 | 5 | 25-14 | FPI | 14939A | 35 | 175 | 27 | 135 | 11 | 55 |
| UPPER FUEL MANIFOLD | ACC | 9153M38G01 | | HCP3 | | | | 1 | 1 | 26-17 | D-35 | D4871A | 35 | 35 | 27 | 27 | 11 | 11 |
| LOWER FUEL MANIFOLD | ACC | 9153M39G01 | | HCP3 | | | | 1 | 1 | 26-18 | D-35 | D4870A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,AIR PT2 PROBE | ACC | 9154M27G01 | | HCP1 | | | | 1 | 1 | 32-15 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9154M36G01 | | L4P1 | HCP6 | | | 1 | 1 | 25-5 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| AIR EXHST TMF | ACC | 9154M46G01 | | HCP1 | | | | 1 | 1 | 19-50 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| R EXHST TMFAET | ACC | 9154M48G01 | | HCP1 | | | | 1 | 1 | 19-51 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| EXHAUST TMF FUEL | ACC | 9154M50G01 | | HCP1 | | | | 1 | 1 | 19-52 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| R-CDP AFT FIELD | ACC | 9194M73G01 | | HCP1 | | | | 1 | 1 | 16-64 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE AIR-CDP AFT | ACC | 9194M75G01 | | HCP1 | | | | 1 | 1 | 16-64 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9209M82P001A | | L4P1 | HCP6 | | | 1 | 1 | 25-64 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9209M83G01 | | L4P1 | HCP6 | | | 1 | 1 | 25-64 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9209M83G02 | | L4P1 | HCP6 | | | 1 | 1 | 25-64 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9240M45G01 | | L4P1 | HCP6 | | | 10 | 10 | 25-64 | VIS | 14939A | 35 | 350 | 27 | 270 | 11 | 110 |
| BRACKET | ACC | 9240M56G01 | | L4P1 | HCP6 | | | 8 | 8 | 25-64 | VIS | 14939A | 35 | 280 | 27 | 216 | 11 | 88 |
| BRACKET | ACC | 9240M56G02 | | L4P1 | HCP6 | | | 1 | 1 | 25-64 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9240M57G01 | | L4P1 | HCP6 | | | 1 | 1 | 25-64 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD,AIR-CDP VENT PCD RT | ACC | 9256M19G01 | | HCP1 | | | | 1 | 1 | 21-101 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD AIR-CDP RT VENT | ACC | 9256M21G01 | | HCP1 | | | | 1 | 1 | 21-97 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD AIR-CDP VENT AFT RT | ACC | 9256M23G02 | | HCP1 | | | | 1 | 1 | 21-94 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |

T56 ENGINE & WORKLOAD

| NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCESS Step1 | Step2 | Step3 | Step | MODS UPA | ACTUAL UPA | IPB FIG | Inspect | Control | FY92 # | PARTS UPA | FY93 # | PARTS UPA | FY94 # | PARTS UPA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TURB AIR-TMP,COOL RT | ACC | 9256M25G01 | | HCP1 | | | | 1 | 1 | 21-100 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]E SUPPLY "D" | ACC | 9363M76G01 | | HCP1 | | | | 1 | 1 | 20-15 | MEPNC D | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible] A SUMP | ACC | 9643M17P03 | | HCP1 | | | | 1 | 1 | 16-44 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible] A SUMP SCAV | ACC | 9643M18P04 | | HCP1 | | | | 1 | 1 | 16-45 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible],D, DRAIN, BOT | ACC | 9643M23G01 | | HCP1 | | | | 1 | 1 | 16-3 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE, DRAIN VARVANE | ACC | 9643M24G01 | | HCP1 | | | | 1 | 1 | 17-2 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE AIRSEAL PRESSURIZATION | ACC | 9643M29G01 | | HCP1 | | | | 1 | 1 | 21-87 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE, LUBE | ACC | 9643M39G01 | | HCP1 | | | | 1 | 1 | 16-30 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE G/B TUBE SUPPLY | ACC | 9643M40G01 | | HCP1 | | | | 1 | 1 | 16-28 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9643M45P01 | | L4P1 | HCP6 | | | 1 | 1 | 20-17 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,LUBE SUP,TRNS G/B | ACC | 9643M54G01 | | HCP1 | | | | 1 | 1 | 16-42 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| HOSE TUBE SUPPLY A SUMP | ACC | 9643M61P01 | | HCP1 | | | | 1 | 1 | 16-46 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| HOSE LUBE SUPPLY A SUMP | ACC | 9643M61P02 | | HCP1 | | | | 1 | 1 | 16-46 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| FEEDBACK BELL CRANK | ACC | 9643M92G02 | | HCP6 | | | | 1 | 1 | 4-34 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9644M59G05 | | L4P1 | HCP6 | | | 1 | 1 | 13-36 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9647N35P02 | | L4P1 | HCP6 | | | 1 | 1 | 19-29 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| CLAMP, COUPLING | ACC | 9649M39P03 | | L4P1 | HCP1 | | | 1 | 1 | 5-2 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| CLAMP COUPLING | ACC | 9649M39P04 | | L4P1 | HCP1 | | | 2 | 2 | 9-2 | FPI | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| ROD END BRG | ACC | 9649M41P06 | | HCP4 | HCP6 | | | 2 | 2 | 4-48 | FPI | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| TUBE,FUEL,OIL SENS RET | ACC | 9656M63G01 | | HCP1 | | | | 1 | 1 | 17-19 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,FUEL,OIL SENS SIG | ACC | 9656M64G01 | | HCP1 | | | | 1 | 1 | 17-22 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE, SCAVENGE | ACC | 9656M79G01 | | HCP1 | | | | 1 | 1 | 16-52 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9664M13P01 | | L4P1 | HCP6 | | | 1 | 1 | 72-6 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9664M19P02 | | L4P1 | HCP6 | | | 2 | 2 | 72-4 | VIS | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| TUBE OIL SCAV | ACC | 9664M27G01 | | HCP1 | | | | 1 | 1 | 21-52 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE & HOSE OIL SUP | ACC | 9664M75G02 | | HCP1 | | | | 2 | 2 | 16-47 | MEPNC | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| TUBE, AIR A,B,C,&D SUM | ACC | 9668M01G01 | | HCP1 | | | | 1 | 1 | 21-82 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE VENT A SUMP | ACC | 9668M05G01 | | HCP1 | | | | 1 | 1 | 21-72 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE&HOSE, FLD RD END | ACC | 9668M10G02 | | HCP1 | | | | 1 | 1 | 17-12 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE, SCAV OIL C SUMP | ACC | 9668M25G02 | | HCP1 | | | | 1 | 1 | 20-32 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE SCAV OIL C SUMP | ACC | 9668M25G03 | | HCP1 | | | | 1 | 1 | 20-32 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE OIL D SUM SCAV FWD | ACC | 9668M30G02 | | HCP1 | | | | 1 | 1 | 20-43 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE OIL D SUMP MID SCAV | ACC | 9668M30G03 | | HCP1 | | | | 1 | 1 | 20-43 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE OIL SCAV D SUM MID | ACC | 9668M31G04 | | HCP1 | | | | 1 | 1 | 20-45 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE OIL SCAV C SUM MID | ACC | 9668M31G05 | | HCP1 | | | | 1 | 1 | 20-33 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE OIL SCAV D SUM | ACC | 9668M31G06 | | HCP1 | | | | 1 | 1 | 20-45 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE OIL SCAV C SUMP | ACC | 9668M31G07 | | HCP1 | | | | 1 | 1 | 20-33 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD, OIL MAIN SUP | ACC | 9668M32G03 | | HCP1 | | | | 1 | 1 | 16-51 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,AIR,FRONT,CDP | ACC | 9668M35G03 | | HCP1 | | | | 1 | 1 | 16-57 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| ADPTR, HPT COOLING AIR TUBE | ACC | 9670M04G02 | | HCP1 | | | | 4 | 4 | 18-43,24-4 | MEPNC | 14939A | 35 | 140 | 27 | 108 | 11 | 44 |
| ADAPT, AIR TUBE HPT COOLING | ACC | 9670M04G02 | | HCP4 | HCP1 | | | 4 | 4 | 21-41 | FPI | 14939A | 35 | 140 | 27 | 108 | 11 | 44 |
| TUBE,AIR,HPT,COOLING | ACC | 9670M06G01 | | HCP1 | | | | 4 | 4 | 18-42 | MEPNC | 14939A | 35 | 140 | 27 | 108 | 11 | 44 |
| ADTR, AIR TUBE LPTCOOL | ACC | 9670M17G01 | | HCP1 | | | | 1 | 1 | 18(12-16-2 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| ADAPT,AIRTUBE LPT COOL | ACC | 9670M17G01 | | HCP4 | HCP1 | | | 8 | 8 | 18-12 | FPI | 14939A | 35 | 280 | 27 | 216 | 11 | 88 |
| TUBE,AIR,LPT COOLING | ACC | 9670M21G01 | | HCP1 | | | | 1 | 1 | 18-15 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE, FUEL FLWMTR F CONTROL | ACC | 9670M25G02 | | HCP1 | | | | 1 | 1 | 16-72 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,AIR,LPT COOLING | ACC | 9670M27G01 | | HCP1 | | | | 1 | 1 | 18-20 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,AIR,LPT COOLING | ACC | 9670M28G01 | | HCP1 | | | | 1 | 1 | 18-11 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,AIR,LPT COOLING | ACC | 9670M29G01 | | HCP1 | | | | 1 | 1 | 18-6 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9670M39P01 | | L4P1 | HCP6 | | | 2 | 2 | 18-14,19 | VIS | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| [illegible]T | ACC | 9670M41G02 | | L4P1 | HCP6 | | | 1 | 1 | 18-33 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]SE, FUEL HDEND | ACC | 9670M44G02 | | HCP1 | | | | 1 | 1 | 17-14 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]VV ACT BOTTOM HEAD END | ACC | 9670M58G01 | | HCP1 | | | | 1 | 1 | 17-4 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]L VVACT ROD END | ACC | 9670M68G01 | | HCP1 | | | | 1 | 1 | 16-12 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]T, SIG DIT SENSOR | ACC | 9672M25G01 | | HCP1 | | | | 1 | 1 | 17-23 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE AIR,ANTI-ICING | ACC | 9672M31G01 | | HCP1 | | | | 1 | 1 | 18-32 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9672M40G04 | | L4P1 | HCP6 | | | 1 | 1 | 32-25 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,AIR COOLING,LPT | ACC | 9672M49G01 | | HCP1 | | | | 1 | 1 | 18-1 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD,AIR B,C,D SUMP | ACC | 9672M50G02 | | HCP1 | | | | 1 | 1 | 21-69 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,AIR HPT COOLING | ACC | 9672M57G02 | | HCP1 | | | | 1 | 1 | 18-35 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD,AIR HPT COOLING | ACC | 9672M59G01 | | HCP1 | | | | 1 | 1 | 18-37 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,OIL SCAV PUMP/FIL | ACC | 9672M77G02 | | HCP1 | | | | 1 | 1 | 16-53 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,OIL SCAV D SUMP | ACC | 9672M79G02 | | HCP1 | | | | 1 | 1 | 20-47 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE OIL SCAV D SUMP | ACC | 9672M79G03 | | HCP1 | | | | 1 | 1 | 20-47 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE REF PRESS REAR | ACC | 9672M80G01 | | HCP1 | | | | 1 | 1 | 16-67 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE REF PRESS FRONT | ACC | 9672M81G01 | | HCP1 | | | | 1 | 1 | 16-66 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,B SUMP SCAV REAR | ACC | 9672M83G04 | | HCP1 | | | | 1 | 1 | 20-29 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE, B SUMP SCAV REAR | ACC | 9672M83G06 | | HCP1 | | | | 1 | 1 | 20-29 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE, OIL SCAV C SUMP | ACC | 9672M90G03 | | HCP1 | | | | 1 | 1 | 20-38 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE, OIL SCAV C SUMP | ACC | 9672M90G04 | | HCP1 | | | | 1 | 1 | 20-38 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD AIR SUMP A,B,C,D VENT | ACC | 9672M91G01 | | HCP1 | | | | 1 | 1 | 21-38 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 9677M85P01 | | HCP6 | | | | 1 | 1 | 32-5 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MFLD FUEL ROD END ACT | ACC | 9678M03G01 | | HCP1 | | | | 1 | 1 | 17-11 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD, OIL SUPPLY | ACC | 9678M11G01 | | HCP1 | | | | 1 | 1 | 19-6 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,AIR,ANTI-ICING | ACC | 9678M17G03 | | HCP1 | | | | 1 | 1 | 32-34 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,AIR-BOT PT 5 4 | ACC | 9678M19G01 | | HCP1 | | | | 1 | 1 | 25-11 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,AIR-BOT LFT PT5 4 | ACC | 9678M22G01 | | HCP1 | | | | 1 | 1 | 25-10 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9678M23P01 | | L4P1 | HCP6 | | | 1 | 1 | 72-19 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,AIR-TOP LFT PT5 4 | ACC | 9678M24G01 | | HCP1 | | | | 1 | 1 | 25-9 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,AIR-TOP RT PT5 4 | ACC | 9678M26G01 | | HCP1 | | | | 1 | 1 | 25-13 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD,AIR TOP LEFT | ACC | 9678M27G01 | | HCP1 | | | | 1 | 1 | 25-1 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE, CDP | ACC | 9678M31G01 | | HCP1 | | | | 1 | 1 | 16-61 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE AIR ABCD SUP | ACC | 9678M56G01 | | HCP1 | | | | 1 | 1 | 21-80 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,FUEL VV ACT HDEND | ACC | 9678M62G01 | | HCP1 | | | | 1 | 1 | 16-15 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,FUEL, ROD END PCT | ACC | 9678M64G01 | | HCP1 | | | | 1 | 1 | 16-10 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,FUEL,ACT DRAIN | ACC | 9678M65G01 | | HCP1 | | | | 1 | 1 | 16-1 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD, LUBE SUPPLY | ACC | 9678M77G01 | | HCP1 | | | | 1 | 1 | 16-23 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MFLD FUEL HD END ACT | ACC | 9678M82G01 | | HCP1 | | | | 1 | 1 | 17-13 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,AIR EXT PT 5 4 | ACC | 9678M86G01 | | HCP1 | | | | 1 | 1 | 25-17 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,AIR ANT-ICING | ACC | 9678M91G02 | | HCP1 | | | | 1 | 1 | 18-31 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE ANTI-ICING | ACC | 9678M93G01 | | HCP1 | | | | 1 | 1 | 18-26 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE FUEL,FLWMTR-OIL TOP COOLER | ACC | 9678M94G01 | | HCP1 | | | | 1 | 1 | 20-58 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,FUEL,FLWMTR TO BTM COOLER | ACC | 9678M95G01 | | HCP1 | | | | 1 | 1 | 16-69 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,B SUMP SCAV FWD | ACC | 9678M99G01 | | HCP1 | | | | 1 | 1 | 20-22 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,B SUMP SCAV FWD | ACC | 9678M99G02 | | HCP1 | | | | 1 | 1 | 20-22 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,B SUM SCAV MID | ACC | 9682M05G02 | | HCP1 | | | | 1 | 1 | 20-23 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE, B SUMP SCAV MID | ACC | 9682M05G02 | | HCP1 | | | | 1 | 1 | 20-23 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]B SUMP SCAV MID | ACC | 9682M05G03 | | HCP1 | | | | 1 | 1 | 20-23 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| SCAV OIL COOL | ACC | 9682M06G02 | | HCP1 | | | | 1 | 1 | 21-53 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]ON BLANKET | ACC | 9682M27P01 | | HCP6 | | | | 1 | 1 | 32-22 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]ON BLANKET | ACC | 9682M28P02 | | HCP6 | | | | 1 | 1 | 32-26 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]TION BLANKET | ACC | 9682M31P01 | | HCP6 | | | | 1 | 1 | 32-43 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 9682M32P01 (02) | | HCP6 | | | | 1 | 1 | 32-38 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 9682M33P01 | | HCP6 | | | | 1 | 1 | 32-40 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 9682M33P02 | | HCP6 | | | | 1 | 1 | 32-41 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 9682M34P01 (02) | | HCP6 | | | | 1 | 1 | 32-39 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 9682M35P01 | | HCP6 | | | | 1 | 1 | 32-51 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 9682M35P02 | | HCP6 | | | | 1 | 1 | 32-50 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 9682M36P01 (02) | | HCP6 | | | | 1 | 1 | 32-49 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 9682M38P02 | | HCP6 | | | | 1 | 1 | 32-44 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 9682M38P02 | | HCP6 | | | | 1 | 1 | 32-46 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 9682M39P01 (02) | | HCP6 | | | | 1 | 1 | 32-20 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 9682M40P01 | | HCP6 | | | | 3 | 3 | 32-42 | VIS D1 | 14939A | 35 | 105 | 27 | 81 | 11 | 33 |

| 56 ENGINE & WORKLOAD | | | | CLEANING PROCESS | | | | IMCDS | ACTUAL | | | | FY92 | PARTS | FY93 | PARTS | FY94 | PARTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NOMENCLATURE | MO | P/N | BASE M | Step1 | Step2 | Step3 | Step | UPA | UFA | IPB FIG | Inspect | Control | # ENG | USAF ENG | # ENG | USAF ENG | # ENG | USAF ENG |
| INSULATION BLANKET | ACC | 9682M41P01 | | HCP6 | | | | 6 | 6 | 32-23 | VIS D1 | 14939A | 35 | 210 | 27 | 162 | 11 | 66 |
| INSULATION BLANKET | ACC | 9682M42P02 | | HCP6 | | | | 3 | 3 | 32-28 | VIS D1 | 14939A | 35 | 105 | 27 | 81 | 11 | 33 |
| BLANKET | ACC | 9682M43P01 (02) | | HCP6 | | | | 1 | 1 | 32-48 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BLANKET | ACC | 9682M46P03 (02) | | HCP6 | | | | 1 | 1 | 32-47 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| | ACC | 9682M56G01 | | L4P1 | HCP6 | | | 1 | 1 | 21-55 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| | ACC | 9682M57P01 | | L4P1 | HCP6 | | | 1 | 1 | 20-59 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9682M69G01 | | L4P1 | HCP6 | | | 1 | 1 | 32-37 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9682M70P01 | | L4P1 | HCP6 | | | 1 | 1 | 32-35 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9682M92G01 | | L4P1 | HCP6 | | | 1 | 1 | 72-18 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9682M92G02 | | L4P1 | HCP6 | | | 1 | 1 | 72-15 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9682M92G03 | | L4P1 | HCP6 | | | 1 | 1 | 72-5 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9682M92G04 | | L4P1 | HCP6 | | | 1 | 1 | 72-9 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9683M12G01 | | L4P1 | HCP6 | | | 1 | 1 | 12-12 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,OIL SCAV C SUM | ACC | 9683M81G01 | | HCP1 | | | | 1 | 1 | 20-39 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE, LUBE,C&D SUMPS | ACC | 9683M85G02 | | HCP1 | | | | 1 | 1 | 20-4 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,AIR INLT FUELHEADER | ACC | 9692M26G01 | | HCP1 | | | | 1 | 1 | 20-56 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 9692M37P01 | | HCP6 | | | | 1 | 1 | 32-3 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | ACC | 9692M40P01 | | HCP6 | | | | 1 | 1 | 32-2 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,AIR,VENT C DP,ALT | ACC | 9692M62G01 | | HCP1 | | | | 1 | 1 | 18-52 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,AIR-BOT RT | ACC | 9692M73G01 | | HCP1 | | | | 1 | 1 | 25-12 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD,AIR BOT LEFT | ACC | 9692M74G01 | | HCP1 | | | | 1 | 1 | 25-2 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBR,RETN,OIL SENSOR | ACC | 9692M75G01 | | HCP1 | | | | 1 | 1 | 17-20 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE,FT RETRN, OILSENS | ACC | 9692M76G01 | | HCP1 | | | | 1 | 1 | 17-21 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD, AIR-RT 5 1 | ACC | 9692M77G01 | | HCP1 | | | | 1 | 1 | 25-3 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9692M82G02 | | L4P1 | HCP6 | | | 1 | 1 | 28-14 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9692M87G02 | | L4P1 | HCP6 | | | 1 | 1 | 28-18 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | ACC | 9692M90G02 | | L4P1 | HCP6 | | | 1 | 1 | 28-21 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| HOSE OIL SCAV (PUMP-FILTER) | ACC | J188L0195A240 | | HCP1 | | | | 1 | 1 | 16-56 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TITANIUM HARDWARE | ACC | VARIABLE | | HCP20 | HCP6 | | | | | | VIS | 14939A | 35 | 0 | 27 | 0 | 11 | 0 |
| HARDWARE, STEEL | ACC | VARIABLE | | HCP20 | HCP6 | | | | | | VIS | 14939A | 35 | 0 | 27 | 0 | 11 | 0 |
| STRIPPING HARDWARE | ACC | VARIABLE | | HCP20 | HCP6 | | | | | | H/C BYP | 14939A | 35 | 0 | 27 | 0 | 11 | 0 |
| RIDGID LINES | ACC | VARIABLE | | L4P2 | HCP2 | | | | | | VIS | 14939A | 35 | 0 | 27 | 0 | 11 | 0 |
| TURB, MID FRAME HRDWR | ACC | VARIABLE | | HCP20 | HCP6 | | | | | | H/C BYP | 14939A | 35 | 0 | 27 | 0 | 11 | 0 |
| | | | | | | | | | | | | | 35 | 0 | 27 | 0 | 11 | 0 |
| HOUSING SUMP | COMP | 110R972G02 | | L1P2 | HCP6 | | | 1 | 1 | 57-1 | | 10215A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | COMP | 4P32263-101B | | L4P1 | HCP6 | | | 1 | 1 | 49-22 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | COMP | 4P32267-101B | | L4P1 | HCP6 | | | 1 | 1 | 49-87 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | COMP | 4P32268-111A | | L4P1 | HCP6 | | | 1 | 1 | 49-87 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | COMP | 4P32269-101B | | L4P1 | HCP6 | | | 2 | 2 | 49-85 | VIS | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| BRACKET | COMP | 4P33216-101B | | L4P1 | HCP6 | | | 5 | 5 | 49-73 | VIS | 14939A | 35 | 175 | 27 | 135 | 11 | 55 |
| BRACKET | COMP | 4P33227-101A | | L4P1 | HCP6 | | | 2 | 2 | 49-32 | VIS | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| MANIFOLD,OIL IN - COMPRESSOR REAR | COMP | 696D758G02 | | L4P1 | HCP6 | | | 1 | EXH | 57-27 | FPI | 10215A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE, SEAL DRAIN - COMPRESSOR REAR | COMP | 696D759G02 | | L4P1 | HCP6 | | | 1 | AR | 57-8 | FPI | 10215A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE, SCAVENGE, COMP REAR FRAME | COMP | 696D760G01 | | HCP2 | | | | 1 | AR | 57-37 | FPI | 10215A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE, IMPINGEMENT, COMPRESSOR REAR | COMP | 696D772G01 | | L4P1 | HCP6 | | | 1 | AR | 57-34 | FPI | 10215A | 35 | 35 | 27 | 27 | 11 | 11 |
| CONNECTION LINK IGV | COMP | 9051M50G02 | | L4P1 | HCP6 | BP1A | | 2 | 2 | 52-64 | FPI | 10214A | 35 | 70 | 27 | 54 | 11 | 22 |
| CONN ASSY STG 1 | COMP | 9051M51G02 | | L4P1 | HCP6 | BP1A | | 2 | 2 | 52-64 | FPI | 10214A | 35 | 70 | 27 | 54 | 11 | 22 |
| CONN ASSY STG 2 | COMP | 9051M52G02 | | L4P1 | HCP6 | BP1A | | 2 | 2 | 52-64 | FPI | 10214A | 35 | 70 | 27 | 54 | 11 | 22 |
| CONN ASSY STG 3 | COMP | 9051M53G02 | | L4P1 | HCP6 | BP1A | | 2 | 2 | 52-64 | FPI | 10214A | 35 | 70 | 27 | 54 | 11 | 22 |
| CONN ASSY STG 4 | COMP | 9051M54G02 | | L4P1 | HCP6 | BP1A | | 2 | 2 | 52-64 | FPI | 10214A | 35 | 70 | 27 | 54 | 11 | 22 |
| CONN ASSY STG 5 | COMP | 9051M55G02 | | L4P1 | HCP6 | BP1A | | 1 | 1 | 52-64 | FPI | 10214A | 35 | 35 | 27 | 27 | 11 | 11 |
| SSY STG 6 | COMP | 9051M56G02 | | L4P1 | HCP6 | BP1A | | 1 | 1 | 52-64 | FPI | 10214A | 35 | 35 | 27 | 27 | 11 | 11 |
| & GUIDE BRT | COMP | 9080M96G02 | | L6P1 | | | | 1 | 1 | 49-27 | FPI | 10760A | 35 | 35 | 27 | 27 | 11 | 11 |
| JB TIE | COMP | 9102M28P01 | | L6P2 | BP4 | | | 5 | 5 | 51-107 | FPI | 12727A | 35 | 175 | 27 | 135 | 11 | 55 |
| RING | COMP | 9102M29G01 | | L6P2 | BP4 | | | 1 | 1 | 51-108 | FPI | 12727A | 35 | 35 | 27 | 27 | 11 | 11 |
| COVER, SUMP VENT | COMP | 9102M30P01 | | HCP2 | | | | 1 | 1 | 57-16 | FPI | 10215A | 35 | 35 | 27 | 27 | 11 | 11 |
| DUCT, VENT, INSULAYED, COMP | COMP | 9103M31P03 | | HCP2 | | | | 1 | 1 | 57-21 | FPI | 10215A | 35 | 35 | 27 | 27 | 11 | 11 |
| SPOOL COMP ROTOR | COMP | 9103M55P01 | | HCP6 | L8P1 | HCP6 | BP3 | 1 | EXH | 51-69 | FPI | 12727A | 35 | 35 | 27 | 27 | 11 | 11 |
| SPOOL STG 11-13 | COMP | 9103M56P01 | | L4P4 | L8P6 | BP2 | HCP6 | 1 | EXH | 51-106 | FPI | 12727A | 35 | 35 | 27 | 27 | 11 | 11 |
| SPOOL STG 14-16 | COMP | 9103M57P07 | | L4P4 | L8P6 | BP2 | HCP6 | 1 | EXH | 51-147 | FPI | 12727A | 35 | 35 | 27 | 27 | 11 | 11 |
| SHAFT REAT | COMP | 9103M58G08 | | L4P1 | HCP1 | | | 1 | EXH | 51-117 | FPI | 12727A | 35 | 35 | 27 | 27 | 11 | 11 |
| NUT ASSY SELF-LOCK | COMP | 9143M62G01 | | L1P2 | HCP6 | | | 2 | 2 | 56-7 | HCP6 | 10215A | 35 | 70 | 27 | 54 | 11 | 22 |
| NUT ASSY SELF-LOCK | COMP | 9143M63G01 | | L1P2 | HCP6 | | | 1 | 1 | 56-10 | HCP6 | 10215A | 35 | 35 | 27 | 27 | 11 | 11 |
| NUT ASSY SELF-LOCK | COMP | 9143M66G01 | | L1P2 | HCP6 | | | 2 | 2 | 56-3 | HCP6 | 10215A | 35 | 70 | 27 | 54 | 11 | 22 |
| PUSH ROD | COMP | 9607M83P02 | | HCP4 | HCP6 | | | 1 | 1 | 49-59 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| PUSH ROD | COMP | 9607M83P03 | | HCP4 | HCP6 | | | 7 | 7 | 49-48 | FPI | 14939A | 35 | 245 | 27 | 189 | 11 | 77 |
| SHROUD STG 2 | COMP | 9622M43G02 | | L4P1 | HCP6 | BP1A | | 2 | 2 | 52-21 | FPI | 10214A | 35 | 70 | 27 | 54 | 11 | 22 |
| ARM ACTG LEVER | COMP | 9633M14G14 | | L4P3 | VIB | | | 30 | 30 | 52-4 | FPI | 10214A | 35 | 1050 | 27 | 810 | 11 | 330 |
| ARM ACTG LEVER | COMP | 9633M14G19 | | L4P3 | VIB | | | 42 | 42 | 52-29 | FPI | 10214A | 35 | 1470 | 27 | 1134 | 11 | 462 |
| ARM ACTG LEVER | COMP | 9633M16G06 | | L4P3 | VIB | | | 56 | 56 | 52-50 | FPI | 10214A | 35 | 1960 | 27 | 1512 | 11 | 616 |
| ARM ACTG LEVER | COMP | 9633M19G03 | | L4P3 | VIB | | | 46 | 46 | 52-39 | FPI | 10214A | 35 | 1610 | 27 | 1242 | 11 | 506 |
| RING RETAINING | COMP | 9636M65P01/P02 | | L4P1 | HCP1 | | | 1 | 1 | 51-167 | FPI | 12727A | 35 | 35 | 27 | 27 | 11 | 11 |
| CLAMP, HUB TIE | COMP | 9644M06P03 | | L6P2 | BP4 | | | 5 | 5 | 51-151 | FPI | 12727A | 35 | 175 | 27 | 135 | 11 | 55 |
| SUPPORT RING S15-16 | COMP | 9644M07G01 | | L6P2 | BP4 | | | 1 | 1 | 51-148 | FPI | 12727A | 35 | 35 | 27 | 27 | 11 | 11 |
| NUT SPANNER | COMP | 9644M33P03 | | L4P1 | | | | 1 | 1 | 49-6 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MOUNT VANE ACTG | COMP | 9644M48P03 | | L4P1 | HCP6 | BP1A | | 2 | 2 | 52-74 | FPI | 10214A | 35 | 70 | 27 | 54 | 11 | 22 |
| RING SEAL | COMP | 9645M21P01 | | L4P1 | | | | 1 | 1 | 49-9 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| SHROUD IGV | COMP | 9645M67G04 | | L4P1 | HCP6 | BP1A | | 2 | 2 | 52-19 | FPI | 10214A | 35 | 70 | 27 | 54 | 11 | 22 |
| NUT SEAL #4 | COMP | 9645M92P04 | | L4P1 | HCP1 | | | 1 | 1 | 51-166 | FPI | 12727A | 35 | 35 | 27 | 27 | 11 | 11 |
| SLEEVE ALIGNING | COMP | 9646M50P02 | | L4P1 | VIB | | | 122 | 122 | 52-48 | FPI | 10214A | 35 | 4270 | 27 | 3294 | 11 | 1342 |
| SLEEVE ALIGNING | COMP | 9646M51P05 | | L4P1 | VIB | | | 110 | 110 | 52-2 | FPI | 10214A | 35 | 3850 | 27 | 2970 | 11 | 1210 |
| SLEEVE ALIGNING | COMP | 9646M51P06 | | L4P1 | VIB | | | 50 | 50 | 52-37 | FPI | 10214A | 35 | 1750 | 27 | 1350 | 11 | 550 |
| SLEEVE ALIGNING | COMP | 9646M51P06 | | L4P1 | VIB | | | 46 | 46 | 52-27 | FPI | 10214A | 35 | 1610 | 27 | 1242 | 11 | 506 |
| SPACER VANE COMP STG 5&6 | COMP | 9646M52P04 | | L4P1 | VIB | | | 122 | 122 | 52-53 | FPI | 10214A | 35 | 4270 | 27 | 3294 | 11 | 1342 |
| SPACER VANE | COMP | 9646M53P04 | | L4P1 | VIB | | | 34 | 34 | 52-7 | FPI | 10214A | 35 | 1190 | 27 | 918 | 11 | 374 |
| SPACER VANE | COMP | 9646M53P08 | | L4P1 | VIB | | | 46 | 46 | 52-32 | FPI | 10214A | 35 | 1610 | 27 | 1242 | 11 | 506 |
| BLADE STG 14 | COMP | 9652M49P25 | | L4P3 | VIB | HCP6 | | 62 | 62 | 51-123 | BYP | 12727A | 35 | 2170 | 27 | 1674 | 11 | 682 |
| BLADE STG 14 | COMP | 9652M49P26 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-124 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 14 | COMP | 9652M49P27 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-125 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 14 | COMP | 9652M49P28 | | L4P3 | VIB | HCP6 | | 10 | 10 | 51-126 | BYP | 12727A | 35 | 350 | 27 | 270 | 11 | 110 |
| COMPRSSR INLET STAT AIR SEAL | COMP | 9654M03G03 | | HCP6 | | | | 1 | 1 | 49-7 | VIS | 10132A | 35 | 35 | 27 | 27 | 11 | 11 |
| #3 BRG STAT OIL SEAL | COMP | 9654M23P04 | | HCP6 | | | | 1 | 1 | 49-14 | VIS | 10108A | 35 | 35 | 27 | 27 | 11 | 11 |
| BLADE STG 8 | COMP | 9654M41P17 | | L4P3 | VIB | HCP6 | | 46 | 46 | 51-54 | BYP | 12727A | 35 | 1610 | 27 | 1242 | 11 | 506 |
| BLADE STG 8 | COMP | 9654M41P18 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-55 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 8 | COMP | 9654M41P19 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-56 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 8 | COMP | 9654M41P20 | | L4P3 | VIB | HCP6 | | 14 | 14 | 51-57 | BYP | 12727A | 35 | 490 | 27 | 378 | 11 | 154 |
| BLADE STG 9 | COMP | 9654M42P29 | | L4P3 | VIB | HCP6 | | 52 | 52 | 51-61 | BYP | 12727A | 35 | 1820 | 27 | 1404 | 11 | 572 |
| BLADE STG 9 | COMP | 9654M42P30 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-62 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 9 | COMP | 9654M42P31 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-63 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| STG 9 | COMP | 9654M42P36 | | L4P3 | VIB | HCP6 | | 10 | 10 | 51-64 | BYP | 12727A | 35 | 350 | 27 | 270 | 11 | 110 |
| STG 10 | COMP | 9654M43P17 | | L4P3 | VIB | HCP6 | | 46 | 46 | 51-70 | BYP | 12727A | 35 | 1610 | 27 | 1242 | 11 | 506 |
| STG 10 | COMP | 9654M43P20 | | L4P3 | VIB | HCP6 | | 16 | 16 | 51-73 | BYP | 12727A | 35 | 560 | 27 | 432 | 11 | 176 |
| BLADE STG 10 | COMP | 9654M43P26 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-71 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 10 | COMP | 9654M43P27 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-72 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE LOCK STG 11 | COMP | 9654M44P14 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-84 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 11 | COMP | 9654M44P17 | | L4P3 | VIB | HCP6 | | 62 | 62 | 51-82 | BYP | 12727A | 35 | 2170 | 27 | 1674 | 11 | 682 |
| BLADE STG 11 | COMP | 9654M44P20 | | L4P3 | VIB | HCP6 | | 10 | 10 | 51-85 | BYP | 12727A | 35 | 350 | 27 | 270 | 11 | 110 |
| BLADE STG 12 | COMP | 9654M45P17 | | L4P3 | VIB | HCP6 | | 62 | 62 | 51-90 | BYP | 12727A | 35 | 2170 | 27 | 1674 | 11 | 682 |
| BLADE STG 12 | COMP | 9654M45P19 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-92 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 12 | COMP | 9654M45P20 | | L4P3 | VIB | HCP6 | | 10 | 10 | 51-93 | BYP | 12727A | 35 | 350 | 27 | 270 | 11 | 110 |
| BLADE STG 12 | COMP | 9654M45P21 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-91 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 13 | COMP | 9654M46P17 | | L4P3 | VIB | HCP6 | | 62 | 62 | 51-98 | BYP | 12727A | 35 | 2170 | 27 | 1674 | 11 | 682 |
| BLADE STG 13 | COMP | 9654M46P18 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-99 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |

T56 ENGINE & WORKLOAD

| NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCESS Step1 | Step2 | Step3 | Step | MODS UPA | ACTUAL UPA | IPB FIG | Inspect | Control | FY9 # ENG | PARTS (EA) ENG | FY93 # ENG | PARTS (EA) ENG | FY94 # ENG | PARTS (EA) ENG |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BLADE STG 13 | COMP | 9654M46P19 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-100 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| P TG 13 | COMP | 9654M46P20 | | L4P3 | VIB | HCP6 | | 10 | 10 | 51-101 | BYP | 12727A | 35 | 350 | 27 | 270 | 11 | 110 |
| 15 | COMP | 9654M47P30 | | L4P3 | VIB | HCP6 | | 62 | 62 | 51-131 | BYP | 12727A | 35 | 2170 | 27 | 1674 | 11 | 682 |
| 15 | COMP | 9654M47P39 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-132 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| G 15 | COMP | 9654M47P40 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-133 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 15 | COMP | 9654M47P41 | | L4P3 | VIB | HCP6 | | 10 | 10 | 51-134 | BYP | 12727A | 35 | 350 | 27 | 270 | 11 | 110 |
| BLADE STG 16 | COMP | 9654M48P20 | | L6P1 | VIB | HCP6 | | 10 | 10 | 51-142 | BYP | 12727A | 35 | 350 | 27 | 270 | 11 | 110 |
| BLADE STG 16 | COMP | 9654M48P21 | | L6P1 | VIB | HCP6 | | 2 | 2 | 51-141 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 16 | COMP | 9654M48P27 | | L6P1 | VIB | HCP6 | | 2 | 2 | 51-140 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 16 | COMP | 9654M48P34 | | L4P3 | VIB | HCP6 | | 62 | 62 | 51-139 | BYP | 12727A | 35 | 2170 | 27 | 1674 | 11 | 682 |
| BLADE STG 2 | COMP | 9658M56P06 | | L4P3 | VIB | L7P6 | HCP6 | 26 | 26 | 51-4 | BYP | 12727A | 35 | 910 | 27 | 702 | 11 | 286 |
| BLADE LOCK, LUG & BAL WTS | COMP | 9658M62G04 | | L4P1 | HCP1 | | | 2 | 2 | 51-23 | VIS | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| DISC STG 2 | COMP | 9658M84P09 | | L4P3 | BP2 | | | 1 | 1 | 51-7 | HP(SMLBT | 12727A | 35 | 35 | 27 | 27 | 11 | 11 |
| DISK STG 10 COMP ROT | COMP | 9658M86P04 | | L4P3 | BP2 | | | 1 | 1 | 160-77 | HP(SMLBT | 10794A | 35 | 35 | 27 | 27 | 11 | 11 |
| DISC STG 10 | COMP | 9658M86P07 | | L4P3 | BP2 | | | 1 | 1 | 51-78 | HP(SMLBT | 12727A | 35 | 35 | 27 | 27 | 11 | 11 |
| BLADE STG 3 | COMP | 9661M50P17 | | L4P3 | VIB | HCP6 | | 19 | 19 | 51-19 | BYP | 12727A | 35 | 665 | 27 | 513 | 11 | 209 |
| BLADE STG 3 | COMP | 9661M50P18 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-20 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 3 | COMP | 9661M50P19 | | L4P3 | VIB | HCP6 | | 19 | 19 | 51-21 | BYP | 12727A | 35 | 665 | 27 | 513 | 11 | 209 |
| BLADE STG 4 | COMP | 9661M51P17 | | L4P3 | VIB | HCP6 | | 25 | 25 | 51-26 | BYP | 12727A | 35 | 875 | 27 | 675 | 11 | 275 |
| BLADE STG 4 | COMP | 9661M51P18 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-27 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 4 | COMP | 9661M51P19 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-28 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 4 | COMP | 9661M51P20 | | L4P3 | VIB | HCP6 | | 16 | 16 | 51-29 | BYP | 12727A | 35 | 560 | 27 | 432 | 11 | 176 |
| BLADE STG 5 | COMP | 9661M52P17 | | L4P3 | VIB | HCP6 | | 19 | 19 | 51-33 | BYP | 12727A | 35 | 665 | 27 | 513 | 11 | 209 |
| BLADE STG 5 | COMP | 9661M52P18 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-34 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 5 | COMP | 9661M52P19 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-35 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 5 | COMP | 9661M52P20 | | L4P3 | VIB | HCP6 | | 15 | 15 | 51-36 | BYP | 12727A | 35 | 525 | 27 | 405 | 11 | 165 |
| BLADE STG 6 | COMP | 9661M69P17 | | L4P3 | VIB | HCP6 | | 32 | 32 | 51-40 | BYP | 12727A | 35 | 1120 | 27 | 864 | 11 | 352 |
| BLADE STG 6 | COMP | 9661M69P18 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-41 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BALDE STG 6 | COMP | 9661M69P19 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-42 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 6 | COMP | 9661M69P20 | | L4P3 | VIB | HCP6 | | 18 | 18 | 51-43 | BYP | 12727A | 35 | 630 | 27 | 486 | 11 | 198 |
| DUCT COMPR ROTOR AIR | COMP | 9661M71G06 | | L4P1 | HCP1 | | | 1 | 1 | 51-113 | HP(SMLBT | 09473A | 35 | 35 | 27 | 27 | 11 | 11 |
| DUCT AIR | COMP | 9661M71P07 | | L4P1 | HCP1 | | | 1 | 1 | 51-113 | HP(SMLBT | 12727A | 35 | 35 | 27 | 27 | 11 | 11 |
| BLADE STG 7 | COMP | 9661M75P13 | | L4P3 | VIB | HCP6 | | 36 | 36 | 51-47 | BYP | 12727A | 35 | 1260 | 27 | 972 | 11 | 396 |
| BLADE STG 7 | COMP | 9661M75P14 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-48 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 7 | COMP | 9661M75P15 | | L4P3 | VIB | HCP6 | | 2 | 2 | 51-49 | BYP | 12727A | 35 | 70 | 27 | 54 | 11 | 22 |
| BLADE STG 7 | COMP | 9661M75P16 | | L4P3 | VIB | HCP6 | | 16 | 16 | 51-50 | BYP | 12727A | 35 | 560 | 27 | 432 | 11 | 176 |
| COMP DISK STG 2 | COMP | 9661M82G09 | | HCP6 | | | | 1 | 1 | 51-7 | HP(SMLBT | 09226A | 35 | 35 | 27 | 27 | 11 | 11 |
| 2ND STG COMP ROTOR DISK | COMP | 9661M82G33 | | L4P3 | BP2 | | | 1 | 1 | 51-7 | HP(SMLBT | 12728A | 35 | 35 | 27 | 27 | 11 | 11 |
| ADAPTER STG 2 | COMP | 9661M85P07 | | L4P1 | HCP1 | | | 1 | 1 | 51-9 | FPI | 12727A | 35 | 35 | 27 | 27 | 11 | 11 |
| RING SEGMT STG 6 | COMP | 9662M41G23 | | L4P1 | HCP6 | BP1A | | 2 | 2 | 52-66 | FPI | 10214A | 35 | 70 | 27 | 54 | 11 | 22 |
| RING SEGMT IGV | COMP | 9662M41G24 | | L4P1 | HCP6 | BP1A | | 2 | 2 | 52-66 | FPI | 10214A | 35 | 70 | 27 | 54 | 11 | 22 |
| RING SEGMT STG 1 | COMP | 9662M41G25 | | L4P1 | HCP6 | BP1A | | 2 | 2 | 52-66 | FPI | 10214A | 35 | 70 | 27 | 54 | 11 | 22 |
| RING SEGMT STG 2 | COMP | 9662M41G26 | | L4P1 | HCP6 | BP1A | | 2 | 2 | 52-66 | FPI | 10214A | 35 | 70 | 27 | 54 | 11 | 22 |
| RING SEGMT STG 3 | COMP | 9662M41G27 | | L4P1 | HCP6 | BP1A | | 2 | 2 | 52-66 | FPI | 10214A | 35 | 70 | 27 | 54 | 11 | 22 |
| RING SEGMT STG 4 | COMP | 9662M41G28 | | L4P1 | HCP6 | BP1A | | 2 | 2 | 52-66 | FPI | 10214A | 35 | 70 | 27 | 54 | 11 | 22 |
| RING SEGMT STG 5 | COMP | 9662M41G29 | | L4P1 | HCP6 | BP1A | | 2 | 2 | 52-66 | FPI | 10214A | 35 | 70 | 27 | 54 | 11 | 22 |
| SHROUD STG 1 * | COMP | 9662M42G02 | | L4P1 | HCP6 | BP1A | | 2 | 2 | 52-20 | FPI | 10214A | 35 | 70 | 27 | 54 | 11 | 22 |
| BRACKET | COMP | 9665M66G02 | | L4P1 | HCP6 | | | 1 | 1 | 49-27 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET FLNG STATR | COMP | 9668M63G01 | | L4P1 | HCP6 | | | 1 | 1 | 49-34 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | COMP | 9668M93G03 | | L4P1 | HCP6 | | | 1 | 1 | 50-2 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BR^CKET | COMP | 9672M18G01 | | L4P1 | HCP6 | | | 2 | 2 | 49-95 | VIS | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| CTUATOR | COMP | 9673M66G01 | | HCP4 | | | | 2 | 2 | 49-39 | FPI | 10090A | 35 | 70 | 27 | 54 | 11 | 22 |
| R UPPER | COMP | 9673M83P03 | | HCP7 | L8P6 | BP4 | | 1 | 1 | 53-17 | FPI | 10081A | 35 | 35 | 27 | 27 | 11 | 11 |
| R LOWER | COMP | 9673M83P04 | | HCP7 | L8P6 | BP4 | | 1 | 1 | 53-18 | FPI | 10081A | 35 | 35 | 27 | 27 | 11 | 11 |
| | COMP | 9678M42G01 | | L3P2 | HCP6 | | | 1 | 1 | 49-100 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| PANEL | COMP | 9678M43G01 | | L3P2 | HCP6 | | | 1 | 1 | 49-101 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| DUCT VENT | COMP | 9680M75P01 | | HCP2 | | | | 1 | 1 | 57-20 | FPI | 10215A | 35 | 35 | 27 | 27 | 11 | 11 |
| RETAINER RING | COMP | 9680M93P01 | | L6P2 | BP4 | | | 1 | 1 | 51-8 | FPI | 12727A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | COMP | 9682M01P01 | | L4P1 | HCP6 | | | 1 | 1 | 49-74 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| VANE STG 12 | COMP | 9685M09P01 | | VIBR | | | | 80 | 80 | 53-9 | D21 | 10081A | 35 | 2800 | 27 | 2160 | 11 | 880 |
| VANE STG 13 | COMP | 9685M10P01 | | VIBR | | | | 80 | 80 | 53-10 | D21 | 10081A | 35 | 2800 | 27 | 2160 | 11 | 880 |
| VANE STG 14 | COMP | 9685M12P07 | | VIBR | | | | 88 | 88 | 53-11 | D21 | 10081A | 35 | 3080 | 27 | 2376 | 11 | 968 |
| VANE STG 15 | COMP | 9685M13P07 | | VIBR | | | | 88 | 88 | 53-12 | D21 | 10081A | 35 | 3080 | 27 | 2376 | 11 | 968 |
| VANE STG 16 | COMP | 9685M14P05 | | VIBR | | | | 110 | 110 | 53-13 | D21 | 10081A | 35 | 3850 | 27 | 2970 | 11 | 1210 |
| COMP DISK STG 1 | COMP | 9685M80P04 | | HCP6 | | | | 1 | 1 | 51-3 | HP(SMLBT | 09225A | 35 | 35 | 27 | 27 | 11 | 11 |
| DISC STG 1 | COMP | 9685M80P04 | | L4P3 | BP2 | | | 1 | 1 | 51-3 | HP(SMLBT | 12727A | 35 | 35 | 27 | 27 | 11 | 11 |
| CASE ASSY * | COMP | 9685M86G12 | | HCP6 | L8P1 | HCP6 | BP30 | 1 | 1 | 52-96 | MPMH-D04 | 10214A | 35 | 35 | 27 | 27 | 11 | 11 |
| SEAL ROTAIR(MATCHED ASSY) | COMP | 9686M60G18 | | L1P3 | HCP6 | | | 1 | 1 | 51-153 | HP(SMLBT | 12727A | 35 | 35 | 27 | 27 | 11 | 11 |
| SEAL HPT INNER | COMP | 9687M54G04 | | L1P2 | | | | 1 | 1 | 61-9 | FPI | 12723A | 35 | 35 | 27 | 27 | 11 | 11 |
| SEAL HPT OUTER | COMP | 9687M55G05 | | L1P2 | | | | 1 | 1 | 61-5 | FPI | 12723A | 35 | 35 | 27 | 27 | 11 | 11 |
| SUPPORT | COMP | 9687M92G12 | | L1P2 | | | | 1 | 1 | 61-13 | FPI | 12723A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | COMP | 9692M78G01 | | L4P1 | HCP6 | | | 1 | 1 | 49-79 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | COMP | 9692M79G01 | | L4P1 | HCP6 | | | 1 | 1 | 49-93 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BUMPER #8 BRG | COMP | 9693M43P02 | | L4P1 | HCP1 | | | 1 | 1 | 51-116 | VIS | 12727A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE ASSY E.BOW | COMP | 9693M50P06 | | L4P1 | HCP6 | | | 1 | 1 | 57-3 | FPI | 10215A | 35 | 35 | 27 | 27 | 11 | 11 |
| SEAL AIR #4 BRG ROTOR VENT | COMP | 9693M86P01 | | L1P3 | HCP6 | | | 1 | 1 | 51-165 | FPI | 12466A | 35 | 35 | 27 | 27 | 11 | 11 |
| SEAL ROT AIR VENT | COMP | 9693M86P02 | | L1P3 | HCP6 | BP2 | OPT | 1 | 1 | 51-165 | FPI | 12727A | 35 | 35 | 27 | 27 | 11 | 11 |
| SHIELD THERMAL(A) | COMP | 9697M27P01 | | L1P2 | | | | 16 | 16 | 61-21 | FPI | 12723A | 35 | 560 | 27 | 432 | 11 | 176 |
| SHIELD THERMAL | COMP | 9697M27P01 | | L1P2 | | | | 16 | 16 | 61-21 | FPI | 12723A | 35 | 560 | 27 | 432 | 11 | 176 |
| BAFFLE AIR | COMP | 9697M28G01 | | L1P2 | | | | 16 | 16 | 61-22 | FPI | 12723A | 35 | 560 | 27 | 432 | 11 | 176 |
| VANE IGV | COMP | K001P07 | | L4P3 | VIB | HCP6 | | 34 | 34 | 52-10 | FPI | 10214A | 35 | 1190 | 27 | 918 | 11 | 374 |
| VANE STG 10 | COMP | K081P15 | | L4P3 | VIB | HCP6 | | 78 | 78 | 52-60 | FPI | 10214A | 35 | 2730 | 27 | 2106 | 11 | 858 |
| VANE STG 10 | COMP | K081P19 | | L4P3 | VIB | HCP6 | | 1 | 1 | 52-60 | FPI | 10214A | 35 | 35 | 27 | 27 | 11 | 11 |
| VANE STG 10 | COMP | K081P20 | | L4P3 | VIB | HCP6 | | 1 | 1 | 52-60 | FPI | 10214A | 35 | 35 | 27 | 27 | 11 | 11 |
| VANE STG 8 | COMP | K109G02 | | L4P3 | VIB | HCP6 | | 32 | 32 | 52-58 | FPI | 10214A | 35 | 1120 | 27 | 864 | 11 | 352 |
| VANE STG 8 | COMP | K109G03 | | L4P3 | VIB | HCP6 | | 1 | 1 | 52-58 | FPI | 10214A | 35 | 35 | 27 | 27 | 11 | 11 |
| VANE STG 8 | COMP | K109G04 | | L4P3 | VIB | HCP6 | | 1 | 1 | 52-58 | FPI | 10214A | 35 | 35 | 27 | 27 | 11 | 11 |
| BLADE STG 1 | COMP | K159P05 | | L4P3 | VIB | L7P6 | HCP6 | 36 | 36 | 51-1 | BYP | 12727A | 35 | 1260 | 27 | 972 | 11 | 396 |
| VANE STG 1 | COMP | K172P03 | | L4P3 | VIB | HCP6 | | 36 | 36 | 52-11 | FPI | 10214A | 35 | 1260 | 27 | 972 | 11 | 396 |
| VANE STG 11 | COMP | K182P07 | | L4P3 | VIB | HCP6 | | 78 | 78 | 52-61 | FPI | 10214A | 35 | 2730 | 27 | 2106 | 11 | 858 |
| VANE STG 11 | COMP | K182P11 | | L4P3 | VIB | HCP6 | | 1 | 1 | 52-61 | FPI | 10214A | 35 | 35 | 27 | 27 | 11 | 11 |
| VANE STG 11 | COMP | K182P12 | | L4P3 | VIB | HCP6 | | 1 | 1 | 52-61 | FPI | 10214A | 35 | 35 | 27 | 27 | 11 | 11 |
| VANE STG 2 | COMP | K202P03 | | L4P3 | VIB | HCP6 | | 40 | 40 | 52-12 | FPI | 10214A | 35 | 1400 | 27 | 1080 | 11 | 440 |
| VANE STG 3 | COMP | K390P02 | | L4P3 | VIB | HCP6 | | 46 | 46 | 52-35 | FPI | 10214A | 35 | 1610 | 27 | 1242 | 11 | 506 |
| VANE STG 4 | COMP | K403P01 | | L4P3 | VIB | HCP6 | | 50 | 50 | 52-45 | FPI | 10214A | 35 | 1750 | 27 | 1350 | 11 | 550 |
| VANE STG 5 | COMP | K504P01 | | L4P3 | VIB | HCP6 | | 58 | 58 | 52-56 | FPI | 10214A | 35 | 2030 | 27 | 1566 | 11 | 638 |
| VANE STG 6 | COMP | K605P01 | | L4P3 | VIB | HCP6 | | 64 | 64 | 52-56 | FPI | 10214A | 35 | 2240 | 27 | 1728 | 11 | 704 |
| VANE STG 7 | COMP | K779P15 | | L4P3 | VIB | HCP6 | | 70 | 70 | 52-57 | FPI | 10214A | 35 | 2450 | 27 | 1890 | 11 | 770 |
| TG 7 | COMP | K779P19 | | L4P3 | VIB | HCP6 | | 1 | 1 | 52-57 | FPI | 10214A | 35 | 35 | 27 | 27 | 11 | 11 |
| G 7 | COMP | K779P20 | | L4P3 | VIB | HCP6 | | 1 | 1 | 52-57 | FPI | 10214A | 35 | 35 | 27 | 27 | 11 | 11 |
| G 9 | COMP | K980P17 | | L4P3 | VIB | HCP6 | | 72 | 72 | 52-59 | FPI | 10214A | 35 | 2520 | 27 | 1944 | 11 | 792 |
| TG 9 | COMP | K980P19 | | L4P3 | VIB | HCP6 | | 1 | 1 | 52-59 | FPI | 10214A | 35 | 35 | 27 | 27 | 11 | 11 |
| VANE STG 9 | COMP | K980P20 | | L4P3 | VIB | HCP6 | | 1 | 1 | 52-59 | FPI | 10214A | 35 | 35 | 27 | 27 | 11 | 11 |
| | | | | | | | | | | | | | 35 | 0 | 27 | 0 | 11 | 0 |
| #3 BRG HSG | FAN | 5038M25P01 | | HCP6 | | | | 1 | EXH | 40-30 | FPI | 10212A | 35 | 35 | 27 | 27 | 11 | 11 |
| SHAFT ASSY,TRANSFER GEARBOX | FAN | 5038M31G05 | | HCP13 | | | | 1 | 1 | 44-10 | FPI | 13543A | 35 | 35 | 27 | 27 | 11 | 11 |
| #3 OIL SEAL SUPT | FAN | 696D791G01 | | HCP6 | | | | 1 | 1 | 40-23 | FPI | 10212A | 35 | 35 | 27 | 27 | 11 | 11 |
| ADAPTER ASSY, AIR/OIL | FAN | 696D799G01- 696D79 | | HCP6 | | | | 1 | RPL | 44-7 | FPI | 10273A | 35 | 35 | 27 | 27 | 11 | 11 |
| PLATE | FAN | 9052M84G01 | | HCP6 | | | | 3 | 3 | 40-121 | VIS | 14939A | 35 | 105 | 27 | 81 | 11 | 33 |
| STG 2 FAN STATOR | FAN | 9063M56G02 | | HCP1 | HCP2 | | | 1 | 1 | 38-4 | HPVIS | 10799A | 35 | 35 | 27 | 27 | 11 | 11 |
| 1ST STG OUTER VANE | FAN | 9063M59G03 | | HCP2 | BP3 | | | 36 | 36 | 38-29 | FPI | 09230A | 35 | 1260 | 27 | 972 | 11 | 396 |
| INLET PROBE ASSY PRESSURE | FAN | 9063M92G02 | | HCP7 | | | | 1 | 1 | 35-53 | FPI | 10495A | 35 | 35 | 27 | 27 | 11 | 11 |
| PROBE TOTAL INLET | FAN | 9084M42G02 | | HCP7 | | | | 1 | RWK | 35-53 | FPI | 12292A | 35 | 35 | 27 | 27 | 11 | 11 |

| T56 ENGINE & WORKLOAD NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCESS Step1 | Step2 | Step3 | Step | MODS UPA | ACTUAL UPA | IPB FIG | Inspect | Control | FY92 # ENG | PARTS | FY93 # ENG | PARTS | FY94 # ENG | PARTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SEAL MID SPAN | FAN | 9103M43P02 | | HCP6 | | | | 40 | 40 | 34-23 | VIS | 10209A | 35 | 1400 | 27 | 1080 | 11 | 440 |
| H[illegible]G FAN FRAME | FAN | 9103M88G01 | | HCP6 | | | | 1 | EXH | 40-12 | FPI | 10212A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible] FAN FRAME | FAN | 9103M94G01 | | HCP6 | | | | 3 | 3 | 40-120 | VIS | 14939A | 35 | 105 | 27 | 81 | 11 | 33 |
| [illegible]D INNER | FAN | 9104M30G01 | | HCP6 | | | | 35 | EXH 35 | 35-49 165- | VIS | 12292A | 35 | 1225 | 27 | 945 | 11 | 385 |
| [illegible]ANE | FAN | 9104M30G02 | | HCP6 | | | | 1 | 1 | 165-55 | VIS | 12292A | 35 | 35 | 27 | 27 | 11 | 11 |
| BOLT, SHOULDER STG 2 | FAN | 9132M96P02 | | HCP3 | | | | 1 | EXH | 34-21 | FPI | 10209A | 35 | 35 | 27 | 27 | 11 | 11 |
| SPACER MID INNER | FAN | 9138M82G01 | | HCP6 | | | | 1 | ALT | 38-64 | VIS D1 | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| VANE OUTER 16-35 | FAN | 9184M12P02 | | HCP6 | | | | 20 | 20 | 38-43 | VIS | 12286A | 35 | 700 | 27 | 540 | 11 | 220 |
| VANE OUTER 14-15 | FAN | 9184M14P07 | | HCP6 | | | | 2 | 2 | 38-40 | VIS | 12286A | 35 | 70 | 27 | 54 | 11 | 22 |
| VANE OUTER 8-13 | FAN | 9184M14P08 | | HCP6 | | | | 6 | 6 | 38-39 | VIS | 12286A | 35 | 210 | 27 | 162 | 11 | 66 |
| VANE OUTER 2-7 | FAN | 9184M14P09 | | HCP6 | | | | 6 | 6 | 38-38 | VIS | 12286A | 35 | 210 | 27 | 162 | 11 | 66 |
| VANE OUTER 37-41 | FAN | 9184M15P02 | | HCP6 | | | | 5 | 5 | 38-41 | VIS | 12286A | 35 | 175 | 27 | 135 | 11 | 55 |
| VANE STG 2 OUTER | FAN | 9184M16P02 | | HCP6 | | | | 1 | 1 | 38-139 | VIS | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| VANE OUTER 1 | FAN | 9184M18G02 | | HCP6 | | | | 1 | 1 | 38-37 | VIS | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| VANE INNER | FAN | 9184M19P03 | | HCP6 | | | | 22 | 22 | 38-141 | FPI | 12286A | 35 | 770 | 27 | 594 | 11 | 242 |
| VANE STG 2 INNER | FAN | 9184M19P04 | | HCP6 | | | | 3 | 3 | 38-142 | FPI | 12286A | 35 | 105 | 27 | 81 | 11 | 33 |
| ADAPTER ASSY | FAN | 9601M05G02 | | L3P3 | HCP6 | | | 1 | 1 | 41-2 | D8 | 12729A | 35 | 35 | 27 | 27 | 11 | 11 |
| NUT PLAIN ROUND | FAN | 9601M36P02 | | HCP4 | | | | 1 | 1 | 41-1 | VIS | 12729A | 35 | 35 | 27 | 27 | 11 | 11 |
| NUT DRIVE SHAFT | FAN | 9601M37P02 | | HCP4 | | | | 1 | 1 | 41-21 | VIS | 12729A | 35 | 35 | 27 | 27 | 11 | 11 |
| GEAR SHAFT ASSY | FAN | 9601M40G09 | | HCP4 | | | | 1 | 1 | 46-133 | MAG | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| HSNG DUPLEX BRNG | FAN | 9601M42P01 | | HCP4 | | | | 1 | 1 | 41-9 | VIS | 12729A | 35 | 35 | 27 | 27 | 11 | 11 |
| HSNG BRNG | FAN | 9601M43P01 | | HCP4 | | | | 1 | 1 | 41-19 | VIS | 12729A | 35 | 35 | 27 | 27 | 11 | 11 |
| RETAINER | FAN | 9601M44P01 | | HCP4 | | | | 1 | 1 | 46-67 | VIS | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| RETAINER | FAN | 9601M45P01 | | HCP4 | | | | 1 | 1 | 46-64 | MAG VIS | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| RETAINER | FAN | 9601M46P02 | | HCP4 | | | | 1 | 1 | 43-40 | VIS | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| HOUSING BEARING | FAN | 9601M47P03 | | HCP4 | | | | 1 | 1 | 46-43 | VIS | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| NOZZLE OIL | FAN | 9601M49P02 | | L4P2 | HCP6 | | | 1 | 1 | 41-30 | FPI | 12729A | 35 | 35 | 27 | 27 | 11 | 11 |
| NOZZLE OIL | FAN | 9601M50P02 | | L4P2 | HCP6 | | | 1 | 1 | 41-27 | FPI | 12729A | 35 | 35 | 27 | 27 | 11 | 11 |
| RETAINER BRNG | FAN | 9601M52P02 | | HCP4 | | | | 2 | 2 | 41-17 | VIS | 12729A | 35 | 70 | 27 | 54 | 11 | 22 |
| HOUSING BEARING | FAN | 9601M5603 | | HCP4 | | | | 1 | 1 | 43-70 | VIS | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| HOUSING BEARING | FAN | 9601M68P03 | | HCP4 | | | | 2 | 2 | 46-92/108 | VIS | 12730A | 35 | 70 | 27 | 54 | 11 | 22 |
| HOUSING BEARING | FAN | 9601M68P04 | | HCP4 | | | | 1 | 1 | 46-114 | VIS | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| HOUSING BEARING | FAN | 9601M69P03 | | HCP4 | | | | 4 | 4 | 46-13/34/1 | VIS | 12730A | 35 | 140 | 27 | 108 | 11 | 44 |
| HOUSING BEARING | FAN | 9601M69P04 | | HCP4 | | | | 3 | 3 | 46-61/154/ | VIS | 12730A | 35 | 105 | 27 | 81 | 11 | 33 |
| SEAL OIL | FAN | 9601M72P05 | | HCP4 | | | | 3 | 3 | 46-9/30/19 | MAG | 12730A | 35 | 105 | 27 | 81 | 11 | 33 |
| SEAL OIL | FAN | 9601M73P04 | | HCP4 | | | | 2 | 2 | 46-88/124 | MAG | 12730A | 35 | 70 | 27 | 54 | 11 | 22 |
| HOUSING BEARING | FAN | 9601M75P02 | | HCP4 | | | | 2 | 2 | 46-99 | MAG | 12730A | 35 | 70 | 27 | 54 | 11 | 22 |
| RETAINER | FAN | 9601M76P01 | | HCP4 | | | | 2 | 2 | 46-94/106 | VIS | 12730A | 35 | 70 | 27 | 54 | 11 | 22 |
| RETAINER | FAN | 9601M77P01 | | HCP4 | | | | 4 | 4 | 46-15/36/1 | VIS | 12730A | 35 | 140 | 27 | 108 | 11 | 44 |
| RETAINER | FAN | 9601M79P02 | | HCP4 | | | | 1 | 1 | 46-130 | VIS | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| NUT, PLAIN ROUND | FAN | 9605M93P02 | | HCP4 | | | | 1 | 1 | 46-34 | MAG | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| HOUSING, BEARING | FAN | 9605M94P02 | | HCP4 | | | | 1 | 1 | 43-62 | MAG VIS | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| NUT SPANNER | FAN | 9607M78P01 | | L4P1 | | | | 1 | 1 | 33-48 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| SPACER, RING | FAN | 9607M79P02 | | L4P1 | | | | 1 | 1 | 33-50 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| RING, RETAINING | FAN | 9607M80P03 | | L4P1 | | | | 1 | 1 | 33-49 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| WASHER | FAN | 9609M72P01 | | HCP4 | HCP6 | | | 1 | 1 | 33-121 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BOLT SHOULDER | FAN | 9609M76P01 | | HCP4 | HCP6 | | | 1 | 1 | 33-120 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BUSING SLEEVE | FAN | 9609M88P01 | | HCP4 | HCP6 | | | 1 | 1 | 33-123 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| GEAR RADIAL | FAN | 9609M89P13 | | HCP4 | | | | 1 | 1 | 41-15 | VIS | 12729A | 35 | 35 | 27 | 27 | 11 | 11 |
| ADAPTER ASSY BOTTOM | FAN | 9609M94G03 | | HCP1 | HCP6 | | | 1 | 1 | 43-57 | D8 | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| ADAPTER ASSY | FAN | 9609M95G03 | | HCP1 | HCP6 | | | 1 | 1 | 43-28 | D8 | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]RADIAL DR | FAN | 9609M97P06 | | HCP4 | | | | 1 | 1 | 33-90 | MAG VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible] BEARING | FAN | 9609M99P02 | | HCP4 | | | | 1 | 1 | 43-32 | MAG VIS | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]T OIL/AIR | FAN | 9610M20P02 | | HCP6 | BP2 | OPT | | 1 | 1 | 34-38 | FPI | 10209A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]LF LOCKING | FAN | 9610M50P05 | | HCP4 | HCP6 | | | 1 | 1 | 33-122 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| SLEEVE FAN FRAME | FAN | 9610M58G02 | | L3P1 | HCP6 | | | 1 | 1 | 33-70 | FPI | 02996A | 35 | 35 | 27 | 27 | 11 | 11 |
| NOZZLE | FAN | 9630M55P01 | | HCP4 | | | | 66 | 66 | 33-77 | FPI | 14939A | 35 | 2310 | 27 | 1782 | 11 | 726 |
| NOZZLE OIL | FAN | 9630M55P01 | | L4P2 | HCP6 | | | 1 | 1 | 33-77 | FPI | 12729A | 35 | 35 | 27 | 27 | 11 | 11 |
| #1 BRG HSG | FAN | 9633M45G06 | | HCP6 | | | | 1 | 1 | 40-1 | FPI | 10212A | 35 | 35 | 27 | 27 | 11 | 11 |
| HOUSING BEARING | FAN | 9634M03P02 | | HCP4 | | | | 2 | 2 | 46-20/41 | VIS | 12730A | 35 | 70 | 27 | 54 | 11 | 22 |
| HOUSING BEARING | FAN | 9634M05P02 | | HCP4 | | | | 2 | 2 | 46-168/18 | MAG | 12730A | 35 | 70 | 27 | 54 | 11 | 22 |
| RETAINER | FAN | 9634M06P92 | | HCP4 | | | | 2 | 2 | 46-163/17 | VIS | 12730A | 35 | 70 | 27 | 54 | 11 | 22 |
| HOUSING BEARING | FAN | 9634M07P02 | | HCP4 | | | | 2 | 2 | 46-161/17 | VIS | 12730A | 35 | 70 | 27 | 54 | 11 | 22 |
| BRNG RETAINER | FAN | 9634M08P01 | | HCP4 | | | | 1 | 1 | 41-12 | VIS | 12729A | 35 | 35 | 27 | 27 | 11 | 11 |
| NUT CANG | FAN | 9634M09P01 | | L4P2 | HCP6 | | | 1 | 1 | 41-13 | FPI | 12729A | 35 | 35 | 27 | 27 | 11 | 11 |
| NUT CANG | FAN | 9634M09P02 | | L4P2 | HCP6 | | | 1 | 1 | 41-14 | FPI | 12729A | 35 | 35 | 27 | 27 | 11 | 11 |
| GEAR SHAFT ASSY | FAN | 9634M11P06 | | HCP4 | | | | 1 | 1 | 46-18 | MAG | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| GEAR SHAFT ASSY | FAN | 9634M11P06 | | HCP4 | | | | 1 | 1 | 46-39 | MAG | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| GEAR SHAFT ASSY | FAN | 9634M12P04 | | HCP4 | | | | 1 | 1 | 46-166 | MAG | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| GEAR SHAFT SPUR | FAN | 9634M21P05 | | HCP4 | | | | 1 | 1 | 46-111 | MAG | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| GEAR SHAFT ASSY | FAN | 9634M22G06 | | HCP4 | | | | 1 | 1 | 46-152 | MAG | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| GEAR SHAFT SPUR | FAN | 9634M23P04 | | HCP4 | | | | 1 | 1 | 46-201 | MAG | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| GEAR SHAFT | FAN | 9634M25P04 | | HCP4 | | | | 1 | 1 | 46-180 | MAG | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| ADAPTER ASSY | FAN | 9634M30G01 | | HCP1 | HCP6 | | | 1 | 1 | 43-118 | D8 | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| ADAPTER LUBE & SCAV PUMP | FAN | 9634M31G01 | | L3P3 | HCP6 | | | 1 | 1 | 46-158 | FPI | 07312A | 35 | 35 | 27 | 27 | 11 | 11 |
| ADAPTER ASSY | FAN | 9634M33G01 | | HCP1 | HCP6 | | | 1 | 1 | 43-144 | D8 | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| SLEEVE, SHAFT | FAN | 9634M42P03 | | HCP4 | | | | 1 | 1 | 33-92 | MAG VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| COVER AIR OIL | FAN | 9634M44P02 | | HCP1 | HCP6 | | | 1 | 1 | 43-45 | D8 | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| RETAINER BRNG | FAN | 9634M47P01 | | HCP4 | | | | 1 | 1 | 41-22 | VIS | 12729A | 35 | 35 | 27 | 27 | 11 | 11 |
| SHEAR BOLT | FAN | 9634M51P02 | | HCP4 | HCP6 | | | 1 | 1 | 33-108 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| LINK ASSY | FAN | 9634M58G02 | | HCP4 | HCP6 | | | 1 | 1 | 33-113 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE ASSY FLANGED | FAN | 9634M62G01 | | HCP1 | | | | 2 | 2 | 43-9 | MEPNC | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| COVER ASSY | FAN | 9634M73P01 | | HCP1 | HCP6 | | | 1 | 1 | 43-15 | D8 | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| HSNG MAIN | FAN | 9634M77G02 | | HCP7 | HCP6 | | | 1 | 1 | 41-33 | D8 | 12729A | 35 | 35 | 27 | 27 | 11 | 11 |
| TRAN G/B HOUSING ADAPTER | FAN | 9634M78G04 | | HCP1 | HCP6 | | | 1 | 1 | 43-18 | D8 | 11530A | 35 | 35 | 27 | 27 | 11 | 11 |
| HSNG AFT TRAN | FAN | 9634M79G05 | | HCP1 | HCP6 | | | 1 | 1 | 46-1 | D8 | 10800A | 35 | 35 | 27 | 27 | 11 | 11 |
| ADAPTER ASSY IDLER | FAN | 9634M80G01 | | HCP1 | HCP6 | | | 1 | 1 | 43-172 | D8 | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| SUPPORT AFT G/B | FAN | 9634M83G03 | | L3P1 | HCP6 | | | 1 | 1 | 33-98 | FPI | 10115A | 35 | 35 | 27 | 27 | 11 | 11 |
| RING MATING SEAL | FAN | 9634M85P01 | | HCP4 | | | | 2 | 2 | 46-86/122 | MAG | 12730A | 35 | 70 | 27 | 54 | 11 | 22 |
| RING MATING SEAL | FAN | 9634M85P02 | | HCP4 | | | | 3 | 3 | 46-7/28/19 | MAG | 12730A | 35 | 105 | 27 | 81 | 11 | 33 |
| MOUNTING BRACKET | FAN | 9634M87P01 | | HCP4 | HCP6 | | | 1 | 1 | 33-107 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| GEAR SHAFT ASSY | FAN | 9634M88G12 | | HCP4 | | | | 1 | 1 | 41-26 | VIS | 12729A | 35 | 35 | 27 | 27 | 11 | 11 |
| MOUNTING BRACKET | FAN | 9634M89P03 | | HCP4 | HCP6 | | | 1 | 1 | 33-104 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| LOCK PLATE | FAN | 9634M90P01 | | HCP4 | HCP6 | | | 1 | 1 | 33-106 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| COVER | FAN | 9634M91G01 | | HCP1 | HCP6 | | | 1 | 1 | 43-65 | D8 | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| BOLT-FAN FRAME | FAN | 9642M19P04 | | HCP7 | | | | 50 | 50 | 33-89 | MAG VIS- | 14939A | 35 | 1750 | 27 | 1350 | 11 | 550 |
| NUT SPANNER | FAN | 9642M49P04 | | HCP6 | BP2 | OPT | | 1 | 1 | 34-40 | FPI | 10209A | 35 | 35 | 27 | 27 | 11 | 11 |
| SHIELD | FAN | 9642M50P01 | | L1P2 | | | | 1 | 1 | 33-61 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible] SHOULDER | FAN | 9644M93G02 | | HCP4 | HCP6 | | | 1 | 1 | 33-124 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]ROT AIR OUTER | FAN | 9645M28P02 | | HCP6 | BP2 | OPT | | 1 | 1 | 34-37 | FPI | 10209A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]E | FAN | 9645M96P02 | | HCP4 | | | | 2 | 2 | 33-65 | FPI | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| [illegible] RETAINING | FAN | 9648M79P01 | | L4P1 | | | | 1 | 1 | 33-51 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| CASE | FAN | 9651M90G30 | | HCP7 | | | | 1 | 1 | 35-99 | MPMH-003 | 12292A | 35 | 35 | 27 | 27 | 11 | 11 |
| VANE OUTER S1 | FAN | 9651M91G46 | | HCP6 | | | | 35 | 35 | 35-29 | FPI | 12292A | 35 | 1225 | 27 | 945 | 11 | 385 |
| VANE OUTER | FAN | 9651M91G49 | | HCP6 | | | | 1 | 1 | 35-19 | FPUI | 12292A | 35 | 35 | 27 | 27 | 11 | 11 |
| RING MID | FAN | 9651M92G11 | | HCP6 | | | | 1 | 1 | 35-46 | MPMH-003 | 12292A | 35 | 35 | 27 | 27 | 11 | 11 |
| VANE INNER | FAN | 9651M93G21 | | HCP6 | | | | 36 | 36 | 35-69 | FPI | 12292A | 35 | 1260 | 27 | 972 | 11 | 396 |
| RING AFT INNER | FAN | 9651M94G11 | | HCP7 | | | | 1 | 1 | 35-71 | VIS | 12292A | 35 | 35 | 27 | 27 | 11 | 11 |
| RING FWD INNER | FAN | 9651M95G03 | | HCP7 | | | | 1 | 1 | 35-70 | VIS | 12292A | 35 | 35 | 27 | 27 | 11 | 11 |
| SEAL INNER | FAN | 9651M96P04 | | HCP7 | | | | 1 | 1 | 35-72 | VIS | 12292A | 35 | 35 | 27 | 27 | 11 | 11 |
| CONE, SPINNER FAN STATOR | FAN | 9653M02G05 | | L3P2 | HCP6 | BP1A | | 1 | 1 | 34-2 | VIS D1 | 07674A | 35 | 35 | 27 | 27 | 11 | 11 |
| SUPPORT SPINNER | FAN | 9653M03P02 | | L3P2 | HCP6 | BP1A | | 1 | 1 | 34-6 | FPI | 10209A | 35 | 35 | 27 | 27 | 11 | 11 |
| DISK STG [illegible] | FAN | 9653M10P04 | | HCP6 | | | | 1 | 1 | 34-11 | HP | 10209A | 35 | 35 | 27 | 27 | 11 | 11 |

| T56 ENGINE & WORKLOAD | | | | CLEANING PROCESS | | | MODS | ACTUAL | | | | FY92 | PARTS | FY93 | PARTS | FY94 | PARTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NOMENCLATURE | MO | P/N | BASE M | Step1 | Step2 | Step3 Step | UPA | UPA | IPB FIG | Inspect | Control | ENG | ENG | ENG | ENG | ENG | ENG |
| SPACER FAN ROTOR | FAN | 9653M11P05 | | HCP6 | | | 1 | 1 | 34-17 | HP | 10209A | 35 | 35 | 27 | 27 | 11 | 11 |
| S[illegible]TUB | FAN | 9653M13P03 | | HCP6 | BP2 | OPT | 1 | 1 | 34-34 | HP | 10209A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]UB SHIFT | FAN | 9653M24G02 | | L4P1 | | | 1 | 1 | 34-2/8 | FPI | 10209A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible] LANCE | FAN | 9653M26P01-08 | | L3P2 | HCP6 | BP1A | 1 | VAR | 34-6 | VIS D1 | 10209A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]AULDER STG 1 | FAN | 9653M27P02 | | L3P2 | HCP6 | | 30 | 30 | 34-16 | FPI | 10209A | 35 | 1050 | 27 | 810 | 11 | 330 |
| S[illegible]L SLEEVE | FAN | 9653M30P02 | | HCP6 | | | 22 | 22 | 34-20 | HP | 10209A | 35 | 770 | 27 | 594 | 11 | 242 |
| 2ND STG FAN BLADE | FAN | 9653M35P18 | | HCP6 | L7P6 | BP3 | 40 | 40 | 34-22 | FPI | 10179A | 35 | 1400 | 27 | 1080 | 11 | 440 |
| FRAME FAN BASIC | FAN | 9653M71G11 | | HCP6 | | | 1 | 1 | 40-107 | FPI | 10212A | 35 | 35 | 27 | 27 | 11 | 11 |
| #1 BRG STAT AIR/OIL SEAL | FAN | 9654M17G03 | | HCP6 | | | 1 | 1 | 33-55 | VIS | 10175A | 35 | 35 | 27 | 27 | 11 | 11 |
| #1 BRG OUTER STAT AIR SEAL | FAN | 9654M18G04 | | HCP6 | | | 1 | 1 | 33-52 | VIS | 10135A | 35 | 35 | 27 | 27 | 11 | 11 |
| RING MID SUPPORT | FAN | 9657M39G04 | | HCP7 | | | 1 | 1 | 38-16 | HP VIS | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| RING INNER | FAN | 9657M41P06 | | HCP7 | | | 1 | 1 | 38-19 | HP VIS | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| SPACER OUTER | FAN | 9658M04G07 | | HCP6 | | | 15 | 15 | 35-8 | VIS | 12292A | 35 | 525 | 27 | 405 | 11 | 165 |
| SPACER OUTER | FAN | 9658M08G01 | | HCP6 | | | 25 | 25 | 38-20 | VIS D1 | 12286A | 35 | 875 | 27 | 675 | 11 | 275 |
| SPACER OUTER | FAN | 9658M08G02 | | HCP6 | | | 9 | 9 | 38-21 | VIS D1 | 12286A | 35 | 315 | 27 | 243 | 11 | 99 |
| MNFLD. ANTI-ICING | FAN | 9658M29G05 | | HCP1 | | | 2 | 2 | 37-55 | MEPNC | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| MANIFOLD FAN UPPER STATOR | FAN | 9658M31G04 | | HCP3 | | | 1 | 1 | 37-49 | D35 | 11141A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD. ANTI-ICING | FAN | 9658M32G05 | | HCP1 | | | 1 | 1 | 37-51 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD. ANTI-ICING | FAN | 9658M32G06 | | HCP1 | | | 2 | 2 | 37-51 | MEPNC | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| MNFLD. ANTI-ICING | FAN | 9658M33G05 | | HCP1 | | | 1 | 1 | 37-54 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD.ANTI-ICING | FAN | 9658M33G06 | | HCP1 | | | 2 | 2 | 37-54 | MEPNC | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| FAN COUPLING BOLT | FAN | 9658M95P02 | | L6P1 | | | 1 | 1 | 33-2 | MAG | 41038A | 35 | 35 | 27 | 27 | 11 | 11 |
| STIFFENER MID RING | FAN | 9662M95P04 | | HCP7 | | | 25 | 25 | 38-78 | FPI | 12286A | 35 | 875 | 27 | 675 | 11 | 275 |
| TIE ROD | FAN | 9665M84G04 | | HCP6 | | | 5 | 5 | 33-23 | FPI | 10169A | 35 | 175 | 27 | 135 | 11 | 55 |
| MANIFOLD RIGHT | FAN | 9666M07G05 | | HCP1 | | | 1 | 1 | 37-57 | MEPNC | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MANIFOLD RIGHT | FAN | 9666M07G06 | | HCP1 | | | 2 | 2 | 37-57 | MEPNC | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| HOSE ANTI-ICE | FAN | 9666M21P04 | | HCP6 | | | 2 | 2 | 37-67 | VIS D1 | 12292A | 35 | 70 | 27 | 54 | 11 | 22 |
| HOSE ANTI-ICE | FAN | 9666M22P03 | | HCP6 | | | 4 | 4 | 37-71 | VIS D1 | 12292A | 35 | 140 | 27 | 108 | 11 | 44 |
| HOSE ANTI-ICE | FAN | 9666M23P03 | | HCP6 | | | 25 | 25 | 167-72 | VIS D1 | 12292A | 35 | 875 | 27 | 675 | 11 | 275 |
| CAPT SPINNER | FAN | 9666M35P01 | | L3P2 | HCP6 | BP1A | 1 | 1 | 34-1 | VIS D1 | 10209A | 35 | 35 | 27 | 27 | 11 | 11 |
| DISK STG 2 | FAN | 9666M43P05 | | HCP6 | | | 1 | 1 | 34-18 | HP | 10209A | 35 | 35 | 27 | 27 | 11 | 11 |
| RETAINER STG 2 | FAN | 9666M48P01 | | HCP6 | | | 40 | 40 | 34-27 | VIS D1 | 10209A | 35 | 1400 | 27 | 1080 | 11 | 440 |
| GEAR SHAFT ASSY | FAN | 9671M51G05 | | HCP4 | | | 1 | 1 | 46-59 | MAG | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| RETAINER | FAN | 9671M55P01 | | HCP4 | | | 1 | 1 | 46-54 | VIS | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| HOUSING BEARING | FAN | 9671M56P01 | | HCP4 | | | 1 | 1 | 46-56 | VIS | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| RETAINER SEAL | FAN | 9671M57P01 | | HCP4 | | | 2 | 2 | 46-89/125 | VIS | 12730A | 35 | 70 | 27 | 54 | 11 | 22 |
| RETAINER SEAL | FAN | 9671M57P02 | | HCP4 | | | 3 | 3 | 46-10/31/1 | VIS | 12730A | 35 | 105 | 27 | 81 | 11 | 33 |
| TUBE AIR-OIL SEPARATOR | FAN | 9671M64P01 | | HCP1 | | | 2 | 2 | 46-68 | MEPNC | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| RING RETAINING | FAN | 9671M67P01 | | HCP4 | | | 1 | 1 | 43-33 | MAG | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| IMPELLER ASSY(A) | FAN | 9671M69G01 | | L4P1 | HCP6 | BP1A | 1 | 1 | 46-50 | FPI | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| IMPELLER ASSY | FAN | 9671M69G01 | | L4P1 | HCP6 | | 1 | 1 | 43-50 | FPI | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| ADAPTER ASSY HYD | FAN | 9671M72G01 | | HCP1 | HCP6 | | 1 | 1 | 43-3 | D8 | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| ADAPTER ASSY | FAN | 9671M72G02 | | HCP1 | HCP6 | | 1 | 1 | 46-24 | D8 | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| FAN SHAFT | FAN | 9671M78G02 | | HCP9 | HCP6 | | 1 | 1 | 33-45 | MAG VIS | 10173A | 35 | 35 | 27 | 27 | 11 | 11 |
| ADAPTER ASSY FUEL | FAN | 9671M79G01 | | HCP1 | HCP6 | | 1 | 1 | 46-186 | D8 | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| ADAPTER ASSY STA | FAN | 9671M81G01 | | HCP1 | HCP6 | | 1 | 1 | 46-82 | D8 | 12730A | 35 | 35 | 27 | 27 | 11 | 11 |
| FAN FRAME LINER | FAN | 9673M09G11 | | HCP6 | | | 1 | 1 | 33-87 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| FAN FRAME LINER | FAN | 9673M90G10 | | HCP6 | | | 1 | 1 | 33-86 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| FAN FRAME LINERS | FAN | 9673M90G12 | | HCP6 | | | 3 | 3 | 33-85 | VIS | 14939A | 35 | 105 | 27 | 81 | 11 | 33 |
| INSULATION BLANKET | FAN | 9676M40P01 | | HCP6 | | | 1 | 1 | 37-45 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INS[illegible]ATION BLANKET | FAN | 9676M40P02 | | HCP6 | | | 1 | 1 | 37-46 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]ON BLANKET | FAN | 9676M40P17 | | HCP6 | | | 1 | 1 | 37-2 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]N BLANKET | FAN | 9676M40P18 | | HCP6 | | | 1 | 1 | 37-1 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]N BLANKET | FAN | 9676M40P35 | | HCP6 | | | 1 | 1 | 37-42 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]ION BLANKET | FAN | 9676M40P36 | | HCP6 | | | 1 | 1 | 37-41 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M40P37 | | HCP6 | | | 1 | 1 | 37-40 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M40P38 | | HCP6 | | | 1 | 1 | 37-39 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M40P39 | | HCP6 | | | 1 | 1 | 37-38 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M40P40 | | HCP6 | | | 1 | 1 | 37-37 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M40P41 | | HCP6 | | | 1 | 1 | 37-14 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M40P42 | | HCP6 | | | 1 | 1 | 37-13 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M40P43 | | HCP6 | | | 1 | 1 | 37-11 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M40P44 | | HCP6 | | | 1 | 1 | 37-10 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M40P45 | | HCP6 | | | 1 | 1 | 37-6 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M40P46 | | HCP6 | | | 1 | 1 | 37-5 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M40P47 | | HCP6 | | | 1 | 1 | 37-4 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M40P48 | | HCP6 | | | 1 | 1 | 37-3 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M41P19 | | HCP6 | | | 1 | 1 | 37-22 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M41P20 | | HCP6 | | | 1 | 1 | 37-21 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M41P21 | | HCP6 | | | 1 | 1 | 37-29 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M41P22 | | HCP6 | | | 1 | 1 | 37-30 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M41P25 | | HCP6 | | | 1 | 1 | 37-28 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M41P26 | | HCP6 | | | 1 | 1 | 37-27 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M41P27 | | HCP6 | | | 1 | 1 | 37-26 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M41P28 | | HCP6 | | | 1 | 1 | 37-25 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M41P29 | | HCP6 | | | 1 | 1 | 37-20 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M41P30 | | HCP6 | | | 1 | 1 | 37-19 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M41P31 | | HCP6 | | | 1 | 1 | 37-17 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M41P32 | | HCP6 | | | 1 | 1 | 37-16 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD. ANTI-ICING | FAN | 9676M72G02 | | HCP1 | | | 2 | 2 | 37-52 | MEPNC | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| INSULATION BLANKET | FAN | 9676M73P05 | | HCP6 | | | 1 | 1 | 37-31 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | FAN | 9676M73P06 | | HCP6 | | | 1 | 1 | 37-32 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MNFLD. ANTI-ICING | FAN | 9676M74G02 | | HCP1 | | | 2 | 2 | 37-56 | MEPNC | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| HOSE ANTI-ICE | FAN | 9676M75P02 | | HCP6 | | | 7 | 7 | 37-68/69/7 | VIS D1 | 12292A | 35 | 245 | 27 | 189 | 11 | 77 |
| HOSE ANTI-ICE | FAN | 9676M76P02 | | HCP6 | | | 2 | 2 | 37-70 | VIS D1 | 12292A | 35 | 70 | 27 | 54 | 11 | 22 |
| DEFLECTOR FAN FRAME | FAN | 9677M56G03 | | HCP6 | | | 1 | 1 | 33-29 | MPMH004 | 10166A | 35 | 35 | 27 | 27 | 11 | 11 |
| 1ST STG FAN BLADE | FAN | 9681M59P11 | | HCP6 | L7P6 | BP3 | 25 | 25 | 34-12 | FPI | 10183A | 35 | 875 | 27 | 675 | 11 | 275 |
| BLADE S1 | FAN | 9681M59P14 | | HCP6 | L7P6 | BP3 | 25 | 25 | 34-12 | FPI | 10209A | 35 | 875 | 27 | 675 | 11 | 275 |
| PLATFORM DISK #1 | FAN | 9681M61P01 | | L3P1 | HCP6 | BP1A | 25 | 25 | 34-13 | VIS D1 | 10209A | 35 | 875 | 27 | 675 | 11 | 275 |
| PLATFORM DISK #2 | FAN | 9681M62P01 | | HCP7 | BP1A | | 40 | 40 | 34-24 | VIS D1 | 10209A | 35 | 1400 | 27 | 1080 | 11 | 440 |
| VANE OUTER 36 | FAN | 9684M13P02 | | HCP6 | | | 1 | 1 | 36-4 | VIS | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| VANE OUTER 43-50 | FAN | 9684M17P92 | | HCP6 | | | 8 | 8 | 36-45 | VIS | 12286A | 35 | 280 | 27 | 216 | 11 | 88 |
| SPACER OUTER | FAN | 9684M20G02 | | HCP6 | | | 8 | 8 | 35-13/8 | VIS | 12292A | 35 | 280 | 27 | 216 | 11 | 88 |
| SPACER OUTER | FAN | 9684M20G03 | | HCP6 | | | 13 | 13 | 35-1 | VIS | 12292A | 35 | 455 | 27 | 351 | 11 | 143 |
| SPACER MID OUTER | FAN | 9684M22G04 | | HCP6 | | | 34 | 34 | 35-48/50 | VIS | 12292A | 35 | 1190 | 27 | 918 | 11 | 374 |
| SPACER VANE | FAN | 9684M22G05 | | HCP6 | | | 1 | 1 | 35-57 | VIS | 12292A | 35 | 35 | 27 | 27 | 11 | 11 |
| SPACER MID OUTER | FAN | 9684M22G06 | | HCP6 | | | 1 | 1 | 35-48/50 | VIS | 12292A | 35 | 35 | 27 | 27 | 11 | 11 |
| SPACER OUTER | FAN | 9684M23G01 | | HCP6 | | | 1 | 1 | 36-30 | VIS D1 | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]R OUTER | FAN | 9684M25G01 | | HCP6 | | | 3 | 3 | 36-24 | VIS D1 | 12286A | 35 | 105 | 27 | 81 | 11 | 33 |
| OUTER | FAN | 9684M25G02 | | HCP6 | | | 1 | 1 | 36-25 | VIS D1 | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| OUTER | FAN | 9684M26G01 | | HCP6 | | | 1 | 1 | 36-27 | VIS D1 | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| [illegible]R OUTER | FAN | 9684M27G01 | | HCP6 | | | 6 | 6 | 36-29 | VIS D1 | 12286A | 35 | 210 | 27 | 162 | 11 | 66 |
| [illegible]ER OUTER | FAN | 9684M27G02 | | HCP6 | | | 1 | 1 | 36-28 | VIS D1 | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| SPACER OUTER | FAN | 9684M28G01 | | HCP6 | | | 1 | 1 | 36-22 | VIS D1 | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| SPACER OUTER | FAN | 9684M29G01 | | HCP6 | | | 1 | 1 | 36-23 | VIS D1 | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| SPACER OUTER | FAN | 9684M30G01 | | HCP6 | | | 1 | 1 | 36-26 | VIS D1 | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| SPACER MID OUTER | FAN | 9684M31G01 | | HCP6 | | | 34 | 34 | 36-53 | VIS D1 | 12286A | 35 | 1190 | 27 | 918 | 11 | 374 |
| SPACER MID OUTER | FAN | 9684M32G01 | | HCP6 | | | 1 | 1 | 36-56 | VIS D1 | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| SPACER MID OUTER | FAN | 9684M33G01 | | HCP6 | | | 7 | 7 | 36-59 | VIS D1 | 12286A | 35 | 245 | 27 | 189 | 11 | 77 |
| SPACER MID OUTER | FAN | 9684M34G01 | | HCP6 | | | 1 | 1 | 36-54 | VIS D1 | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| SPACER MID OUTER | FAN | 9684M35G01 | | HCP6 | | | 1 | 1 | 36-55 | VIS D1 | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| SPACER MID OUTER | FAN | 9684M36G01 | | HCP6 | | | 1 | 1 | 36-57 | VIS D1 | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| SPACER MID OUTER | FAN | 9684M37G01 | | HCP6 | | | 1 | 1 | 36-48 | VIS D1 | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |

56 ENGINE & WORKLOAD

| NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCESS Step1 | Step2 | Step3 | Step | MODS UPA | ACTUAL UPA | IPB FIG | Inspect | Control | FY92 | PARTS | FY93 | PARTS | FY94 | PARTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SPACER MID OUTER | FAN | 9684M38G01 | | HCP6 | | | | 1 | 1 | 38-241 | VIS D1 | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| F INNER | FAN | 9684M39G01 | | HCP6 | | | | 25 | 25 | 38-104 | VIS D1 | 12286A | 35 | 875 | 27 | 675 | 11 | 275 |
| ER | FAN | 9684M40G01 | | HCP6 | | | | 36 | 36 | 35-89 | VIS | 12292A | 35 | 1260 | 27 | 972 | 11 | 396 |
| STG 2 | FAN | 9684M50G13 | | HCP7 | | | | 1 | 1 | 38-1 | HP VIS | 12286A | 35 | 35 | 27 | 27 | 11 | 11 |
| ..TAT SHROUD PANEL | FAN | 9684M55G02 | | HCP6 | | | | 12 | 12 | 38-6 | VIS | 07675A | 35 | 420 | 27 | 324 | 11 | 132 |
| SHROUD PANEL | FAN | 9684M55G03 | | HCP6 | | | | 12 | 12 | 38-4 | VIS D1 | 12286A | 35 | 420 | 27 | 324 | 11 | 32 |
| FAIRING | FAN | 9684M73G03 | | HCP6 | | | | 1 | 1 | 33-9 | M4/DB6 B | 13231A | 35 | 35 | 27 | 27 | 11 | 11 |
| FAIRING | FAN | 9684M73G05 | | HCP6 | | | | 1 | 1 | 33-11 | M4/DB6 B | 13231A | 35 | 35 | 27 | 27 | 11 | 11 |
| FAIRING | FAN | 9684M73G06 | | HCP6 | | | | 1 | 1 | 33-10 | M4/DB6 B | 13231A | 35 | 35 | 27 | 27 | 11 | 11 |
| FAIRING | FAN | 9684M73G07 | | HCP6 | | | | 1 | 1 | 33-12 | M4/DB6 B | 13231A | 35 | 35 | 27 | 27 | 11 | 11 |
| DEFLECTOR FAN EXT | FAN | 9685M96G01 | | HCP6 | | | | 1 | 1 | 33-36 | MPMH004 | 10171A | 35 | 35 | 27 | 27 | 11 | 11 |
| NOZZLE OIL | FAN | 9686M92G02 | | L4P2 | HCP6 | | | 1 | 1 | 41-35 | FPI | 12729A | 35 | 35 | 27 | 27 | 11 | 11 |
| NUT SELF LOCKING | FAN | LH8521-070 | | HCP4 | HCP6 | | | 1 | 1 | 33-125 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| HARDWARE FAN ROTOR | FAN | VARIABLE | | HCP2 | HCP6 | | | 1 | VAR | VAR | VIS | 10209A | 35 | 0 | 27 | 0 | 11 | 0 |
| RETAINER | HPT | 1304M65G02 | | HCP6 | BP2 | | | 40 | 40 | 34-27 | VIS | 12889A | 35 | 1400 | 27 | 1080 | 11 | 440 |
| SPRING, BLADE RETAIN | HPT | 1304M66P01 | | HCP6 | BP2 | | | 40 | 40 | 34-28 | VIS | 12889A | 35 | 1400 | 27 | 1080 | 11 | 440 |
| BOLT MACHINE | HPT | 1304M67P01 | | HCP6 | BP2 | | | 40 | 40 | 34-31 | VIS | 12889A | 35 | 1400 | 27 | 1080 | 11 | 440 |
| BOLT, SHOULDER | HPT | 1304M68P01 | | HCP6 | BP2 | | | 1 | EXH | 34-29 | VIS | 12889A | 35 | 35 | 27 | 27 | 11 | 11 |
| WEIGHT, BALANCE | HPT | 1304M79P01 | | HCP6 | BP2 | | | 1 | AR | 34-30 | VIS | 12889A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET, B SUMP VENT TUBE | HPT | 638E810G01 | | L4P1 | HCP6 | | | 1 | 1 | 54-52 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET, FWD EJECTOR COOLING AIR | HPT | 7003M32P02 | | L4P1 | HCP6 | | | 1 | 1 | 54-102 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET, ANGLE, HPT COOLING TUBE | HPT | 7003M35G03 | | L4P1 | HCP6 | | | 2 | 2 | 63-9 | VIS | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| LINER COMB CHAMBER | HPT | 9016M55G11 | | HCP6 | | | | 1 | 1 | 54-154 | | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BLADE STG 1 RENE 80 | HPT | 9022M11G11 | | HCP7 | VIB | | | 54 | 54 | 59-6 | FPI | 97062A | 35 | 1890 | 27 | 1458 | 11 | 594 |
| BLADE STG 2 RENE 80 | HPT | 9022M13G12 | | HCP7 | VIB | | | 58 | 58 | 59-23 | FPI | 97062A | 35 | 2030 | 27 | 1566 | 11 | 638 |
| NOZZLE STG 2 | HPT | 9022M16G25 | | HCP7 | VIB | | | 32 | 32 | 176-20 | FPI | 97062A | 35 | 1120 | 27 | 864 | 11 | 352 |
| NOZZLE BORESCOPE | HPT | 9022M16G26 | | HCP7 | VIB | | | 1 | 1 | 176-22 | FPI | 97062A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE PRESS | HPT | 9051M36G01 | | HCP2 | HCP6 | | | 1 | 1 | 59-39 | FPI | 97062A | 35 | 35 | 27 | 27 | 11 | 11 |
| SLEEVE HPT DAMP | HPT | 9079M28G07 | | L1P1 | | | | 1 | 1 | 54-176 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| CAP STRUT | HPT | 9081M63P02 | | L1P2 | HCP6 | | | 4 | 4 | 64-2 | BPY-TURN | 10218A | 35 | 140 | 27 | 108 | 11 | 44 |
| CAP STRUT | HPT | 9081M64P03 | | L1P2 | HCP6 | | | 4 | 4 | 64-1 | BPY-TURN | 10218A | 35 | 140 | 27 | 108 | 11 | 44 |
| SHROUD HPT S-2 | HPT | 9082M58G02 | | HCP6 | | | | 11 | 11 | 176-44 | FPI | 97062A | 35 | 385 | 27 | 297 | 11 | 121 |
| SUPPORT AFT | HPT | 9082M63G02 | | L1P2 | HCP6 | | | 1 | 1 | 176-49 | FPI | 97062A | 35 | 35 | 27 | 27 | 11 | 11 |
| SUPPORT,SHROUD, HPT STATOR | HPT | 9082M82P02 | | L1P1 | | | | 22 | 22 | 176-40 | FPI | 97062A | 35 | 770 | 27 | 594 | 11 | 242 |
| NOZZLE HPT STG 1/ SELECT FIT | HPT | 9082M95G15 | | HCP7 | VIB | | | 31 | 31 | 61-1 | HP | 12723A | 35 | 1085 | 27 | 837 | 11 | 341 |
| NOZZLE, HPT STG 1/ BORESCOPE | HPT | 9082M95G16 | | HCP7 | VIB | | | 1 | 1 | 61-2 | HP | 10217A | 35 | 35 | 27 | 27 | 11 | 11 |
| STRUT, TMF/ STRUTS 1, 2, 3, 4 | HPT | 9083M29P03 | | L1P2 | HCP6 | | | 1 | ALT | 64-18 | BPY-TURN | 10218A | 35 | 35 | 27 | 27 | 11 | 11 |
| SEAL STATIONARY - AIR HPT | HPT | 9083M60G05 | | HCP6 | | | | 3 | 3 | 176-31 | FPI | 97062A | 35 | 105 | 27 | 81 | 11 | 33 |
| SEAL STATIONARY AIR HPT | HPT | 9083M60G06 | | HCP6 | | | | 3 | 3 | 176-35 | FPI | 97062A | 35 | 105 | 27 | 81 | 11 | 33 |
| BAFFLE, INTERSTATE, BOLT | HPT | 9084M29P01 | | HCP6 | | | | 33 | 33 | 176-61 | FPI | 97062A | 35 | 1155 | 27 | 891 | 11 | 363 |
| SEAL TMF AFT OUTER | HPT | 9084M71P02 | | L1P2 | HCP6 | | | 1 | 1 | 63-57 | BPY-TURN | 10218A | 35 | 35 | 27 | 27 | 11 | 11 |
| HUB TURB MID FRAME | HPT | 9084M88P03 | | L1P2 | HCP6 | | | 1 | 1 | 64-26 | BPY-TURN | 10218A | 35 | 35 | 27 | 27 | 11 | 11 |
| SHROUD ASSY, HPT STG 1 | HPT | 9102M96G07 | | HCP6 | | | | 1 | RWK | 176-18 | FPI | 97062A | 35 | 35 | 27 | 27 | 11 | 11 |
| FRAME ASSY | HPT | 9103M20G06 | | L1P6 | | | | 1 | RPL | 163-1 | HCP6 | 10215A | 35 | 35 | 27 | 27 | 11 | 11 |
| STRUT, TURBINE MIDDLE FRAME/ STRUTS | HPT | 9103M68G01 | | L1P2 | HCP6 | | | 1 | EXH | 178-19 | BPY-TURN | 10218A | 35 | 35 | 27 | 27 | 11 | 11 |
| FILTER ASSY | HPT | 9103M80G12 | | HCP6 | | | | 1 | EXH | 176-11 | FPI | 97062A | 35 | 35 | 27 | 27 | 11 | 11 |
| PLUG | HPT | 9103M85G01 | | HCP4 | | | | 1 | 1 | 54-44 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| RETAINER STG 2 | HPT | 9104M10P02 | | L1P5 | HCP6 | | | 1 | EXH | 59-25 | FPI | 97062A | 35 | 35 | 27 | 27 | 11 | 11 |
| #4R BRG STAT CDP AIR SEAL | HPT | 9104M37G03 | | L1P3 | HCP6 | | | 1 | 1 | 55-1 | FPI | 12765A | 35 | 35 | 27 | 27 | 11 | 11 |
| COVER, HPT BOLT | HPT | 9104M38P02 | | L4P2 | BP2 | | | 1 | 1 | 54-168 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| | HPT | 9138M32P01 | | L4P1 | L7P6 | | | 1 | EXH | 162-14 | FPI | 97062A | 35 | 35 | 27 | 27 | 11 | 11 |
| JRBINE MIDDLE FRAME | HPT | 9139M55G01 | | HCP6 | | | | 1 | 1 | 64-41 | FPI | 10218A | 35 | 35 | 27 | 27 | 11 | 11 |
| Y SELF-LOCK | HPT | 9143M72G01 | | L1P2 | HCP6 | | | 2 | 2 | 64-12 | BPY-TURN | 10218A | 35 | 70 | 27 | 54 | 11 | 22 |
| #4 BRNG STA CDP | HPT | 9174M08G02 | | L1P3 | HCP6 | | | 1 | 1 | 54-108 | FPI | 12765A | 35 | 35 | 27 | 27 | 11 | 11 |
| #4B BRG STAT OIL SEAL | HPT | 9174M29P07 | | L1P3 | HCP6 | | | 1 | 1 | 57-144 | FPI | 02989A | 35 | 35 | 27 | 27 | 11 | 11 |
| FILTER SCREEN SEAL | HPT | 9190M18G01 | | HCP3 | HCP5 | | | 12 | 12 | 176-5 | VIS INSP | 97062A | 35 | 420 | 27 | 324 | 11 | 132 |
| SHIELD THERMAL | HPT | 9190M24G01 | | L1P5 | HCP6 | | | 1 | 1 | 59-11 | FPI | 97062A | 35 | 35 | 27 | 27 | 11 | 11 |
| NUT, SPLIT | HPT | 9346M79G03/G05 | | L6P1 | | | | 1 | 1 | 54-159 | FPI | 12672A | 35 | 35 | 27 | 27 | 11 | 11 |
| SEAL ASSY | HPT | 9602M47P09 | | HCP4 | | | | 1 | 1 | 54-128 | MAG VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| NOZZLE | HPT | 9628M93P02 | | HCP4 | | | | 1 | 1 | 54-131 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| PLUG | HPT | 9630M35P02 | | L4P1 | | | | 6 | 6 | 54-38 | FPI | 14939A | 35 | 210 | 27 | 162 | 11 | 66 |
| HPT COOLING&VENT STAT AIR SEAL | HPT | 9633M62G10 | | L1P3 | HCP6 | | | 1 | 1 | 63-34 | FPI | 12724A | 35 | 35 | 27 | 27 | 11 | 11 |
| HPT COOLING&VENT STAT AIR SEAL | HPT | 9633M62G20 | | L1P3 | HCP6 | | | 1 | 1 | 63-28 | FPI | 12725A | 35 | 35 | 27 | 27 | 11 | 11 |
| #4R BRG STAT OIL SEAL | HPT | 9635M27G04 | | L1P3 | HCP6 | | | 1 | 1 | 54-126 | FPI | 04860A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | HPT | 9644M43P01 | | HCP6 | | | | 2 | 2 | 54-129 | VIS D1 | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| INSULATION BLANKET | HPT | 9644M44P01 | | HCP6 | | | | 1 | 1 | 54-114 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | HPT | 9644M52P02 | | HCP6 | | | | 1 | 1 | 54-115 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| RETAINER | HPT | 9645M84P02 | | HCP4 | | | | 1 | 1 | 54-141 | MAG VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| HOUSING #4 BRG | HPT | 9646M10P03 | | L4P1 | HCP6 | | | 1 | 1 | 54-138 | MAG-VIS | 10111A | 35 | 35 | 27 | 27 | 11 | 11 |
| BUSHING | HPT | 9652M84P02 | | L1P2 | HCP6 | | | 16 | 16 | 64-8 | BPY-TURN | 10218A | 35 | 560 | 27 | 432 | 11 | 176 |
| NUT COUPLING | HPT | 9654M80P07 | | HCP3 | | | | 54 | 54 | 176-36 | BYP TURN | 97062A | 35 | 1890 | 27 | 1458 | 11 | 594 |
| SPACER | HPT | 9661M10P08 | | L1P2 | BP2 | | | 1 | 1 | 176-8 | MPMH-003 | 97062A | 35 | 35 | 27 | 27 | 11 | 11 |
| ADAPTER PRESS TUBE | HPT | 9661M15P01 | | L1P2 | | | | 1 | 1 | 176-32 | FPI | 97062A | 35 | 35 | 27 | 27 | 11 | 11 |
| COLLAR | HPT | 9662M26P01 | | L4P1 | | | | 1 | 1 | 54-160 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| NUT SPLINE PLAIN | HPT | 9662M29G02 | | L6P1 | | | | 1 | 1 | 54-159 | FPI | 12672A | 35 | 35 | 27 | 27 | 11 | 11 |
| MOUNT ENG FRONT | HPT | 9685M65P03 | | HCP6 | BP1 | OPT | | 1 | 1 | 54-17 | FPI | 10233A | 35 | 35 | 27 | 27 | 11 | 11 |
| OIL TUBE | HPT | 9671M32G16 | | HCP7 | | | | 1 | 1 | 54-172 | FPI | 10328A | 35 | 35 | 27 | 27 | 11 | 11 |
| RETAINER | HPT | 9673M59G01 | | L3P2 | HCP6 | | | 10 | 10 | 54-7 | VIS | 14939A | 35 | 350 | 27 | 270 | 11 | 110 |
| RETAINER | HPT | 9673M60P01 | | L3P2 | HCP6 | | | 10 | 10 | 54-3 | VIS | 14939A | 35 | 350 | 27 | 270 | 11 | 110 |
| BRACKET | HPT | 9673M67P01 | | L4P1 | HCP6 | | | 2 | 2 | 54-14 | VIS | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| INSULATION BLANKET | HPT | 9677M67P03 | | HCP6 | | | | 1 | 1 | 54-119 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | HPT | 9677M67P04 | | HCP6 | | | | 1 | 1 | 54-120 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | HPT | 9677M68P02 | | HCP6 | | | | 1 | 1 | 54-118 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | HPT | 9677M69P01 | | HCP6 | | | | 1 | 1 | 54-116 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BAFFLE SEGMENTS | HPT | 9678M32G02 | | L3P2 | HCP6 | | | 1 | 1 | 54-8 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | HPT | 9678M40G02 | | L4P1 | HCP6 | | | 1 | 1 | 54-23 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| PLUG | HPT | 9680M73G02 | | HCP4 | | | | 1 | 1 | 54-42 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE COOLING | HPT | 9680M74P02 | | L1P2 | HCP6 | | | 66 | 66 | 176-29 | FPI | 97062A | 35 | 2310 | 27 | 1782 | 11 | 726 |
| BRACKET | HPT | 9682M54P01 | | L4P1 | HCP6 | | | 2 | 2 | 54-88 | VIS | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| BRACKET | HPT | 9682M66G01 | | L4P1 | HCP6 | | | 1 | 1 | 54-18 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| RING | HPT | 9683M59G01 | | L3P2 | HCP6 | | | 1 | 1 | 54-4 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| STRIP INNER | HPT | 9686M18P25 | | L1P2 | | | | 33 | 33 | 176-24 | FPI | 97062A | 35 | 1155 | 27 | 891 | 11 | 363 |
| STRIP OUTER | HPT | 9686M18P40 | | L1P2 | | | | 33 | 33 | 176-25 | FPI | 97062A | 35 | 1155 | 27 | 891 | 11 | 363 |
| SUPPORT SHROUD STG 1 | HPT | 9686M25P03 | | HCP6 | | | | 24 | 24 | 176-17 | FPI | 97062A | 35 | 840 | 27 | 648 | 11 | 264 |
| #4R BRG FWD PRES STAT AIR SEAL | HPT | 9686M44P03 | | L1P3 | HCP6 | | | 1 | 1 | 54-125 | FPI | 10106A | 35 | 35 | 27 | 27 | 11 | 11 |
| SUPPORT NOZZLE STG 2 | HPT | 9687M08G12 | | L1P2 | HCP6 | | | 1 | 1 | 176-1 | FPI | 97062A | 35 | 35 | 27 | 27 | 11 | 11 |
| SUPPORT SEAL | HPT | 9687M09G07 | | L1P2 | BP4 | | | 1 | 1 | 54-166 | FPI | 02631A | 35 | 35 | 27 | 27 | 11 | 11 |
| FT AFT | HPT | 9687M22G11 | | L7P6 | BP4 | | | 1 | 1 | 59-42 | MPMH-003 | 97062A | 35 | 35 | 27 | 27 | 11 | 11 |
| STG | HPT | 9687M39P08 | | L1P3 | L7P6 | BP4 | | 1 | 1 | 59-4 | MPMH-003 | 97062A | 35 | 35 | 27 | 27 | 11 | 11 |
| STG 2 | HPT | 9687M40P07 | | L1P5 | HCP6 | | | 1 | 1 | 59-22 | MPMH-003 | 97062A | 35 | 35 | 27 | 27 | 11 | 11 |
| L HPT INNER | HPT | 9687M54G04 | | L1P2 | | | | 1 | 1 | 61-9 | FPI | 10217A | 35 | 35 | 27 | 27 | 11 | 11 |
| SEAL HPT OUTER | HPT | 9687M55G05 | | L1P2 | | | | 1 | 1 | 61-5 | FPI | 10217A | 35 | 35 | 27 | 27 | 11 | 11 |
| STUD | HPT | 9687M72P01 | | L4P1 | L7P6 | | | 27 | 27 | 176-14 | HP ZI 30A | 97062A | 35 | 945 | 27 | 729 | 11 | 297 |
| SHAFT ASSY FWD | HPT | 9687M80G24 | | L1P3 | L7P6 | BP4 | | 1 | 1 | 59-3 | MPMH-003 | 97062A | 35 | 35 | 27 | 27 | 11 | 11 |
| SUPPORT | HPT | 9687M92G12 | | L1P2 | | | | 1 | 1 | 61-13 | FPI | 10217A | 35 | 35 | 27 | 27 | 11 | 11 |
| 1ST STG NOZZLE SUPPORT | HPT | 9687M92G14 | | L1P2 | HCP6 | | | 1 | 1 | 61-13 | FPI | 10105A | 35 | 35 | 27 | 27 | 11 | 11 |
| SEAL DAMPER STG 1 | HPT | 9687M96P01 | | L1P2 | | | | 54 | 54 | 59-7 | FPI | 97062A | 35 | 1890 | 27 | 1458 | 11 | 594 |
| SEAL DAMPER STG 2 | HPT | 9687M97P04 | | L1P2 | | | | 58 | 58 | 59-24 | FPI | 97062A | 35 | 2030 | 27 | 1566 | 11 | 638 |
| BRACKET | HPT | 9692M39G02 | | L4P1 | HCP6 | | | 2 | 2 | 54-62 | VIS | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| #4B BRG ROTATING VENT AIR SEAL | HPT | 9693M02P03 | | L1P3 | L7P6 | BP4 | | 1 | 1 | 54-157 | FPI | 10110A | 35 | 35 | 27 | 27 | 11 | 11 |
| #4B BRG STAT AFT PRES AIR SEAL | HPT | 9693M04P02 | | L1P3 | HCP6 | | | 1 | 1 | 54-146 | FPI | 10099A | 35 | 35 | 27 | 27 | 11 | 11 |
| #4B BRG ROTAING AIR & OIL SEAL | HPT | 9693M05P01.02 | | L1P3 | HCP6A | HCP7 | | 1 | 1 | 54-145 | MAG VIS | 10098A | 35 | 35 | 27 | 27 | 11 | 11 |

T56 ENGINE & WORKLOAD

| NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCESS Step1 | Step2 | Step3 | Step | MODS UPA | ACTUAL UPA | IPB FIG | Inspect | Control | FY92 PARTS | | FY93 PARTS | | FY94 PARTS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | |
| BRG SHIELDS | HPT | 9693M06P03 | | L4P1 | | | | 1 | 1 | 54-147 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| LDS | HPT | 9693M14P02 | | L4P1 | | | | 1 | 1 | 54-122 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| | HPT | 9693M16P01 | | L1P2 | | | | 1 | 1 | 54-109 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TAT AFT PRES BAL A'S | HPT | 9693M20G06 | | L1P3 | HCP6 | | | 1 | 1 | 54-151 | FPI | 10089A | 35 | 35 | 27 | 27 | 11 | 11 |
| STAT VENT AIR SEAL | HPT | 9693M27G03 | | L1P3 | HCP6 | | | 1 | 1 | 55-5 | FPI | 10118A | 35 | 35 | 27 | 27 | 11 | 11 |
| #4B BRG STAT OUTER AIR SEAL | HPT | 9693M28G03 | | L1P3 | HCP6 | | | 1 | 1 | 54-150 | FPI | 10101A | 35 | 35 | 27 | 27 | 11 | 11 |
| RING | HPT | 9693M33P01 | | L4P1 | | | | 1 | 1 | 54-161 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| #4R BRG STAT OIL SEAL | HPT | 9693M48P02 | | L1P3 | HCP6 | | | 1 | 1 | 54-126 | FPI | 05227A | 35 | 35 | 27 | 27 | 11 | 11 |
| #4R BRG STAT OIL SEAL | HPT | 9693M48P02 | | L1P3 | HCP6 | | | 1 | 1 | 54-126 | FPI | 05227A | 35 | 35 | 27 | 27 | 11 | 11 |
| #4 BRG STAT OIL SEAL | HPT | 9693M48P03 | | L1P3 | HCP6 | | | 1 | 1 | 54-126 | FPI | 05226A | 35 | 35 | 27 | 27 | 11 | 11 |
| #4 BRG STAT OIL SEAL | HPT | 9693M48P03 | | L1P3 | HCP6 | | | 1 | 1 | 54-126 | FPI | 05226A | 35 | 35 | 27 | 27 | 11 | 11 |
| BAFFLE COMPRSR R FRAME | HPT | 9693M57G01 | | L1P1 | | | | 1 | 1 | 54-164 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BAFFLE COMP FRT | HPT | 9693M57G01 | | L1P2 | | | | 1 | 1 | 54-164 | FPI | 12723A | 35 | 35 | 27 | 27 | 11 | 11 |
| BAFFLE COMP FRT | HPT | 9693M57G01 | | L1P2 | | | | 1 | 1 | 61-164 | FPI | 10217A | 35 | 35 | 27 | 27 | 11 | 11 |
| SCREEN AIR STG 2 | HPT | 9693M98P02 | | HCP6 | | | | 12 | 12 | 176-5 | VIS D1 | 97062A | 35 | 420 | 27 | 324 | 11 | 132 |
| BAFFLE AIR | HPT | 9697M28G01 | | L1P2 | | | | 16 | 16 | 61-22 | FPI | 10217A | 35 | 560 | 27 | 432 | 11 | 176 |
| RETAINER STG 1 | HPT | 9697M33P10 | | L1P5 | HCP6 | | | 1 | 1 | 59-1 | FPI | 97062A | 35 | 35 | 27 | 27 | 11 | 11 |
| BOLT PIN | HPT | 9713M26P05 | | L4P1 | | | | 10 | 10 | 54-155 | FPI | 14939A | 35 | 350 | 27 | 270 | 11 | 110 |
| NUT, SELF-LOCKING | HPT | MS17828-4F | | HCP6 | BP2 | | | 40 | 40 | 34-32 | VIS | 12889A | 35 | 1400 | 27 | 1080 | 11 | 440 |
| | | | | | | | | | | | | | 35 | 0 | 27 | 0 | 11 | |
| BRACKET | LPT | 5032M23P01 | | L4P1 | HCP6 | | | 2 | 2 | 68-69 | VIS | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| TUBE OIL DRAIN, TURBINE REAR | LPT | 696D754G02 | | L1P2 | HCP6 | | | 1 | AR | 69-25 | FPI | 12737A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE OIL-IN TURBINE REAR | LPT | 696D755G02 | | L1P2 | HCP6 | | | 1 | RPL | 69-30 | FPI | 12737A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET/MODIFIED | LPT | 7000M89G01 | | L4P1 | HCP6 | | | 1 | 1 | 68-71 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | LPT | 7000M89G02 | | L4P1 | HCP6 | | | 1 | RWK | 68-73 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | LPT | 7000M89G04 | | L4P1 | HCP6 | | | 1 | RWK | 194-68 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | LPT | 7000M95G01 | | L4P1 | HCP6 | | | 1 | 1 | 63-105 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET, ANGLE, LPT COOLING A R | LPT | 7003M48P01 | | L4P1 | HCP6 | | | 1 | 1 | 54-58 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRACKET | LPT | 7003M54G01 | | L4P1 | HCP6 | | | 1 | RWK | 68-70 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| NUT ASSY | LPT | 9025M32G02 | | L1P2 | BP2 | | | 2 | 2 | 69-6 | FPI | 12737A | 35 | 70 | 27 | 54 | 11 | 22 |
| BRACKET | LPT | 9037M57G05 | | L4P1 | HCP6 | | | 1 | 1 | 63-119 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| RING LINER RET TMF | LPT | 9051M13G04 | | L1P2 | HCP6 | | | 2 | 2 | 66-28 | BPY-TURN | 10218A | 35 | 70 | 27 | 54 | 11 | 22 |
| SEAL INNER LINER | LPT | 9051M64G01 | | L1P2 | HCP6 | | | 1 | 1 | 66-2 | BPY-TURN | 10218A | 35 | 35 | 27 | 27 | 11 | 11 |
| LINER REAR | LPT | 9052M85G01 | | L1P2 | BP3 | | | 1 | 1 | 69-4 | FPI | 12737A | 35 | 35 | 27 | 27 | 11 | 11 |
| SEAL OUTER | LPT | 9052M90G02 | | L1P1 | HCP6 | | | 1 | 1 | 63-57 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE VENT | LPT | 9063M15G03 | | L4P2 | HCP7 | | | 1 | 1 | 65-1 | BPY-TURN | 10218A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE SCAV | LPT | 9063M17G03 | | L4P2 | HCP7 | | | 1 | 1 | 65-25 | BPY-TURN | 10218A | 35 | 35 | 27 | 27 | 11 | 11 |
| SUPPORT, LPT NOZZ | LPT | 9063M29G05 | | L1P2 | HCP6 | HCP7 | | 1 | 1 | 66-32 | BPY-TURN | 10218A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE VENT INNER | LPT | 9063M35G02 | | L4P2 | HCP7 | | | 1 | 1 | 65-6 | BPY-TURN | 10218A | 35 | 35 | 27 | 27 | 11 | 11 |
| PLATE NO 5 ROLLER BRNG | LPT | 9081M82P01 | | L4P1 | | | | 1 | 1 | 63-45 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET THERMAL FWD | LPT | 9083M76P01/42H262 | | HCP6 | | | | 1 | 1 | 63-41 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| SHIELD, HEAT-BRG NO 6 | LPT | 9084M67G01 | | L1P2 | | | | 1 | RWK | 63-84 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE, IMPINGEMENT - TMF | LPT | 9085M14G01 | | L4P2 | HCP7 | | | 1 | RPL | 65-38 | BPY-TURN | 10218A | 35 | 35 | 27 | 27 | 11 | 11 |
| SEAL, STATIONARY AIR | LPT | 9085M50G03 | | HCP6 | | | | 1 | 1 | 63-90 | M4/DB6,B | 35260A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE SEAL DRAIN, TMF | LPT | 9085M76G01 | | L4P2 | HCP7 | | | 1 | 1 | 65-19 | BPY-TURN | 10218A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE OIL IN - TMF | LPT | 9085M77G01 | | L4P2 | HCP7 | | | 1 | RPL | 65-30 | BPY-TURN | 10218A | 35 | 35 | 27 | 27 | 11 | 11 |
| SUPPORT ASSY, LPT STG 1 NOZZLE | LPT | 9102M54G03 | | L1P1 | BP3 | | | 1 | 1 | 63-61 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| HSNG, SUMP - TURBINE MIDDLE FRAME | LPT | 9103M72G04 | | L1P2 | HCP6 | | | 1 | RPL | 65-36 | BPY-TURN | 10218A | 35 | 35 | 27 | 27 | 11 | 11 |
| PT, LINER - TMF/ CM64 SLOT | LPT | 9137M17P02 | | L1P2 | HCP6 | | | 1 | 1 | 66-27 | BPY-TURN | 10218A | 35 | 35 | 27 | 27 | 11 | 11 |
| LATE | LPT | 9138M34P01 | | L4P2 | HCP7 | | | 1 | 1 | 65-2 | BPY-TURN | 10218A | 35 | 35 | 27 | 27 | 11 | 11 |
| SY, TMF, HS188 (GUSSETS) | LPT | 9138M51G13 | | L1P2 | HCP6 | HCP7 | | 1 | EXH | 66-7 | BPY-TURN | 10218A | 35 | 35 | 27 | 27 | 11 | 11 |
| SY, SELF-LOCKING | LPT | 9138M66G01 | | L1P2 | BP2 | | | 1 | EXH | 69-18 | FPI | 12737A | 35 | 35 | 27 | 27 | 11 | 11 |
| NUT ASSY SELF-LOCK | LPT | 9143M75G01 | | L1P2 | HCP6 | | | 4 | 4 | 65-46 | BPY-TURN | 10218A | 35 | 140 | 27 | 108 | 11 | 44 |
| NUT ASSY SELF-LOCK | LPT | 9143M76G01 | | L1P2 | HCP6 | | | 2 | 2 | 65-47 | BPY-TURN | 10218A | 35 | 70 | 27 | 54 | 11 | 22 |
| SEAL-SEGMENTED | LPT | 9146M54P01 | | L1P2 | HCP6 | | | 6 | 6 | 66-1 | BPY-TURN | 10218A | 35 | 210 | 27 | 162 | 11 | 66 |
| LPT INTER STG 4 AIRSEAL | LPT | 9395M66P01 | | L1P2 | BP3 | | | 1 | 1 | 67-32 | HP(SMLBT | 12739A | 35 | 35 | 27 | 27 | 11 | 11 |
| SEAL AIR ROTATING NO 6 | LPT | 9602M48P03 | | L1P3 | HCP6 | | | 1 | 1 | 67-21 | MPI | 10790A | 35 | 35 | 27 | 27 | 11 | 11 |
| NUT SPANNER | LPT | 9607M35P02 | | L4P1 | | | | 1 | 1 | 63-73 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATOR STG 2 | LPT | 9632M28P06 | | HCP2 | | | | 2 | 2 | 68-9 | FPI | 02995A | 35 | 70 | 27 | 54 | 11 | 22 |
| INSULATOR STG 3 | LPT | 9632M28P07 | | HCP2 | | | | 2 | 2 | 68-27 | FPI | 02995A | 35 | 70 | 27 | 54 | 11 | 22 |
| INSULATOR STG 4 | LPT | 9632M28P08 | | HCP2 | | | | 2 | 2 | 68-40 | FPI | 02995A | 35 | 70 | 27 | 54 | 11 | 22 |
| INSULATOR STG 1 | LPT | 9632M38P01 | | HCP2 | | | | 2 | 2 | 68-6 | FPI | 02995A | 35 | 70 | 27 | 54 | 11 | 22 |
| INSULATOR STG 2 | LPT | 9632M38P02 | | HCP2 | | | | 2 | 2 | 68-24 | FPI | 02995A | 35 | 70 | 27 | 54 | 11 | 22 |
| INSULATOR STG 3 | LPT | 9632M38P03 | | HCP2 | | | | 2 | 2 | 68-37 | FPI | 02995A | 35 | 70 | 27 | 54 | 11 | 22 |
| INSULATOR STG 4 | LPT | 9632M38P04 | | HCP2 | | | | 2 | 2 | 68-53 | FPI | 02995A | 35 | 70 | 27 | 54 | 11 | 22 |
| SEAL STATOR TURBINE | LPT | 9632M71G04 | | L1P1 | | | | 1 | 1 | 63-94 | FPI | 10163A | 35 | 35 | 27 | 27 | 11 | 11 |
| DISC STG 3 | LPT | 9632M84P03 | | L1P2 | BP3 | | | 1 | 1 | 67-24 | HP(SMLBT | 12746A | 35 | 35 | 27 | 27 | 11 | 11 |
| DISC STG 4 | LPT | 9632M86P01 | | L1P2 | BP3 | | | 1 | 1 | 67-33 | HP(SMLBT | 12746A | 35 | 35 | 27 | 27 | 11 | 11 |
| DISC STG 5 | LPT | 9632M87P01 | | L1P2 | BP3 | | | 1 | 1 | 67-39 | HP(SMLBT | 12746A | 35 | 35 | 27 | 27 | 11 | 11 |
| SHAFT ASSY FRONT | LPT | 9632M89P09 | | L1P3 | HCP6 | BP2 | | 1 | 1 | 67-13 | HP(SMLBT | 12746A | 35 | 35 | 27 | 27 | 11 | 11 |
| SHIELD | LPT | 9632M97P02 | | HCP6 | BP2 | | | 1 | 1 | 67-20 | FPI | 12746A | 35 | 35 | 27 | 27 | 11 | 11 |
| SUPPORT LINER | LPT | 9636M60G04 | | L1P2 | BP3 | | | 1 | 1 | 69-5 | APMA-001 | 12737A | 35 | 35 | 27 | 27 | 11 | 11 |
| SLINGER | LPT | 9644M1DG02 | | L4P1 | | | | 1 | 1 | 63-177 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| #7 BRG STAT OIL SEAL | LPT | 9646M05P12 | | L1P3 | HCP6 | | | 1 | 1 | 63-145 | FPI | 10158A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBES | LPT | 9646M77P02 | | HCP4 | | | | 2 | 2 | 63-42 | FPI | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| #7 BRG STAT AIR SEAL | LPT | 9651M04P05 | | L1P3 | HCP6 | | | 1 | 1 | 63-141 | FPI | 10157A | 35 | 35 | 27 | 27 | 11 | 11 |
| TACH SUPPORT | LPT | 9651M06P02 | | L4P1 | | | | 1 | 1 | 63-182 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| #7 BRG RTNG AIR/OIL SEAL (C SUMP) | LPT | 9651M10P03 | | L1P3 | HCP6 | | | 1 | 1 | 63-148 | MAG VIS | 10168A | 35 | 35 | 27 | 27 | 11 | 11 |
| TUBE, SCAV INNER | LPT | 9652M74G02 | | L4P2 | HCP7 | | | 1 | 1 | 65-26 | BPY-TURN | 10218A | 35 | 35 | 27 | 27 | 11 | 11 |
| SHIELD | LPT | 9654M91G02 | | L1P2 | | | | 1 | 1 | 63-199 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRG SHIELDS | LPT | 9657M79P01 | | L4P1 | | | | 1 | 1 | 63-165 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| NOZZLE | LPT | 9657M84P02 | | HCP4 | | | | 1 | 1 | 63-171 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BRG SHIELDS | LPT | 9657M93P01 | | L4P1 | | | | 1 | 1 | 63-167 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| BEARING SPHERICAL | LPT | 9658M61P02 | | L4P1 | HCP2 | | | 1 | 1 | 63-26 | VIS/DIM | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| #6 BRGROTATING OILSEAL(C SUMP) | LPT | 9658M82P01 | | L1P3 | HCP6 | | | 1 | 1 | 63-78 | MAG | 10137A | 35 | 35 | 27 | 27 | 11 | 11 |
| COUPLING BOLT LPT | LPT | 9658M96P03 | | L6P1 | HCP1 | | | 1 | 1 | 63-100 | MAG | 41047A | 35 | 35 | 27 | 27 | 11 | 11 |
| RING | LPT | 9661M56P02 | | L4P1 | | | | 1 | 1 | 63-51 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| MOUNT | LPT | 9662M01G03 | | HCP6 | | | | 1 | 1 | 63-110 | FPI | 10151A | 35 | 35 | 27 | 27 | 11 | 11 |
| MOUNT ASSY REAR | LPT | 9662M02G03 | | HCP6 | | | | 1 | 1 | 63-113 | FPI | 10143A | 35 | 35 | 27 | 27 | 11 | 11 |
| MOUNT | LPT | 9662M02G08 | | HCP6 | | | | 1 | 1 | 63-109 | FPI | 10165A | 35 | 35 | 27 | 27 | 11 | 11 |
| NOZZLE | LPT | 9662M15P03 | | HCP4 | | | | 1 | 1 | 63-67 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| SHIELD | LPT | 9662M78G07 | | L1P2 | | | | 1 | 1 | 63-38 | FPI | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| STG 4 | LPT | 9663M04P02 | | L1P5 | BP4 | | | 54 | 54 | 68-41 | VIS | 02995A | 35 | 1890 | 27 | 1458 | 11 | 594 |
| STG 5 | LPT | 9663M05P02 | | L1P5 | BP4 | | | 48 | 48 | 68-55 | VIS | 02995A | 35 | 1680 | 27 | 1296 | 11 | 528 |
| STG 6 | LPT | 9663M06P02 | | L1P5 | BP4 | | | 48 | 48 | 68-58 | VIS | 02995A | 35 | 1680 | 27 | 1296 | 11 | 528 |
| REAR | LPT | 9663M08P01 | | L1P3 | HCP6 | BP2 | | 1 | 1 | 67-44 | HP(SMLBT | 12746A | 35 | 35 | 27 | 27 | 11 | 11 |
| BLADE STG 1 | LPT | 9663M11P12 | | L1P5 | VIB | HCP6 | | 166 | 166 | 67-8 | D-21 | 12746A | 35 | 5810 | 27 | 4482 | 11 | 1826 |
| BLADE STG 2 | LPT | 9663M12P08 | | L1P5 | VIB | HCP6 | | 142 | 142 | 67-10 | D-21 | 12746A | 35 | 4970 | 27 | 3834 | 11 | 1562 |
| BLADE STG 3 | LPT | 9663M13P13 | | L1P5 | VIB | HCP6 | | 126 | 126 | 67-30 | D-21 | 12746A | 35 | 4410 | 27 | 3402 | 11 | 1386 |
| BLADE STG 4 | LPT | 9663M14P14 | | L1P5 | VIB | HCP6 | | 112 | 112 | 67-36 | D-21 | 12746A | 35 | 3920 | 27 | 3024 | 11 | 1232 |
| BLADE STG 5 | LPT | 9663M15P04 | | L1P5 | VIB | HCP6 | | 90 | 90 | 67-42 | D-21 | 12746A | 35 | 3150 | 27 | 2430 | 11 | 990 |
| BLADE STG 6 | LPT | 9663M16P04 | | L1P5 | VIB | HCP6 | | 72 | 72 | 67-54 | D-21 | 12746A | 35 | 2520 | 27 | 1944 | 11 | 792 |
| CASE LPT STATOR | LPT | 9663M17G05 | | L1P2 | BP4 | | | 1 | 1 | 68-1 | FPI | 02995A | 35 | 35 | 27 | 27 | 11 | 11 |
| SEAL AIR STG 2 | LPT | 9663M18G07 | | L4P2 | HCP7 | BP4 | | 2 | 2 | 68-14 | FPI | 02995A | 35 | 70 | 27 | 54 | 11 | 22 |
| SEAL AIR STG 2 | LPT | 9663M18G08 | | L4P2 | HCP7 | BP4 | | 2 | 2 | 68-15 | FPI | 02995A | 35 | 70 | 27 | 54 | 11 | 22 |
| SEAL AIR STG 2 | LPT | 9663M18G09 | | L4P2 | HCP7 | BP4 | | 2 | 2 | 68-16 | FPI | 02995A | 35 | 70 | 27 | 54 | 11 | 22 |

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| NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCESS Step1 | Step2 | Step3 | Step | MODS UPA | ACTUAL UPA | IPB FIG | Inspect | Control | FY92 | PARTS | FY93 | PARTS | FY94 | PARTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SEAL STG 3 | LPT | 9663M19G07 | | L4P2 | HCP7 | BP4 | | 2 | 2 | 68-32 | FPI | 02995A | 35 | 70 | 27 | 54 | 11 | 22 |
| | LPT | 9663M19G15 | | L4P2 | HCP7 | BP4 | | 2 | 2 | 68-34 | FPI | 02995A | 35 | 70 | 27 | 54 | 11 | 22 |
| | LPT | 9663M21P06 | | L1P2 | BP3 | | | 1 | 1 | 67-1 | HP(SMLBT | 12746A | 35 | 35 | 27 | 27 | 11 | 11 |
| | LPT | 9663M22P10 | | L1P2 | BP3 | | | 1 | 1 | 67-3 | HP(SMLBT | 12746A | 35 | 35 | 27 | 27 | 11 | 11 |
| SHROUD STG 1 | LPT | 9663M23G03 | | L4P2 | HCP7 | BP4 | | 14 | 14 | 68-7 | VIS | 02995A | 35 | 490 | 27 | 378 | 11 | 154 |
| SHROUD STG 2 | LPT | 9663M24G07 | | L4P2 | HCP7 | BP4 | | 14 | 14 | 68-25 | FPI | 02995A | 35 | 490 | 27 | 378 | 11 | 154 |
| SHROUD STG 3 | LPT | 9663M24G08 | | L4P2 | HCP7 | BP4 | | 16 | 16 | 68-38 | FPI | 02995A | 35 | 560 | 27 | 432 | 11 | 176 |
| DISC STG 6 | LPT | 9663M26P03 | | L1P2 | BP3 | | | 1 | 1 | 67-48 | HP(SMLBT | 12746A | 35 | 35 | 27 | 27 | 11 | 11 |
| LPT NOZZLE #1 | LPT | 9663M41G07 | | L1P2 | BP4 | | | 14 | 14 | 63-58 | FPI | 10187A | 35 | 490 | 27 | 378 | 11 | 154 |
| LPT NOZZ 2 3 4 5 6 | LPT | 9663M42G13 | | L1P2 | BP4 | | | 10 | 10 | 68-10 | VIS | 05323A | 35 | 350 | 27 | 270 | 11 | 110 |
| NOZZLE STG 3 | LPT | 9663M43P12 | | L1P5 | BP4 | | | 16 | 16 | 68-29 | VIS | 02995A | 35 | 560 | 27 | 432 | 11 | 176 |
| SEAL STG 4 | LPT | 9663M66G03 | | L4P2 | HCP7 | BP4 | | 6 | 6 | 68-42 | FPI | 02995A | 35 | 210 | 27 | 162 | 11 | 66 |
| SEAL STG 4 | LPT | 9663M66G04 | | L4P2 | HCP7 | BP4 | | 2 | 2 | 68-43 | FPI | 02995A | 35 | 70 | 27 | 54 | 11 | 22 |
| SEAL STG 5 | LPT | 9663M67G01 | | L4P2 | HCP7 | BP4 | | 8 | 8 | 68-56 | FPI | 02995A | 35 | 280 | 27 | 216 | 11 | 88 |
| SEAL STG 6 | LPT | 9663M67G03 | | L4P2 | HCP7 | BP4 | | 8 | 8 | 68-59 | FPI | 02995A | 35 | 280 | 27 | 216 | 11 | 88 |
| SHROUD STG 4 | LPT | 9663M69G09 | | L4P2 | HCP7 | BP4 | | 18 | 18 | 68-54 | FPI | 02995A | 35 | 630 | 27 | 486 | 11 | 198 |
| SHROUD STG 5 | LPT | 9663M69G16 | | L4P2 | HCP7 | BP4 | | 16 | 16 | 68-57 | FPI | 02995A | 35 | 560 | 27 | 432 | 11 | 176 |
| SHROUD STG 6 | LPT | 9663M70G05 | | L4P2 | HCP7 | BP4 | | 16 | 16 | 68-60 | FPI | 02995A | 35 | 560 | 27 | 432 | 11 | 176 |
| COVER INSULATION | LPT | 9663M72G04 | | HCP2 | | | | 12 | 12 | 68-3 | FPI | 02995A | 35 | 420 | 27 | 324 | 11 | 132 |
| INSULATOR STG 1 | LPT | 9663M75P02 | | HCP2 | | | | 2 | 2 | 68-2 | FPI | 02995A | 35 | 70 | 27 | 54 | 11 | 22 |
| #6 BRG STAT A R&OIL SEA | LPT | 9665M90G04 | | L1P3 | HCP6 | | | 1 | 1 | 63-83 | FPI | 04813A | 35 | 35 | 27 | 27 | 11 | 11 |
| #5 BRG STAT A R&OIL SEAL | LPT | 9665M91G05 | | L1P3 | HCP6 | | | 1 | 1 | 63-37 | FPI | 04625A | 35 | 35 | 27 | 27 | 11 | 11 |
| LINER FRONT | LPT | 9671M06G02 | | L1P2 | BP3 | | | 1 | 1 | 69-1 | FPI | 12737A | 35 | 35 | 27 | 27 | 11 | 11 |
| NUT SPANNER | LPT | 9671M28P01 | | L4P1 | | | | 1 | 1 | 63-49 | VIS | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | LPT | 9673M02P01 | | HCP6 | | | | 2 | 2 | 63-54 | VIS D1 | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| INSULATION BLANKET | LPT | 9673M03P01 | | HCP6 | | | | 2 | 2 | 63-55 | VIS D1 | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| INSULATION BLANKET | LPT | 9673M04P02 | | HCP6 | | | | 2 | 2 | 63-53 | VIS D1 | 14939A | 35 | 70 | 27 | 54 | 11 | 22 |
| FRAME ASSY. TURBINE MID | LPT | 9677M81G30 | | HCP6 | | | | 1 | 1 | 63-1 | FPI | 11639A | 35 | 35 | 27 | 27 | 11 | 11 |
| FRAME TURBINE REAR | LPT | 9686M32G11 | | L1P2 | HCP6 | | | 1 | 1 | 69-17 | FPI | 12737A | 35 | 35 | 27 | 27 | 11 | 11 |
| RETAINER | LPT | 9688M08P02 | | L4P1 | | | | 14 | 14 | 63-95 | FPI | 14939A | 35 | 490 | 27 | 378 | 11 | 154 |
| SEAL STG 2 | LPT | 9688M15P05 | | L7P6 | | | | 1 | 1 | 67-2 | FPI | 12746A | 35 | 35 | 27 | 27 | 11 | 11 |
| SEAL STG 3 | LPT | 9688M16P05 | | L7P6 | | | | 1 | 1 | 67-12 | FPI | 12746A | 35 | 35 | 27 | 27 | 11 | 11 |
| LPT INT STG AIR | LPT | 9688M17P01 | | L1P2 | BP3 | | | 1 | 1 | 67-32 | HP(SMLBT | 10767A | 35 | 35 | 27 | 27 | 11 | 11 |
| SEAL STG 4 | LPT | 9688M17P05 | | L7P6 | | | | 1 | 1 | 67-32 | FPI | 12746A | 35 | 35 | 27 | 27 | 11 | 11 |
| SEAL STG 5 | LPT | 9688M18P02 | | L7P6 | | | | 1 | 1 | 67-38 | FPI | 12746A | 35 | 35 | 27 | 27 | 11 | 11 |
| SEAL STG 6 | LPT | 9688M19P02 | | L7P6 | | | | 1 | 1 | 67-47 | FPI | 12746A | 35 | 35 | 27 | 27 | 11 | 11 |
| NOZZLE LPT STG 1 | LPT | 9688M41G01 | | L1P5 | BP4 | | | 14 | 14 | 194-73 | FPI | 10786A | 35 | 490 | 27 | 378 | 11 | 154 |
| NOZZLE STG 2 | LPT | 9688M42G13 | | L1P5 | BP4 | | | 10 | 10 | 68-10 | VIS | 02995A | 35 | 350 | 27 | 270 | 11 | 110 |
| NOZZLE STG 2 | LPT | 9688M42G14 | | L1P5 | BP4 | | | 2 | 2 | 68-11 | VIS | 02995A | 35 | 70 | 27 | 54 | 11 | 22 |
| NOZZLE STG 2 | LPT | 9688M42G15 | | L1P5 | BP4 | | | 2 | 2 | 68-12 | VIS | 02995A | 35 | 70 | 27 | 54 | 11 | 22 |
| INSULATION BLANKET | LPT | 9692M22P01 | | HCP6 | | | | 1 | 1 | 63-196 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| INSULATION BLANKET | LPT | 9692M22P02 | | HCP6 | | | | 1 | 1 | 63-197 | VIS D1 | 14939A | 35 | 35 | 27 | 27 | 11 | 11 |
| #5 BRG STAT AIR &OIL SEAL | LPT | 9693M44P02 | | L1P3 | HCP6 | | | 1 | 1 | 63-37 | FPI | 00896A | 35 | 35 | 27 | 27 | 11 | 11 |
| #6 BRG STAT AIR&OIL SEAL | LPT | 9693M46P02 | | L1P3 | HCP6 | | | 1 | 1 | 63-83 | FPI | 04813A | 35 | 35 | 27 | 27 | 11 | 11 |
| LPT PRES BAL. STAT AIR SEAL | LPT | 9693M53G03 | | HCP6 | | | | 1 | 1 | 63-87 | FPI | 10154A | 35 | 35 | 27 | 27 | 11 | 11 |
| HOUSING, SUMP | LPT | 9698M11G03 | | L1P2 | HCP6 | | | 1 | 1 | 69-22 | FPI | 12737A | 35 | 35 | 27 | 27 | 11 | 11 |
| NUT SELF LOCK GANG | LPT | CN39002-4 | | L1P2 | BP2 | | | 24 | 24 | 69-8 | FPI | 12737A | 35 | 840 | 27 | 648 | 11 | 264 |
| SELF LOCK GANG | LPT | LH9307-3 | | L1P2 | BP2 | | | 3 | 3 | 69-7 | FPI | 12737A | 35 | 105 | 27 | 81 | 11 | 33 |
| | | | | | | | TOTA | 6596 | | | | TOTALS | | 230860 | | 178092 | | 72556 |

T56 ENGINE & WORKLOAD

| NOMENCLATURE | MO | P/N | BASE | CLEANING PROCESS Step1 | Step2 | Step3 | Step | UPA | IPB FIG | Inspect | Control | FY9 PARTS # ENG | FY9 PARTS UPA X ENG | FY9 PART # ENG | FY9 PART UPA X ENG | FY9 PART # ENG | FY9 PART UPA X ENG | FY9 PART # MOD | FY9 PART UPA X MOD | FY9 PART # MOD | FY9 PART UPA X MOD | FY94 # MOD | PART UPA X MOD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SCREEN | [illegible] | [illegible] | | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | | | | | | | | | | | | |

IP SE

B D2

T56 ENGINE & WORKLOAD

| NOMENCLATURE | MO | P/N | BASE | CLEANING PROCESS Step1 | Step2 | Step3 | Step | UPA | IPB FIG | Inspect | Control | FY9 PARTS # ENG | FY9 PARTS UPA X ENG | FY9 PART # ENG | FY9 PART UPA X ENG | FY9 PART # ENG | FY9 PART UPA X ENG | FY9 PART # MOD | FY9 PART UPA X MOD | FY9 PART # MOD | FY9 PART UPA X MOD | FY94 # MOD | PART UPA X MOD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLAMP | ENG | 6780787 | | L4P1 | HCP6 | | | 1 | 19-125 | D8 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| COMB LINER ASSY | ENG | 6847884 | 5536 | L1P5 | HCP6 | | | 6 | 5-45 | VIS | 41956A | 18 | 108 | 1 | 6 | 0 | 0 | | | | | | |
| CONE | ENG | 6843698 | | L4P1 | HCP6 | | | 1 | 6-33 | D10 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| COVER ASSY | ENG | 6846358 | | L3P3 | HCP6 | | | 1 | 12-46 | D24 | 03819A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| DOWELL FTG | ENG | 6709721 | | L4P1 | HCP6 | | | 2 | 3-8 | D8 | 14009A | 18 | 36 | 1 | 2 | 0 | 0 | | | | | | |
| GEAR | ENG | 6738408 | | L4P2 | HCP2 | | | 1 | 12-30 | D24 | 03819A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| GEAR | ENG | 6829917 | | L4P2 | HCP2 | | | 1 | 12-35 | D24 | 03819A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| HOUSING ASSY | ENG | 6855809 | | L3P3 | HCP6 | | | 1 | 12-1 | D24 | 03819A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| INSULATOR | ENG | 6731241 | | HCP13 | HCP6 | | | 1 | 6-32 | D13 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| LINK ROD REAR | ENG | 6827298 | | L4P1 | HCP6 | | | 1 | 20-50 | D24 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| NUT, TIEBOLT | ENG | 6730071 | | L4P1 | HCP6 | HCP2 | | 1 | 6-11 | D24 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| PISTON | ENG | 6852333 | | L4P2 | HCP2 | | | 1 | 13-4 | D8 | 03819A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| PLATE | ENG | 6828420 | | L4P1 | HCP6 | HCP2 | | 1 | 4-53 | D24 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| PLUG | ENG | 6730755 | | L4P2 | HCP2 | | | 1 | 13-66 | D8 | 03819A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| PLUG, MAGNETIC | ENG | 6822092 | | L4P2 | HCP2 | | | 1 | 13-9 | D8 | 03819A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| RING | ENG | 6811252 | | L4P1 | HCP6 | | | 1 | 19-17 | D8 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| ROD END | ENG | 6828146 | | L4P1 | HCP6 | HCP2 | | 1 | 20-31 | D8 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| ROD END | ENG | 6828147 | | L4P1 | HCP6 | HCP2 | | 2 | 20-53 | D8 | 14009A | 18 | 36 | 1 | 2 | 0 | 0 | | | | | | |
| SCREEN | ENG | 6814709 | | L4P1 | HCP6 | | | 7 | 19-15 | D8 | 14009A | 18 | 126 | 1 | 7 | 0 | 0 | | | | | | |
| SCREEN | ENG | 6815030 | | L4P1 | HCP6 | | | 1 | 19-15A | D8 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| SHAFT | ENG | 6782790 | | L4P2 | HCP2 | | | 1 | 12-41 | D24 | 03819A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| SHAFT | ENG | 6720969 | | L4P2 | HCP2 | | | 1 | 12-44 | D24 | 03819A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| SHAFT, ACCY | ENG | 6738444 | | L4P2 | HCP2 | | | 1 | 12-33 | D24 | 03819A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| SHAFT, GEAR | ENG | 6793309 | | L4P2 | HCP2 | | | 1 | 12-25 | D24 | 03819A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| SHAFT, GEAR | ENG | 6731183 | | L4P2 | HCP2 | | | 1 | 12-29 | D24 | 03819A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| SHAFT, GEAR | ENG | 6738442 | | L4P2 | HCP2 | | | 1 | 12-38 | D24 | 03819A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| SHAFT, TURB COUPLING | ENG | 6738375 | | L6P1 | HCP2 | | | 1 | 5-1 | MAG | 14300M | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| SPRING | ENG | 6722291 | | L4P2 | HCP2 | | | 1 | 12-54 | D8 | 03819A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| SPRING | ENG | 6784334 | | L4P2 | HCP2 | | | 1 | 13-3 | D8 | 03819A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| SUPPORT | ENG | 6823821 | | L4P1 | HCP6 | HCP2 | | 4 | 18-134 | D24 | 14009A | 18 | 72 | 1 | 4 | 0 | 0 | | | | | | |
| SUPPORT | ENG | 6785224 | | L6P1 | HCP2 | | | 1 | 13-56 | D7 | 14200M | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| TIE BOLT | ENG | 6845376 | | L4P4 | L6P3 | HCP1 | BP1 | 1 | 6-1 | BYP/MNP | 14305M | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| TUBE | ENG | 6857509 | | L1P1 | VIB | | | 6 | 5-51 | D24 | 14009A | 18 | 108 | 1 | 6 | 0 | 0 | | | | | | |
| TUBE | ENG | 6737783 | | L4P1 | HCP6 | | | 1 | 6-8 | D10 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| TUBE | ENG | 6840853 | | L4P1 | HCP6 | | | 1 | 19-123A | D8 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| TUBE ASSY | ENG | 6815908 | | L4P1 | HCP6 | | | 1 | 17-139 | D8 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| YOKE AND BRACKET | ENG | 6781976 | | L4P1 | HCP6 | | | 1 | 19-22 | D8 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | | | | | | |
| | | | | | | | | | | TOTAL ENGINE | | | 1602 | | 89 | | 0 | | | | | | |
| | | | | | | | | | | TOTAL PARTS OF ENGINES | | | 31500 | | 1750 | | 0 | | | | | | |

T56 ENGINE & WORKLOAD

| NOMENCLATURE | MO | P/N | BASE | CLEANING PROCESS Step1 | Step2 | Step3 | Step | UPA | IPB FIG | Inspect | Control | FY9 PARTS # ENG | FY9 PARTS UPA X ENG | FY9 PART # ENG | FY9 PART UPA X ENG | FY9 PART # ENG | FY9 PART UPA X ENG | FY9 PART # MOD | FY9 PART UPA X MOD | FY9 PART # MOD | FY9 PART UPA X MOD | # | PART UPA X |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUT | | | | | | | | | | | | | | | | | | | | | | | |
| NUT | | | | | | | | | | | | | | | | | | | | | | | |
| NUT | | | | | | | | | | | | | | | | | | | | | | | |
| NUT | | | | | | | | | | | | | | | | | | | | | | | |



T56 ENGINE & WORKLOAD

| NOMENCLATURE | MO | P/N | BASE | CLEANING PROCESS Step1 | Step2 | Step3 | Step | UPA | IPB FIG | Inspect | Control | FY9 PARTS # ENG | FY9 PARTS UPA X ENG | FY9 PART # ENG | FY9 PART UPA X ENG | FY9 PART # ENG | FY9 PART UPA X ENG | FY9 PART # MOD | FY9 PART UPA X MOD | FY9 PART # MOD | FY9 PART UPA X MOD | FY94 PART # MOD | PART UPA X MOD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GEAR | GRBX | 6738426 | | L4P1 | HCP2 | | | 1 | 41-17 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEAR | GRBX | 6829388 | | L4P1 | HCP2 | | | 1 | 41-18 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEAR | GRBX | 6781008 | | L4P1 | HCP1 | | | 1 | 42-28 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEAR | GRBX | 6788225 | | L4P1 | HCP1 | | | 1 | 42-51 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEAR | GRBX | 6723104 | | L4P1 | HCP6 | HCP2 | | 1 | 44-11 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEAR | GRBX | 6824043 | | L4P1 | HCP6 | HCP2 | | 3 | 44-34 | D24 | 01958A | 18 | 54 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEAR | GRBX | 6824044 | | L4P1 | HCP6 | HCP2 | | 1 | 44-40 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEAR | GRBX | 6738481 | | L4P1 | HCP6 | HCP2 | | 1 | 45-17 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEAR | GRBX | 6723109 | | L4P1 | HCP6 | HCP2 | | 1 | 45-18 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEAR | GRBX | 6829385 | | L4P1 | HCP6 | HCP2 | | 1 | 45-24 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEAR | GRBX | 6829393 | | L4P1 | HCP6 | HCP2 | | 1 | 45-34 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEAR ASSY, MAIN DRIVE | GRBX | 6889363 | | L6P3 | HCP3 | | | 1 | 42-21 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEAR HP | GRBX | 3738655 | | L4P1 | HCP6 | HCP2 | | 1 | 45-22 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEAR PLANET | GRBX | 6791777 | | L4P1 | HCP2 | | | 5 | 41-44 | D24 | 01958A | 18 | 90 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEAR TACH | GRBX | 6824214 | | L4P1 | HCP6 | HCP2 | | 1 | 44-24 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEAR TDL | GRBX | 6723219 | | L4P1 | HCP6 | HCP2 | | 1 | 45-33 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HOUSING | GRBX | 6723228 | | L4P1 | HCP6 | HCP1 | | 1 | 40-27 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HOUSING ASSY | GRBX | 23001419 | | L3P1 | HCP6 | | | 1 | 43-1 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HOUSING ASSY, T-M | GRBX | 6824476 | LAS | L7P2 | BP4 | | | 1 | 55-30 | D24 | 12468A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HOUSING COUPLING | GRBX | 6823502 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 55-72 | D24 | 12468A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HUB | GRBX | 6871415 | | L4P1 | HCP1 | | | 1 | 42-29 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| INNER CONE | GRBX | 6792040 | | L4P1 | HCP6 | HCP2 | | 1 | 45-42 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| JOURNAL | GRBX | 6723126 | | L2P1 | HCP6 | HCP1 | | 1 | 44-38 | MAG | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| LINK ROD INTER | GRBX | 6794188 | | HCP3 | HCP6 | | | 1 | 49A-1 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| LOCK | GRBX | 6723142 | | L4P1 | HCP6 | HCP2 | | 1 | 40-31 | D8 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MEMBER COUPL INNER | GRBX | 6842120 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 55-62 | D24 | 12468A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MEMBER COUPL INTER | GRBX | 6842119 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 55-61 | D24 | 12468A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MEMBER COUPL OUTER | GRBX | 6829670 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 55-60 | D24 | 12468A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NUT | GRBX | 6845288 | | L4P1 | HCP2 | | | 1 | 40-30 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NUT | GRBX | 6784981 | | L4P2 | HCP2 | | | 1 | 42-48 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NUT | GRBX | 6723224 | | L4P1 | HCP6 | HCP2 | | 3 | 44-13 | D24 | 01958A | 18 | 54 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NUT | GRBX | 6723252 | | L2P1 | HCP6 | HCP1 | | 1 | 45-56 | MAG | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NUT | GRBX | 6709769 | | L4P2 | HCP2 | | | 2 | 47-9 | D24 | 01958A | 18 | 36 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NUT, SPANNER | GRBX | 6849342 | | L4P1 | HCP6 | HCP2 | | 1 | 42-24 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OIL FLANGE | GRBX | 6780227 | | L4P1 | HCP6 | HCP1 | | 1 | 41-38 | D10 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OIL TUBE | GRBX | 6789332 | | L4P1 | HCP6 | HCP2 | | 1 | 45-62 | D8 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OUTER MEMBER | GRBX | 6829451 | | L4P1 | HCP6 | HCP2 | | 1 | 45-52 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PIN | GRBX | 6829896 | | L2P1 | HCP6 | HCP1 | | 2 | 38-8 | MAG | 01958A | 18 | 36 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PLATE | GRBX | 6781322 | | L1P3 | HCP6 | | | 2 | 40-22 | D24 | 01958A | 18 | 36 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PLATE | GRBX | 6870362 | | L4P1 | HCP2 | | | 1 | 41-24 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PLATE NEG FRT | GRBX | 6737528 | | L4P1 | HCP6 | HCP2 | | 1 | 40-19 | D20 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PLUG | GRBX | 6739049 | | L4P1 | HCP2 | | | 1 | 41-43 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PLUG | GRBX | 6730755 | | L4P2 | HCP2 | | | 1 | 44-53 | MEPSC | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PLUG EXT SHAFT COUPL | GRBX | 6792069 | | L4P4 | L6P4 | HCP2 | | 1 | 55-47 | D24 | 12468A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PLUNGER | GRBX | 6737508 | | L4P2 | HCP2 | | | 14 | 40-18 | MEPSC | 01958A | 18 | 252 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RED G/B STRUT | GRBX | 6825230 | | HCP3 | HCP6 | | | 2 | 38-5 | D24 | 01958A | 18 | 36 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RING | GRBX | 6786734 | | L1P3 | HCP6 | | | 1 | 40-21 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RING LOCK PIN RETNG | GRBX | 6788275 | | HCP2 | | | | 1 | 42-25 | D5 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RING/SPRING | GRBX | 6738054 | LAS | L4P4 | L6P4 | HCP2 | | 4 | 55-68 | D24 | 12468A | 18 | 72 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GRBX | 6723151 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 55-70 | D24 | 12468A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | 12468A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## T56 ENGINE & WORKLOAD

| NOMENCLATURE | MO | P/N | BASE | CLEANING PROCESS Step1 | Step2 | Step3 | Step | UPA | IPB FIG | Inspect | Control | FY9 PARTS # ENG | FY9 PARTS UPA X ENG | FY9 PART # ENG | FY9 PART UPA X ENG | FY9 PART # ENG | FY9 PART UPA X ENG | FY9 PART # MOD | FY9 PART UPA X MOD | FY9 PART # MOD | FY9 PART UPA X MOD | # MOD | PART UPA X MOD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BLADE STG 1 | CM | 6809081 | | HCP3 | VIB | HCP6 | | 33 | 8-21 | D16 | 14316M | 18 | 594 | 1 | 33 | 0 | 0 | 2 | 66 | 0 | 0 | 0 | 0 |
| BLADE STG 2 | CM | 6809082 | | HCP3 | VIB | HCP6 | | 33 | 8-14 | D16 | 14316M | 18 | 594 | 1 | 33 | 0 | 0 | 2 | 66 | 0 | 0 | 0 | 0 |
| BLADE STG 3 | CM | 6809083 | | HCP3 | VIB | | | 37 | 8-14 | D16 | 14316M | 18 | 666 | 1 | 37 | 0 | 0 | 2 | 74 | 0 | 0 | 0 | 0 |
| BLADE STG 4 | CM | 6809084 | | HCP3 | VIB | | | 39 | 8-14 | D16 | 14316M | 18 | 702 | 1 | 39 | 0 | 0 | 2 | 78 | 0 | 0 | 0 | 0 |
| BLADE STG 5 | CM | 6809085 | | HCP3 | VIB | | | 41 | 8-14 | D16 | 14316M | 18 | 738 | 1 | 41 | 0 | 0 | 2 | 82 | 0 | 0 | 0 | 0 |
| BLADE STG 6 | CM | 6809086 | | HCP3 | VIB | | | 89 | 8-14 | D16 | 14316M | 18 | 1602 | 1 | 89 | 0 | 0 | 2 | 178 | 0 | 0 | 0 | 0 |
| BLADE STG 7 | CM | 6809087 | | HCP3 | VIB | | | 91 | 8-14 | D16 | 14316M | 18 | 1638 | 1 | 91 | 0 | 0 | 2 | 182 | 0 | 0 | 0 | 0 |
| BLADE STG 8 | CM | 6809088 | | HCP3 | VIB | | | 91 | 8-14 | D16 | 14316M | 18 | 1638 | 1 | 91 | 0 | 0 | 2 | 182 | 0 | 0 | 0 | 0 |
| BLADE STG 9 | CM | 6809089 | | HCP3 | VIB | | | 95 | 8-14 | D16 | 14316M | 18 | 1710 | 1 | 95 | 0 | 0 | 2 | 190 | 0 | 0 | 0 | 0 |
| BLADE STG 10 | CM | 6809090 | | HCP3 | VIB | | | 95 | 8-14 | D16 | 14316M | 18 | 1710 | 1 | 95 | 0 | 0 | 2 | 190 | 0 | 0 | 0 | 0 |
| BLADE STG 11 | CM | 6809091 | | HCP3 | VIB | | | 95 | 8-14 | D16 | 14316M | 18 | 1710 | 1 | 95 | 0 | 0 | 2 | 190 | 0 | 0 | 0 | 0 |
| BLADE STG 12 | CM | 6809092 | | HCP3 | VIB | | | 95 | 8-14 | D16 | 14316M | 18 | 1710 | 1 | 95 | 0 | 0 | 2 | 190 | 0 | 0 | 0 | 0 |
| BLADE STG13 | CM | 6809093 | | HCP3 | VIB | | | 95 | 8-9 | D16 | 14316M | 18 | 1710 | 1 | 95 | 0 | 0 | 2 | 190 | 0 | 0 | 0 | 0 |
| BLADE STG 14 | CM | 6809094 | | HCP3 | VIB | | | 91 | 8-5 | D16 | 14316M | 18 | 1638 | 1 | 91 | 0 | 0 | 2 | 182 | 0 | 0 | 0 | 0 |
| BODY ASSY | CM | 6789954 | | L4P1 | HCP6 | | | 1 | 11-48 | D8 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| BOLT COMP TIE | CM | 6845945 | | L4P4 | L6P3 | HCP1 | BP1 | 1 | 8-2 | BYP-MNP | 14316M | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| BOLT, COMP, TIE | CM | 6845945 | LAS | L4P5 | HCP2 | | | 1 | 31-4 | D24 | 06883A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| BRACKET | CM | 6780430 | | HCP2 | | | | 2 | 11-27 | D8 | 14009A | 18 | 36 | 1 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 |
| CAGE | CM | 6854312 | | L4P1 | HCP6 | HCP2 | | 1 | 11-42 | D24 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| CASE, COMPRESSOR | CM | 6859683 | | L4P4 | L8P2 | HCP6 | | 1 | 9-5 | B/301 | 14306M | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| COUPLING | CM | 6793498 | | L4P1 | HCP6 | HCP2 | | 1 | 7-36 | D24 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| COVER ASSY | CM | 6789952 | | L4P1 | HCP6 | | | 1 | 11-49 | D5 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| DIFFUSER , COMPRESSOR | CM | 6845740 | | L6P1 | BP4 | | | 1 | 29-21 | MPMH3/4 | 06885A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| HOUSING | CM | 6854311 | | L4P1 | HCP6 | HCP2 | | 1 | 11-22 | D24 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| HOUSING COMP AIR INLET | CM | 6855204 | | L3P2 | HCP6 | | | 1 | 10-1 | FP1 | 14307M | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| LOCK COMPRS WHL TB NUT | CM | 6702882 | LAS | HCP7 | | | | 1 | 30-3 | D24 | 06883A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| NUT | CM | 6793497 | | L4P1 | HCP6 | HCP2 | | 1 | 7-33 | D24 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| NUT | CM | 6782840 | | L4P1 | HCP6 | HCP2 | | 1 | 8-36 | D24 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| NUT SPANNER | CM | 6737062 | | L4P1 | HCP6 | HCP2 | | 1 | 11-38 | D24 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| PLATE | CM | 6828419 | | L4P1 | HCP6 | HCP2 | | 1 | 7-43 | D24 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| RING | CM | 6716845 | | HCP2 | | | | 1 | 11-33 | D8 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| RING | CM | 6716599 | | HCP2 | | | | 1 | 11-35 | D8 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| RING | CM | 6789934 | | HCP2 | | | | 1 | 11-36 | D8 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| SCREEN | CM | 6874643 | | HCP2 | | | | 1 | 7-42 | D8 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| SEAL | CM | 6841151 | | L4P1 | HCP6 | HCP2 | | 1 | 7-26 | D10 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| SEAL | CM | 6792256 | | L4P1 | HCP6 | HCP2 | | 1 | 7-27 | D24 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| SEAL | CM | 6845735 | | L4P1 | HCP6 | HCP2 | | 1 | 7-28 | D10 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| SEAL | CM | 6792254 | | L4P1 | HCP6 | HCP2 | | 1 | 7-29 | D24 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| SEAL | CM | 6792257 | | L4P1 | HCP6 | HCP2 | | 1 | 7-30 | D24 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| SEAL | CM | 6843128 | | L4P1 | HCP6 | HCP2 | | 1 | 8-31 | D10 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| SEAL | CM | 6844056 | | L4P1 | HCP6 | HCP2 | | 1 | 8-32 | D10 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| SEAL | CM | 6845277 | | L4P1 | HCP6 | HCP2 | | 1 | 8-33 | D10 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| SEAL, LABY, COMP REAR | CM | 6841151 | CHRS | L6P1 | | | | 1 | 29-11 | D10 | 10807A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| SHAFT AND GEAR | CM | 6824531 | | L4P1 | HCP6 | HCP2 | | 1 | 11-17 | D24 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| SLEEVE | CM | 6714120 | | L4P1 | HCP6 | | | 1 | 11-26 | D10 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| TUBE DIST | CM | 6785535 | | L4P1 | HCP6 | HCP2 | | 6 | 11-16 | D24 | 14009A | 18 | 108 | 1 | 6 | 0 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| VANE ASSY, 1ST STG | CM | 6875201 | | L7P4 | HCP6 | L7P2 | BP4 | 2 | 9-9 | D28 | 14306M | 18 | 36 | 1 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 |
| VANE ASSY, 2ND STG | CM | 6875202 | | L7P4 | HCP6 | L7P2 | BP4 | 2 | 9-9 | D28 | 14306M | 18 | 36 | 1 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 |
| VANE ASSY, 3RD STG | CM | 6875203 | | L7P4 | HCP6 | L7P2 | BP4 | 2 | 9-9 | D28 | 14306M | 18 | 36 | 1 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 |
| VANE ASSY, 4TH STG | CM | 6875204 | | L7P4 | HCP6 | L7P2 | BP4 | 2 | 9-9 | D28 | 14306M | 18 | 36 | 1 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 |
| VANE ASSY, 5TH STG | CM | 6875205 | | L7P4 | HCP6 | L7P2 | BP4 | 2 | 9-9 | D28 | 14306M | 18 | 36 | 1 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 |

T56 ENGINE & WORKLOAD

| NOMENCLATURE | MO | P/N | BASE | CLEANING PROCESS Step1 | Step2 | Step3 | Step | UPA | IPB FIG | Inspect | Control | FY9 PARTS # ENG | UPA X ENG | FY9 PART # ENG | UPA X ENG | FY9 PART # ENG | UPA X ENG | FY9 PART # MOD | UPA X MOD | FY9 PART # MOD | UPA X MOD | PART # MOD | UPA X MOD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VANE ASSY, 6TH STG | CM | 6875206 | | L7P4 | HCP6 | L7P2 | BP4 | 2 | 9-9 | D28 | 14306M | 18 | 36 | 1 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 |
| VANE ASSY, 7TH STG | CM | 6875207 | | L7P4 | HCP6 | L7P2 | BP4 | 2 | 9-9 | D28 | 14306M | 18 | 36 | 1 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 |
| VANE ASSY, 8TH STG | CM | 6875208 | | L7P4 | HCP6 | L7P2 | BP4 | 2 | 9-9 | D28 | 14306M | 18 | 36 | 1 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 |
| VANE ASSY, 9TH STG | CM | 6875209 | | L7P4 | HCP6 | L7P2 | BP4 | 2 | 9-9 | D28 | 14306M | 18 | 36 | 1 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 |
| VANE ASSY, 10TH STG | CM | 6875210 | | L7P4 | HCP6 | L7P2 | BP4 | 2 | 9-9 | D28 | 14306M | 18 | 36 | 1 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 |
| VANE ASSY, 11TH STG | CM | 6875211 | | L7P4 | HCP6 | L7P2 | BP4 | 2 | 9-9 | D28 | 14306M | 18 | 36 | 1 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 |
| VANE ASSY, 12TH STG | CM | 6875212 | | L7P4 | HCP6 | L7P2 | BP4 | 2 | 9-9 | D28 | 14306M | 18 | 36 | 1 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 |
| VANE ASSY, 13TH STG | CM | 6875213 | | L7P4 | HCP6 | L7P2 | BP4 | 2 | 9-9 | D28 | 14306M | 18 | 36 | 1 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 |
| VANE ASSY, 14TH STG | CM | 6789474 | | HCP6 | L7P2 | BP4 | | 1 | 7-35 | D21 | 14009A | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| VANE, ASSY, COMP, AIR | CM | 6873624 | | L4P2 | HCP6 | BP2 | | 1 | 26-7 | D21 | 02642M | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| WHEEL STG 1 | CM | 6841211 | | L6P4 | BP3 | | | 1 | 8-20 | MAG | 14316M | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| WHEEL STG 2 | CM | 6841212 | | L6P4 | BP3 | | | 1 | 8-16 | MAG | 14316M | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| WHEEL STG 3 | CM | 6841213 | | L6P4 | BP3 | | | 1 | 8-16 | MAG | 14316M | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| WHEEL STG 4 | CM | 6841214 | | L6P4 | BP3 | | | 1 | 8-16 | MAG | 14316M | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| WHEEL STG 5 | CM | 6854755 | | L6P4 | BP3 | | | 1 | 8-16 | MAG | 14316M | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| WHEEL STG 6 | CM | 6854756 | | L6P4 | BP3 | | | 1 | 8-16 | MAG | 14316M | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| WHEEL STG 7 | CM | 6792767 | | L6P4 | BP3 | | | 1 | 8-16 | MAG | 14316M | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| WHEEL STG 8 | CM | 6792768 | | L6P4 | BP3 | | | 1 | 8-16 | MAG | 14316M | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| WHEEL STG 9 | CM | 6792769 | | L6P4 | BP3 | | | 1 | 8-16 | MAG | 14316M | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| WHEEL STG 10 | CM | 6792770 | | L6P4 | BP3 | | | 1 | 8-16 | MAG | 14316M | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| WHEEL STG 11 | CM | 6792771 | | L6P4 | BP3 | | | 1 | 8-16 | MAG | 14316M | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| WHEEL STG 12 | CM | 6792772 | | L6P4 | BP3 | | | 1 | 8-16 | MAG | 14316M | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| WHEEL STG 13 | CM | 6808283 | | L6P4 | BP3 | | | 1 | 8-8 | MAG | 14316M | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| WHEEL STG 14 | CM | 6875954 | | L6P4 | BP3 | | | 1 | 8-4 | MAG | 14316M | 18 | 18 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | TOTAL CM | | | 19800 | | 1100 | | 0 | | 2200 | | 0 | | |
| BAFFLE | GRBX | 6783116 | | L4P2 | HCP2 | | | 1 | 42-16 | MEPSC | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BAFFLE | GRBX | 6824225 | | L4P2 | HCP2 | | | 1 | 42-58 | MEPSC | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BOLT | GRBX | 6784358 | | L4P1 | HCP2 | | | 5 | 41-32 | D24 | 01958A | 18 | 90 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BOLT | GRBX | 6819694 | | HCP1 | HCP2 | | | 1 | 43-6 | MEPSC | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BRACKET, MAIN SHAFT | GRBX | 6781336 | | L4P2 | HCP2 | | | 1 | 42-11 | MEPNC | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CAGE | GRBX | 6723171 | | L2P1 | HCP6 | HCP1 | | 1 | 44-7 | MAG | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CAGE | GRBX | 6723137 | | L2P1 | HCP6 | HCP1 | | 3 | 44-19 | MAG | 01958A | 18 | 54 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CAGE | GRBX | 6731153 | | L2P1 | HCP6 | HCP1 | | 1 | 44-47 | MAG | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CARRIER, FRONT | GRBX | 6875917 | | L4P1 | HCP6 | HCP2 | | 1 | 41-36 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CARRIER, REAR | GRBX | 6875918 | | L4P1 | HCP6 | HCP2 | | 1 | 41-37 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CASE, RED. GEAR FRONT | GRBX | 6824462 | | L3P1 | HCP6 | | | 1 | 39-1 | D7 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| COUPLING ENG TO T/M | GRBX | 6792067 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 55-48 | D24 | 12468A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| COVER | GRBX | 6842550 | | L4P2 | HCP2 | | | 3 | 47-11 | MEPSC | 01958A | 18 | 54 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| COVER | GRBX | 6842551 | | L4P2 | HCP2 | | | 1 | 47-12 | MEPSC | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| COVER | GRBX | 6842549 | | L4P2 | HCP2 | | | 1 | 47-13 | MEPSC | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| COVER | GRBX | 6723131 | | L4P2 | HCP2 | | | 1 | 47-14 | MEPSC | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| COVER | GRBX | 6870772 | | L4P2 | HCP2 | | | 1 | 47-15 | MEPSC | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| COVER ASSY | GRBX | 6787478 | AL | L4P2 | HCP6 | | | 1 | 55-10 | D24 | 12468A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| COVER ASSY | GRBX | 6822466 | AL | L4P2 | HCP6 | | | 1 | 55-20 | D24 | 12468A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CUP | GRBX | 6782175 | | L4P1 | HCP6 | HCP2 | | 10 | 41-46 | MEPSC | 01958A | 18 | 180 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DIAPHRAM | GRBX | 6873666 | | L3P1 | HCP6 | | | 1 | 42-1A | D6 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DIAPHRAM | GRBX | 6781507 | | L4P1 | HCP6 | | | 3 | 45-1 | FPI | 01958A | 18 | 54 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DUCT ASSY | GRBX | 6822465 | AL | L4P2 | HCP6 | | | 1 | 55-15 | D24 | 12468A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EYE BOLT | GRBX | 6824774 | | L2P1 | HCP6 | HCP1 | | 2 | 47-8 | MAG | 01958A | 18 | 36 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FLANGE | GRBX | 6789386 | | L4P1 | HCP6 | HCP2 | | 1 | 45-41 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEAR | GRBX | 6788098 | | L1P3 | HCP6 | | | 1 | 40-20 | D24 | 01958A | 18 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| T56 ENGINE & WOR | | | | CLEANING PROCESS | | | | | | | FY9 PARTS | | FY93 PARTS | | FY9 PARTS | | FY9 PARTS | | FY9 PART | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NOMENCLATURE | MO | P/N | BASE M | Step | Step2 | Step3 | Step | UPA | IPB FIL | pect Control | # ENG | UPA X ENG | # ENG | UPA X ENG | # ENG | UPA X ENG | # MOD | UPA X MOD | # MOD | UPA X MOD |
| ROD END | ENG | 6828147 | | L4P1 | HCP6 | HCP2 | | 2 | 11-18 D8 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | | | | |
| ROD END | ENG | 6828146 | | L4P1 | HCP6 | HCP2 | | 1 | 11-28 D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| ROD END | ENG | 6828145 | | L4P1 | HCP6 | HCP2 | | 1 | 11-39 D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| ROD, THREADED | ENG | 6780854 | EMS85010 | L4P1 | HCP6 | | | 1 | 11-21 D24 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| SHAFT, OIL PUMP DRIVE | ENG | 6720969 | LAS | L4P2 | HCP2 | | | 1 | 23-16 D24 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| SHAFT ASY, SIDE ACCY | ENG | 6782790 | LAS | L4P2 | HCP2 | | | 1 | 23-20 D24 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| SHAFT, ACCY, IDLER GEAR | ENG | 6738444 | LAS | L4P2 | HCP2 | | | 1 | 23-13 D24 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| SHAFT, GEAR, MAIN DRIVE | ENG | 6731183 | LAS | L4P2 | HCP2 | | | 1 | 23-15 D24 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| SHAFT, GEAR ACCY DRIVE | ENG | 6787344 | LAS | L4P2 | HCP2 | | | 1 | 23-5 D24 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| SHAFT, GEAR ACCY MAIN | ENG | 6793309 | LAS | L4P2 | HCP2 | | | 1 | 23-3 D24 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| SHAFT, TURB, COUPLING | ENG | 6854788 | | L6P1 | HCP2 | | | 1 | 15-3 MAG | 11344M | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| SPACER ASSY | ENG | 6786764 | ASSY | L6P1 | | | | 6 | 12-46 D8 | 14007A | 52 | 312 | 50 | 300 | 29 | 174 | | | | |
| SPRING, HELICAL | ENG | 6784708 | CRS | L4P2 | HCP2 | | | 1 | 22-10 D8 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| SPRING, SCAVENGE PRES | ENG | 6784334 | CRS | L4P2 | HCP2 | | | 1 | 21-23 D8 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| SUPPORT | ENG | 6823821 | EMS73725 | L1P1 | VIB | | | 4 | 8-4 D24 | 14007A | 52 | 208 | 50 | 200 | 29 | 116 | | | | |
| SUPPORT | ENG | 6785234 | | L6P1 | HCP2 | | | 1 | 13-56 D7 | 14200M | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| SUPPORT, COORDINATOR | ENG | 6812909 | ASSY | L4P1 | HCP6 | | | 1 | 11-52 D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| SUPPORT, COORDINATOR | ENG | 6815953 | LAS | L4P1 | HCP6 | | | 1 | 11-53 D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| SUPPORT, FRONT FUEL FIL | ENG | 6806244 | CHRS | L4P1 | HCP6 | | | 1 | 2-14 D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| SUPPORT, REAR FUEL FILT | ENG | 6806245 | CHRS | L4P1 | HCP6 | | | 1 | 2-15 D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| TIE BOLT | ENG | 6854792 | | L4P4 | L6P3 | HCP1 | BP1 | 1 | 13-74A BYP/MNP | 14201A | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| TUBE | ENG | 6857509 | | L1P1 | VIB | | | 6 | 15-20 D24 | 14007A | 52 | 312 | 50 | 300 | 29 | 174 | | | | |
| TUBE ASSY COMP SEAL | ENG | 6787470 | CHRS | L6P1 | | | | 2 | 12-29 D8 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | | | | |
| TUBE ANTI-ICING PROBE | ENG | 6815908 | ASSY | L4P1 | HCP6 | | | 1 | 3-58 D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | |
| | | | | | | | | | | ENGINE TOTALS | | 5772 | | 5550 | | 3219 | | | | |
| | | | | | | | | | | TOTAL W MODULES | | 88504 | | 85100 | | 49358 | | | | |

| T56 ENGINE & WORK. NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCESS Step | Step2 | Step3 | Step | UPA | IPB Fl | Inspect | Control | FY9 PARTS # ENG | UPA X ENG | FY93 PARTS # ENG | UPA X ENG | FY PARTS # ENG | UPA X ENG | # MOD | UPA X MOD | # MOD | UPA X MOD | UPA X MOD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | TM TOTALS | | 23816 | | 22900 | | 13282 | | 7328 | | 6870 | 7786 |
| ADAPTER | ENG | 6793956 | ASSY | L4P1 | HCP6 | HCP2 | | 1 | 4-78 | D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| ADAPTER, PLATE & PIN | ENG | 6814729 | | L4P1 | HCP6 | | | 1 | 3-34 | D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| BAFFLE ASSY | ENG | 6874239 | | L6P1 | | | | 2 | 12-49 | D8 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | | | | | |
| BAFFLE, LOWER | ENG | 6788575 | CHRS | L6P1 | HCP6 | BP6 | | 1 | 16-8 | D24 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| BAFFLE, UPPER | ENG | 6805896 | CHRS | L6P1 | HCP6 | BP6 | | 1 | 16-7 | D24 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| BEARING BALL ROD END | ENG | 6816387 | | L4P1 | HCP6 | HCP2 | | 1 | 11-27 | D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| BEARING BALL ROD END | ENG | 6816385 | | L4P1 | HCP6 | HCP2 | | 1 | 11-38 | D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| BLANKET | ENG | 6786247 | | HCP2 | | | | 1 | 13-54 | D8 | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| BODY , VALVE | ENG | 6783486 | AL | L4P2 | HCP2 | | | 1 | 22-7 | D8 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| BOLT , DOWELL | ENG | 6791270 | 2485 | L4P2 | HCP2 | | | 1 | 23-7 | D8 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| BRACKET | ENG | 6851594 | | L6P1 | | | | 1 | 2-9 | D13 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| BRACKET | ENG | 6815929 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 2-41 | D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| BRACKET | ENG | 6851810 | | L6P1 | | | | 2 | 4-71A | D13 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | | | | | |
| BRACKET | ENG | 6859975 | | L6P1 | | | | 2 | 4-68 | D13 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | | | | | |
| BRACKET L/H | ENG | 6842503 | | HCP3 | HCP2 | | | 2 | 58-23 | D24 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | | | | | |
| BRACKET R/H | ENG | 6842502 | LAS | HCP3 | HCP2 | | | 2 | 58-23 | D24 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | | | | | |
| BRACKET, ANTI-ICING | ENG | 6815031 | LAS | L6P1 | | | | 1 | 9-27 | D13 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| BRACKET, ENGINE MOUNT | ENG | 6791898 | ASSY | L4P1 | HCP6 | | | 1 | 16-10 | D24 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| BRACKET, FLOWMETER | ENG | 6815926 | ASSY | L6P1 | | | | 1 | 4-73 | D13 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| BRACKET, FUEL FILTER | ENG | 6815938 | LAS | L6P1 | | | | 1 | 2-16 | D13 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| BRACKET, REAR PROP CON | ENG | 6739458 | AL | L4P1 | HCP6 | | | 1 | 11-17 | D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| BRACKET, TEMP VALVE | ENG | 6805962 | ASSY | L6P1 | | | | 1 | 4-64 | D13 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| CAGE, ACCY, DRIVE SHAFT | ENG | 6702858 | LAS | L4P2 | HCP2 | | | 1 | 23-1A | D24 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| CAP, VALVE BYPASS | ENG | 6724714 | LAS | L4P2 | HCP2 | | | 1 | 21-21 | D8 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| CASING, COMB CHAMBER | ENG | 6805532 | ASSY | L6P1 | BP5 | | | 1 | 15-12 | D8 | 11379M | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| CLAMP | ENG | 6827274 | MIL-S-5059 | L6P1 | | | | 1 | 3-9 | D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| CLAMP, V-BAND | ENG | 6780787 | | L6P1 | | | | 1 | 9-10 | D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| COLLECTOR | ENG | 6874687 | | L6P1 | | | | 2 | 12-34A | D24 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | | | | | |
| COLLECTOR, COMP 10TH STG | ENG | 6786363 | CHRS | L6P1 | | | | 2 | 12-37 | D24 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | | | | | |
| COLLECTOR, COMP, 5TH STG | ENG | 6786359 | CHRS | L6P1 | | | | 2 | 12-36 | D24 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | | | | | |
| CONE | ENG | 6783604 | CHRS | L1P1 | | | | 1 | 13-51 | D24 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| CONNECTOR, COMP AIR BLE | ENG | 6787882 | | L6P1 | | | | 4 | 12-38 | D8 | 14007A | 52 | 208 | 50 | 200 | 29 | 116 | | | | | |
| COUPLING, REAR TURB | ENG | 6789877 | LAS | L4P2 | BP1 | | | 1 | 13-75 | MPI | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| COUPLING, REAR DRIVE | ENG | 6789877 | | L4P2 | BP1 | | | 1 | 13-72 | D24 | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| COVER ASSY | ENG | 6846210 | EMS44500 | L3P3 | HCP6 | | | 1 | 22-3 | D24 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| DOWEL, STRUT | ENG | 6709721 | CHRS | L4P1 | HCP6 | | | 2 | 12-28 | D8 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | | | | | |
| FITTING | ENG | 6840152 | LAS | L4P1 | HCP6 | | | 1 | 12-22 | D24 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| FITTING | ENG | 6840153 | LAS | L4P1 | HCP6 | | | 1 | 12-23 | D24 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| GEAR , CENTER, ACCY | ENG | 6739408 | LAS | L4P2 | HCP2 | | | 1 | 23-19 | D24 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| GEAR ASSY, SPUR | ENG | 6829917 | LAS | L4P2 | HCP2 | | | 1 | 23-10 | D24 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| GEAR, SPUR, INTERNAL | ENG | 6787343 | LAS | L4P2 | HCP2 | | | 1 | 23-6 | D24 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| HARDWARE | ENG | UTS,BOLTS | | HCP20 | | | | N/A | N/A | MEPSC | 14007A | 52 | 0 | 50 | 0 | 29 | 0 | | | | | |
| HOUSING, ACCY DRIVE | ENG | 6859428 | | L3P3 | HCP6 | BP4 | | 1 | 24-21 | D24 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| INSULATION BLANKET | ENG | 6786247 | | HCP2 | | | | 1 | 13-57 | D8 | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| LEVER, FUEL CONTROL | ENG | 6781139 | CHRS | L6P1 | | | | 1 | 11-31 | D24 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| LEVER, THROTTLE OUTPUT | ENG | 6781501 | LAS | L6P1 | | | | 1 | 11-35 | D24 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| LINK ROD REAR | ENG | 6827298 | LAS | HCP3 | HCP6 | | | 1 | 11-20 | D24 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| NUT | ENG | 6785053 | | L4P2 | BP1 | | | 1 | 13-70 | D24 | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| NUT, TIEBOLT, LOCK | ENG | 6785053 | | L4P2 | BP1 | | | 1 | 13-73 | MPI | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| PISTON , VALVE, SCAV. | ENG | 6852333 | | L4P2 | HCP2 | | | 1 | 21-24 | D8 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| PLUG ASSY, OIL PRESSURE | ENG | 6730755 | ASSY | L4P2 | HCP2 | | | 1 | 21-16 | D8 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| PLUG, MAGNETIC | ENG | 6822092 | | L4P2 | HCP2 | | | 1 | 13-1 | D8 | 03737A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | |
| RING, COMP AIR BLEED | ENG | 6786766 | CHRS | L6P1 | | | | 8 | 12-44 | D8 | 14007A | 52 | 416 | 50 | 400 | 29 | 232 | | | | | |
| RING, ENGINE SPRAY | ENG | 6788577 | CHRS | L6P1 | HCP6 | BP6 | | 1 | 15-4 | D24 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | | | | | 4 |
| ROD END | ENG | 6828147 | | L4P1 | HCP6 | HCP2 | | 2 | 8 | D8 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | | | | | |

| T56 ENGINE & WORK NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCESS Step | Step2 | Step3 | Step | UPA | IPB Fi | ..ispect | Control | FY9 PARTS # ENG | UPA X ENG | FY93 PARTS # ENG | UPA X ENG | FY9 PARTS # ENG | UPA X ENG | # MOD | UPA X MOD | # MOD | UPA X MOD | | X MOD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CAP | TM | 6855656 | | L4P1 | HCP6 | HCP2 | | 1 | 18-18 D8 | | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| CAP | TM | 6870706 | | L4P1 | HCP6 | HCP2 | | 1 | 18-18 D8 | | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| CASING | TM | 6789748 | CHRS | L6P1 | BP5 | | | 1 | 18-9 D8 | | 14203M | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| CASING ASSY | TM | 6789860 | ASSY | L6P1 | BP5 | | | 1 | 18-1 D8 | | 14202A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| CASING, ASSY, TURBINE | TM | 6859680 | | L1P1 | HCP6 | | | 1 | 19-1 VIS | | 03151M | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| CASING, TURB, VANE | TM | 6793745 | 2635 | L1P1 | BP3 | | | 1 | 19-17 D8 | | 10433M | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| CONE | TM | 6824478 | | L1P1 | HCP2 | | | 1 | 19-30 D8 | | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| CONE | TM | 6824478 | CHRS | L1P1 | | | | 1 | 19-30 D24 | | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| CONE, INNER FRONT EXH. | TM | 6824478 | CHRS | L1P1 | HCP2 | | | 1 | 19-30 D8 | | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| COUPLING | TM | 6791129 | LAS | L4P1 | BP1 | | | 2 | 18-32 D24 | | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | 16 | 32 | 15 | 30 | 17 | 34 |
| COUPLING, SHAFT, TURB | TM | 6791129 | LAS | L4P2 | BP1 | | | 1 | 18-32 MPI | | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| DAMPER | TM | 6791880 | | L1P1 | HCP2 | | | 1 | 18-44 D8 | | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| DAMPER, TURB FRONT BRNG | TM | 6791880 | LAS | L1P1 | HCP2 | | | 1 | 18-44 D8 | | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| INSULATION BLANKET, REAR | TM | 6783612 | CHRS | HCP2 | | | | 1 | 19-29 D8 | | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| LOCK PLATE | TM | 6783709 | CHRS | HCP3 | HCP2 | | | 1 | 20A-2 D8 | | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| NUT | TM | 6785084 | LAS | L4P1 | BP1 | | | 2 | 18-21 D24 | | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | 16 | 32 | 15 | 30 | 17 | 34 |
| NUT | TM | 6783706 | LAS | L4P1 | BP1 | | | 2 | 18-31 D24 | | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | 16 | 32 | 15 | 30 | 17 | 34 |
| NUT | TM | 6737045 | LAS | L4P1 | BP1 | | | 2 | 18-35 D24 | | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | 16 | 32 | 15 | 30 | 17 | 34 |
| NUT, HEX | TM | 6788859 | CHRS | L4P2 | HCP2 | | | 8 | 20A-4 D6 | | 10204M | 52 | 416 | 50 | 400 | 29 | 232 | 16 | 128 | 15 | 120 | 17 | 136 |
| NUT, PLAIN ROUND | TM | 6783706 | LAS | L4P2 | BP1 | | | 1 | 18-31 MPI | | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| NUT, SPANNER | TM | 6737045 | LAS | L4P2 | BP1 | | | 1 | 18-35 MPI | | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| NUT, TURB REAR BRNG | TM | 6785084 | LAS | L4P2 | BP1 | | | 1 | 18-21 D24 | | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| PLATE R/F | TM | 6785076 | CHRS | HCP3 | HCP2 | | | 1 | 20A-37 D8 | | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| PLATE R/R | TM | 6785077 | CHRS | HCP3 | HCP2 | | | 1 | 20A-36 D8 | | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| RETAINER | TM | 6793746 | CHRS | L6P1 | | | | 2 | 19-6 D8 | | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | 16 | 32 | 15 | 30 | 17 | 34 |
| RETAINER, BRNG, REAR | TM | 6856471 | | L4P1 | HCP2 | | | 1 | 18-18 D8 | | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| RETAINER, TURB, 2ND STG | TM | 6793746 | CHRS | L1P1 | HCP6 | | | 2 | 19-6 D8 | | 07199A | 52 | 104 | 50 | 100 | 29 | 58 | 16 | 32 | 15 | 30 | 17 | 34 |
| RETAINING RING | TM | 6726656 | | HCP3 | HCP2 | | | 2 | 18-33 D8 | | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | 16 | 32 | 15 | 30 | 17 | 34 |
| RETAINING RING | TM | 6735310 | LAS | HCP3 | HCP2 | | | 1 | 18-38 D8 | | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| RETAINING RING | TM | 6786209 | CHRS | HCP3 | HCP2 | | | 1 | 20A-34 D8 | | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| RING | TM | 6848294 | | L4P1 | HCP6 | HCP2 | | 2 | 18-37 D10 | | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | 16 | 32 | 15 | 30 | 17 | 34 |
| RING, RETAINING | TM | 6848294 | | L4P2 | BP1 | | | 1 | 18-37 D10 | | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| RING, RETAINING | TM | 6786208 | CHRS | HCP3 | HCP2 | | | 1 | 20A-1 D8 | | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| SEAL | TM | 6873605 | | HCP3 | | | | 1 | 18-27A D24 | | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| SEAL | TM | 6789880 | | HCP3 | | | | 1 | 18-58 D24 | | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| SEAL ASY, TURB REAR | TM | 6859420 | | L4P1 | HCP2 | | | 1 | 19-32 D24 | | 03326A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| SEAL, ROTATING OIL, TURB | TM | 6873605 | | HCP3 | | | | 1 | 18-27A D24 | | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| SEAL, TURB FRONT BRNG | TM | 6841158 | | HCP3 | | | | 1 | 18-36 D24 | | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| SEAL, TURB FRONT BRNG | TM | 6789880 | CHRS | HCP3 | | | | 1 | 18-58 D24 | | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| SPACER, TURB 1ST -2ND STG | TM | 6887614 | | L1P5 | BP3 | | | 1 | 20A-13 D9 | | 10204M | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| SPACER, TURB 2ND -3RD STG | TM | 6859202 | | L1P5 | BP3 | | | 1 | 20A-19 D9 | | 10204M | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| SPACER, TURB 3RD -4TH STG | TM | 6791633 | CHRS | L1P5 | BP3 | | | 1 | 20A-31 D9 | | 10204M | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| SUPPORT | TM | 6793327 | ASSY | L6P1 | HCP6 | BP1 | | 1 | 18-26 FPI | | 48785M | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| SUPPORT TURB VANE/SEAL | TM | 6852318 | | L1P1 | | | | 1 | 19-8 D10 | | 07190A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| SUPPORT, REAR BRNG TURB | TM | 6793749 | ASSY | L1P1 | BP5 | | | 1 | 19-36 D8 | | 11293M | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| TUBE | TM | 6789847 | | L1P1 | HCP2 | | | 1 | 19-27 D8 | | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| TUBE | TM | 6789847 | ASSY | L1P1 | | | | 1 | 19-27 D35 | | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| TUBE, VENT, TURB CC AIR | TM | 6856546 | | L4P2 | HCP2 | | | 1 | 20A-22 D17 | | 10204M | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| VANE, TURB, 1ST STG | TM | 6859615 | | L1P1 | BP1 | | | 6 | 19-12 D21 | | 11027M | 52 | 312 | 50 | 300 | 29 | 174 | 16 | 96 | 15 | 90 | 17 | 102 |
| VANE , TURB, 2ND STG | TM | 6852472 | | L1P1 | BP4 | | | 6 | 19-23A D21 | | 02641A | 52 | 312 | 50 | 300 | 29 | 174 | 16 | 96 | 15 | 90 | 17 | 102 |
| VANE SEG, TURB, 2ND STG | TM | 6852452 | | L1P1 | BP4 | | | 6 | 19-23 D21 | | 03150A | 52 | 312 | 50 | 300 | 29 | 174 | 16 | 96 | 15 | 90 | 17 | 102 |
| VANE, TURB, 3RD STG | TM | 6738983 | | L1P1 | BP1 | | | 6 | 19-24 D21 | | 11106M | 52 | 312 | 50 | 300 | 29 | 174 | 16 | 96 | 15 | 90 | 17 | 102 |
| VANE, TURB 4TH STG | TM | 6789044 | | L1P1 | BP1 | | | 6 | 19-25 D21 | | 10319M | 52 | 312 | 50 | 300 | 29 | 174 | 16 | 96 | 15 | 90 | 17 | 102 |
| WHEEL, TURB 1ST STG | TM | 6871571 | | L1P5 | BP3 | | | 1 | 20A-8 D9 | | 10204M | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| WHEEL, TURB 2ND STG | TM | 6842872 | NI | L1P5 | BP3 | | | 1 | 20A-16 D9 | | 10204M | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| WHEEL, TURB 3RD STG | TM | 6855083 | | L1P5 | BP3 | | | 1 | 20A-21 D9 | | 10204M | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 3 17 |
| WHEEL, TURB 4TH STG | TM | 6855084 | | L1P5 | BP3 | | | 1 | 20A-33 D9 | | 10204M | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |

| T56 ENGINE & WORI | | | | CLEANING PROCESS | | | | | | | | FY9 PARTS | | FY93 PARTS | | FY9 PARTS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NOMENCLATURE | MO | P/N | BASE M | Step | Step2 | Step3 | Step | UPA | IPB F. | Inspect | Control | # ENG | UPA X ENG | # ENG | UPA X ENG | # ENG | UPA X ENG | # MOD | UPA X MOD | # MOD | UPA X MOD | | UPA X MOD |
| VANE ASSY 13TH STG | CM | 6859613 | | L7P4 | L7P2 | BP4 | | 2 | 27-13 | D38 | 10031A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANE, COMP, 14TH STG | CM | 6789474 | CRS | HCP6 | L7P2 | BP4 | | 1 | 29-13 | D21 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANE, ASSY, COMP, AIR | CM | 6873624 | | L4P2 | HCP6 | BP2 | | 1 | 26-7 | D21 | 02642M | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 1ST STG | CM | 6841211 | LAS | L6P4 | BP3 | | | 1 | 31-16 | D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 2ND STG | CM | 6841212 | CHRS | L6P4 | BP3 | | | 1 | 31-22 | D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 3RD STG | CM | 6841213 | CHRS | L6P4 | BP3 | | | 1 | 31-22 | D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 4TH STG | CM | 6841214 | CHRS | L6P4 | BP3 | | | 1 | 31-22 | D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 5TH STG | CM | 6854755 | | L6P4 | BP3 | | | 1 | 31-22 | D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 6TH STG | CM | 6854756 | | L6P4 | BP3 | | | 1 | 31-22 | D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 7TH STG | CM | 6792767 | CHRS | L6P4 | BP3 | | | 1 | 31-22 | D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 8TH STG | CM | 6792768 | CHRS | L6P4 | BP3 | | | 1 | 31-22 | D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 9TH STG | CM | 6792769 | CHRS | L6P4 | BP3 | | | 1 | 31-22 | D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 10TH STG | CM | 6792770 | CHRS | L6P4 | BP3 | | | 1 | 31-22 | D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 11TH STG | CM | 6792771 | CHRS | L6P4 | BP3 | | | 1 | 31-22 | D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 12TH STG | CM | 6792772 | CHRS | L6P4 | BP3 | | | 1 | 31-22 | D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 13TH STG | CM | 6808283 | CHRS | L6P4 | BP3 | | | 1 | 31-29 | D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 14TH STG | CM | 6858624 | | L6P4 | BP3 | | | 1 | 31-33 | D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | CM TOTALS | | | 57772 | | 55550 | | 32219 | | 0 | | 0 | | 0 |
| COUPLING ENG TO T/M | GRBX | 6792067 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 55-48 | D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| COVER ASSY | GRBX | 6787478 | AL | L4P2 | HCP6 | | | 1 | 55-10 | D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| COVER ASSY | GRBX | 6822466 | AL | L4P2 | HCP6 | | | 1 | 55-20 | D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| DUCT ASSY | GRBX | 6822465 | AL | L4P2 | HCP6 | | | 1 | 55-15 | D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| HOUSING ASSY, T/M | GRBX | 6824476 | LAS | L7P2 | BP4 | | | 1 | 55-30 | D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| HOUSING COUPLING | GRBX | 6823502 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 55-72 | D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| MEMBER COUPL INNER | GRBX | 6842120 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 55-62 | D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| MEMBER COUPL INTER | GRBX | 6842119 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 55-61 | D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| MEMBER COUPL OUTER | GRBX | 6829670 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 55-60 | D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| PLUG EXT SHAFT COUPL | GRBX | 6792069 | | L4P4 | L6P4 | HCP2 | | 1 | 55-47 | D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| RING/SPRING | GRBX | 6738054 | LAS | L4P4 | L6P4 | HCP2 | | 4 | 55-68 | D24 | 12468A | 52 | 208 | 50 | 200 | 29 | 116 | 0 | 0 | 0 | 0 | 0 | 0 |
| RING/SPRING | GRBX | 6738451 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 55-70 | D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| RING/SPRING | GRBX | 6848143 | | L4P4 | L6P4 | HCP2 | | 1 | 55-71 | D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| SEAT SAFETY COUP SEAT | GRBX | 6876198 | | L4P4 | L6P4 | HCP2 | | 1 | 55-67B | D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| SEAT SAFETY COUP SPRING | GRBX | 6876196 | | L4P4 | L6P4 | HCP2 | | 1 | 55-67A | D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| SEAT SAFETY COUPLING | GRBX | 6841117 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 55-67 | D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| SHAFT T/M INNER | GRBX | 6823505 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 55-51 | D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| SHAFT T/M OUTER | GRBX | 6829068 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 55-54 | D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| TUBE BRNG LOCK | GRBX | 6792068 | ASSY | L4P2 | HCP6 | | | 1 | 55-37 | D10 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | GRBX TOTALS | | | 1144 | | 1100 | | 638 | | 0 | | 0 | | 0 |
| ADAPTER | TM | 6791113 | LAS | L4P1 | BP1 | | | 2 | 18-34 | D24 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | 16 | 32 | 15 | 30 | 17 | 34 |
| ADAPTER, TURB COUPLING | TM | 6791113 | LAS | L4P2 | BP1 | | | 1 | 18-34 | MPI | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| BAFFLE | TM | 6788865 | CHRS | L1P1 | BP4 | | | 1 | 19-7 | D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| BAFFLE, TURB COOLING AIR | TM | 6788865 | CHRS | L1P1 | HCP2 | | | 1 | 19-7 | D8 | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| BALANCE PLATE | TM | 6783710 | CHRS | HCP3 | HCP2 | | | 1 | 20A-3 | D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| BLADES, TURB 1ST STG | TM | 6876564 | | L1P6 | VIB | | | 102 | 20A-6 | D21 | 10204M | 52 | 5304 | 50 | 5100 | 29 | 2958 | 16 | 1632 | 15 | 1530 | 17 | 1734 |
| BLADES, TURB 2ND STG | TM | 6876570 | | L1P6 | VIB | | | 89 | 20A-14 | D21 | 10204M | 52 | 4628 | 50 | 4450 | 29 | 2581 | 16 | 1424 | 15 | 1335 | 17 | 1513 |
| BLADE, TURB 3RD STG | TM | 6807793 | | L1P6 | VIB | | | 83 | 20A-20 | D21 | 10204M | 52 | 4316 | 50 | 4150 | 29 | 2407 | 16 | 1328 | 15 | 1245 | 17 | 1411 |
| BLADE, TURB 4TH STG | TM | 6807794 | | L1P6 | VIB | | | 65 | 20A-32 | D21 | 10204M | 52 | 3380 | 50 | 3250 | 29 | 1885 | 16 | 1040 | 15 | 975 | 17 | 1105 |
| BLANKET | TM | 6783612 | CHRS | HCP6 | HCP13 | | | 2 | 19-29 | D12 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | 16 | 32 | 15 | 30 | 17 | 34 |
| BOLT, TURB, CLAMP | TM | 6792413 | NI | L4P2 | HCP2 | | | 8 | 20A-35 | D6 | 10204M | 52 | 416 | 50 | 400 | 29 | 232 | 16 | 128 | 15 | 120 | 17 | 136 |
| BRACKET | TM | 6786309 | CHRS | L4P1 | HCP2 | | | 1 | 19-22 | D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| BRACKET, TURBINE | TM | 6786309 | CHRS | L1P1 | HCP2 | | | 1 | 19-22 | D8 | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| CAGE, TURB REAR BRNG | TM | 6785232 | LAS | HCP3 | HCP5 | | | 1 | 18-23 | D10 | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| CAGE, TURB FRONT BRNG | TM | 6873603 | | L4P1 | HCP2 | | | 1 | 18-39 | D24 | 04340A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| CAGE, TURB, REAR B[illegible] | TM | 6785232 | LAS | L4P1 | HCP6 | HCP2 | | 1 | [illegible]-23 | D10 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| CAP | TM | 6856471 | | L1P1 | HCP2 | | | 1 | 18 | D8 | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | | 17 | 17 |

T56 ENGINE & WOF

| NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCESS Step | Step2 | Step3 | Step | UPA | IPB F | Inspect | Control | FY9 # ENG | PARTS UPA X ENG | FY93 # ENG | PARTS UPA X ENG | FY9 # ENG | PARTS UPA X ENG | FY9 # MOD | PARTS UPA X MOD | FY9 # MOD | PART UPA MOD | PARTS UPA X MOD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PLUNGER | GRBX | 6737508 | LAS | L4P1 | HCP6 | HCP2 | | 14 | 63-17 | D8 | 71402A | 47 | 658 | 50 | 700 | 46 | 644 | 0 | 0 | 0 | 0 | 0 |
| RETAINING RING | GRBX | 6748072 | CRES 302 | HCP2 | | | | 1 | 58-65 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| RING | GRBX | 6739018 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 63-10 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| RING | GRBX | 6786734 | LAS | L4P1 | HCP6 | HCP1 | | 1 | 63-14 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| RING | GRBX | 6737528 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 63-15 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| RING (NEG TORG) | GRBX | 6859217 | | L1P3 | HCP6 | | | 1 | 63-5 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| ROD | GRBX | 6785177 | | L4P1 | HCP6 | HCP2 | | 1 | 63-18 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| ROD ASSY | GRBX | 6794188 | ASSY | L4P1 | HCP6 | HCP2 | | 1 | 56-1 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| ROD END BEARING | GRBX | 6828147 | | HCP2 | | | | 1 | 11-18 | D12 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| SCREEN | GRBX | 6789772 | ASSY | L4P1 | HCP6 | HCP2 | | 1 | 57-23 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| SCREEN | GRBX | 6737546 | | L4P1 | HCP6 | HCP2 | | 1 | 57-20 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| SEAL | GRBX | 6856117 | | HCP2 | | | | 1 | 58(32-39) | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| SEAL | GRBX | 6898246 | | HCP2 | | | | 1 | 58(32-39) | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| SEAL | GRBX | 6846127 | ASSY | L4P1 | HCP6 | HCP2 | | 1 | 57-26 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| SHAFT | GRBX | 6819697 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 56-25 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| SHAFT | GRBX | 6827282 | CRS | L4P1 | HCP6 | HCP2 | | 1 | 56-38 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| SHAFT | GRBX | 6825238 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 59-9 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| SHAFT | GRBX | 6825084 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 59-33 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| SHAFT | GRBX | 6825237 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 60-7 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| SHAFT | GRBX | 6846747 | LAS | L4P1 | HCP6 | HCP2 | | 2 | 60-21 | D24 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 0 | 0 | 0 | 0 | 0 |
| SHAFT | GRBX | 6846749 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 60-31 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| SHAFT | GRBX | 6794399 | LAS | L4P1 | HCP6 | HCP1 | | 1 | 61-33 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| SHAFT | GRBX | 6827887 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 58-47 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| SHAFT GEAR ASSY | GRBX | 6841227 | LAS | L4P1 | HCP6 | HCP1 | | 1 | 61-36 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| SHAFT, PROP | GRBX | 6842657 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 62-37 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| SPACER INNER | GRBX | 6824213 | LAS | L4P1 | HCP6 | HCP2 | | 2 | 59-22 | D8 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 0 | 0 | 0 | 0 | 0 |
| SPACER OUTER | GRBX | 6825223 | LAS | L4P1 | HCP6 | HCP2 | | 2 | 59-23 | D8 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 0 | 0 | 0 | 0 | 0 |
| SPRING | GRBX | 6723144 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 58-46 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| SPRING | GRBX | 6723146 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 58-61 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| SPRING | GRBX | 6785758 | LAS | L4P1 | HCP6 | HCP2 | | 4 | 63-1 | D8 | 71402A | 47 | 188 | 50 | 200 | 46 | 184 | 0 | 0 | 0 | 0 | 0 |
| SPRING | GRBX | 6785757 | LAS | L4P1 | HCP6 | HCP2 | | 8 | 63-3 | D8 | 71402A | 47 | 376 | 50 | 400 | 46 | 368 | 0 | 0 | 0 | 0 | 0 |
| STARTER GEAR | GRBX | 6829394 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 58-53 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| STRUT | GRBX | 6825230 | ASSY | L6P1 | | | | 2 | 57-13 | D24 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 0 | 0 | 0 | 0 | 0 |
| TUBE | GRBX | 6789578 | | L4P1 | HCP6 | HCP2 | | 1 | 63-23 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| TUBE | GRBX | 6791715 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 61-1 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| TUBE | GRBX | 6828461 | ASSY | L4P1 | HCP6 | HCP2 | | 5 | 62-19 | D10 | 71402A | 47 | 235 | 50 | 250 | 46 | 230 | 0 | 0 | 0 | 0 | 0 |
| TUBE ASSY | GRBX | 6886427 | | HCP2 | | | | 1 | 58-64 | D35 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| TUBE ASSY | GRBX | 6739488 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 59-11 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| WASHER | GRBX | 6709768 | LAS | L4P1 | HCP6 | HCP2 | | 2 | 57-16 | D24 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | GRBX TOTALS | | | 1144 | | 1100 | | 638 | | 0 | | 0 | 0 |
| ADAPTER | TM | 6791113 | LAS | L4P1 | BP1 | | | 2 | 18-34 | D24 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | 16 | 32 | 15 | 30 | 17 | 34 |
| ADAPTER, TURB COUPLING | TM | 6791113 | LAS | L4P2 | BP1 | | | 1 | 18-34 | MPI | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| BAFFLE | TM | 6788865 | CHRS | L1P1 | BP4 | | | 1 | 19-7 | D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| BAFFLE, TURB COOLING AIR | TM | 6788865 | CHRS | L1P1 | HCP2 | | | 1 | 19-7 | D8 | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| BALANCE PLATE | TM | 6783710 | CHRS | HCP3 | HCP2 | | | 1 | 20A-3 | D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| BLADES, TURB 1ST STG | TM | 6876564 | | L1P6 | VIB | | | 102 | 20A-6 | D21 | 10204M | 52 | 5304 | 50 | 5100 | 29 | 2958 | 16 | 1632 | 15 | 1530 | 17 | 1734 |
| BLADES, TURB 2ND STG | TM | 6876570 | | L1P6 | VIB | | | 89 | 20A-14 | D21 | 10204M | 52 | 4628 | 50 | 4450 | 29 | 2581 | 16 | 1424 | 15 | 1335 | 17 | 1513 |
| BLADE, TURB 3RD STG | TM | 6807793 | | L1P6 | VIB | | | 83 | 20A-20 | D21 | 10204M | 52 | 4316 | 50 | 4150 | 29 | 2407 | 16 | 1328 | 15 | 1245 | 17 | 1411 |
| BLADE, TURB 4TH STG | TM | 6807794 | | L1P6 | VIB | | | 65 | 20A-32 | D21 | 10204M | 52 | 3380 | 50 | 3250 | 29 | 1885 | 16 | 1040 | 15 | 975 | 17 | 1105 |
| BLANKET | TM | 6783612 | CHRS | HCP6 | HCP13 | | | 2 | 19-29 | D12 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | 16 | 32 | 15 | 30 | 17 | 34 |
| BOLT, TURB. CLAMP | TM | 6792413 | NI | L4P2 | HCP2 | | | 8 | 20A-35 | D6 | 10204M | 52 | 416 | 50 | 400 | 29 | 232 | 16 | 128 | 15 | 120 | 17 | 136 |
| BRACKET | TM | 6786309 | CHRS | L4P1 | HCP2 | | | 1 | 19-22 | D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| BRACKET, TURBINE | TM | 6786309 | CHRS | L1P1 | HCP2 | | | 1 | 19-22 | D8 | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| CAGE, TURB REAR BRNG | TM | 6785232 | LAS | HCP3 | HCP5 | | | 1 | 18-23 | D10 | 07199A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |
| CAGE, TURB FRONT BRNG | TM | 6873603 | | L4P1 | HCP2 | | | 1 | 18-39 | D24 | 04340A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 4 17 |
| CAGE, TURB. REAR BRNG | TM | 6785232 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 18-23 | D10 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 16 | 16 | 15 | 15 | 17 | 17 |

T56 ENGINE & WOR. D

| NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCESS Step | Step2 | Step3 | Step | UPA | IPB Fig | Inspect | Control | FY9 PARTS # ENG | UPA X ENG | FY93 PARTS # ENG | UPA X ENG | FY9 PARTS # ENG | UPA X ENG | FY9 PARTS # MOD | UPA X MOD | # MOD | UPA MOD | X MOD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VANE ASSY 13TH STG | CM | 6859613 | | L7P4 | L7P2 | BP4 | | 2 | | 27-13 D38 | 10031A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 |
| VANE, COMP, 14TH STG | CM | 6789474 | CRS | HCP6 | L7P2 | BP4 | | 1 | | 29-13 D21 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| VANE, ASSY, COMP, AIR | CM | 6873624 | | L4P2 | HCP6 | BP2 | | 1 | | 26-7 D21 | 02642M | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 1ST STG | CM | 6841211 | LAS | L6P4 | BP3 | | | 1 | | 31-16 D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 2ND STG | CM | 6841212 | CHRS | L6P4 | BP3 | | | 1 | | 31-22 D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 3RD STG | CM | 6841213 | CHRS | L6P4 | BP3 | | | 1 | | 31-22 D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 4TH STG | CM | 6841214 | CHRS | L6P4 | BP3 | | | 1 | | 31-22 D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 5TH STG | CM | 6854755 | | L6P4 | BP3 | | | 1 | | 31-22 D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 6TH STG | CM | 6854756 | | L6P4 | BP3 | | | 1 | | 31-22 D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 7TH STG | CM | 6792767 | CHRS | L6P4 | BP3 | | | 1 | | 31-22 D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 8TH STG | CM | 6792768 | CHRS | L6P4 | BP3 | | | 1 | | 31-22 D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 9TH STG | CM | 6792769 | CHRS | L6P4 | BP3 | | | 1 | | 31-22 D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 10TH STG | CM | 6792770 | CHRS | L6P4 | BP3 | | | 1 | | 31-22 D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 11TH STG | CM | 6792771 | CHRS | L6P4 | BP3 | | | 1 | | 31-22 D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 12TH STG | CM | 6792772 | CHRS | L6P4 | BP3 | | | 1 | | 31-22 D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 13TH STG | CM | 6808283 | CHRS | L6P4 | BP3 | | | 1 | | 31-29 D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| WHEEL 14TH STG | CM | 6858624 | | L6P4 | BP3 | | | 1 | | 31-33 D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | CM TOTALS | | | 57772 | | 55550 | | 32219 | | 0 | | 0 | 0 |
| COUPLING ENG TO T M | GB | 6792067 | LAS | L4P4 | L6P4 | HCP2 | | 1 | | 55-48 D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| COVER ASSY | GB | 6787478 | AL | L4P2 | HCP6 | | | 1 | | 55-10 D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| COVER ASSY | GB | 6822466 | AL | L4P2 | HCP6 | | | 1 | | 55-20 D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| DUCT ASSY | GB | 6822465 | AL | L4P2 | HCP6 | | | 1 | | 55-15 D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| HOUSING ASSY, T M | GB | 6824476 | LAS | L7P2 | BP4 | | | 1 | | 55-30 D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| HOUSING COUPLING | GB | 6823502 | LAS | L4P4 | L6P4 | HCP2 | | 1 | | 55-72 D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| MEMBER COUPL INNER | GB | 6842120 | LAS | L4P4 | L6P4 | HCP2 | | 1 | | 55-62 D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| MEMBER COUPL INTER | GB | 6842119 | LAS | L4P4 | L6P4 | HCP2 | | 1 | | 55-61 D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| MEMBER COUPL OUTER | GB | 6829670 | LAS | L4P4 | L6P4 | HCP2 | | 1 | | 55-60 D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| PLUG EXT SHAFT COUPL | GB | 6792069 | | L4P4 | L6P4 | HCP2 | | 1 | | 55-47 D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| RING/SPRING | GB | 6738054 | LAS | L4P4 | L6P4 | HCP2 | | 4 | | 55-68 D24 | 12468A | 52 | 208 | 50 | 200 | 29 | 116 | 0 | 0 | 0 | 0 | 0 |
| RING/SPRING | GB | 6738451 | LAS | L4P4 | L6P4 | HCP2 | | 1 | | 55-70 D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| RING/SPRING | GB | 6848143 | | L4P4 | L6P4 | HCP2 | | 1 | | 55-71 D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| SEAT SAFETY COUP SEAT | GB | 6876198 | | L4P4 | L6P4 | HCP2 | | 1 | | 55-67B D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| SEAT SAFETY COUP SPRING | GB | 6876196 | | L4P4 | L6P4 | HCP2 | | 1 | | 55-67A D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| SEAT SAFETY COUPLING | GB | 6841117 | LAS | L4P4 | L6P4 | HCP2 | | 1 | | 55-67 D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| SHAFT T/M INNER | GB | 6823505 | LAS | L4P4 | L6P4 | HCP2 | | 1 | | 55-51 D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| SHAFT T/M OUTER | GB | 6829068 | LAS | L4P4 | L6P4 | HCP2 | | 1 | | 55-54 D24 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| TUBE BRNG LOCK | GB | 6792068 | ASSY | L4P2 | HCP6 | | | 1 | | 55-37 D10 | 12468A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 |
| ARM | GRBX | 6826933 | LAS | L4P1 | HCP6 | HCP2 | | 1 | | 56-35 D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| BAFFLE | GRBX | 6782920 | CHRS | L4P1 | HCP6 | HCP2 | | 1 | | 61-18 D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| BAFFLE | GRBX | 6785877 | CRS | L4P1 | HCP6 | HCP2 | | 1 | | 61-44 D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| BEARING | GRBX | 6820305 | | HCP2 | | | | 1 | | 56-9 D12 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| BEARING | GRBX | 6820304 | | HCP2 | | | | 1 | | 56-10 D12 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| BEARING | GRBX | 6815460 | CHRS | HCP2 | | | | 1 | | 58-7 D12 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| BEARING FLANGE | GRBX | 6793673 | LAS | L4P1 | HCP6 | HCP2 | | 1 | | 58-63 D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| BLOCK | GRBX | 6786580 | LAS | L4P1 | HCP6 | HCP2 | | 5 | | 62-11 D24 | 71402A | 47 | 235 | 50 | 250 | 46 | 230 | 0 | 0 | 0 | 0 | 0 |
| BOLT | GRBX | 6825364 | LAS | L4P1 | HCP6 | HCP2 | | 8 | | 57-27 D8 | 71402A | 47 | 376 | 50 | 400 | 46 | 368 | 0 | 0 | 0 | 0 | 0 |
| BOLT | GRBX | 6829919 | LAS | L4P1 | HCP6 | HCP2 | | 5 | | 66-12 D24 | 71402A | 47 | 235 | 50 | 250 | 46 | 230 | 0 | 0 | 0 | 0 | 0 |
| BOLT (WITH HOLES) | GRBX | 6784953 | LAS | L4P1 | HCP6 | HCP2 | | 5 | | 66-17 D24 | 71402A | 47 | 235 | 50 | 250 | 46 | 230 | 0 | 0 | 0 | 0 | 0 |
| BOLT PROP/CTL | GRBX | 6819694 | LAS | L4P1 | HCP6 | HCP2 | | 1 | | 58-8 D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| BRACKET ASSY | GRBX | 6888618 | | HCP2 | | | | 1 | | 58-69 D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| CAGE | GRBX | 6731153 | LAS | L4P1 | HCP6 | HCP2 | | 1 | | 60-27 D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| CAGE | GRBX | 6723126 | | L4P1 | HCP6 | HCP2 | | 1 | | 60-14 D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| CARRIER, REAR | GRBX | 6858182 | | L4P1 | HCP6 | HCP2 | | 1 | | 62-8 D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| CASE, FRONT | GRBX | 6843663 | MG | L3P1 | HCP6 | | | 1 | | 67-1 D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| CLAMP | GRBX | 6749387 | | HCP2 | | | | 1 | | 38 D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |
| CLEVIS | GRBX | 6819698 | LAS | L4P1 | HCP6 | HCP2 | | 1 | | 6 D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 0 | 0 | 0 | 0 | 0 |

| 6 ENGINE & WO | OAD | | | CLEANING PROCESS | | | | | | | | FY9 | PARTS | FY93 | PARTS | FY9 | PARTS | FY9 | PARTS | FY9 | PART | FY9 | PARTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OMENCLATURE | MO | P/N | BASE M | Step | Step2 | Step3 | Step | UPA | IPB FIG | Inspect | Control | # ENG | UPA X ENG | # ENG | UPA X ENG | # ENG | UPA X ENG | # MOD | UPA X MOD | # MOD | UPA MOD | MOD | UPA X MOD |
| APTER | CM | 6841453 | ASSY | L4P1 | HCP2 | | | 2 | 25-8 | D8 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADE, STG 1 | CM | 6809081 | | HCP3 | VIB | HCP6 | | 33 | 31-15 | D16 | 06883A | 52 | 1716 | 50 | 1650 | 29 | 957 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADE, STG 2 | CM | 6809082 | | HCP3 | VIB | HCP6 | | 33 | 31-21 | D16 | 06883A | 52 | 1716 | 50 | 1650 | 29 | 957 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADE, STG 3 | CM | 6809083 | | HCP3 | VIB | HCP6 | | 37 | 31-21 | D16 | 06883A | 52 | 1924 | 50 | 1850 | 29 | 1073 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADE, STG 4 | CM | 6809084 | | HCP3 | VIB | HCP6 | | 39 | 31-21 | D16 | 06883A | 52 | 2028 | 50 | 1950 | 29 | 1131 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADE, STG 5 | CM | 6809085 | | HCP3 | VIB | HCP6 | | 41 | 31-21 | D16 | 06883A | 52 | 2132 | 50 | 2050 | 29 | 1189 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADE, STG 6 | CM | 6809086 | | HCP3 | VIB | HCP6 | | 89 | 31-21 | D16 | 06883A | 52 | 4628 | 50 | 4450 | 29 | 2581 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADE, STG 7 | CM | 6809087 | | HCP3 | VIB | HCP6 | | 91 | 31-21 | D16 | 06883A | 52 | 4732 | 50 | 4550 | 29 | 2639 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADE, STG 8 | CM | 6809088 | | HCP3 | VIB | HCP6 | | 91 | 31-21 | D16 | 06883A | 52 | 4732 | 50 | 4550 | 29 | 2639 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADE, STG 9 | CM | 6809089 | | HCP3 | VIB | HCP6 | | 95 | 31-21 | D16 | 06883A | 52 | 4940 | 50 | 4750 | 29 | 2755 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADE, STG 10 | CM | 6809090 | | HCP3 | VIB | HCP6 | | 95 | 31-21 | D16 | 06883A | 52 | 4940 | 50 | 4750 | 29 | 2755 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADE, STG 11 | CM | 6809091 | | HCP3 | VIB | HCP6 | | 95 | 31-21 | D16 | 06883A | 52 | 4940 | 50 | 4750 | 29 | 2755 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADE, STG 12 | CM | 6809092 | | HCP3 | VIB | HCP6 | | 95 | 31-21 | D16 | 06883A | 52 | 4940 | 50 | 4750 | 29 | 2755 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADE, STG 13 | CM | 6809093 | | HCP3 | VIB | HCP6 | | 95 | 31-25 | D16 | 06883A | 52 | 4940 | 50 | 4750 | 29 | 2755 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADE, STG 14 | CM | 6809094 | | HCP3 | VIB | HCP6 | | 91 | 31-25 | D16 | 06883A | 52 | 4732 | 50 | 4550 | 29 | 2639 | 0 | 0 | 0 | 0 | 0 | 0 |
| DY, BREATHER | CM | 6788794 | AL | L4P1 | HCP6 | | | 1 | 25-48 | D10 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| LT, COMP, TIE | CM | 6845945 | LAS | L4P5 | HCP2 | | | 1 | 31-4 | D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| AGE | CM | 6841960 | | L4P1 | HCP6 | HCP2 | | 1 | 25-56 | D24 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| ASE, COMPRESSOR | CM | 6846948 | | L4P4 | L8P2 | HCP6 | | 1 | 27-27 | B301 | 10031A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| OMB LINER ASSY | CM | 6847884 | 5536 | L1P5 | HCP6 | | | 6 | 27-13 | VIS | 40364A | 52 | 312 | 50 | 300 | 29 | 174 | 0 | 0 | 0 | 0 | 0 | 0 |
| OUPLING SHAFT | CM | 6843873 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 25-1 | D24 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| OVER ASSY, LIGHT | CM | 6856523 | | HCP3 | HCP7 | BP4 | | 1 | 29-17 | D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| OVER, BREATHER | CM | 6788796 | EMS44500 | L4P1 | HCP6 | | | 1 | 25-44 | D10 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| IFFUSER, COMPRESSOR | CM | 6845740 | | L6P1 | BP4 | | | 1 | 29-21 | MPMH3/4 | 06885A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| LANGE, COMP REAR | CM | 6792257 | CHRS | L4P1 | HCP6 | HCP2 | | 1 | 29-7 | D24 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| OUSING, COMP EXT SHAFT | CM | 6794936 | 2475 | L4P1 | HCP6 | | | 1 | 25-72 | D24 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| OUSING, COMP INLET | CM | 6846128 | ASSY | L3P2 | HCP6 | | | 1 | 26-3 | MPMH3/4 | 11392A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| OCK COMPRS WHL TB NUT | CM | 6702882 | LAS | HCP7 | | | | 1 | 30-3 | D24 | 06883A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| ANIFOLD ASSY, 5TH STG | CM | 6789014 | ASSY | L1P1 | HCP6 | BP4 | | 2 | 27-18 | D17 | 10031A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| ANIFOLD ASSY, 10TH STG | CM | 6789016 | CHRS | L1P1 | HCP6 | BP4 | | 2 | 27-20 | D17 | 10031A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| ANIFOLD ASSY, 10TH STG OF | CM | 6789017 | CHRS | L1P1 | HCP6 | BP4 | | 2 | 27-21 | D17 | 10031A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| ANIFOLD ASSY, 5TH STG OF | CM | 6789015 | CHRS | L1P1 | HCP6 | BP4 | | 2 | 27-19 | D17 | 10031A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| UT | CM | 6793497 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 29-3 | D24 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| UT, SPANER | CM | 6782840 | LAS | L4P1 | HCP6 | HCP2 | | 2 | 26-16 | D24 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| RING, COMP EXH SHAFT | CM | 6789934 | LAS | L4P1 | HCP2 | | | 1 | 25-61 | D8 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| SCREEN | CM | 6874643 | | L4P1 | HCP2 | | | 2 | 25-11 | D8 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| EAL | CM | 6845277 | 5643 | L4P1 | HCP6 | HCP2 | | 1 | 26-22 | D10 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| EAL | CM | 6854393 | | L4P1 | HCP6 | HCP2 | | 1 | 29-9 | D10 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| EAL | CM | 6793048 | CHRS | L4P1 | HCP6 | HCP2 | | 1 | 29-10 | D24 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| EAL | CM | 6844056 | 5643 | L4P1 | HCP6 | HCP2 | | 1 | 26-21 | D10 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| EAL | CM | 6846208 | ASSY | L4P1 | HCP6 | HCP2 | | 1 | 26-23 | D10 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| SEAL, LABY ROTATING | CM | 6792254 | CHRS | L4P1 | HCP6 | HCP2 | | 1 | 29-8 | D24 | 14007A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| SEAL, LABY, COMP REAR | CM | 6841151 | CHRS | L6P1 | | | | 1 | 29-11 | D10 | 10807A | 52 | 52 | 50 | 50 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| SHAFT&GEAR | CM | 6827848 | LAS | L4P1 | HCP6 | HCP2 | | 2 | 25-66 | D24 | 14007A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| TUBE, ANTI-ICING | CM | 6785535 | ASSY | L4P1 | HCP6 | HCP2 | | 6 | 26-5 | D24 | 14007A | 52 | 312 | 50 | 300 | 29 | 174 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANE ASSY 1ST STG | CM | 6859601 | | L7P4 | L7P2 | BP4 | | 2 | 27-13 | D38 | 10031A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANE ASSY 2ND STG | CM | 6859602 | | L7P4 | L7P2 | BP4 | | 2 | 27-13 | D38 | 10031A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANE ASSY 3RD STG | CM | 6859603 | | L7P4 | L7P2 | BP4 | | 2 | 27-13 | D38 | 10031A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANE ASSY 4TH STG | CM | 6859604 | | L7P4 | L7P2 | BP4 | | 2 | 27-13 | D38 | 10031A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANE ASSY 5TH STG | CM | 6859605 | | L7P4 | L7P2 | BP4 | | 2 | 27-13 | D38 | 10031A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANE ASSY 6TH STG | CM | 6859606 | | L7P4 | L7P2 | BP4 | | 2 | 27-13 | D38 | 10031A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANE ASSY 7TH STG | CM | 6859607 | | L7P4 | L7P2 | BP4 | | 2 | 27-13 | D38 | 10031A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANE ASSY 8TH STG | CM | 6859608 | | L7P4 | L7P2 | BP4 | | 2 | 27-13 | D38 | 10031A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANE ASSY 9TH STG | CM | 6859609 | | L7P4 | L7P2 | BP4 | | 2 | 27-13 | D38 | 10031A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANE ASSY 10TH | CM | 6859610 | | L7P4 | L7P2 | BP4 | | 2 | 27-13 | D38 | 10031A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANE ASSY 11T | CM | 6859611 | | L7P4 | L7P2 | BP4 | | 2 | 3 | D38 | 10031A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |
| VANE ASSY 12TH | CM | 6859612 | | L7P4 | L7P2 | BP4 | | 2 | | D38 | 10031A | 52 | 104 | 50 | 100 | 29 | 58 | 0 | 0 | 0 | 0 | 0 | 0 |

T56 ENGINE (LOAD

| line item | NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCES Step1 | Step | Step3 Ste | MOD UPA | ACTUA UPA | IPB FIG | Inspect | Control | FY9 PARTS # ENG | UPA X ENG | FY PARTS # EN | UPA X ENG | FY PARTS # ENG | UPA X ENG | FY9 PARTS # MOD | UPA X MOD | FY9 PART # MOD | V MOD | -Y PARTS XIS MOD | UPA X MOD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ADAPTER | CM | 6841453 | ASSY | L4P1 | HCP2 | | 2 | 2 | 25-8 D8 | | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 2 | BLADE, STG 1 | CM | 6809081 | | HCP3 | VIB | HCP6 | 33 | 33 | 31-15 D16 | | 06883A | 47 | 1551 | 50 | 1650 | 46 | 1518 | 124 | 4092 | 119 | 3927 | 142 | 4686 |
| 3 | BLADE, STG 2 | CM | 6809082 | | HCP3 | VIB | HCP6 | 33 | 33 | 31-21 D16 | | 06883A | 47 | 1551 | 50 | 1650 | 46 | 1518 | 124 | 4092 | 119 | 3927 | 142 | 4686 |
| 4 | BLADE, STG 3 | CM | 6809083 | | HCP3 | VIB | HCP6 | 37 | 37 | 31-21 D16 | | 06883A | 47 | 1739 | 50 | 1850 | 46 | 1702 | 124 | 4588 | 119 | 4403 | 142 | 5254 |
| 5 | BLADE, STG 4 | CM | 6809084 | | HCP3 | VIB | HCP6 | 39 | 39 | 31-21 D16 | | 06883A | 47 | 1833 | 50 | 1950 | 46 | 1794 | 124 | 4836 | 119 | 4641 | 142 | 5538 |
| 6 | BLADE, STG 5 | CM | 6809085 | | HCP3 | VIB | HCP6 | 41 | 41 | 31-21 D16 | | 06883A | 47 | 1927 | 50 | 2050 | 46 | 1886 | 124 | 5084 | 119 | 4879 | 142 | 5822 |
| 7 | BLADE, STG 6 | CM | 6809086 | | HCP3 | VIB | HCP6 | 89 | 89 | 31-21 D16 | | 06883A | 47 | 4183 | 50 | 4450 | 46 | 4094 | 124 | 11036 | 119 | 10591 | 142 | 12638 |
| 8 | BLADE, STG 7 | CM | 6809087 | | HCP3 | VIB | HCP6 | 91 | 91 | 31-21 D16 | | 06883A | 47 | 4277 | 50 | 4550 | 46 | 4186 | 124 | 11284 | 119 | 10829 | 142 | 12922 |
| 9 | BLADE, STG 8 | CM | 6809088 | | HCP3 | VIB | HCP6 | 91 | 91 | 31-21 D16 | | 06883A | 47 | 4277 | 50 | 4550 | 46 | 4186 | 124 | 11284 | 119 | 10829 | 142 | 12922 |
| 10 | BLADE, STG 9 | CM | 6809089 | | HCP3 | VIB | HCP6 | 95 | 95 | 31-21 D16 | | 06883A | 47 | 4465 | 50 | 4750 | 46 | 4370 | 124 | 11780 | 119 | 11305 | 142 | 13490 |
| 11 | BLADE, STG 10 | CM | 6809090 | | HCP3 | VIB | HCP6 | 95 | 95 | 31-21 D16 | | 06883A | 47 | 4465 | 50 | 4750 | 46 | 4370 | 124 | 11780 | 119 | 11305 | 142 | 13490 |
| 12 | BLADE, STG 11 | CM | 6809091 | | HCP3 | VIB | HCP6 | 95 | 95 | 31-21 D16 | | 06883A | 47 | 4465 | 50 | 4750 | 46 | 4370 | 124 | 11780 | 119 | 11305 | 142 | 13490 |
| 13 | BLADE, STG 12 | CM | 6809092 | | HCP3 | VIB | HCP6 | 95 | 95 | 31-21 D16 | | 06883A | 47 | 4465 | 50 | 4750 | 46 | 4370 | 124 | 11780 | 119 | 11305 | 142 | 13490 |
| 14 | BLADE, STG 13 | CM | 6809093 | | HCP3 | VIB | HCP6 | 95 | 95 | 31-25 D16 | | 06883A | 47 | 4465 | 50 | 4750 | 46 | 4370 | 124 | 11780 | 119 | 11305 | 142 | 13490 |
| 15 | BLADE, STG 14 | CM | 6809094 | | HCP3 | VIB | HCP6 | 91 | 91 | 31-25 D16 | | 06883A | 47 | 4277 | 50 | 4550 | 46 | 4186 | 124 | 11284 | 119 | 10829 | 142 | 12922 |
| 16 | BOLT, COMP, TIE | CM | 6845945 | LAS | L4P5 | HCP2 | | 1 | 1 | 31-4 D24 | | 06883A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 17 | CAGE | CM | 6841960 | | L4P1 | HCP6 | HCP2 | 1 | 1 | 25-56 D24 | | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 18 | CASE, COMPRESSOR | CM | 6846948 | | L4P4 | L8P2 | HCP6 | 1 | 1 | 27-27 B301 | | 10031A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 19 | COUPLING SHAFT | CM | 6843873 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 25-1 D24 | | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 20 | COVER ASSY, LIGHT | CM | 6856523 | | HCP3 | HCP7 | BP4 | 1 | 1 | 29-17 D8 | | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 21 | DIFFUSER , COMPRESSOR | CM | 6845740 | | L6P1 | BP4 | | 1 | 1 | 29-21 MPMH3/4 | | 06885A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 22 | FLANGE, COMP REAR | CM | 6792257 | CHRS | L4P1 | HCP6 | HCP2 | 1 | 1 | 29-7 D24 | | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 23 | HOUSING | CM | 6847238 | | L3P2 | HCP6 | | 1 | 1 | 26-3 D10 | | 10077A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 24 | HOUSING, COMP EXT SHAFT | CM | 6794936 | 2475 | L4P1 | HCP6 | | 1 | 1 | 25-72 D24 | | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 25 | LOCK COMPRS WHL TB NUT | CM | 6702882 | LAS | HCP7 | | | 1 | 1 | 30-3 D24 | | 06883A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 26 | MANIFOLD ASSY , 5TH STG | CM | 6789014 | ASSY | L1P1 | HCP6 | BP4 | 2 | 2 | 27-18 D17 | | 10031A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 27 | MANIFOLD ASSY ,10TH STG | CM | 6789016 | CHRS | L1P1 | HCP6 | BP4 | 2 | 2 | 27-20 D17 | | 10031A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 28 | MANIFOLD ASSY, 10TH STG OF | CM | 6789017 | CHRS | L1P1 | HCP6 | BP4 | 2 | 2 | 27-21 D17 | | 10031A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 29 | MANIFOLD ASSY, 5TH STG OF | CM | 6789015 | CHRS | L1P1 | HCP6 | BP4 | 2 | 2 | 27-19 D17 | | 10031A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 30 | NUT | CM | 6794716 | | L4P1 | HCP6 | HCP2 | 1 | 1 | 28-4 D24 | | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 31 | NUT, SPANER | CM | 6782840 | LAS | L4P1 | HCP6 | HCP2 | 2 | 2 | 26-16 D24 | | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 32 | PLATE | CM | 6827815 | CRS | L4P1 | HCP2 | | 2 | 2 | 27-1 D8 | | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 33 | RING, COMP EXH SHAFT | CM | 6789934 | LAS | L4P1 | HCP2 | | 1 | 1 | 25-61 D8 | | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 34 | SCREEN | CM | 6874643 | | L4P1 | HCP2 | | 2 | 2 | 25-11 D8 | | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 35 | SEAL | CM | 6845277 | 5643 | L4P1 | HCP6 | HCP2 | 1 | 1 | 26-22 D10 | | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 36 | SEAL | CM | 6854393 | | L4P1 | HCP6 | HCP2 | 1 | 1 | 29-9 D10 | | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 37 | SEAL | CM | 6844056 | 5643 | L4P1 | HCP6 | HCP2 | 1 | 1 | 26-21 D10 | | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 38 | SEAL | CM | 6846208 | ASSY | L4P1 | HCP6 | HCP2 | 1 | 1 | 26-23 D10 | | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 39 | SEAL | CM | 6794722 | CHRS | L4P1 | HCP6 | HCP2 | 1 | 1 | 28-10 D24 | | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 40 | SEAL LABY ROTATING | CM | 6792254 | CHRS | L4P1 | HCP6 | HCP2 | 1 | 1 | 29-8 D24 | | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 41 | SEAL, LABY, COMP REAR | CM | 6841151 | CHRS | L6P1 | | | 1 | 1 | 29-11 D10 | | 10807A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 42 | SHAFT&GEAR | CM | 6827848 | LAS | L4P1 | HCP6 | HCP2 | 2 | 2 | 25-66 D24 | | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 43 | TUBE, ANTI-ICING | CM | 6785535 | ASSY | L4P1 | HCP6 | HCP2 | 6 | 6 | 26-5 D24 | | 14015A | 47 | 282 | 50 | 300 | 46 | 276 | 124 | 744 | 119 | 714 | 142 | 852 |
| 44 | VANE ASSY 1ST STG | CM | 6859601 | | L7P4 | L7P2 | BP4 | 2 | 2 | 27-13 D38 | | 10031A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 45 | VANE ASSY 2ND STG | CM | 6859602 | | L7P4 | L7P2 | BP4 | 2 | 2 | 27-13 D38 | | 10031A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 46 | VANE ASSY 3RD STG | CM | 6859603 | | L7P4 | L7P2 | BP4 | 2 | 2 | 27-13 D38 | | 10031A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 47 | VANE ASSY 4TH STG | CM | 6859604 | | L7P4 | L7P2 | BP4 | 2 | 2 | 27-13 D38 | | 10031A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 48 | VANE ASSY 5TH STG | CM | 6859605 | | L7P4 | L7P2 | BP4 | 2 | 2 | 27-13 D38 | | 10031A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 49 | VANE ASSY 6TH STG | CM | 6859606 | | L7P4 | L7P2 | BP4 | 2 | 2 | 27-13 D38 | | 10031A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 50 | VANE ASSY 7TH STG | CM | 6859607 | | L7P4 | L7P2 | BP4 | 2 | 2 | 27-13 D38 | | 10031A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 51 | VANE ASSY 8TH STG | CM | 6859608 | | L7P4 | L7P2 | BP4 | 2 | 2 | 27-13 D38 | | 10031A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 52 | VANE ASSY 9TH STG | CM | 6859609 | | L7P4 | L7P2 | BP4 | 2 | 2 | 27-13 D38 | | 10031A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 53 | VANE ASSY 10TH STG | CM | 6859610 | | L7P4 | L7P2 | BP4 | 2 | 2 | 27-13 D38 | | 10031A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 54 | VANE ASSY 11TH STG | CM | 6859611 | | L7P4 | L7P2 | BP4 | 2 | 2 | 27-13 D38 | | 10031A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 55 | VANE ASSY 12TH STG | CM | 6859612 | | L7P4 | L7P2 | BP4 | 2 | 2 | 27-13 D38 | | 10031A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 56 | VANE ASSY 13TH STG | CM | 6859613 | | L7P4 | L7P2 | BP4 | 2 | 2 | 27-13 D38 | | 10031A | 47 | 94 | 50 | 100 | 46 | 92 | 124 | 248 | 119 | 238 | 142 | 284 |
| 57 | VANE, COMP, 14TH STG | CM | 6789474 | CRS | HCP6 | L7P2 | BP4 | 1 | 1 | 29-13 D21 | | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |

T56 ENGINE & WC LOAD

| Line Item | NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCES Step1 | Step | Step3 | Ste | MOD UPA | ACTUAL UPA | IPB FIG | Inspect | Control | FY9 PARTS # ENG | FY9 PARTS UPA X ENG | FY PARTS # EN | FY PARTS UPA X ENG | FY PARTS # ENG | FY PARTS UPA X ENG | FY9 PARTS # MOD | FY9 PARTS UPA X MOD | FY9 PARTS # MOD | FY9 PARTS UPA X MOD | MOD | PARTS UPA X MOD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 58 | VANE, ASSY, COMP, AIR | CM | 6873624 | | L4P2 | HCP6 | BP2 | | 1 | 1 | 26-7 D21 | | 02642M | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 59 | VENT ASSY | CM | 6847305 | EMS4450 | L4P1 | HCP6 | | | 1 | 1 | 25-22 D8 | | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 60 | WHEEL 1ST STG | CM | 6841211 | LAS | L6P4 | BP3 | | | 1 | 1 | 31-16 D24 | | 06883A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 61 | WHEEL 2ND STG | CM | 6841212 | CHRS | L6P4 | BP3 | | | 1 | 1 | 31-22 D24 | | 06883A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 62 | WHEEL 3RD STG | CM | 6841213 | CHRS | L6P4 | BP3 | | | 1 | 1 | 31-22 D24 | | 06883A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 63 | WHEEL 4TH STG | CM | 6841214 | CHRS | L6P4 | BP3 | | | 1 | 1 | 31-22 D24 | | 06883A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 64 | WHEEL 5TH STG | CM | 6854755 | | L6P4 | BP3 | | | 1 | 1 | 31-22 D24 | | 06883A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 65 | WHEEL 6TH STG | CM | 6854756 | | L6P4 | BP3 | | | 1 | 1 | 31-22 D24 | | 06883A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 66 | WHEEL 7TH STG | CM | 6792767 | CHRS | L6P4 | BP3 | | | 1 | 1 | 31-22 D24 | | 06883A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 67 | WHEEL 8TH STG | CM | 6792768 | CHRS | L6P4 | BP3 | | | 1 | 1 | 31-22 D24 | | 06883A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 68 | WHEEL 9TH STG | CM | 6792769 | CHRS | L6P4 | BP3 | | | 1 | 1 | 31-22 D24 | | 06883A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 69 | WHEEL 10TH STG | CM | 6792770 | CHRS | L6P4 | BP3 | | | 1 | 1 | 31-22 D24 | | 06883A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 70 | WHEEL 11TH STG | CM | 6792771 | CHRS | L6P4 | BP3 | | | 1 | 1 | 31-22 D24 | | 06883A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 71 | WHEEL 12TH STG | CM | 6792772 | CHRS | L6P4 | BP3 | | | 1 | 1 | 31-22 D24 | | 06883A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 72 | WHEEL 13TH STG | CM | 6808283 | CHRS | L6P4 | BP3 | | | 1 | 1 | 31-29 D24 | | 06883A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| 73 | WHEEL 14TH STG | CM | 6858624 | | L6P4 | BP3 | | | 1 | 1 | 31-33 D24 | | 06883A | 47 | 47 | 50 | 50 | 46 | 46 | 124 | 124 | 119 | 119 | 142 | 142 |
| | T56A15 | | | | | | | | 1106 | 1106 | | CM TOTALS | | | 51982 | | 55300 | | 50876 | | 137144 | | 131614 | | 157052 |
| 13 | T56A15 | | | | | | | | 1106 | 1106 | | CM TOTALS | | | 51982 | | 55300 | | 50876 | | 137144 | | 131614 | | 157052 |
| 1 | ARM | GRBX | 6826933 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 56-35 D24 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 2 | BAFFLE | GRBX | 6782920 | CHRS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 61-18 D8 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 3 | BAFFLE | GRBX | 6786077 | CRS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 61-44 D8 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 4 | BEARING | GRBX | 6820305 | | HCP2 | | | | 1 | 1 | 56-9 D12 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 5 | BEARING | GRBX | 6820304 | | HCP2 | | | | 1 | 1 | 56-10 D12 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 6 | BEARING | GRBX | 6815460 | CHRS | HCP2 | | | | 1 | 1 | 58-7 D12 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 7 | BEARING FLANGE | GRBX | 6793673 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 58-63 D24 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 8 | BLOCK | GRBX | 6786580 | LAS | L4P1 | HCP6 | HCP2 | | 5 | 5 | 62-11 D24 | | 71402A | 47 | 235 | 50 | 250 | 46 | 230 | 276 | 1380 | 104 | 520 | 130 | 650 |
| 9 | BOLT | GRBX | 6825364 | LAS | L4P1 | HCP6 | HCP2 | | 8 | 8 | 57-27 D8 | | 71402A | 47 | 376 | 50 | 400 | 46 | 368 | 276 | 2208 | 104 | 832 | 130 | 1040 |
| 10 | BOLT | GRBX | 6829919 | LAS | L4P1 | HCP6 | HCP2 | | 5 | 5 | 66-12 D24 | | 71402A | 47 | 235 | 50 | 250 | 46 | 230 | 276 | 1380 | 104 | 520 | 130 | 650 |
| 11 | BOLT (WITH HOLES) | GRBX | 6784953 | LAS | L4P1 | HCP6 | HCP2 | | 5 | 5 | 66-17 D24 | | 71402A | 47 | 235 | 50 | 250 | 46 | 230 | 276 | 1380 | 104 | 520 | 130 | 650 |
| 12 | BOLT PROP/CTL | GRBX | 6819694 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 58-8 D8 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 13 | BRACKET ASSY | GRBX | 6888618 | | HCP2 | | | | 1 | 1 | 58-69 D8 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 14 | CAGE | GRBX | 6731153 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 60-27 D24 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 15 | CAGE | GRBX | 6723126 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 60-14 D24 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 16 | CARRIER, REAR | GRBX | 6858182 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 62-8 D24 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 17 | CASE, FRONT | GRBX | 6843663 | MG | L3P1 | HCP6 | | | 1 | 1 | 67-1 D24 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 18 | CLAMP | GRBX | 6749387 | | HCP2 | | | | 1 | 1 | 58-68 D8 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 19 | CLEVIS | GRBX | 6819698 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 56-16 D8 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 20 | COUP RING GEAR | GRBX | 6874040 | | L4P1 | HCP6 | | | 1 | 1 | 63-9 D24 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 21 | COUPLING | GRBX | 6786556 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 63-4 D24 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 22 | COUPLING | GRBX | 6874939 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 63-6 D24 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 23 | COUPLING | GRBX | 6786555 | LAS | L4P1 | HCP6 | HCP1 | | 1 | 1 | 63-13 D24 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 24 | COUPLING ENG TO T/M | GRBX | 6792067 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 1 | 55-48 D24 | | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 25 | COVER | GRBX | 6723131 | MG | L4P1 | HCP6 | HCP2 | | 1 | 1 | 57-39 D8 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 26 | COVER | GRBX | 6846666 | 3232 | L4P1 | HCP6 | HCP2 | | 3 | 3 | 74-18 D8 | | 71402A | 47 | 141 | 50 | 150 | 46 | 138 | 276 | 828 | 104 | 312 | 130 | 390 |
| 27 | COVER | GRBX | 6846665 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 74-19 D8 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 28 | COVER | GRBX | 6846667 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 74-20 D8 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 29 | COVER ASSY | GRBX | 6787478 | AL | L4P2 | HCP6 | | | 1 | 1 | 55-10 D24 | | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 30 | COVER ASSY | GRBX | 6822466 | AL | L4P2 | HCP6 | | | 1 | 1 | 55-20 D24 | | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 31 | CRANK | GRBX | 6826934 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 56-24 D24 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 32 | DIAPHRAM | GRBX | 6829376 | MG | L4P1 | HCP6 | | | 1 | 1 | 64-1 D24 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 33 | DIAPHRAM | GRBX | 6873667 | | L3P1 | HCP6 | | | 1 | 1 | 66-1 D24 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 34 | DIAPHRAM | GRBX | 6875245 | | L3P1 | HCP6 | | | 1 | 1 | 66-1 D24 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 35 | DUCT ASSY | GRBX | 6822465 | AL | L4P2 | HCP6 | | | 1 | 1 | 55-15 D24 | | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 36 | EYE BOLT | GRBX | 6824774 | LAS | L6P1 | | | | 2 | 2 | [illegible]-17 D24 | | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 276 | 552 | 104 | | 130 | 260 |
| 37 | FLANGE | GRBX | 6873360 | | L4P1 | HCP6 | HCP1 | | 1 | 1 | 61-2 D24 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | [illegible] | 130 | 130 |
| | | GRBX | 6788149 | MG | L4P1 | HCP6 | HCP2 | | 1 | 1 | 62-14 D10 | | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |

T56 ENGINE (LOAD

| line item | NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCES Step1 | Step | Step3 Ste | MOD UPA | ACTUA UPA | IPb rIG | Inspect | Control | FY9 PARTS # ENG | UPA X ENG | FY PARTS # EN | UPA X ENG | FY PARTS # ENG | UPA X ENG | # MOD | UPA X MOD | # MOD | W MOD | XLS MOD | UPA X MOD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39 | GEAR | GRBX | 6829385 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 58-18 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 40 | GEAR | GRBX | 6829392 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 59-7 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 41 | GEAR | GRBX | 6829393 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 59-8 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 42 | GEAR | GRBX | 6829391 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 59-13 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 43 | GEAR | GRBX | 6824214 | | L4P1 | HCP6 | HCP2 | 1 | 1 | 59-18 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 44 | GEAR | GRBX | 6824041 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 60-5 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 45 | GEAR | GRBX | 6829390 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 60-6 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 46 | GEAR | GRBX | 6824043 | LAS | L4P1 | HCP6 | HCP2 | 3 | 3 | 60-11 | D24 | 71402A | 47 | 141 | 50 | 150 | 46 | 138 | 276 | 828 | 104 | 312 | 130 | 390 |
| 47 | GEAR | GRBX | 6824044 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 60-34 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 48 | GEAR | GRBX | 6841222 | LAS | L4P1 | HCP6 | HCP1 | 1 | 1 | 61-7 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 49 | GEAR | GRBX | 6788225 | LAS | L4P1 | HCP6 | HCP1 | 1 | 1 | 61-25 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 50 | GEAR | GRBX | 6829388 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 62-32 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 51 | GEAR | GRBX | 6829398 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 62-36 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 52 | GEAR | GRBX | 6852451 | | L4P1 | HCP6 | HCP2 | 1 | 1 | 63-34 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 53 | GEAR ASSY | GRBX | 6889361 | | HCP3 | HCP2 | | 1 | 1 | 61-15 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 54 | GEAR RING | GRBX | 6841207 | LAS | L1P3 | HCP6 | | 1 | 1 | 63-2 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 55 | HARDWARE | GRBX | UTS,BOLTS | | HCP20 | | | 1 | N/A | N/A | D8 | 71402A | 47 | 0 | 50 | 0 | 46 | 0 | 276 | 0 | 104 | 0 | 130 | 0 |
| 56 | HOUSING ASSY | GRBX | 6873682 | | L3P1 | HCP6 | | 1 | 1 | 65-1 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 57 | HOUSING ASSY, T/M | GRBX | 6824476 | LAS | L7P2 | BP4 | | 1 | 1 | 55-30 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 58 | HOUSING COUPLING | GRBX | 6823502 | LAS | L4P4 | L6P4 | HCP2 | 1 | 1 | 55-72 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 59 | HUB | GRBX | 6793516 | | L4P1 | HCP6 | HCP1 | 1 | 1 | 61-3 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 60 | HUB SUN GEAR | GRBX | 6873671 | | L4P1 | HCP6 | HCP1 | 1 | 1 | 65-2 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 61 | INNER CONE | GRBX | 6792040 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 58-62 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 62 | JOINT UNIVERSAL | GRBX | 6827186 | CRS | L4P1 | HCP6 | HCP2 | 1 | 1 | 56-26 | D10 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 63 | LOCK | GRBX | 6788398 | LAS | L4P1 | HCP6 | HCP2 | 10 | 10 | 62-5 | D8 | 71402A | 47 | 470 | 50 | 500 | 46 | 460 | 276 | 2760 | 104 | 1040 | 130 | 1300 |
| 64 | LOCK NUT | GRBX | 6788713 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 57-24 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 65 | MEMBER COUPL INNER | GRBX | 6842120 | LAS | L4P4 | L6P4 | HCP2 | 1 | 1 | 55-62 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 66 | MEMBER COUPL INTER | GRBX | 6842119 | LAS | L4P4 | L6P4 | HCP2 | 1 | 1 | 55-61 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 67 | MEMBER COUPL OUTER | GRBX | 6829670 | LAS | L4P4 | L6P4 | HCP2 | 1 | 1 | 55-60 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 68 | NUT | GRBX | 6709769 | | L4P1 | HCP6 | HCP2 | 2 | 2 | 57-15 | D24 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 276 | 552 | 104 | 208 | 130 | 260 |
| 69 | NUT | GRBX | 6723224 | LAS | L4P1 | HCP6 | HCP2 | 3 | 3 | 59-1 | D24 | 71402A | 47 | 141 | 50 | 150 | 46 | 138 | 276 | 828 | 104 | 312 | 130 | 390 |
| 70 | NUT | GRBX | 6784981 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 61-24 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 71 | NUT | GRBX | 6823308 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 61-30 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 72 | NUT | GRBX | 6784692 | | L4P2 | HCP6 | HCP2 | 5 | 5 | 62-5 | D24 | 71402A | 47 | 235 | 50 | 250 | 46 | 230 | 276 | 1380 | 104 | 520 | 130 | 650 |
| 73 | NUT | GRBX | 6784765 | LAS | L4P1 | HCP6 | HCP2 | 5 | 5 | 62-7 | D24 | 71402A | 47 | 235 | 50 | 250 | 46 | 230 | 276 | 1380 | 104 | 520 | 130 | 650 |
| 74 | NUT | GRBX | 6841119 | LAS | L4P1 | HCP6 | HCP1 | 1 | 1 | 57-25 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 75 | NUT SPANNER | GRBX | 6849342 | | L4P1 | HCP6 | HCP1 | 1 | 1 | 61-12 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 76 | OIL TUBE | GRBX | 6789332 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 58-21 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 77 | OUTER MEMBER | GRBX | 6829451 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 58-57 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 78 | PIN RED GEAR EYEBOLT | GRBX | 6829896 | LAS | L4P1 | HCP6 | HCP2 | 2 | 2 | 57-9 | D24 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 276 | 552 | 104 | 208 | 130 | 260 |
| 79 | PLATE | GRBX | 6788487 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 57-23 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 80 | PLATE | GRBX | 6808893 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 61-49 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 81 | PLATE | GRBX | 6870248 | | L4P1 | HCP6 | HCP2 | 1 | 1 | 62-28 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 82 | PLUG | GRBX | 6786583 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 57-33 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 83 | PLUG ASSY | GRBX | 6789398 | AL | L4P1 | HCP6 | HCP2 | 1 | 1 | 57-48 | D10 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 84 | PLUG EXT SHAFT COUPL | GRBX | 6792069 | | L4P4 | L6P4 | HCP2 | 1 | 1 | 55-47 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 85 | PLUG MAGNETIC | GRBX | 6822092 | | L4P1 | HCP6 | HCP2 | 3 | 3 | 57-18 | D8 | 71402A | 47 | 141 | 50 | 150 | 46 | 138 | 276 | 828 | 104 | 312 | 130 | 390 |
| 86 | PLUG MAGNETIC | GRBX | 6822222 | | L4P1 | HCP6 | HCP2 | 1 | 1 | 57-21 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 87 | PLUNGER | GRBX | 6737508 | LAS | L4P1 | HCP6 | HCP2 | 14 | 14 | 63-17 | D8 | 71402A | 47 | 658 | 50 | 700 | 46 | 644 | 276 | 3864 | 104 | 1456 | 130 | 1820 |
| 88 | RETAINING RING | GRBX | 6748072 | CRES 302 | HCP2 | | | 1 | 1 | 58-65 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 89 | RING | GRBX | 6739018 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 63-10 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 90 | RING | GRBX | 6786734 | LAS | L4P1 | HCP6 | HCP1 | 1 | 1 | 63-14 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 91 | RING | GRBX | 6737528 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 63-15 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 92 | RING (NEG TORG) | GRBX | 6859217 | | L1P3 | HCP6 | | 1 | 1 | 63-5 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 93 | RING/SPRING | GRBX | 6738054 | LAS | L4P4 | L6P4 | HCP2 | 4 | 4 | 55-68 | D24 | 12468A | 47 | 188 | 50 | 200 | 46 | 184 | 276 | 1104 | 104 | 416 | 130 | 520 |
| 94 | RING/SPRING | GRBX | 6738451 | LAS | L4P4 | L6P4 | HCP2 | 1 | 1 | 55-70 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 95 | RING/SPRING | GRBX | 6848143 | | L4P4 | L6P4 | HCP2 | 1 | 1 | 55-71 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |

## T56 ENGINE & WOKKLOAD

| ...m | NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCES Step1 | Step | Step3 Ste | MOD UPA | ACTUAL UPA | IPB FIG | Inspect | Control | FY9 PARTS # ENG | UPA X ENG | FY PARTS # EN | UPA X ENG | FY PARTS # ENG | UPA X ENG | FY9 PARTS # MOD | UPA X MOD | FY9 PARTS # MOD | UPA X MOD | PARTS MOD | UPA X MOD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 96 | ROD | GRBX | 6785177 | | L4P1 | HCP6 | HCP2 | 1 | 1 | 63-18 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 97 | ROD ASSY | GRBX | 6794188 | ASSY | L4P1 | HCP6 | HCP2 | 1 | 1 | 56-1 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 98 | ROD END BEARING | GRBX | 6828147 | | HCP2 | | | 1 | 1 | 11-18 | D12 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 99 | SCREEN | GRBX | 6789772 | ASSY | L4P1 | HCP6 | HCP2 | 1 | 1 | 57-23 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 100 | SCREEN | GRBX | 6737546 | | L4P1 | HCP6 | HCP2 | 1 | 1 | 57-20 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 101 | SEAL | GRBX | 6856117 | | HCP2 | | | 1 | 1 | 58(32-39) | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 102 | SEAL | GRBX | 6898246 | | HCP2 | | | 1 | 1 | 58(32-39) | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 103 | SEAL | GRBX | 6846127 | ASSY | L4P1 | HCP6 | HCP2 | 1 | 1 | 57-26 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 104 | SEAT SAFETY COUP SEAT | GRBX | 6876198 | | L4P4 | L6P4 | HCP2 | 1 | 1 | 55-67B | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 105 | SEAT SAFETY COUP SPRING | GRBX | 6876196 | | L4P4 | L6P4 | HCP2 | 1 | 1 | 55-67A | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 106 | SEAT SAFETY COUPLING | GRBX | 6841117 | LAS | L4P4 | L6P4 | HCP2 | 1 | 1 | 55-67 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 107 | SHAFT | GRBX | 6819697 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 56-25 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 108 | SHAFT | GRBX | 6827282 | CRS | L4P1 | HCP6 | HCP2 | 1 | 1 | 56-38 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 109 | SHAFT | GRBX | 6825238 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 59-9 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 110 | SHAFT | GRBX | 6825084 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 59-33 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 111 | SHAFT | GRBX | 6825237 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 60-7 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 112 | SHAFT | GRBX | 6846747 | LAS | L4P1 | HCP6 | HCP2 | 2 | 2 | 60-21 | D24 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 276 | 552 | 104 | 208 | 130 | 260 |
| 113 | SHAFT | GRBX | 6846749 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 60-31 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 114 | SHAFT | GRBX | 6794399 | LAS | L4P1 | HCP6 | HCP1 | 1 | 1 | 61-33 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 115 | SHAFT | GRBX | 6827887 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 58-47 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 116 | SHAFT GEAR ASSY | GRBX | 6841227 | LAS | L4P1 | HCP6 | HCP1 | 1 | 1 | 61-36 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 117 | SHAFT T/M INNER | GRBX | 6823505 | LAS | L4P4 | L6P4 | HCP2 | 1 | 1 | 55-51 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 118 | SHAFT T/M OUTER | GRBX | 6829068 | LAS | L4P4 | L6P4 | HCP2 | 1 | 1 | 55-54 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 119 | SHAFT, PROP | GRBX | 6842657 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 62-37 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 120 | SPACER INNER | GRBX | 6824213 | LAS | L4P1 | HCP6 | HCP2 | 2 | 2 | 59-22 | D8 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 276 | 552 | 104 | 208 | 130 | 260 |
| 121 | SPACER OUTER | GRBX | 6825223 | LAS | L4P1 | HCP6 | HCP2 | 2 | 2 | 59-23 | D8 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 276 | 552 | 104 | 208 | 130 | 260 |
| 122 | SPRING | GRBX | 6723144 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 58-46 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 123 | SPRING | GRBX | 6723146 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 58-61 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 124 | SPRING | GRBX | 6785758 | LAS | L4P1 | HCP6 | HCP2 | 4 | 4 | 63-1 | D8 | 71402A | 47 | 188 | 50 | 200 | 46 | 184 | 276 | 1104 | 104 | 416 | 130 | 520 |
| 125 | SPRING | GRBX | 6785757 | LAS | L4P1 | HCP6 | HCP2 | 8 | 8 | 63-3 | D8 | 71402A | 47 | 376 | 50 | 400 | 46 | 368 | 276 | 2208 | 104 | 832 | 130 | 1040 |
| 126 | STARTER GEAR | GRBX | 6829394 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 58-53 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 127 | STRUT | GRBX | 6825230 | ASSY | L6P1 | | | 2 | 2 | 57-13 | D24 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 276 | 552 | 104 | 208 | 130 | 260 |
| 128 | TUBE | GRBX | 6789578 | | L4P1 | HCP6 | HCP2 | 1 | 1 | 63-23 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 129 | TUBE | GRBX | 6791715 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 61-1 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 130 | TUBE | GRBX | 6828461 | ASSY | L4P1 | HCP6 | HCP2 | 5 | 5 | 62-19 | D10 | 71402A | 47 | 235 | 50 | 250 | 46 | 230 | 276 | 1380 | 104 | 520 | 130 | 650 |
| 131 | TUBE ASSY | GRBX | 6886427 | | HCP2 | | | 1 | 1 | 58-64 | D35 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 132 | TUBE ASSY | GRBX | 6739488 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 59-11 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 133 | TUBE BRNG LOCK | GRBX | 6792068 | ASSY | L4P2 | HCP6 | | 1 | 1 | 55-37 | D10 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 134 | WASHER | GRBX | 6700769 | LAS | L4P1 | HCP6 | HCP2 | 2 | 2 | 57-16 | D24 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 276 | 552 | 104 | 208 | 130 | 260 |
| 134 | | | | | | | | 216 | 0 | | GRBX TOTALS | | | 10105 | | 10750 | | 9890 | | 59340 | | 22360 | | 27950 |
| 9045 | T56A15 | | | | | | | 216 | 0 | | GRBX TOTALS | | | 10105 | | 10750 | | 9890 | | 59340 | | 22360 | | 27950 |
| 1 | ADAPTER | TM | 6844656 | | L4P1 | HCP6 | | 2 | 2 | 18-35 | D24 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | 29 | 58 | 19 | 38 | 14 | 28 |
| 2 | BALANCE PLATE | TM | 6844615 | 5536 | HCP3 | HCP2 | | 4 | 4 | 20-2 | D8 | 14015A | 47 | 188 | 50 | 200 | 46 | 184 | 29 | 116 | 19 | 76 | 14 | 56 |
| 3 | BLADE STG 1 | TM | 6852645 | | L1P6 | VIB | | 102 | 102 | 20-9 | D21 | 06882A | 47 | 4794 | 50 | 5100 | 46 | 4692 | 29 | 2958 | 19 | 1938 | 14 | 1428 |
| 4 | BLADE STG 2 | TM | 6852228 | | L1P6 | VIB | | 89 | 89 | 20-22 | D21 | 06882A | 47 | 4183 | 50 | 4450 | 46 | 4094 | 29 | 2581 | 19 | 1691 | 14 | 1246 |
| 5 | BOLT, TURB, CLAM | TM | 6847331 | 5708 | L4P1 | L6P1 | HCP2 | 8 | 8 | 20-41 | D8 | 06882A | 47 | 376 | 50 | 400 | 46 | 368 | 29 | 232 | 19 | 152 | 14 | 112 |
| 6 | BRACKET | TM | 6822469 | CHRS | L1P1 | | | 1 | 1 | 20A-22 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 7 | BRACKET | TM | 6783679 | CHRS | L1P1 | | | 1 | 1 | 20A-23 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 8 | CAGE, FRT BRG | TM | 6846935 | 5643 | L4P2 | HCP2 | | 1 | 1 | 18-39 | FPI | 11604A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 9 | CAGE, TURB, REAR BRNG | TM | 6785232 | LAS | L4P1 | HCP6 | HCP2 | 1 | 1 | 18-23 | D10 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 10 | CASE | TM | 6847349 | ASSY | L1P1 | HCP6 | | 1 | 1 | 19-1 | D24 | 11611A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 11 | CASE | TM | 6844618 | 5389 | L1P1 | BP3 | | 1 | 1 | 19-18 | D8 | 11619A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 12 | CASING | TM | 6789748 | CHRS | L6P1 | BP5 | | 1 | 1 | 18-9 | D8 | 14203M | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 13 | CASING ASSY | TM | 6789860 | ASSY | L6P1 | BP5 | | 1 | 1 | 8-1 | D8 | 14202A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | | 14 4 | 14 |
| 14 | CONE | TM | 6824478 | CHRS | L1P1 | | | 1 | 1 | J-30 | D24 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | | 14 | 14 |
| | | TM | 6791129 | LAS | L4P1 | HCP6 | | 2 | 2 | 18-33 | D24 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | 29 | 58 | 19 | 38 | 14 | 28 |

| line Item | T56 ENGINE NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCES Step1 | Step | Step3 Ste | MOD UPA | ACTUAI UPA | IPb rIG | Inspect | Control | FY9 PARTS # ENG | UPA X ENG | FY PARTS # EN | UPA X ENG | PT PARTS # ENG | UPA X ENG | # MOD | UPA X MOD | # MOD | W MOD | XLS MOD | UPA X MOD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16 | COVER 2ND | TM | 6846052 | 5545 | L4P1 | HCP6 | HCP2 | 14 | 14 | 20-23 | D10 | 06882A | 47 | 658 | 50 | 700 | 46 | 644 | 29 | 406 | 19 | 266 | 14 | 196 |
| 17 | COVER 2ND | TM | 6846062 | 5545 | L4P1 | HCP6 | HCP2 | 1 | 1 | 20-24 | D10 | 06882A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 18 | COVER 3RD | TM | 6846053 | 5545 | L4P1 | HCP6 | HCP2 | 14 | 14 | 20-31 | D10 | 06882A | 47 | 658 | 50 | 700 | 46 | 644 | 29 | 406 | 19 | 266 | 14 | 196 |
| 19 | COVER 3RD | TM | 6846063 | 5545 | L4P1 | HCP6 | HCP2 | 1 | 1 | 20-32 | D10 | 06882A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 20 | COVER F 1ST | TM | 6859619 | | L6P1 | | | 17 | 17 | 20-10 | D10 | 06882A | 47 | 799 | 50 | 850 | 46 | 782 | 29 | 493 | 19 | 323 | 14 | 238 |
| 21 | COVER, REAR 1ST | TM | 6846311 | 5545 | L4P1 | HCP6 | HCP2 | 17 | 17 | 20-8 | D10 | 06882A | 47 | 799 | 50 | 850 | 46 | 782 | 29 | 493 | 19 | 323 | 14 | 238 |
| 22 | DAMPER | TM | 6844649 | LAS | L1P1 | | | 1 | 1 | 20B-19 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 23 | INSULATOR | TM | 6846933 | | HCP6 | HCP13 | | 2 | 2 | 19-12 | D12 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | 29 | 58 | 19 | 38 | 14 | 28 |
| 24 | KEY, TURB CASE | TM | 6844625 | 5390 | L1P1 | | | 4 | 4 | 20A-17 | D8 | 14015A | 47 | 188 | 50 | 200 | 46 | 184 | 29 | 116 | 19 | 76 | 14 | 56 |
| 25 | KEY, TURB CASE | TM | 6859014 | | L1P1 | | | 4 | 4 | 20A-17 | D8 | 14015A | 47 | 188 | 50 | 200 | 46 | 184 | 29 | 116 | 19 | 76 | 14 | 56 |
| 26 | LOCK RING | TM | 6843872 | | L4P2 | HCP2 | | 1 | 1 | 20-21 | D8 | 06882A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 27 | NUT | TM | 6785084 | LAS | L1P1 | | | 2 | 2 | 18-25 | D24 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | 29 | 58 | 19 | 38 | 14 | 28 |
| 28 | NUT | TM | 6844757 | LAS | L1P1 | | | 2 | 2 | 18-32 | D24 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | 29 | 58 | 19 | 38 | 14 | 28 |
| 29 | NUT HEX | TM | 6846473 | CHRS | L4P1 | L6P1 | HCP2 | 8 | 8 | 20-5 | D8 | 06882A | 47 | 376 | 50 | 400 | 46 | 368 | 29 | 232 | 19 | 152 | 14 | 112 |
| 30 | NUT, GANG | TM | 6846601 | CHRS | L1P1 | | | 1 | 1 | 20A-7 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 31 | NUT, GANG | TM | 6846602 | CHRS | L1P1 | | | 5 | 5 | 20A-8 | D8 | 14015A | 47 | 235 | 50 | 250 | 46 | 230 | 29 | 145 | 19 | 95 | 14 | 70 |
| 32 | NUT, GANG | TM | 6846191 | CHRS | L1P1 | | | 1 | 1 | 20A-15 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 33 | NUT, GANG | TM | 6846604 | ASSY | L1P1 | | | 1 | 1 | 20A-15 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 34 | NUT, GANG | TM | 6846190 | CHRS | L1P1 | | | 1 | 1 | 20A-16 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 35 | NUT, GANG | TM | 6846603 | ASSY | L1P1 | | | 1 | 1 | 20A-16 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 36 | PLATE, TURB BALANCE | TM | 6844615 | 5536 | L4P2 | HCP2 | | 4 | 4 | 20-2 | D8 | 06882A | 47 | 188 | 50 | 200 | 46 | 184 | 29 | 116 | 19 | 76 | 14 | 56 |
| 37 | RETAINER | TM | 6844619 | 5651 | L1P1 | | | 4 | 4 | 20A-04 | D8 | 14015A | 47 | 188 | 50 | 200 | 46 | 184 | 29 | 116 | 19 | 76 | 14 | 56 |
| 38 | RETAINER | TM | 6787722 | LAS | L1P1 | | | 1 | 1 | 20B-01 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 39 | RETAINING RING | TM | 6748072 | CRES 302 | L4P2 | HCP2 | | 2 | 2 | 20-1 | D8 | 06882A | 47 | 94 | 50 | 100 | 46 | 92 | 29 | 58 | 19 | 38 | 14 | 28 |
| 40 | RETAINING RING | TM | 6748072 | CRES 302 | HCP3 | HCP2 | | 2 | 2 | 20-1 | D8 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | 29 | 58 | 19 | 38 | 14 | 28 |
| 41 | RETAINING RING | TM | 6726656 | | L1P1 | | | 2 | 2 | 20B-13 | D8 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | 29 | 58 | 19 | 38 | 14 | 28 |
| 42 | RETAINING RING | TM | 6735310 | LAS | L1P1 | | | 1 | 1 | 20B-17 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 43 | RING | TM | 6844140 | CHRS | L4P2 | HCP2 | | 3 | 3 | 20-15 | D8 | 06882A | 47 | 141 | 50 | 150 | 46 | 138 | 29 | 87 | 19 | 57 | 14 | 42 |
| 44 | RING SEAL | TM | 6844627 | 5536 | L1P1 | | | 1 | 1 | 19-11 | D24 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 45 | RING SEAL | TM | 6892269 | | L1P1 | | | 1 | 1 | 19-26 | D24 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 46 | RING SEAL | TM | 6892263 | | L1P1 | | | 1 | 1 | 19-27 | D24 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 47 | RING SNAP | TM | 6786208 | CHRS | L4P2 | HCP2 | | 1 | 1 | 20-3 | D8 | 06882A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 48 | RING, RETAINING | TM | 6786208 | CHRS | HCP3 | HCP2 | | 1 | 1 | 20A-1 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 49 | RING, RETAINING | TM | 6846613 | LAS | L1P1 | | | 1 | 1 | 20B-16 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 50 | SADDLE | TM | 6856654 | | L1P1 | BP4 | | 12 | 12 | 19-10B | D21 | 14015A | 47 | 564 | 50 | 600 | 46 | 552 | 29 | 348 | 19 | 228 | 14 | 168 |
| 51 | SEAL BEARING | TM | 6852620 | | L6P1 | HCP5 | | 2 | 2 | 19-32 | D24 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | 29 | 58 | 19 | 38 | 14 | 28 |
| 52 | SEAL LABY F BEARING | TM | 6844614 | 5643 | L4P1 | HCP6 | HCP2 | 1 | 1 | 20-4 | D10 | 06882A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 53 | SEAL, LABY | TM | 6847330 | 5643 | L4P1 | HCP2 | | 2 | 2 | 18-47 | D24 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | 29 | 58 | 19 | 38 | 14 | 28 |
| 54 | SEAL, LABY | TM | 6844617 | 5643 | L4P1 | HCP6 | HCP2 | 1 | 1 | 19-31 | D10 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 55 | SEAL, TURB BAL | TM | 6845798 | 5660 | L4P1 | HCP6 | HCP2 | 1 | 1 | 20-42 | D8 | 06882A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 56 | SEAL, TURB THRUST BAL | TM | 6845798 | 5660 | L4P2 | HCP2 | | 1 | 1 | 20-42 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 57 | SPACER 1 TO 2 | TM | 6844632 | NI | L1P5 | BP3 | | 1 | 1 | 20-6 | N/A | 06882A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 58 | SPACER 2 TO 3 | TM | 6842683 | NI | L1P5 | BP3 | | 1 | 1 | 20-27 | N/A | 06882A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 59 | SPACER 3 T0 4 | TM | 6844794 | NI | L1P5 | BP3 | | 1 | N/A | 20-35 | N/A | 06882A | 47 | 0 | 50 | 0 | 46 | 0 | 29 | 0 | 19 | 0 | 14 | 0 |
| 60 | SPACER, TURB | TM | 6897187 | | L4P1 | HCP6 | HCP2 | 1 | 1 | 20-42 | D10 | 06882A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 61 | SUPPORT | TM | 6870409 | | L1P2 | HCP2 | | 1 | 1 | 19-6 | D8 | 10127A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 62 | SUPPORT, FRONT BRNG | TM | 6842678 | ASSY | L1P2 | HCP2 | | 1 | 1 | 18-36 | FPI | 11603A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 63 | SUPPORT, REAR BRNG TURB | TM | 6793749 | ASSY | L1P1 | BP5 | | 1 | 1 | 19-36 | D8 | 11293M | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 64 | TUBE | TM | 6824572 | CHRS | L1P1 | | | 1 | 1 | 19-28 | D35 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 65 | TUBE, VENT | TM | 6846968 | CHRS | L4P1 | L6P1 | HCP2 | 1 | 1 | 20-20 | D8 | 06882A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 66 | VANE, 3RD STG | TM | 6846994 | | L1P1 | BP1 | | 6 | 6 | 19-24 | D21 | 10434A | 47 | 282 | 50 | 300 | 46 | 276 | 29 | 174 | 19 | 114 | 14 | 84 |
| 67 | VANE, STG 4 | TM | 6846995 | | L1P1 | BP5 | | 6 | 6 | 19-25 | D21 | 10241A | 47 | 282 | 50 | 300 | 46 | 276 | 29 | 174 | 19 | 114 | 14 | 84 |
| 68 | VANE, TURB 1ST STG | TM | 6847957 | | L1P1 | BP4 | | 12 | 12 | 19-10 | D21 | 14015A | 47 | 564 | 50 | 600 | 46 | 552 | 29 | 348 | 19 | 228 | 14 | 168 |
| 69 | VANE, TURB 2ND | TM | 6847347 | EMS7363 | L1P1 | BP5 | | 12 | 12 | 19-23 | D21 | 10032A | 47 | 564 | 50 | 600 | 46 | 552 | 29 | 348 | 19 | 228 | 14 | 168 |
| 70 | WHEEL 1ST STG | TM | 6875431 | | L1P5 | BP3 | | 1 | 1 | 20-11 | N/A | 06882A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 71 | WHEEL 2ND STG | TM | 6845592 | 5708 | L1P5 | BP3 | | 1 | 1 | 20-25 | N/A | 06882A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 72 | WHEEL 3RD STG | TM | 6845593 | 5708 | L1P5 | BP3 | | 1 | 1 | 20-33 | N/A | 06882A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |

## T56 ENGINE & WORKLOAD

| e m | NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCES Step1 | Step | Step3 | Ste | MOD UPA | ACTUAL UPA | IPB FIG | Inspect | Control | FY9 PARTS # ENG | UPA X ENG | FY PARTS # EN | UPA X ENG | FY PARTS # ENG | UPA X ENG | FY9 PARTS # MOD | UPA X MOD | FY9 PARTS # MOD | UPA X MOD | MOD | UPA X MOD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73 | WHEEL 4TH STG | TM | 6870434 | | L1P5 | BP3 | | | 1 | 1 | 20-39 | N/A | 06882A | 47 | 47 | 50 | 50 | 46 | 46 | 29 | 29 | 19 | 19 | 14 | 14 |
| 73) | | | | | | | | | 408 | | | TM TOTALS | | | 19129 | | 20350 | | 18722 | | 11803 | | 7733 | | 5698 |
| | T56A15 | | | | | | | | 408 | 0 | | TM TOTALS | | | 19129 | | 20350 | | 18722 | | 11803 | | 7733 | | 5698 |
| 1 | ADAPTER | ENG | 6793956 | ASSY | L4P1 | HCP6 | | | 1 | 1 | 4-74 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 2 | ADAPTER, PLATE & PIN | ENG | 6814729 | | L4P1 | HCP6 | | | 1 | 1 | 3-34 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 3 | BEARING BALL ROD END | ENG | 6816387 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 11-27 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 4 | BEARING BALL ROD END | ENG | 6816385 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 11-38 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 5 | BODY , VALVE | ENG | 6783486 | AL | L4P2 | HCP2 | | | 1 | 1 | 22-7 | D8 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 6 | BOLT , DOWELL | ENG | 6791270 | 2485 | L4P2 | HCP2 | | | 1 | 1 | 23-7 | D8 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 7 | BRACKET | ENG | 6851594 | | L6P1 | | | | 1 | 1 | 2-9 | D13 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 8 | BRACKET | ENG | 6815929 | LAS | L4P1 | HCP6 | | | 1 | 1 | 2-38 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 9 | BRACKET | ENG | 6851810 | | L6P1 | | | | 2 | 2 | 4-71A | D13 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | | | | | | |
| 10 | BRACKET | ENG | 6859975 | | L6P1 | | | | 2 | 2 | 4-68 | D13 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | | | | | | |
| 11 | BRACKET L/H | ENG | 6842503 | | HCP3 | HCP2 | | | 2 | 2 | 58-23 | D24 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | | | | | | |
| 12 | BRACKET R/H | ENG | 6842502 | LAS | HCP3 | HCP2 | | | 2 | 2 | 58-23 | D24 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | | | | | | |
| 13 | BRACKET, ANTI-ICING | ENG | 6815031 | LAS | L6P1 | | | | 1 | 1 | 9-27 | D13 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 14 | BRACKET, FLOWMETER | ENG | 6815926 | ASSY | L6P1 | | | | 1 | 1 | 4-73 | D13 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 15 | BRACKET, FUEL FILTER | ENG | 6815938 | LAS | L6P1 | | | | 1 | 1 | 2-16 | D13 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 16 | BRACKET, REAR PROP CON | ENG | 6739458 | AL | L4P1 | HCP6 | | | 1 | 1 | 11-17 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 17 | BRACKET, TEMP. VALVE | ENG | 6805962 | ASSY | L6P1 | | | | 1 | 1 | 4-64 | D13 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 18 | CAGE, ACCY, DRIVE SHAFT | ENG | 6702858 | LAS | L4P2 | HCP2 | | | 1 | 1 | 23-1A | D24 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 19 | CAP, VALVE BYPASS | ENG | 6724714 | LAS | L4P2 | HCP2 | | | 1 | 1 | 21-21 | D8 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 20 | CLAMP | ENG | 6794200 | CHRS | L4P1 | HCP6 | | | 1 | 1 | 3-9 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 21 | CLAMP, V-BAND | ENG | 6780787 | | L6P1 | | | | 1 | 1 | 9-10 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 22 | COLLECTOR | ENG | 6874687 | | L6P1 | | | | 2 | 2 | 12-34A | D24 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | | | | | | |
| 23 | COLLECTOR, COMP 10TH STG | ENG | 6786363 | CHRS | L6P1 | | | | 2 | 2 | 12-37 | D24 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | | | | | | |
| 24 | COLLECTOR, COMP, 5TH STG | ENG | 6786359 | CHRS | L6P1 | | | | 2 | 2 | 12-36 | D24 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | | | | | | |
| 25 | CONE | ENG | 6856819 | | L1P1 | VIB | | | 1 | 1 | 14-38 | D24 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 26 | CONNECTOR | ENG | 6792358 | | L6P1 | | | | 4 | 4 | 12-32 | D8 | 14015A | 47 | 188 | 50 | 200 | 46 | 184 | | | | | | |
| 27 | CONNECTOR, COMP AIR BLE | ENG | 6787882 | | L6P1 | | | | 4 | 4 | 12-38 | D8 | 14015A | 47 | 188 | 50 | 200 | 46 | 184 | | | | | | |
| 28 | COUPLING REAR TURB | ENG | 6789877 | LAS | L4P1 | HCP6 | | | 1 | 1 | 14-58 | D24 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 29 | COVER ASSY | ENG | 6846210 | EMS4450 | L3P3 | HCP6 | | | 1 | 1 | 22-3 | D24 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 30 | DOWEL, STRUT | ENG | 6709721 | CHRS | L4P1 | HCP6 | | | 2 | 2 | 12-28 | D8 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | | | | | | |
| 31 | FITTING | ENG | 6840152 | LAS | L4P1 | HCP6 | | | 1 | 1 | 12-22 | D24 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 32 | FITTING | ENG | 6840153 | LAS | L4P1 | HCP6 | | | 1 | 1 | 12-23 | D24 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 33 | GEAR , CENTER, ACCY | ENG | 6738408 | LAS | L4P2 | HCP2 | | | 1 | 1 | 23-19 | D24 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 34 | GEAR ASSY, SPUR | ENG | 6829917 | LAS | L4P2 | HCP2 | | | 1 | 1 | 23-10 | D24 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 35 | GEAR, SPUR, INTERNAL | ENG | 6787242 | LAS | L4P2 | HCP2 | | | 1 | 1 | 23-6 | D24 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 36 | HARDWARE | ENG | UTS,BOLTS | | HCP20 | | | | 1 | N/A | N/A | MEPSC | 14015A | 47 | 0 | 50 | 0 | 46 | 0 | | | | | | |
| 37 | HOUSING, ACCY DRIVE | ENG | 6859428 | | L3P3 | HCP6 | BP4 | | 1 | 1 | 24-21 | D24 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 38 | LEVER, FUEL CONTROL | ENG | 6781139 | CHRS | L6P1 | | | | 1 | 1 | 11-31 | D24 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 39 | LEVER, THROTTLE OUTPUT | ENG | 6781501 | LAS | L6P1 | | | | 1 | 1 | 11-35 | D24 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 40 | PISTON , VALVE, SCAV. | ENG | 6852333 | | L4P2 | HCP2 | | | 1 | 1 | 21-24 | D8 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 41 | PLUG ASSY, OIL PRESSURE | ENG | 6730755 | ASSY | L4P2 | HCP2 | | | 1 | 1 | 21-16 | D8 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 42 | PLUG, MAGNETIC | ENG | 6822092 | | L4P2 | HCP2 | | | 1 | 1 | 13-1 | D8 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 43 | RING, COMP AIR BLEED | ENG | 6786766 | CHRS | L6P1 | | | | 8 | 8 | 12-44 | D8 | 14015A | 47 | 376 | 50 | 400 | 46 | 368 | | | | | | |
| 44 | ROD END | ENG | 6828147 | | L4P1 | HCP6 | HCP2 | | 2 | 2 | 11-18 | D8 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | | | | | | |
| 45 | ROD END | ENG | 6828146 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 11-28 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 46 | ROD END | ENG | 6828145 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 11-39 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 47 | ROD, THREADED | ENG | 6780854 | EMS8501 | L4P1 | HCP6 | | | 1 | 1 | 11-21 | D24 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 48 | SHAFT , OIL PUMP DRIVE | ENG | 6720969 | LAS | L4P2 | HCP2 | | | 1 | 1 | 23-16 | D24 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 49 | SHAFT ASY, SIDE ACCY | ENG | 6782790 | LAS | L4P2 | HCP2 | | | 1 | 1 | 23-20 | D24 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 50 | SHAFT, ACCY, IDLER GEAR | ENG | 6738444 | LAS | L4P2 | HCP2 | | | 1 | 1 | 23-13 | D24 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 51 | SHAFT, GEAR , DRIVE | ENG | 6731183 | LAS | L4P2 | HCP2 | | | 1 | 1 | 3-15 | D24 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| 52 | SHAFT, GEAR ACC. DRIVE | ENG | 6787344 | LAS | L4P2 | HCP2 | | | 1 | 1 | 3-5 | D24 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |
| | GEAR ACCY MAIN | ENG | 6793309 | LAS | L4P2 | HCP2 | | | 1 | 1 | 23-3 | D24 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | | |

T56 ENGINE .KLOAD

| line Item | NOMENCLATURE | MO | P/N | BASE M | CLEANING PROCES Step1 | Step | Step3 | Ste | MOD UPA | ACTUA UPA | IPB FIG | Inspect | Control | FY9 PARTS # ENG | UPA X ENG | FY PARTS # EN | UPA X ENG | FY PARTS # ENG | UPA X ENG | # MOD | UPA X MOD | # MOD | MOD | UPA X MOD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 54 | SPRING , HELICAL | ENG | 6784708 | CRS | L4P2 | HCP2 | | | 1 | 1 | 22-10 | D8 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | |
| 55 | SPRING , SCAVENGE PRES. | ENG | 6784334 | CRS | L4P2 | HCP2 | | | 1 | 1 | 21-23 | D8 | 03737A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | |
| 56 | SUPPORT | ENG | 6843949 | EMS7372 | L1P1 | VIB | | | 2 | 2 | 8-4 | D24 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | | | | | |
| 57 | SUPPORT | ENG | 6827752 | CHRS | L1P1 | VIB | | | 4 | 4 | 8-6 | D24 | 14015A | 47 | 188 | 50 | 200 | 46 | 184 | | | | | |
| 58 | SUPPORT | ENG | 6785234 | | L6P1 | HCP2 | | | 1 | 1 | 13-56 | D7 | 14200M | 47 | 47 | 50 | 50 | 46 | 46 | | | | | |
| 59 | SUPPORT, COORDINATOR | ENG | 6812909 | ASSY | L4P1 | HCP6 | | | 1 | 1 | 11-52 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | |
| 60 | SUPPORT, COORDINATOR | ENG | 6815953 | LAS | L4P1 | HCP6 | | | 1 | 1 | 11-53 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | |
| 61 | SUPPORT, FRONT FUEL FIL | ENG | 6806244 | CHRS | L4P1 | HCP6 | | | 1 | 1 | 2-14 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | |
| 62 | SUPPORT, REAR FUEL FILT | ENG | 6806245 | CHRS | L4P1 | HCP6 | | | 1 | 1 | 2-15 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | |
| 63 | TIE BOLT | ENG | 6844778 | LAS | L4P4 | L6P3 | HCP1 | BP1 | 1 | 1 | 14-60 | BYP-MNP | 14401A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | |
| 64 | TIE BOLT | ENG | 6844778 | LAS | L4P4 | L6P3 | HCP1 | BP1 | 1 | 1 | 14-60 | BYP-MNP | 14401A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | |
| 65 | TIE BOLT | ENG | 6844778 | LAS | L4P4 | L6P3 | HCP1 | BP1 | 1 | 1 | 14-60 | BYP-MNP | 14401A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | |
| 66 | TIE BOLT | ENG | 6844778 | LAS | L4P4 | L6P3 | HCP1 | BP1 | 1 | 1 | 14-60 | BYP-MNP | 14401A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | |
| 67 | TUBE ASSY, COMP SEAL | ENG | 6787470 | CHRS | L6P1 | | | | 2 | 2 | 12-29 | D8 | 14015A | 47 | 94 | 50 | 100 | 46 | 92 | | | | | |
| 68 | TUBE, ANTI-ICING PROBE | ENG | 6815908 | ASSY | L4P1 | HCP6 | | | 1 | 1 | 3-58 | D8 | 14015A | 47 | 47 | 50 | 50 | 46 | 46 | | | | | |
| | | | | | | | | | 95 | | | ENGINE TOTALS | | | 4418 | | 4700 | | 4324 | | | | | |
| | | | | | | | | | | | | TOTAL PARTS IN ENGIN | | | 85634 | | 91100 | | 83812 | | | | | |
| 68 ~~2040~~ | T56A15 | | | | | | | | 95 | | | ENGINE TOTALS | | | 4418 | | 4700 | | 4324 | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 1514 POWER SECTION = TM+CM | 71111 | 75650 | 69598 | 148947 | 139347 | 162750 |
| 1514 POWER SECTION = TM+CM | 71111 | 75650 | 69598 | 148947 | 139347 | 162750 |

| | T56 ENGINE & | KLOAD | | | CLEANING PROCESS | | | | MOD | ACTUAL | | | | FY | PARTS | FY93 | PARTS | FY94 | PARTS | FY92 | PARTS | FY93 | PARTS | | PARTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | # | UPA X | # | UPA X | # | UPA X | # | UPA X | # | UPA X | | UPA X |
| | NOMENCLATUR | MOD | P/N | BAS | Step1 | Step2 | Step3 | Ste | UPA | UPA | IPB Fl | spe | Control | EN | ENG | ENG | ENG | ENG | ENG | MOD | MOD | MOD | MOD | MOD | MOD |
| 1 | COUPLING ENG TO | GRBX | 6792067 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 1 | 55-46 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 2 | COVER ASSY | GRBX | 6787478 | AL | L4P2 | HCP6 | | | 1 | 1 | 55-10 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 3 | COVER ASSY | GRBX | 6822466 | AL | L4P2 | HCP6 | | | 1 | 1 | 55-20 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 4 | DUCT ASSY | GRBX | 6822465 | AL | L4P2 | HCP6 | | | 1 | 1 | 55-15 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 5 | HOUSING ASSY, T/M | GRBX | 6824476 | LAS | L7P2 | BP4 | | | 1 | 1 | 55-30 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 6 | HOUSING COUPLIN | GRBX | 6823502 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 1 | 55-72 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 7 | MEMBER COUPL INN | GRBX | 6842120 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 1 | 55-62 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 8 | MEMBER COUPL INT | GRBX | 6842119 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 1 | 55-61 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 9 | MEMBER COUPL OU | GRBX | 6829670 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 1 | 55-60 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 10 | PLUG EXT SHAFT C | GRBX | 6792069 | | L4P4 | L6P4 | HCP2 | | 1 | 1 | 55-47 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 11 | RING/SPRING | GRBX | 6738054 | LAS | L4P4 | L6P4 | HCP2 | | 4 | 4 | 55-68 | D24 | 12468A | 47 | 188 | 50 | 200 | 46 | 184 | 276 | 1104 | 104 | 416 | 130 | 520 |
| 12 | RING/SPRING | GRBX | 6738451 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 1 | 55-70 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 13 | RING/SPRING | GRBX | 6848143 | | L4P4 | L6P4 | HCP2 | | 1 | 1 | 55-71 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 14 | SEAT SAFETY COUP | GRBX | 6876198 | | L4P4 | L6P4 | HCP2 | | 1 | 1 | 55-67B | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 15 | SEAT SAFETY COUP | GRBX | 6876196 | | L4P4 | L6P4 | HCP2 | | 1 | 1 | 55-67A | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 16 | SEAT SAFETY COUP | GRBX | 6841117 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 1 | 55-67 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 17 | SHAFT T/M INNER | GRBX | 6823505 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 1 | 55-51 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 18 | SHAFT T/M OUTER | GRBX | 6829068 | LAS | L4P4 | L6P4 | HCP2 | | 1 | 1 | 55-54 | D24 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 19 | TUBE BRNG LOCK | GRBX | 6792068 | ASSY | L4P2 | HCP6 | | | 1 | 1 | 55-37 | D10 | 12468A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 19 | | | | | | | TORQUEMETER SEC | | | 22 | | | | | 1034 | | 1100 | | 1012 | | 6072 | | 2288 | | 2860 |
| | | | | | | | TORQUEMETER SEC | | | 22 | | | | | 1034 | | 1100 | | 1012 | | 6072 | | 2288 | | 2860 |
| 1 | ARM | GRBX | 6826933 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 56-35 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 2 | BAFFLE | GRBX | 6782920 | CHRS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 61-18 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 3 | BAFFLE | GRBX | 6786077 | CRS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 61-44 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 4 | BEARING | GRBX | 6820305 | | HCP2 | | | | 1 | 1 | 56-9 | D12 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 5 | BEARING | GRBX | 6820304 | | HCP2 | | | | 1 | 1 | 56-10 | D12 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 6 | BEARING | GRBX | 6815460 | CHRS | HCP2 | | | | 1 | 1 | 58-7 | D12 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 7 | BEARING FLANGE | GRBX | 6793673 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 58-63 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 8 | BLOCK | GRBX | 6786580 | LAS | L4P1 | HCP6 | HCP2 | | 5 | 5 | 62-11 | D24 | 71402A | 47 | 235 | 50 | 250 | 46 | 230 | 276 | 1380 | 104 | 520 | 130 | 650 |
| 9 | BOLT | GRBX | 6825364 | LAS | L4P1 | HCP6 | HCP2 | | 8 | 8 | 57-27 | D8 | 71402A | 47 | 376 | 50 | 400 | 46 | 368 | 276 | 2208 | 104 | 832 | 130 | 1040 |
| 10 | BOLT | GRBX | 6829919 | LAS | L4P1 | HCP6 | HCP2 | | 5 | 5 | 66-12 | D24 | 71402A | 47 | 235 | 50 | 250 | 46 | 230 | 276 | 1380 | 104 | 520 | 130 | 650 |
| 11 | BOLT (WITH HOLES) | GRBX | 6784953 | LAS | L4P1 | HCP6 | HCP2 | | 5 | 5 | 66-17 | D24 | 71402A | 47 | 235 | 50 | 250 | 46 | 230 | 276 | 1380 | 104 | 520 | 130 | 650 |
| 12 | BOLT PROP/CTL | GRBX | 6819694 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 58-8 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 13 | BRACKET ASSY | GRBX | 6888618 | | HCP2 | | | | 1 | 1 | 58-69 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 14 | CAGE | GRBX | 6731153 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 60-27 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 15 | CAGE | GRBX | 6723126 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 60-14 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 16 | CARRIER, REAR | GRBX | 6858182 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 62-8 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 17 | CASE, FRONT | GRBX | 6843663 | MG | L3P1 | HCP6 | | | 1 | 1 | 67-1 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 18 | CLAMP | GRBX | 6749387 | | HCP2 | | | | 1 | 1 | 58-68 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 19 | CLEVIS | GRBX | 6819698 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 56-16 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 20 | COUP RING GEAR | GRBX | 6874940 | | L4P3 | HCP6 | | | 1 | 1 | 63-9 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 21 | COUPLING | GRBX | 6786556 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 63-4 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 22 | COUPLING | GRBX | 6874939 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 63-6 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 23 | COUPLING | GRBX | 6786555 | LAS | L4P1 | HCP6 | HCP1 | | 1 | 1 | 63-13 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 24 | COVER | GRBX | 6723131 | MG | L4P1 | HCP6 | HCP2 | | 1 | 1 | 57-39 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 25 | COVER | GRBX | 6846666 | 3232 | L4P1 | HCP6 | HCP2 | | 3 | 3 | 74-18 | D8 | 71402A | 47 | 141 | 50 | 150 | 46 | 138 | 276 | 828 | 104 | 312 | 130 | 390 |
| 26 | COVER | GRBX | 6846665 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 74-19 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 27 | COVER | GRBX | 6846667 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 74-20 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 28 | CRANK | GRBX | 6826934 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 56-24 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 29 | DIAPHRAM | GRBX | 6829376 | MG | L4P1 | HCP6 | | | 1 | 1 | 64-1 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 30 | DIAPHRAM | GRBX | 6873667 | | L3P1 | HCP6 | | | 1 | 1 | 66-1 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 31 | DIAPHRAM | GRBX | 6875245 | | L3P1 | HCP6 | | | 1 | 1 | 66-1 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 32 | EYE BOLT | GRBX | 6824774 | LAS | L6P1 | | | | 2 | 2 | 57-17 | D24 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 276 | 552 | 104 | 208 | 130 | 260 |
| 33 | FLANGE | GRBX | 6873360 | | L4P1 | HCP6 | HCP1 | | 1 | 1 | 61-2 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 34 | FLANGE | GRBX | 6788149 | MG | L4P1 | HCP6 | HCP2 | | 1 | 1 | 62-14 | D10 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 35 | GEAR | GRBX | 6829385 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 58-18 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 36 | GEAR | GRBX | 6829392 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 59 | 4 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | [illegible] | 130 | 130 |
| 37 | GEAR | GRBX | 6829393 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 59-[illegible] | 24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 1[illegible] | 130 | 130 |

| | T56 ENGIN | RKLOAD | | | CLEANING PROCESS | | | | MOD | ACTUAL | | | | FY PARTS | | FY93 PARTS | | FY94 PARTS | | FY92 PARTS | | FY93 PARTS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NOMENCLA. | MOD | P/N | BAS | Step1 | Step2 | Step3 | Ste | UPA | UPA | IPB | pe | Control | # EN | UPA X ENG | # ENG | UPA X ENG | # ENG | UPA X ENG | # MOD | UPA X MOD | # MOD | V L. | XLS MOD | UPA X MOD |
| 38 | GEAR | GRBX | 6829391 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 59-13 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 39 | GEAR | GRBX | 6824214 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 59-18 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 40 | GEAR | GRBX | 6824041 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 60-5 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 41 | GEAR | GRBX | 6829390 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 60-6 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 42 | GEAR | GRBX | 6824043 | LAS | L4P1 | HCP6 | HCP2 | | 3 | 3 | 60-11 | D24 | 71402A | 47 | 141 | 50 | 150 | 46 | 138 | 276 | 828 | 104 | 312 | 130 | 390 |
| 43 | GEAR | GRBX | 6824044 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 60-34 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 44 | GEAR | GRBX | 6841222 | LAS | L4P1 | HCP6 | HCP1 | | 1 | 1 | 61-7 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 45 | GEAR | GRBX | 6788225 | LAS | L4P1 | HCP6 | HCP1 | | 1 | 1 | 61-25 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 46 | GEAR | GRBX | 6829388 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 62-32 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 47 | GEAR | GRBX | 6829398 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 62-36 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 48 | GEAR | GRBX | 6852451 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 63-34 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 49 | GEAR ASSY | GRBX | 6889361 | | HCP3 | HCP2 | | | 1 | 1 | 61-15 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 50 | GEAR RING | GRBX | 6841207 | LAS | L1P3 | HCP6 | | | 1 | 1 | 63-2 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 51 | HARDWARE | GRBX | UTS,BOLTS | | HCP20 | | | | 1 | N/A | N/A | D8 | 71402A | 47 | 0 | 50 | 0 | 46 | 0 | 276 | 0 | 104 | 0 | 130 | 0 |
| 52 | HOUSING ASSY | GRBX | 6873682 | | L3P1 | HCP6 | | | 1 | 1 | 65-1 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 53 | HUB | GRBX | 6793516 | | L4P1 | HCP6 | HCP1 | | 1 | 1 | 61-3 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 54 | HUB SUN GEAR | GRBX | 6873671 | | L4P1 | HCP6 | HCP1 | | 1 | 1 | 65-2 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 55 | INNER CONE | GRBX | 6792040 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 58-62 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 56 | JOINT UNIVERSAL | GRBX | 6827186 | CRS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 56-26 | D10 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 57 | LOCK | GRBX | 6788398 | LAS | L4P1 | HCP6 | HCP2 | | 10 | 10 | 62-5 | D8 | 71402A | 47 | 470 | 50 | 500 | 46 | 460 | 276 | 2760 | 104 | 1040 | 130 | 1300 |
| 58 | LOCK NUT | GRBX | 6788713 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 57-24 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 59 | NUT | GRBX | 6709769 | | L4P1 | HCP6 | HCP2 | | 2 | 2 | 57-15 | D24 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 276 | 552 | 104 | 208 | 130 | 260 |
| 60 | NUT | GRBX | 6723224 | LAS | L4P1 | HCP6 | HCP2 | | 3 | 3 | 59-1 | D24 | 71402A | 47 | 141 | 50 | 150 | 46 | 138 | 276 | 828 | 104 | 312 | 130 | 390 |
| 61 | NUT | GRBX | 6784981 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 61-24 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 62 | NUT | GRBX | 6823308 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 61-30 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 63 | NUT | GRBX | 6784692 | | L4P2 | HCP6 | HCP2 | | 5 | 5 | 62-5 | D24 | 71402A | 47 | 235 | 50 | 250 | 46 | 230 | 276 | 1380 | 104 | 520 | 130 | 650 |
| 64 | NUT | GRBX | 6784765 | LAS | L4P1 | HCP6 | HCP2 | | 5 | 5 | 62-7 | D24 | 71402A | 47 | 235 | 50 | 250 | 46 | 230 | 276 | 1380 | 104 | 520 | 130 | 650 |
| 65 | NUT | GRBX | 6841119 | LAS | L4P1 | HCP6 | HCP1 | | 1 | 1 | 57-25 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 66 | NUT SPANNER | GRBX | 6849342 | | L4P1 | HCP6 | HCP1 | | 1 | 1 | 61-12 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 67 | OIL TUBE | GRBX | 6789332 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 58-21 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 68 | OUTER MEMBER | GRBX | 6829451 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 58-57 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 69 | PIN RED GEAR EYE | GRBX | 6829896 | LAS | L4P1 | HCP6 | HCP2 | | 2 | 2 | 57-9 | D24 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 276 | 552 | 104 | 208 | 130 | 260 |
| 70 | PLATE | GRBX | 6788467 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 57-29 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 71 | PLATE | GRBX | 6808893 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 61-49 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 72 | PLATE | GRBX | 6870248 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 62-28 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 73 | PLUG | GRBX | 6786583 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 57-33 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 74 | PLUG ASSY | GRBX | 6789398 | AL | L4P1 | HCP6 | HCP2 | | 1 | 1 | 57-48 | D10 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 75 | PLUG MAGNETIC | GRBX | 6822092 | | L4P1 | HCP6 | HCP2 | | 3 | 3 | 57-18 | D8 | 71402A | 47 | 141 | 50 | 150 | 46 | 138 | 276 | 828 | 104 | 312 | 130 | 390 |
| 76 | PLUG MAGNETIC | GRBX | 6822222 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 57-21 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 77 | PLUNGER | GRBX | 6737508 | LAS | L4P1 | HCP6 | HCP2 | | 14 | 14 | 63-17 | D8 | 71402A | 47 | 658 | 50 | 700 | 46 | 644 | 276 | 3864 | 104 | 1456 | 130 | 1820 |
| 78 | RETAINING RING | GRBX | 6748072 | RES 3 | HCP2 | | | | 1 | 1 | 58-65 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 79 | RING | GRBX | 6739018 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 63-10 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 80 | RING | GRBX | 6786734 | LAS | L4P1 | HCP6 | HCP1 | | 1 | 1 | 63-14 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 81 | RING | GRBX | 6737528 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 63-15 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 82 | RING (NEG TORG) | GRBX | 6859217 | | L1P3 | HCP6 | | | 1 | 1 | 63-5 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 83 | ROD | GRBX | 6785177 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 63-18 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 84 | ROD ASSY | GRBX | 6794188 | ASSY | L4P1 | HCP6 | HCP2 | | 1 | 1 | 56-1 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 85 | ROD END BEARING | GRBX | 6828147 | | HCP2 | | | | 1 | 1 | 11-18 | D12 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 86 | SCREEN | GRBX | 6789772 | ASSY | L4P1 | HCP6 | HCP2 | | 1 | 1 | 57-23 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 87 | SCREEN | GRBX | 6737546 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 57-20 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 88 | SEAL | GRBX | 6856117 | | HCP2 | | | | 1 | 1 | 8(32-39) | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 89 | SEAL | GRBX | 6898246 | | HCP2 | | | | 1 | 1 | 8(32-39) | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 90 | SEAL | GRBX | 6846127 | ASSY | L4P1 | HCP6 | HCP2 | | 1 | 1 | 57-26 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 91 | SHAFT | GRBX | 6819697 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 56-25 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 92 | SHAFT | GRBX | 6827282 | CRS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 56-38 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 93 | SHAFT | GRBX | 6825238 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 59-9 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 94 | SHAFT | GRBX | 6825084 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 59-33 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 95 | SHAFT | GRBX | 6825237 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 60-7 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |

| | T56 ENGINE & W... LOAD | | | | CLEANING PROCESS | | | | MOD | ACTUAL | | | | FY | PARTS | FY93 | PARTS | FY94 | PARTS | FY92 | PARTS | FY93 | PARTS | FY | PARTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NOMENCLATUR | MOD | P/N | BAS | Step1 | Step2 | Step3 | Ste | UPA | UPA | IPB FI | spe | Control | # EN | UPA X ENG | # ENG | UPA X ENG | # ENG | UPA X ENG | # MOD | UPA X MOD | # MOD | UPA X MOD | | UPA X MOD |
| 96 | SHAFT | GRBX | 6846747 | LAS | L4P1 | HCP6 | HCP2 | | 2 | 2 | 60-21 | D24 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 276 | 552 | 104 | 208 | 130 | 260 |
| 97 | SHAFT | GRBX | 6846749 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 60-31 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 98 | SHAFT | GRBX | 6794399 | LAS | L4P1 | HCP6 | HCP1 | | 1 | 1 | 61-33 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 99 | SHAFT | GRBX | 6827887 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 58-47 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 100 | SHAFT GEAR ASSY | GRBX | 6841227 | LAS | L4P1 | HCP6 | HCP1 | | 1 | 1 | 61-36 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 101 | SHAFT, PROP | GRBX | 6842657 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 62-37 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 102 | SPACER INNER | GRBX | 6824213 | LAS | L4P1 | HCP6 | HCP2 | | 2 | 2 | 59-22 | D8 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 276 | 552 | 104 | 208 | 130 | 260 |
| 103 | SPACER OUTER | GRBX | 6825223 | LAS | L4P1 | HCP6 | HCP2 | | 2 | 2 | 59-23 | D8 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 276 | 552 | 104 | 208 | 130 | 260 |
| 104 | SPRING | GRBX | 6723144 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 58-46 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 105 | SPRING | GRBX | 6723146 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 58-61 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 106 | SPRING | GRBX | 6785758 | LAS | L4P1 | HCP6 | HCP2 | | 4 | 4 | 63-1 | D8 | 71402A | 47 | 188 | 50 | 200 | 46 | 184 | 276 | 1104 | 104 | 416 | 130 | 520 |
| 107 | SPRING | GRBX | 6785757 | LAS | L4P1 | HCP6 | HCP2 | | 8 | 8 | 63-3 | D8 | 71402A | 47 | 376 | 50 | 400 | 46 | 368 | 276 | 2208 | 104 | 832 | 130 | 1040 |
| 108 | STARTER GEAR | GRBX | 6829394 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 58-53 | D24 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 109 | STRUT | GRBX | 6825230 | ASSY | L6P1 | | | | 2 | 2 | 57-13 | D24 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 276 | 552 | 104 | 208 | 130 | 260 |
| 110 | TUBE | GRBX | 6789578 | | L4P1 | HCP6 | HCP2 | | 1 | 1 | 63-23 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 111 | TUBE | GRBX | 6791715 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 61-1 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 112 | TUBE | GRBX | 6828461 | ASSY | L4P1 | HCP6 | HCP2 | | 5 | 5 | 62-19 | D10 | 71402A | 47 | 235 | 50 | 250 | 46 | 230 | 276 | 1380 | 104 | 520 | 130 | 650 |
| 113 | TUBE ASSY | GRBX | 6886427 | | HCP2 | | | | 1 | 1 | 58-64 | D35 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 114 | TUBE ASSY | GRBX | 6739488 | LAS | L4P1 | HCP6 | HCP2 | | 1 | 1 | 59-11 | D8 | 71402A | 47 | 47 | 50 | 50 | 46 | 46 | 276 | 276 | 104 | 104 | 130 | 130 |
| 115 | WASHER | GRBX | 6709768 | LAS | L4P1 | HCP6 | HCP2 | | 2 | 2 | 57-16 | D24 | 71402A | 47 | 94 | 50 | 100 | 46 | 92 | 276 | 552 | 104 | 208 | 130 | 260 |
| | | | | | | | | GRB | 194 | 194 | | | | | 9071 | | 9650 | | 8878 | | 53268 | | 20072 | | 25090 |
| | | | | | | | | GRB | 194 | 194 | | | | | 9071 | | 9650 | | 8878 | | 53268 | | 20072 | | 25090 |
| 115 | | | | | | | | | 216 | 0 | | GRBX TOTALS | | | 10105 | | 10750 | | 9890 | | 59340 | | 22360 | | 27950 |
| | T56A15 | | | | | | | | 216 | 0 | | GRBX TOTALS | | | 10105 | | 10750 | | 9890 | | 59340 | | 22360 | | 27950 |

Power = TM + CM =

73 + 73 = 146

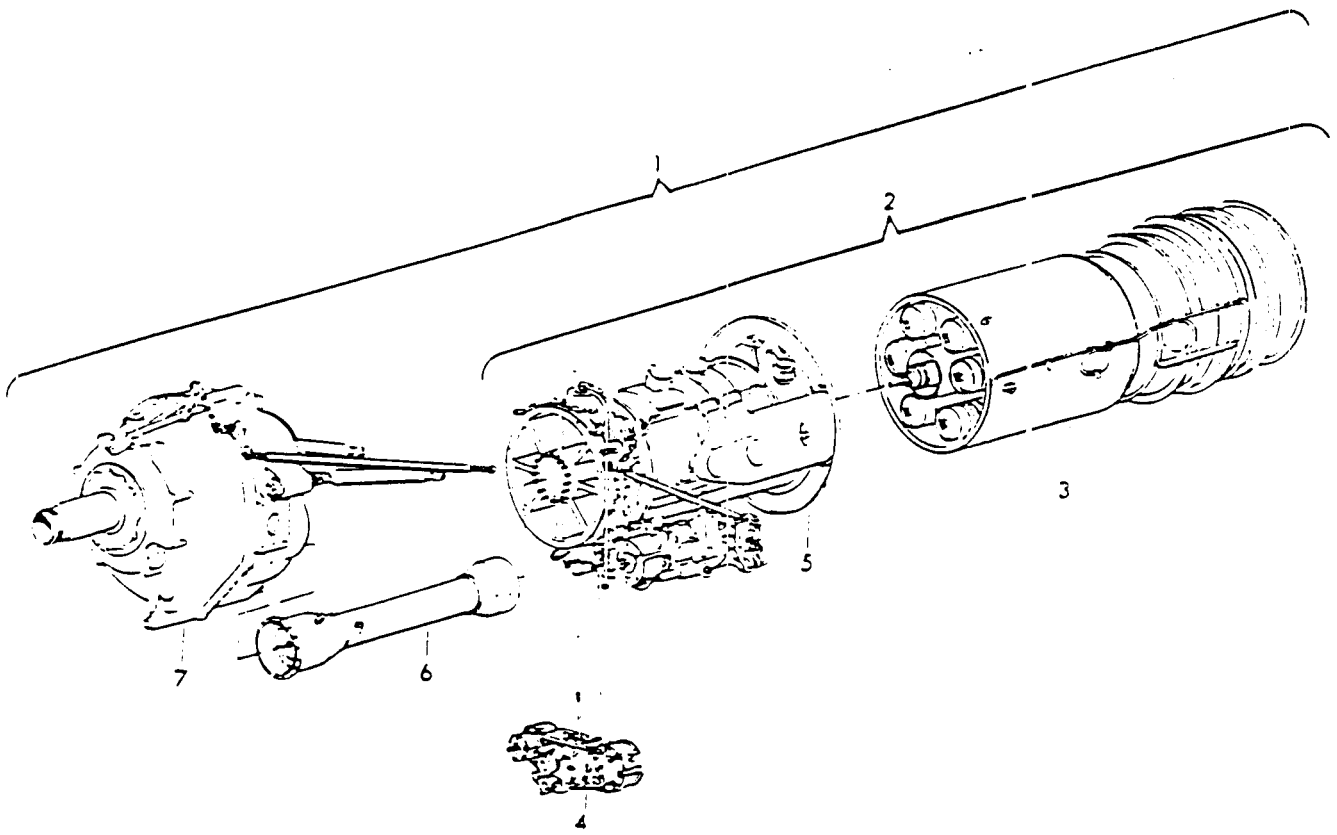
EXHIBIT IIIA
DMISA SAALC95 01ANKA
PROJECTED REWORK REQUIREMENTS
FISCAL YEAR 1996-2000
MAJOR PROGRAMS

PRINCIPAL: NAVAIRSYSCOM
AGENT: SAALC
REPAIR FACILITY: SAALC
THIS DATA CURRENT AS OF 9/2/94

| ITEM NO | MODEL/TMS | NOMENCLATURE | REQUIREMENTS FY-96 | FY-97 | FY-98 | FY-99 | FY-00 |
|---|---|---|---|---|---|---|---|
| 001 | T56A-14P | POWER SECTION, ENGINE | 59 | 57 | 70 | 63 | 64 |
| 002 | T56A-14G | GEARBOX, ENGINE | 81 | 35 | 77 | 75 | 85 |
| 003 | T56A-14T | TORQUEMETER, ENGINE | 25 | 13 | 32 | 23 | 31 |
| 004 | T56A-16P | POWER SECTION, ENGINE | 18 | 22 | 23 | 23 | 21 |
| 005 | T56A-16G | GEARBOX, ENGINE | 25 | 24 | 32 | 27 | 32 |
| 006 | T56A-16T | TORQUEMETER, ENGINE | 10 | 7 | 10 | 11 | 10 |
| 007 | T56A-425P | POWER SECTION, ENGINE | 23 | 23 | 19 | 21 | 21 |
| 008 | T56A-425G | GEARBOX, ENGINE | 22 | 17 | 19 | 19 | 21 |
| 009 | T56A-425T | TORQUEMETER, ENGINE | 9 | 5 | 7 | 10 | 9 |

P 70 + 23 + 19 = 112
G 77 + 32 + 19 = 128
T 32 + 10 + 7 = 49

CHANGE 1_____ 2_____ 3_____ 4_____ 5_____ 6_____




3483

| INDEX NO. | | FIGURE NO. |
|---|---|---|
| 1 | 6845701 TURBOPROP ENGINE ASSY (T56-A-7A) | |
| 1 | 6870785 TURBOPROP ENGINE ASSY (T56-A-7B) | |
| 2 | POWER SECTION | 2 THRU 16 |
| 3 | TURBINE | 17 THRU 20 |
| 4 | ACCESSORY DRIVE | 21 THRU 24 |
| 5 | COMPRESSOR | 25 THRU 32 |
| 6 | TORQUEMETER SECTION | 59 |
| 7 | REDUCTION GEAR SECTION | 60 THRU 73 |

FIG 1. ORIENTATION VIEW OF ENGINE

EXHIBIT I
DMISA SAALC95 01ANKA
REWORK SCHEDULE AND COSTS
FISCAL YEAR 95
MAJOR PROGRAMS

PRINCIPAL NAVA
AGENT SAALC
REPAIR FACILITY SAALC
THIS DATA CURRENT AS OF 06/15/94

| ITEM NO | PROGRAM | 1ST QTR | 2ND QTR | 3RD QTR | 4TH QTR | FY TOTAL | UNIT MAHS | FLOW TIME DAYS | UNIT LABOR COST WITH OVERHEAD | MOD COST | MATERIAL COST/EXP INVEST | TOTAL UNIT COST | 1ST QTR COST | 2ND QTR COST | 3RD QTR COST | 4TH QTR COST | TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | T56A-14P | 7 | 7 | 6 | 6 | 30 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | FLEET | | | | | | | | | | | | | | | | |
| 002 | T56A-14P | 0 | 0 | 0 | 0 | 0 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | RDT&E | | | | | | | | | | | | | | | | |
| 003 | T56A-14P | 3 | 3 | 3 | 2 | 11 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | RESERVES | | | | | | | | | | | | | | | | |
| 004 | T56A-14Q | 15 | 15 | 15 | 16 | 61 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | FLEET | | | | | | | | | | | | | | | | |
| 005 | T56A-14Q | 0 | 0 | 0 | 0 | 0 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | RDT&E | | | | | | | | | | | | | | | | |
| 006 | T56A-14Q | 3 | 3 | 4 | 3 | 13 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | RESERVES | | | | | | | | | | | | | | | | |
| 007 | T56A-14T | 4 | 3 | 3 | 3 | 13 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | FLEET | | | | | | | | | | | | | | | | |
| 008 | T56A-14T | 0 | 0 | 0 | 0 | 0 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | RDT&E | | | | | | | | | | | | | | | | |
| 009 | T56A-14T | 2 | 2 | 2 | 1 | 7 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | RESERVES | | | | | | | | | | | | | | | | |
| 010 | T56A-16P | 4 | 3 | 3 | 3 | 13 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | FLEET | | | | | | | | | | | | | | | | |
| 011 | T56A-16P | 1 | 2 | 2 | 1 | 6 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | NSF | | | | | | | | | | | | | | | | |
| 012 | T56A-16P | 2 | 1 | 2 | 1 | 6 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | RESERVES | | | | | | | | | | | | | | | | |
| 013 | T56A-16Q | 6 | 6 | 7 | 7 | 26 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | FLEET | | | | | | | | | | | | | | | | |

CHANGE 1 _____ 2 _____ 3 _____ 4 _____ 6 ___ Page _1_ of _2_ Pages

EXHIBIT I
DMISA SAALC95 01ANKA
REWORK SCHEDULE AND COSTS
FISCAL YEAR 95
MAJOR PROGRAMS

PRINCIPAL NAVAIR
AGENT SAALC
REPAIR FACILITY SAALC
THIS DATA CURRENT AS OF 06/15/94

| ITEM NO | PROGRAM | 1ST QTR | 2ND QTR | 3RD QTR | 4TH QTR | FY TOTAL | UNIT MHRS | FLOW TIME DAYS | UNIT LABOR COST WITH OVERHEAD | MOD COST | MATERIAL COST/EXP INVEST | TOTAL UNIT COST | 1ST QTR COST | 2ND QTR COST | 3RD QTR COST | 4TH QTR COST | TOTAL COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 014 | T56A-16G | 1 | 1 | 1 | 1 | 4 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | NSF | | | | | | | | | | | | | | | | |
| 015 | T56A-16G | 3 | 3 | 3 | 3 | 12 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | RESERVES | | | | | | | | | | | | | | | | |
| 016 | T56A-16T | 4 | 3 | 3 | 3 | 13 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | FLEET | | | | | | | | | | | | | | | | |
| 017 | T56A-16T | 1 | 1 | 1 | 1 | 4 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | NSF | | | | | | | | | | | | | | | | |
| 018 | T56A-16T | 2 | 2 | 2 | 2 | 8 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | RESERVES | | | | | | | | | | | | | | | | |
| 019 | T56A-425P | 5 | 5 | 5 | 4 | 19 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | FLEET | | | | | | | | | | | | | | | | |
| 020 | T56A-425P | 1 | 0 | 0 | 0 | 1 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | RESERVES | | | | | | | | | | | | | | | | |
| 021 | T56A-425G | 8 | 8 | 8 | 8 | 32 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | FLEET | | | | | | | | | | | | | | | | |
| 022 | T56A-425G | 1 | 0 | 0 | 0 | 1 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | RESERVES | | | | | | | | | | | | | | | | |
| 023 | T56A-425T | 1 | 1 | 1 | 1 | 4 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | FLEET | | | | | | | | | | | | | | | | |
| 024 | T56A-425T | 1 | 0 | 0 | 0 | 1 | | | | | | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | RESERVES | | | | | | | | | | | | | | | | |

| | 1ST QTR TOTAL | 2ND QTR TOTAL | 3RD QTR TOTAL | 4TH QTR TOTAL | FY-95 TOTAL |
|---|---|---|---|---|---|
| FLEET | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| RESERVES | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| RDT&E | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| NSF | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| TOTAL QTR | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |

CHANGE 1____ 2____ 3____ 4____ 5____ 6____ PAGE 2 OF 2 PAGE/s

EXHIBIT II
DMISA SAALC95 01ANKA
REWORK SCHEDULE AND COSTS
MINOR PROGRAMS

PRINCIPAL: NAVAIRSYSCOM
AGENT: SAALC
REPAIR FACILITY: SAALC
THIS DATA CURRENT AS OF 7/14/94

| ITEM NO | NSN PART NUMBER NOMENCLATURE | STOCK LIST PRICE | SCHEDULED INPUTS 1ST | 2ND | 3RD | 4TH | TOTAL | UNIT M/HRS | FLOW TIME DAYS | UNIT LABOR COST WITH OVERHEAD | MATERIAL COST | TOTAL UNIT COST | 1ST QTR COST | 2ND QTR COST | 3RD QTR COST | 4TH QTR COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | 7RE 2840 00 010 4049 DQ<br>6844618 ALL S III<br>CASING | $11,500.00 | 5 | 5 | 5 | 5 | 20 | | | | | | | | | |
| 002 | 7RH 2840 00 066 9379 DQ<br>6842704 -425<br>SHAFT GEAR | $12,210.00 | 0 | 0 | 0 | 1 | 1 | | | | | | | | | |
| 003 | 7RH 2925 00 066 9656 DQ<br>6828341 -425<br>CABLE ASSY | $477.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 004 | 7RH 2840 00 411 8852 DQ<br>6870409 14/16/425<br>6847348<br>SUPPORT | $5,940.00 | 3 | 3 | 2 | 2 | 10 | | | | | | | | | |
| 005 | 7RH 4810 00 540 2106 DQ<br>190585-1 -14/16<br>6781978<br>VALVE ASSY | $1,380.00 | 19 | 19 | 19 | 17 | 74 | | | | | | | | | |
| 006 | 7RE 2915 00 628 3123 DQ<br>190772-2 -14/16<br>6814762<br>VALVE ASSY | $1,210.00 | 42 | 42 | 42 | 41 | 167 | | | | | | | | | |
| 007 | 7RH 2925 00 627 5397 DQ<br>6827055 -16/425<br>HARNESS | $2,130.00 | 8 | 8 | 8 | 8 | 32 | | | | | | | | | |
| 008 | 7RH 2840 00 632 8150 DQ<br>6789748 ALL<br>CASING LINER | $2,170.00 | 9 | 9 | 9 | 9 | 36 | | | | | | | | | |
| 009 | 7RE 6620 00 756 4423 DQ<br>6843160 -14/425<br>AD2949-12<br>INDICATOR FUEL FILTER | $388.00 | 18 | 18 | 18 | 17 | 71 | LD: | | | | | | | | |
| 010 | 7RH 2925 00 876 9687 DQ<br>6807784 -14<br>HARNESS | $1,720.00 | 12 | 12 | 12 | 10 | 46 | | | | | | | | | |
| 011 | 7RH 4320 00 876 9691 DQ<br>6824278 -14<br>022489-055-02<br>PUMP ASSY | $12,460.00 | 22 | 22 | 22 | 20 | 86 | | | | | | | | | |
| 012 | 7RH 2925 00 877 3276 DQ<br>6822184 -14<br>HARNESS | $1,400.00 | 12 | 14 | 12 | 12 | 50 | | | | | | | | | |

EXHIBIT II
DMISA SAALC95 01ANKA
REWORK SCHEDULE AND COSTS
MINOR PROGRAMS

PRINCIPAL: NAVAIRSYSCOM
AGENT: SAALC
REPAIR FACILITY: SAALC
THIS DATA CURRENT AS OF 7/14/94

| ITEM NO | NSN PART NUMBER NOMENCLATURE | STOCK LIST PRICE | SCHEDULED INPUTS 1ST | 2ND | 3RD | 4TH | TOTAL | UNIT M/HRS | FLOW TIME DAYS | UNIT LABOR COST WITH OVERHEAD | MATERIAL COST | TOTAL UNIT COST | 1ST QTR COST | 2ND QTR COST | 3RD QTR COST | 4TH QTR COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 013 | 7RH 1650 00 887 4318 DQ<br>6841776 -14<br>FILTER ASSY | $1,140.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 014 | 7RH 2925 01 063 9532 DQ<br>6821702 -425<br>HARNESS | $1,800.00 | 9 | 9 | 9 | 7 | 34 | | | | | | | | | |
| 015 | 7RE 2840 01 063 9544 DQ<br>6846996 -14<br>CASE ASSY | $46,250.00 | 41 | 42 | 41 | 41 | 165 | | | | | | | | | |
| 016 | 7RH 2840 01 063 9545 DQ<br>6877290 -425<br>CASE, COMP | $41,380.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 017 | 7RH 2840 01 179 8236 DQ<br>23030521 -14/16<br>PLANETARY | $37,800.00 | 3 | 4 | 3 | 3 | 13 | | | | | | | | | |
| 017A | 7RH 2840 01 179 8237 DQ<br>23030522 -14/16<br>PLANETARY | $7,700.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 018 | 7RE 2915 01 076 5343 DQ<br>6893608 -14<br>441024-2<br>CONTROL | $47,340.00 | 65 | 66 | 65 | 65 | 261 | | | | | | | | | |
| 018A | 7RE 2915 00 872 2403 DQ<br>6856573 -14<br>330693-3<br>FUEL CONTROL | $47,340.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 018B | 7RE 2915 01 071 3846 DQ<br>6895550 -14<br>441024-1<br>FUEL CONTROL | $47,340.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 019 | 7RE 2915 01 076 8979 DQ<br>6893610 -16<br>441108-1<br>FUEL CONTROL | $51,720.00 | 28 | 29 | 28 | 28 | 113 | | | | | | | | | |
| 019A | 7RE 2915 00 691 0172 DQ<br>6846314 -16<br>330646-2<br>FUEL CONTROL | $51,720.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |

EXHIBIT II
DMISA SAALC95 01ANKA
REWORK SCHEDULE AND COSTS
MINOR PROGRAMS

PRINCIPAL: NAVAIRSYSCOM
AGENT: SAALC
REPAIR FACILITY: SAALC
THIS DATA CURRENT AS OF 7/14/94

| ITEM NO | NSN PART NUMBER NOMENCLATURE | STOCK LIST PRICE | SCHEDULED INPUTS 1ST | 2ND | 3RD | 4TH | TOTAL | UNIT M/HRS | FLOW TIME DAYS | UNIT LABOR COST WITH OVERHEAD | MATERIAL COST | TOTAL UNIT COST | 1ST QTR COST | 2ND QTR COST | 3RD QTR COST | 4TH QTR COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 019B | 7RE 2915 01 041 5882 DQ<br>6870451 -16<br>440042-1<br>FUEL CONTROL | $51,720.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 020 | 7RH 2915 01 296 3813 DQ<br>23030484 14/425<br>330508-2<br>VALVE ASSY | $26,220.00 | 79 | 80 | 79 | 79 | 317 | | | | | | | | | |
| 020A | 7RE 2915 00 877 3277 DQ<br>6809574 -14/425<br>330508-1<br>VALVE ASSY | $26,220.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 021 | 7RH 2915 01 074 0903 DQ<br>6893611 -425<br>440378-2<br>FUEL CONTROL | $21,280.00 | 9 | 9 | 9 | 9 | 36 | | | | | | | | | |
| 021A | 7RH 2915 00 220 3869 DQ<br>6876342 -425<br>440378-1<br>FUEL CONTROL | $21,280.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 022 | 7RH 2840 00 885 0711 DQ<br>6870209 -16<br>CASE AND STATOR | $43,890.00 | 4 | 5 | 4 | 4 | 17 | | | | | | | | | |
| 022A | 7RE2840 00 066 9377 DQ<br>6821510 -16<br>CASE AND STATOR | $43,890.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 023 | 7RH 2915 01 309 1850 DQ<br>2718109 -14/16<br>MOTOR UNIT ASSY | $8,320.00 | 1 | 1 | 1 | 0 | 3 | | | | | | | | | |
| 023A | 7RH 2915 00 658 2024 DQ<br>338375 -16<br>MOTOR-GEN | $8,320.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 024 | 7RH 4810 00 749 8896 DQ<br>6824286 ALL<br>41-2036-004<br>VALVE SOLENOID | $2,500.00 | 10 | 10 | 10 | 8 | 38 | | | | | | | | | |
| 024A | 7RH 4810 00 627 4825 DQ<br>6815686 -16<br>41-0236-002<br>VALVE, SOLENOID | $2,500.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |

EXHIBIT II
DMISA SAALC95 01ANKA
REWORK SCHEDULE AND COSTS
MINOR PROGRAMS

PRINCIPAL: NAVAIRSYSCOM
AGENT: SAALC
REPAIR FACILITY: SAALC
THIS DATA CURRENT AS OF 7/14/94

| ITEM NO | NSN PART NUMBER NOMENCLATURE | STOCK LIST PRICE | SCHEDULED INPUTS 1ST | 2ND | 3RD | 4TH | TOTAL | UNIT M/HRS | FLOW TIME DAYS | UNIT LABOR COST WITH OVERHEAD | MATERIAL COST | TOTAL UNIT COST | 1ST QTR COST | 2ND QTR COST | 3RD QTR COST | 4TH QTR COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 025 | 7RH2915 01 312 5787 DQ<br>2718107 -14<br>MOTOR UNIT ASSY | $21,850.00 | 1 | 1 | 1 | 0 | 3 | | | | | | | | | |
| 025A | 7RH 3020 01 018 7543 DQ<br>183438 -14<br>MOTOR UNIT ASSY | $21,850.00 | | | | | 0 | | | | | | | | | |
| 026 | 7RE 2840 00 434 7642 DQ<br>6875764 -14/16/425<br>ROTOR ASSY | $60,920.00 | 36 | 37 | 36 | 36 | 145 | | | | | | | | | |
| 026A | 7RE 2840 00 790 3760 DQ<br>6841200 -14<br>ROTOR ASSY | $60,920.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 026B | 7RE 2840 00 945 4367 DQ<br>6854720 -14/16/425<br>ROTOR ASSY | $60,920.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 027 | 7RH 4320 00 012 7060 DQ<br>6846567 ALL<br>PUMP ASSY | $3,530.00 | 4 | 4 | 4 | 2 | 14 | | | | | | | | | |
| 028 | 7RH 2925 00 066 9609 DQ<br>6829257 -425<br>CABLE ASSY | $455.00 | 5 | 5 | 5 | 5 | 20 | | | | | | | | | |
| 029 | 7RH 4320 00 100 1071 DQ<br>6871879 ALL S III<br>PUMP ASSY | $1,470.00 | 7 | 7 | 7 | 6 | 27 | | | | | | | | | |
| 030 | 7RH 2840 00 150 7604 DQ<br>6873624 14/16/425<br>VANE ASSY | $2,450.00 | 27 | 27 | 27 | 27 | 108 | | | | | | | | | |
| 031 | 7RH2840 00 429 5196 DQ<br>6871447<br>CASE AND STATOR | $41,790.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 032 | 7RH 3040 00 442 2945 DQ<br>6874602 -16<br>6840950<br>GEARSHAFT | $3,870.00 | 6 | 6 | 6 | 7 | 25 | | | | | | | | | |
| 033 | 7RH 5945 00 498 6802 DQ<br>6816064 425/427<br>6805175<br>6854004<br>SOLENOID | $2,090.00 | 18 | 18 | 18 | 16 | 70 | | | | | | | | | |

EXHIBIT II
DMISA SAALC95 01ANKA
REWORK SCHEDULE AND COSTS
MINOR PROGRAMS

PRINCIPAL: NAVAIRSYSCOM
AGENT: SAALC
REPAIR FACILITY: SAALC
THIS DATA CURRENT AS OF 7/14/94

| ITEM NO | NSN PART NUMBER NOMENCLATURE | STOCK LIST PRICE | SCHEDULED INPUTS 1ST | 2ND | 3RD | 4TH | TOTAL | UNIT M/HRS | FLOW TIME DAYS | UNIT LABOR COST WITH OVERHEAD | MATERIAL COST | TOTAL UNIT COST | 1ST QTR COST | 2ND QTR COST | 3RD QTR COST | 4TH QTR COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 034 | 7RH 2925 00 651 3023 DQ<br>6816453<br>WIRING HARNESS | $2,950.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 035 | 7RH 2840 00 717 3974 DQ<br>6786556<br>COUPLING | $3,420.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 036 | 7RE 2840 00 910 9160 DQ<br>6848669 -14/16<br>6848667<br>HOUSING | $11,960.00 | 8 | 8 | 8 | 9 | 33 | | | | | | | | | |
| 037 | 7RH 3020 00 981 7464 DQ<br>6844208 -14<br>SPUR GEAR | $11,100.00 | 3 | 3 | 3 | 4 | 13 | | | | | | | | | |
| 038 | 7RH 2925 01 202 7235 DQ<br>6892374 -425/427<br>SWITCH ASSY | $1,340.00 | 1 | 1 | 1 | 0 | 3 | | | | | | | | | |
| 039 | 7RH 2810 01 286 9582 DQ<br>6871676<br>PUMP, OIL, SCAVENGE | $4,320.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 040 | 7RH 2840 01 304 2149 DQ<br>23006660 ALL<br>PUMP & FILTER | $4,650.00 | 2 | 2 | 2 | 2 | 8 | | | | | | | | | |
| 041 | 7RE 4320 01 147 9045 DQ<br>23006661 ALL<br>PUMP ASSY | $4,740.00 | 30 | 30 | 30 | 29 | 119 | | | | | | | | | |
| 041A | 7RE 4320 00 021 8172 DQ<br>6846397 ALL S III<br>[illegible]<br>PUMP ASSY | $4,740.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 041B | 7RE4320 00 967 2074 DQ<br>6841981<br>PUMP ASSY | $4,740.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 041C | 7RE 4320 01 184 2399 DQ<br>23005921 -14/16<br>PUMP ASSY | $4,740.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |

EXHIBIT II
DMISA SAALC95 01ANKA
REWORK SCHEDULE AND COSTS
MINOR PROGRAMS

PRINCIPAL: NAVAIRSYSCOM
AGENT: SAALC
REPAIR FACILITY: SAALC
THIS DATA CURRENT AS OF 7/14/04

| ITEM NO | NSN PART NUMBER NOMENCLATURE | STOCK LIST PRICE | SCHEDULED INPUTS 1ST | 2ND | 3RD | 4TH | TOTAL | UNIT M/HRS | FLOW TIME DAYS | UNIT LABOR COST WITH OVERHEAD | MATERIAL COST | TOTAL UNIT COST | 1ST QTR COST | 2ND QTR COST | 3RD QTR COST | 4TH QTR COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 042 | 7RH 2915 00 464 6938 DQ<br>6873466 -14<br>6404487<br>9901-301<br>CONTROL | $6,040.00 | 28 | 28 | 28 | 26 | 110 | | | | | | | | | |
| 042A | 7RE2915 00 319 1829 DQ<br>6827963 -14<br>7854872<br>CONTROL | $6,040.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 042B | 7RH 2915 00 401 8553 DQ<br>6871122 -14<br>CONTROL | $6,040.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 042C | 7RE2915 00 876 9680 DQ<br>7854427<br>6821452<br>CONTROL ASSY | $6,040.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 043 | 7RH 2840 00 872 3872 DQ<br>6847236<br>6829311<br>6829316<br>CASE AND STATOR | $11,630.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 043A | 7RH 2840 00 868 8637 DQ<br>6846145<br>CASE AND STATOR | $11,630.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 043B | 7RH 2840 00 [illegible] 0063 DQ<br>6825167<br>CASE AND STATOR | $11,630.00 | | [illegible] | [illegible] | [illegible] | 0 | | | | | | | | | |
| 044 | 7RH 4320 00 876 9662 DQ<br>[illegible] ALL<br>PUMP ASSY | $3,330.00 | 14 | 14 | 14 | 14 | 56 | | | | | | | | | |
| 044A | 7RH 4320 00 674 0932 DQ<br>6792265 -16<br>PUMP ASSY | $3,330.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 045 | 7RH 2925 00 859 6815 DQ<br>6821701 -16<br>WIRING HARNESS | $2,950.00 | 0 | 0 | 0 | 7 | 34 | | | | | | | | | |
| 045A | 7RE2925 00 765 4671 DQ<br>6792844<br>WIRING HARNESS | $2,950.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 045B | 7RE2925 00 991 7416 DQ<br>6829590<br>WIRING [illegible] NESS | $2,950.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |

EXHIBIT II
DMISA SAALC95 01ANKA
REWORK SCHEDULE AND COSTS
MINOR PROGRAMS

PRINCIPAL: NAVAIRSYSCOM
AGENT: SAALC
REPAIR FACILITY: SAALC
THIS DATA CURRENT AS OF 7/14/04

| ITEM NO | NSN PART NUMBER NOMENCLATURE | STOCK LIST PRICE | SCHEDULED INPUTS 1ST | 2ND | 3RD | 4TH | TOTAL | UNIT M/HRS | FLOW TIME DAYS | UNIT LABOR COST WITH OVERHEAD | MATERIAL COST | TOTAL UNIT COST | 1ST QTR COST | 2ND QTR COST | 3RD QTR COST | 4TH QTR COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 046 | 7RH 2915 00 304 8186 DQ<br>6876766 -16<br>FUEL CONTROL | $5,140.00 | 21 | 21 | 21 | 20 | 83 | | | | | | | | | |
| 046A | 7RE 2915 00 777 9017 DQ<br>6794215 -16<br>FUEL CONTROL | $5,140.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 047 | 7RH 3020 01 279 8242 DQ<br>6889359<br>6889362<br>SPUR GEAR | $4,640.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 047A | 7RH 3020 00 304 6690 DQ<br>6794461<br>6841230<br>6877516<br>SPUR GEAR | $4,640.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 048 | 7RH 2925 00 163 1848 DQ<br>6870559<br>SWITCH ASSY, THRUST | $707.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 048A | 7RH 2925 00 876 9688 DQ<br>6805993<br>SWITCH ASSY, THRUST | $707.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 049 | 7RE 2915 00 301 3364 DQ<br>6874121 -14<br>CONTROL ASSY | $5,090.00 | 23 | 23 | 23 | 24 | 93 | | | | | | | | | |
| 049A | 7RE 2995 00 876 9686 DQ<br>6809586 -14<br>CONTROL ASSY | $5,090.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 050 | 7RE 2925 01 077 3310 DQ<br>6887768 ALL S III<br>48950<br>EXCITER | $8,640.00 | 34 | 34 | 34 | 32 | 134 | | | | | | | | | |
| 050A | 7RE 2925 00 799 1773 DQ<br>6805230 16/425<br>EXCITER | $3,640.00 | | 0 | 0 | 0 | 0 | | | | | | | | | |
| 050B | 7RE 2925 00 876 9692 DQ<br>6805307 -14/16<br>40588<br>EXCITER | $3,640.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |

EXHIBIT II
DMISA SAALC95 01ANKA
REWORK SCHEDULE AND COSTS
MINOR PROGRAMS

PRINCIPAL: NAVAIRSYSCOM
AGENT: SAALC
REPAIR FACILITY: SAALC
THIS DATA CURRENT AS OF 7/14/94

| ITEM NO | NSN PART NUMBER NOMENCLATURE | STOCK LIST PRICE | SCHEDULED INPUTS 1ST | 2ND | 3RD | 4TH | TOTAL | UNIT M/HRS | FLOW TIME DAYS | UNIT LABOR COST WITH OVERHEAD | MATERIAL COST | TOTAL UNIT COST | 1ST QTR COST | 2ND QTR COST | 3RD QTR COST | 4TH QTR COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 050C | 7RE 2925 01 072 6709 DQ<br>6895689 -16/425<br>10-111160-6<br>EXCITER | $3,640.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 051 | 7RH 2840 01 087 7728 DQ<br>6894133 ALL<br>FUEL CONTROL | $17,340.00 | 35 | 35 | 35 | 35 | 140 | | | | | | | | | |
| 051A | 7RE 2840 00 065 9472 DQ<br>6842873 -14/16<br>FUEL CONTROL | $17,340.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 051B | 7RE 2840 00 224 6397 DQ<br>6876496 -14/16/425<br>6792334<br>FUEL CONTROL | $17,340.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 051C | 7RE 2840 00 830 3330 DQ<br>6856549 -14/16<br>FUEL CONTROL | $17,340.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 051D | 7RE2840 00 876 9673 DQ<br>6792376<br>FUEL CONTROL | $16,180.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 052 | 7RE 2915 00 464 6946 DQ<br>6873465 -16/425<br>6404486<br>CONTROL | $5,940.00 | 12 | 12 | 12 | 12 | 48 | | | | | | | | | |
| 052A | 7RE 2915 00 319 1823 DQ<br>6821480 -16<br>7854687<br>CONTROL | $5,940.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 052B | 7RE 2915 00 401 8552 DQ<br>6871121 -16/425<br>CONTROL | $5,940.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 052C | 7RE 2915 00 622 4036 DQ<br>6575600 16/425<br>6815100<br>CONTROL | $5,940.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 053 | 7RH 2840 00 491 5769 DQ<br>6859427 -14/16/425<br>GEARBOX HOUSING | $14,810.00 | 2 | 2 | 2 | 2 | 8 | | | | | | | | | |

EXHIBIT II
DMISA SAALC95 01ANKA
REWORK SCHEDULE AND COSTS
MINOR PROGRAMS

PRINCIPAL: NAVAIRSYSCOM
AGENT: SAALC
REPAIR FACILITY: SAALC
THIS DATA CURRENT AS OF 7/14/04

| ITEM NO | NSN PART NUMBER NOMENCLATURE | STOCK LIST PRICE | SCHEDULED INPUTS 1ST | 2ND | 3RD | 4TH | TOTAL | UNIT M/HRS | FLOW TIME DAYS | UNIT LABOR COST WITH OVERHEAD | MATERIAL COST | TOTAL UNIT COST | 1ST QTR COST | 2ND QTR COST | 3RD QTR COST | 4TH QTR COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 053A | 7RH2840 00 491 5768 DQ<br>6859426<br>GEARBOX HOUSING | $14,810.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 053B | 7RH3040 00 676 9672 DQ<br>6821271<br>GEARBOX HOUSING | $14,810.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 054 | 7RE 3020 01 196 8937 DQ<br>6889361 -14/16<br>6889358<br>GEAR, SPUR | $8,270.00 | 3 | 3 | 3 | 2 | 11 | | | | | | | | | |
| 054A | 7RE 3020 00 225 0562 DQ<br>6841231 -14/16<br>6793521<br>SPUR GEAR | $8,270.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 054B | 7RE 3020 00 304 6669 DQ<br>6876662 -14/16<br>GEAR ASSY | $8,270.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 055 | 7RH 4320 00 818 6252 DQ<br>6821270 ALL<br>ROTARY PUMP | $1,810.00 | 5 | 5 | 5 | 5 | 20 | | | | | | | | | |
| 055A | 7RH 4320 00 670 8876 DQ<br>6791208 -14/16<br>ROTARY PUMP | $1,810.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 055B | 7RH 4320 00 676 9684 DQ<br>6792283<br>ROTARY PUMP | $1,810.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 056 | 7RH 2840 01 193 2157 DQ<br>23005861 14/16/425<br>SUPPORT | $14,700.00 | 52 | 52 | 52 | 50 | 206 | | | | | | | | | |
| 056A | 7RH 2840 00 893 1321 DQ<br>6793749 -16<br>23005961<br>SUPPORT | $14,700.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 056B | 7RH 2840 00 877 0076 DQ<br>6821322 14/16/425<br>681322<br>SUPPORT | $14,700.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 057 | 7RH 2915 00 124 5560 DQ<br>6869647 -425<br>FUEL CONTROL | $4,470.00 | 10 | 10 | 10 | 11 | 41 | | | | | | | | | |

EXHIBIT II
DMISA SAALC95 01ANKA
REWORK SCHEDULE AND COSTS
MINOR PROGRAMS

PRINCIPAL: NAVAIRSYSCOM
AGENT: SAALC
REPAIR FACILITY: SAALC
THIS DATA CURRENT AS OF 7/14/94

| ITEM NO | NSN PART NUMBER NOMENCLATURE | STOCK LIST PRICE | SCHEDULED INPUTS 1ST | 2ND | 3RD | 4TH | TOTAL | UNIT M/HRS | FLOW TIME DAYS | UNIT LABOR COST WITH OVERHEAD | MATERIAL COST | TOTAL UNIT COST | 1ST QTR COST | 2ND QTR COST | 3RD QTR COST | 4TH QTR COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 057A | 7RE2915 00 066 9374 DQ<br>6805420<br>FUEL CONTROL | $4,470.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 057B | 7RH 2915 00 124 5561 DQ<br>6869846 -425<br>FUEL CONTROL | $4,470.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 057C | 7RE 2915 00 304 8187 DQ<br>6876767<br>FUEL CONTROL | $4,470.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 058 | 7RH 2840 00 169 0150 DQ<br>6858182 ALL<br>CARRIER PLANETARY | $3,700.00 | 3 | 3 | 3 | 2 | 11 | | | | | | | | | |
| 059 | 7RH 2840 00 225 0953 DQ<br>6847349 ALL S III<br>CASE ASSY | $16,680.00 | 9 | 9 | 9 | 9 | 36 | | | | | | | | | |
| 060 | 7RH 4810 00 528 3660 DQ<br>6781568 ALL<br>VALVE, ANTI ICE | $619.00 | 11 | 12 | 11 | 11 | 45 | | | | | | | | | |
| 061 | 7RH 6150 00 756 5794 DQ<br>6847718 -16<br>CABLE ASSY | $3,370.00 | 2 | 3 | 2 | 2 | 9 | | | | | | | | | |
| 062 | 7RE 2840 00 758 1138 DQ<br>6841151 ALL<br>LAB SEAL | $994.00 | 22 | 22 | 22 | 21 | 87 | | | | | | | | | |
| 063 | 7RE 2915 01 318 8927 DQ<br>23030485 -16<br>330332 5<br>VALVE ASSY | $13,430.00 | 12 | 12 | 12 | 11 | 47 | | | | | | | | | |
| 063A | 7RE 2915 00 706 2719 DQ<br>6827239 -16<br>330332-4<br>VALVE ASSY | $13,430.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 064 | 7RH 2995 00 876 9685 DQ<br>6821493 ALL<br>VALVE SPEED SENSOR | $3,640.00 | 37 | 38 | 37 | 37 | 149 | | | | | | | | | |
| 064A | 7RE2995 00 675 3641 DQ<br>6827168<br>109206-3<br>VALVE SPEED SENSOR | $3,640.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 064B | 7RE2995 00 777 3600 DQ<br>6808341<br>VALVE SPEED SENSOR | $3,640.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |

EXHIBIT II
DMISA SAALC95 01ANKA
REWORK SCHEDULE AND COSTS
MINOR PROGRAMS

PRINCIPAL: NAVAIRSYSCOM
AGENT: SAALC
REPAIR FACILITY: SAALC
THIS DATA CURRENT AS OF 7/14/94

| ITEM NO | NSN PART NUMBER NOMENCLATURE | STOCK LIST PRICE | SCHEDULED INPUTS 1ST | 2ND | 3RD | 4TH | TOTAL | UNIT M/HRS | FLOW TIME DAYS | UNIT LABOR COST WITH OVERHEAD | MATERIAL COST | TOTAL UNIT COST | 1ST QTR COST | 2ND QTR COST | 3RD QTR COST | 4TH QTR COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 065 | 7RE 2840 00 830 3362 DQ<br>6845795 -14/16<br>6858685<br>BRAKE,PROP SHAFT | $5,940.00 | 24 | 24 | 24 | 23 | 95 | | | | | | | | | |
| 065A | 7RE2840 00 072 7104 DQ<br>6829370<br>6829659<br>6858687<br>BRAKE, PROP SHAFT | $5,940.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 066 | 7RH 2840 01 049 1153 DQ<br>6894068 14/16/425<br>6876880<br>684068<br>LINER ASSY, COMB | $1,680.00 | 710 | 710 | 710 | 709 | 2839 | | | | | | | | | |
| 066A | 7RE 2840 00 007 9782 DQ<br>6876874 -14/16<br>LINER ASSY | $1,680.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 066B | 7RE 2840 00 195 2991 DQ<br>6876880<br>LINER ASSY | $1,680.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 066C | 7RE 2840 00 757 5923 DQ<br>6847888 -14<br>LINER ASSY | $1,680.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 066D | 7RE 2840 00 938 3840 DQ<br>6855570 -14/16<br>26855570<br>LINER ASSY | $1,680.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 067 | 7RE 2915 00 887 4319 DQ<br>1034540 -14/16<br>181635<br>ACTUATOR, ELECTROMECH | $3,910.00 | 74 | 74 | 74 | 74 | 296 | | | | | | | | | |
| 067A | 7RE 2915 00 616 5726 DQ<br>179307 -14/16<br>1009350-2<br>ACTR, ROTARY | $3,910.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 068 | 7RE 2915 00 876 9689 DQ<br>6809611 -14/16<br>5232070<br>6794320<br>47031<br>NOZZLE | $755.00 | 755 | 755 | 755 | 754 | 3010 | | | | | | | | | |

EXHIBIT II
DMISA SAALC95 01ANKA
REWORK SCHEDULE AND COSTS
MINOR PROGRAMS

PRINCIPAL: NAVAIRSYSCOM
AGENT: SAALC
REPAIR FACILITY: SAALC
THIS DATA CURRENT AS OF 7/14/94

| ITEM NO | NSN PART NUMBER NOMENCLATURE | STOCK LIST PRICE | SCHEDULED INPUTS 1ST | 2ND | 3RD | 4TH | TOTAL | UNIT M/HRS | FLOW TIME DAYS | UNIT LABOR COST WITH OVERHEAD | MATERIAL COST | TOTAL UNIT COST | 1ST QTR COST | 2ND QTR COST | 3RD QTR COST | 4TH QTR COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 068A | 7RE2915 00 652 7484 DQ<br>5231836<br>6814895<br>NOZZLE | $755.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 069 | 7RH 2995 01 340 6546 DQ<br>23030058<br>ANTI ICE VALVE | $611.00 | 9 | 10 | 9 | 9 | 37 | | | | | | | | | |
| 069A | 7RH 2995 00 877 3666 DQ<br>6809573 ALL<br>6815622<br>ANTI ICE VALVE | $611.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 070 | 7RE 2840 01 057 7834 DQ<br>6805015 ALL S III<br>ROTOR ASSY | $132,100.00 | 61 | 61 | 60 | 60 | 242 | | | | | | | | | |
| 070A | 7RE 2840 00 107 6879 DQ<br>6877108 14/16/425<br>689015<br>ROTOR ASSY | $132,100.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 070B | 7RE 2840 00 412 2404 DQ<br>6871165 -14/16<br>ROTOR ASSY | $132,100.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 070C | 7RE 2840 00 412 2405 DQ<br>6871205 -14/16<br>ROTOR ASSY | $132,100.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 070D | 7RE 2840 00 493 4569 DQ<br>6873135 -14/16<br>ROTOR ASSY | $132,100.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 070E | 7RE 2840 00 908 1324 DQ<br>6852555 -14/16<br>ROTOR ASSY | $132,100.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 070F | 7RE 2840 01 009 2337 DQ<br>6892319 ALL S III<br>ROTOR ASSY | $132,100.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 070G | 7RE 2840 01 022 8552 DQ<br>6892315 ALL S III<br>ROTOR ASSY | $132,100.00 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |

EXHIBIT II
DMISA SAALC95 01ANKA
REWORK SCHEDULE AND COSTS
MINOR PROGRAMS

PRINCIPAL: NAVAIRSYSCOM
AGENT: SAALC
REPAIR FACILITY: SAALC
THIS DATA CURRENT AS OF 7/14/94

| ITEM NO | NSN PART NUMBER NOMENCLATURE | STOCK LIST PRICE | SCHEDULED INPUTS 1ST | 2ND | 3RD | 4TH | TOTAL | UNIT M/HRS | FLOW TIME DAYS | UNIT LABOR COST WITH OVERHEAD | MATERIAL COST | TOTAL UNIT COST | 1ST QTR COST | 2ND QTR COST | 3RD QTR COST | 4TH QTR COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 071 | 7RE2840 01 369 2118 DQ<br>23009988<br>VANE, TURBINE ENGINE | $1,000.00 | 100 | 252 | 252 | 252 | 856 | | | | | | | | | |
| 072 | 7RE2840 01 369 2119 DQ<br>23009375<br>VANE, TURBINE ENGINE | $1,300.00 | 12 | 24 | 24 | 26 | 86 | | | | | | | | | |
| 073 | 6KH 8145 01 251 7304 DQ<br>15647<br>410E001<br>CONTAINER | | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 074 | 6KH 8145 00 451 5228 DQ<br>6800473<br>CONTAINER | | 0 | 0 | 0 | 1 | 1 | | | | | | | | | |
| 074A | 6KH 8145 00 793 8005 DQ<br>6800335<br>CONTAINER | | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 074B | 6KH 8145 00 793 8006 DQ<br>6800335<br>CONTAINER | | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 075 | 6KH 8145 00 887 1940 DQ<br>0-09650<br>6800399<br>6800440<br>CONTAINER | | 5 | 5 | 5 | 5 | 20 | | | | | | | | | |
| 075A | 6KH 8145 00 661 2972 DQ<br>6800302 -10<br>CONTAINER | | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 076 | 6KH 8145 00 839 8418DQ<br>6854347 -14/16<br>6800216<br>0-11350<br>CONTAINER | | 2 | 2 | 2 | 1 | 7 | | | | | | | | | |
| 076A | 6KH 8145 00 300 3758 DQ<br>6730571<br>AKY4400<br>CONTAINER | | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 076B | 6KH 8145 00 888 3698 DQ<br>6800444 -14<br>CONTAINER | | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 077 | 6KH 8145 00 953 1825 DQ<br>0-11075<br>6845690<br>CONTAINER T/M | | 1 | 1 | 1 | 1 | 4 | | | | | | | | | |

EXHIBIT II
DMISA SAALC95 01ANKA
REWORK SCHEDULE AND COSTS
MINOR PROGRAMS

PRINCIPAL: NAVAIRSYSCOM
AGENT: SAALC
REPAIR FACILITY: SAALC
THIS DATA CURRENT AS OF 7/14/94

| ITEM NO | NSN PART NUMBER NOMENCLATURE | STOCK LIST PRICE | SCHEDULED INPUTS 1ST | 2ND | 3RD | 4TH | TOTAL | UNIT M/HRS | FLOW TIME DAYS | UNIT LABOR COST WITH OVERHEAD | MATERIAL COST | TOTAL UNIT COST | 1ST QTR COST | 2ND QTR COST | 3RD QTR COST | 4TH QTR COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 077A | 7RH 8115 00 526 2868 DQ<br>6800084 -14/16<br>CONTAINER | | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 077B | 6KH 8145 00 667 1050 DQ<br>6800377 -14<br>CONTAINER | | 0 | 0 | 0 | 0 | 0 | | | | | | | | | |
| 077C | 6KH 8145 00 613 4045 DQ<br>6854340 -14/16<br>CONTAINER | | | | | | | | | | | | | | | |

CHANGE 1_____ 2_____ 3_____ 4_____ 5_____ 6_____

| RCC | *** PCN ** RMB | RGC | PSEUDO | PON | ******* PROJECTED DIRECT STANDARD HOURS ******* CURYR | BGTYR | YR 3 | YR 4 | YR 5 | ****** PROJECTED PERSONNEL EQUIVALENTS ****** C YR | B YR | YR 3 | YR 4 | YR 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MEPNC | A | L | FJGA | 336 | 13 | 6 | 6 | 6 | 6 | .01 | .01 | .00 | .00 | .00 |
| MEPNC | A | L | FJRU | 336 | 24 | 0 | 0 | 0 | 0 | .02 | .00 | .00 | .00 | .00 |
| MEPNC | H | L | FJTS | 336 | 28 | 0 | 0 | 0 | 0 | .02 | .00 | .00 | .00 | .00 |
| MEPNC | M | L | FJZB | 336 | 103 | 0 | 0 | 0 | 0 | .07 | .00 | .00 | .00 | .00 |
| MEPNC | H | L | FKSR | 336 | 1516 | 0 | 0 | 0 | 0 | .99 | .00 | .00 | .00 | .00 |
| MEPNC | H | L | FLBJ | 336 | 4 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MEPNC | A | L | FLBP | 336 | 314 | 0 | 0 | 0 | 0 | .20 | .00 | .00 | .00 | .00 |
| MEPNC | A | L | FLBR | 336 | 24 | 0 | 0 | 0 | 0 | .02 | .00 | .00 | .00 | .00 |
| MEPNC | A | L | FLCI | 336 | 6 | 0 | 0 | 0 | 0 | .01 | .00 | .00 | .00 | .00 |
| MEPNC | H | L | FLQR | 336 | 171 | 0 | 0 | 0 | 0 | .11 | .00 | .00 | .00 | .00 |
| MEPNC | B | L | FLWJ | 336 | 95 | 656 | 0 | 0 | 0 | .06 | .49 | .00 | .00 | .00 |
| MEPNC | A | W | FXXX | 000 | 45 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| | RCC TOTAL | | | MEPNC | 78796 | 76479 | 71751 | 67083 | 66556 | 53.01 | 56.99 | 54.07 | 50.75 | 50.16 |
| TOT LAB EFF // IND FAC | | | | | .943 | .902 | .892 | .892 | .892 | .403 | .404 | .404 | .404 | .404 |
| MEPND | A | E | FCNE | 333 | 421 | 0 | 0 | 0 | 0 | .41 | .00 | .00 | .00 | .00 |
| MEPND | A | E | FCNH | 333 | 16 | 0 | 0 | 0 | 0 | .02 | .00 | .00 | .00 | .00 |
| MEPND | A | E | FCNM | 333 | 15 | 0 | 0 | 0 | 0 | .02 | .00 | .00 | .00 | .00 |
| MEPND | A | E | FEBX | 333 | 92 | 0 | 0 | 0 | 0 | .10 | .00 | .00 | .00 | .00 |
| MEPND | A | E | FEBY | 333 | 55 | 0 | 0 | 0 | 0 | .06 | .00 | .00 | .00 | .00 |
| MEPND | A | E | FECK | 333 | 321 | 0 | 0 | 0 | 0 | .33 | .00 | .00 | .00 | .00 |

A-G004C-DCY- R

LONG RANGE >CAPABILITY < TODAYS DATE
PLANNED LABOR APPL ON SUMMARY- AS OF FY 94 QTR 4 MON
REPORT SEQUENCE - R( ,PSEUDO CODE

| RCC | *** PCN ** MBC | RGC | PSEUDO | PON | ******* PROJECTED DIRECT STANDARD HOURS ******* CURYR | BGTYR | YR 3 | YR 4 | YR 5 | ****** PROJECTED PERSONNEL EQUIVALENTS ** C YR | B YR | YR 3 | YR 4 | YR 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MEPNC | A | J | FKFQ | 334 | 3231 | 0 | 4377 | 3211 | 3211 | 2.15 | .00 | 3.30 | 2.43 | 2.42 |
| MEPNC | A | J | FKFR | 334 | 5316 | 12061 | 10446 | 10446 | 10254 | 3.41 | 8.98 | 7.87 | 7.90 | 7.73 |
| MEPNC | A | J | FKJZ | 334 | 1342 | 1442 | 1138 | 1138 | 1135 | .88 | 1.07 | .86 | .86 | .86 |
| MEPNC | A | J | FKKA | 334 | 901 | 2377 | 93 | 93 | 92 | .61 | 1.77 | .07 | .07 | .07 |
| MEPNC | U | J | FLIK | 334 | 4 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MEPNC | U | J | FNHK | 334 | 3 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MEPNC | U | J | FRVY | 334 | 8478 | 4676 | 4676 | 4676 | 4676 | 5.84 | 3.48 | 3.52 | 3.54 | 3.52 |
| MEPNC | U | J | FTUX | 334 | 4 | 8 | 9 | 9 | 9 | .00 | .01 | .01 | .01 | .01 |
| MEPNC | A | K | FKFC | 336 | 60 | 0 | 0 | 0 | 0 | .04 | .00 | .00 | .00 | .00 |
| MEPNC | H | K | FKLA | 336 | 70 | 195 | 195 | 187 | 183 | .05 | .14 | .15 | .14 | .14 |
| MEPNC | H | K | FKLJ | 336 | 49 | 49 | 49 | 47 | 48 | .04 | .04 | .04 | .04 | .04 |
| MEPNC | H | K | FLBK | 336 | 98 | 0 | 0 | 0 | 0 | .07 | .00 | .00 | .00 | .00 |
| MEPNC | H | K | FLBL | 336 | 14 | 0 | 0 | 0 | 0 | .01 | .00 | .00 | .00 | .00 |
| MEPNC | N | K | FLRM | 336 | 0 | 1353 | 1354 | 1354 | 1354 | .00 | 1.01 | 1.02 | 1.02 | 1.02 |
| MEPNC | U | L | FCBN | 336 | 0 | 7 | 7 | 7 | 9 | .00 | .01 | .01 | .01 | .01 |
| MEPNC | A | L | FCKR | 336 | 5 | 0 | 0 | 0 | 0 | .01 | .00 | .00 | .00 | .00 |
| MEPNC | U | L | FCXG | 336 | 8 | 8 | 8 | 8 | 8 | .01 | .01 | .01 | .01 | .01 |
| MEPNC | U | L | FDUL | 336 | 552 | 0 | 0 | 0 | 0 | .33 | .00 | .00 | .00 | .00 |
| MEPNC | U | L | FFWP | 336 | 673 | 53 | 52 | 52 | 52 | .42 | .04 | .04 | .04 | .04 |
| MEPNC | W | L | FIVZ | 336 | 54 | 0 | 0 | 0 | 0 | .04 | .00 | .00 | .00 | .00 |

PLANNED LABOR APPLICATION SUMMARY- AS OF FY 94 QTR 4 MON 3

REPORT SEQUENCE - RCC,RGC,PSEUDO CODE

| RCC | RMB | RGC | PSEUDO | *** PCN ** PON | ******* PROJECTED DIRECT STANDARD HOURS ******* CURYR | BGTYR | YR 3 | YR 4 | YR 5 | ****** PROJECTED PERSONNEL EQUIVALENTS ****** C YR | B YR | YR 3 | YR 4 | YR 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MEPNC | U | J | FHDC | 334 | 101 | 12 | 13 | 13 | 13 | .07 | .01 | .01 | .01 | .01 |
| MEPNC | U | J | FHDP | 334 | 532 | 2501 | 2500 | 2500 | 2500 | .37 | 1.86 | 1.88 | 1.89 | 1.88 |
| MEPNC | U | J | FHDT | 334 | 99 | 41 | 41 | 41 | 41 | .07 | .03 | .03 | .03 | .03 |
| MEPNC | U | J | FHDX | 334 | 626 | 508 | 402 | 488 | 377 | .43 | .38 | .30 | .37 | .28 |
| MEPNC | U | J | FHNS | 334 | 64 | 14 | 14 | 13 | 14 | .04 | .01 | .01 | .01 | .01 |
| MEPNC | U | J | FHXI | 334 | 5 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MEPNC | U | J | FJGP | 334 | 6 | 2 | 3 | 4 | 2 | .00 | .00 | .00 | .00 | .00 |
| MEPNC | U | J | FJRA | 334 | 5 | 1 | 1 | 1 | 0 | .00 | .00 | .00 | .00 | .00 |
| MEPNC | U | J | FJRB | 334 | 2 | 4 | 3 | 4 | 3 | .00 | .00 | .00 | .00 | .00 |
| MEPNC | U | J | FJRD | 334 | 21 | 22 | 22 | 21 | 33 | .01 | .02 | .02 | .02 | .02 |
| MEPNC | U | J | FJRE | 334 | 21 | 19 | 11 | 18 | 11 | .01 | .02 | .01 | .01 | .01 |
| MEPNC | U | J | FJRH | 334 | 164 | 205 | 163 | 197 | 153 | .11 | .15 | .12 | .15 | .12 |
| MEPNC | U | J | FJRL | 334 | 46 | 52 | 39 | 50 | 36 | .03 | .04 | .03 | .04 | .03 |
| MEPNC | A | J | FKEH | 334 | 109 | 0 | 0 | 0 | 0 | .08 | .00 | .00 | .00 | .00 |
| MEPNC | A | J | FKFD | 334 | 761 | 2554 | 2554 | 2554 | 2554 | .50 | 1.90 | 1.93 | 1.93 | 1.93 |
| MEPNC | A | J | FKFE | 334 | 158 | 477 | 478 | 478 | 478 | .10 | .36 | .36 | .38 | .38 |
| MEPNC | A | J | FKFF | 334 | 181 | 328 | 328 | 328 | 328 | .12 | .25 | .25 | .25 | .25 |
| MEPNC | A | J | FKFG | 334 | 1623 | 2026 | 2026 | 2026 | 2026 | 1.04 | 1.51 | 1.53 | 1.53 | 1.53 |
| MEPNC | A | J | FKFN | 334 | 712 | 5473 | 5472 | 5472 | 5472 | .50 | 4.07 | 4.12 | 4.14 | 4.12 |
| MEPNC | A | J | FKFO | 334 | 11030 | 13568 | 10612 | 10612 | 10380 | 6.99 | 10.10 | 8.00 | 8.03 | 7.82 |

A-G004C-DCY- R

LONG RANGE >CAPABILITY < TODAYS DATE 10/24/94 PAGE
PLANNED LABOR APPL ON SUMMARY- AS OF FY 94 QTR 4 MON
REPORT SEQUENCE - RC C,PSEUDO CODE

| RCC | RMB | RGC | PSEUDO | PCN | ******* PROJECTED DIRECT STANDARD HOURS ******* CURYR | BGTYR | YR 3 | YR 4 | YR 5 | ****** PROJECTED PERSONNEL EQUIVALENTS ****** C YR | B YR | YR 3 | YR 4 | YR 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MEPNC | A | E | FNCT | 333 | 343 | 76 | 422 | 75 | 75 | .23 | .06 | .32 | .06 | .06 |
| MEPNC | A | E | FNRW | 333 | 30 | 0 | 0 | 0 | 0 | .02 | .00 | .00 | .00 | .00 |
| MEPNC | A | F | FGHH | 336 | 12 | 0 | 0 | 0 | 0 | .01 | .00 | .00 | .00 | .00 |
| MEPNC | B | F | FHIF | 336 | 369 | 0 | 0 | 0 | 0 | .22 | .00 | .00 | .00 | .00 |
| MEPNC | M | F | FIBS | 336 | 8218 | 4069 | 2958 | 0 | 0 | 5.61 | 3.03 | 2.23 | .00 | .00 |
| MEPNC | M | F | FKKJ | 336 | 1 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MEPNC | A | F | FKPD | 336 | 108 | 0 | 0 | 0 | 0 | .07 | .00 | .00 | .00 | .00 |
| MEPNC | A | F | FKQZ | 336 | 1 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MEPNC | A | F | FKZP | 336 | 1 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MEPNC | T | F | FLWI | 336 | 162 | 0 | 0 | 0 | 0 | .10 | .00 | .00 | .00 | .00 |
| MEPNC | B | F | FMBY | 336 | 731 | 0 | 0 | 0 | 0 | .45 | .00 | .00 | .00 | .00 |
| MEPNC | A | F | FRDQ | 336 | 456 | 0 | 0 | 0 | 0 | .33 | .00 | .00 | .00 | .00 |
| MEPNC | U | J | DFBL | 134 | 96 | 32 | 44 | 32 | 40 | .06 | .02 | .03 | .02 | .03 |
| MEPNC | U | J | FALM | 334 | 98 | 0 | 1 | 1 | 1 | .07 | .00 | .00 | .00 | .00 |
| MEPNC | U | J | FGIE | 334 | 1 | 8 | 2 | 2 | 8 | .00 | .01 | .00 | .00 | .00 |
| MEPNC | A | J | FGWV | 334 | 17 | 24 | 24 | 23 | 23 | .01 | .02 | .02 | .02 | .02 |
| MEPNC | U | J | FGZL | 334 | 4920 | 3645 | 3645 | 3645 | 3645 | 3.38 | 2.71 | 2.75 | 2.76 | 2.75 |
| MEPNC | U | J | FHBT | 334 | 584 | 242 | 177 | 177 | 241 | .38 | .18 | .13 | .13 | .18 |
| MEPNC | U | J | FHCA | 334 | 48 | 2 | 2 | 4 | 2 | .03 | .00 | .00 | .00 | .00 |
| MEPNC | U | J | FHCL | 334 | 7560 | 12266 | 12267 | 12267 | 12267 | 4.98 | 9.13 | 9.25 | 9.28 | 9.25 |

| RCC | RMB | RGC | *** PCN ** PSEUDO | PON | ******* PROJECTED DIRECT STANDARD HOURS ******* CURYR | BGTYR | YR 3 | YR 4 | YR 5 | ****** PROJECTED PERSONNEL EQUIVALENTS ****** C YR | B YR | YR 3 | YR 4 | YR 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MEPNC | A | E | FFMQ | 333 | 2841 | 0 | 0 | 0 | 0 | 2.02 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FFWJ | 333 | 409 | 0 | 0 | 0 | 0 | .31 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FFWL | 333 | 1127 | 0 | 0 | 0 | 0 | .80 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FFWN | 333 | 5 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FHAK | 333 | 4956 | 0 | 0 | 0 | 0 | 3.44 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FHGL | 333 | 225 | 503 | 0 | 0 | 0 | .17 | .38 | .00 | .00 | .00 |
| MEPNC | A | E | FHGM | 333 | 60 | 0 | 0 | 0 | 0 | .04 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FHGN | 333 | 377 | 0 | 0 | 0 | 0 | .28 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FHGP | 333 | 298 | 0 | 0 | 0 | 0 | .22 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FHGT | 333 | 38 | 0 | 0 | 0 | 0 | .03 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FJMO | 333 | 12 | 0 | 0 | 0 | 0 | .01 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FKEM | 333 | 0 | 519 | 495 | 619 | 495 | .00 | .39 | .37 | .47 | .37 |
| MEPNC | A | E | FKEN | 333 | 0 | 219 | 566 | 447 | 566 | .00 | .16 | .43 | .34 | .43 |
| MEPNC | N | E | FLRK | 333 | 0 | 97 | 98 | 98 | 98 | .00 | .07 | .07 | .07 | .07 |
| MEPNC | N | E | FLRN | 333 | 0 | 758 | 759 | 759 | 759 | .00 | .57 | .57 | .57 | .57 |
| MEPNC | N | E | FLRP | 333 | 0 | 931 | 932 | 932 | 932 | .00 | .70 | .70 | .71 | .70 |
| MEPNC | N | E | FLRR | 333 | 0 | 931 | 932 | 932 | 932 | .00 | .70 | .70 | .71 | .70 |
| MEPNC | N | E | FLRS | 333 | 0 | 931 | 932 | 932 | 932 | .00 | .70 | .70 | .71 | .70 |
| MEPNC | T | E | FLWH | 333 | 0 | 269 | 0 | 0 | 0 | .00 | .20 | .00 | .00 | .00 |
| MEPNC | A | E | FMNM | 333 | 224 | 84 | 387 | 84 | 84 | .16 | .06 | .29 | .06 | .06 |

A-G004C-DCY ER

LONG RANGE >CAPABILITY ... AS OF FY 94 QTR 4 MON
PLANNED LABOR APPL ON SUMMARY-
REPORT SEQUENCE - F C,PSEUDO CODE

| RCC | B M B | R G C | PSEUDO | *** PCN ** PCN | ******* PROJECTED DIRECT STANDARD HOURS ******* CURYR | BGTYR | YR 3 | YR 4 | YR 5 | ****** PROJECTED PERSONNEL EQUIVALENTS ** C YR | B YR | YR 3 | YR 4 | Yh |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MEPNC | A | E | FAQU | 333 | 4 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FAXH | 333 | 120 | 126 | 0 | 0 | 0 | .09 | .09 | .00 | .00 | .00 |
| MEPNC | A | E | FBFE | 333 | 39 | 0 | 0 | 0 | 0 | .03 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FBFF | 333 | 7 | 0 | 0 | 0 | 0 | .01 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FBIE | 333 | 9 | 0 | 0 | 0 | 0 | .01 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FBIG | 333 | 3 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FBKA | 333 | 2 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FCNB | 333 | 275 | 0 | 0 | 0 | 0 | .21 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FCNH | 333 | 575 | 0 | 0 | 0 | 0 | .44 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FCNI | 333 | 227 | 0 | 0 | 0 | 0 | .18 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FCNM | 333 | 4 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FDTJ | 333 | 404 | 0 | 0 | 0 | 0 | .28 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FDYZ | 333 | 24 | 51 | 0 | 0 | 0 | .02 | .04 | .00 | .00 | .00 |
| MEPNC | A | E | FEBX | 333 | 1389 | 0 | 0 | 0 | 0 | 1.03 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FEBY | 333 | 754 | 0 | 0 | 0 | 0 | .56 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FECJ | 333 | 2 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FECK | 333 | 641 | 0 | 0 | 0 | 0 | .47 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FFEP | 333 | 132 | 0 | 0 | 0 | 0 | .10 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FFJP | 333 | 348 | 0 | 0 | 0 | 0 | .25 | .00 | .00 | .00 | .00 |
| MEPNC | A | E | FFJR | 333 | 38 | 0 | 0 | 0 | 0 | .03 | .00 | .00 | .00 | .00 |

| RCC | R M B | R G C | *** PCN ** PSEUDO | PCN | ******* PROJECTED DIRECT STANDARD HOURS ******* CURYR | BGTYR | YR 3 | YR 4 | YR 5 | ****** PROJECTED PERSONNEL EQUIVALENTS ****** C YR | B YR | YR 3 | YR 4 | YR 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MEPNB | M | R | FKLW | 336 | 0 | 1 | 4 | 4 | 4 | .00 | .00 | .00 | .00 | .00 |
| MEPNB | A | S | DYCT | 136 | 0 | 1 | 4 | 4 | 4 | .00 | .00 | .00 | .00 | .00 |
| MEPNB | A | S | DYIO | 136 | 0 | 1 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MEPNB | A | S | FEUI | 336 | 0 | 1 | 4 | 4 | 4 | .00 | .00 | .00 | .00 | .00 |
| MEPNB | A | S | FFBB | 336 | 0 | 1 | 4 | 4 | 4 | .00 | .00 | .00 | .00 | .00 |
| MEPNB | A | S | FGPX | 336 | 0 | 1 | 4 | 4 | 4 | .00 | .00 | .00 | .00 | .00 |
| MEPNB | C | S | FGRZ | 336 | 0 | 1 | 4 | 4 | 4 | .00 | .00 | .00 | .00 | .00 |
| MEPNB | C | S | FGTE | 336 | 0 | 1 | 4 | 4 | 4 | .00 | .00 | .00 | .00 | .00 |
| MEPNB | A | S | FHBE | 336 | 0 | 1 | 4 | 4 | 4 | .00 | .00 | .00 | .00 | .00 |
| MEPNB | 9 | S | FIAB | 336 | 0 | 1 | 4 | 4 | 4 | .00 | .00 | .00 | .00 | .00 |
| MEPNB | J | S | FJFG | 336 | 0 | 1 | 4 | 4 | 4 | .00 | .00 | .00 | .00 | .00 |
| MEPNB | A | S | FKHR | 336 | 0 | 1 | 4 | 4 | 4 | .00 | .00 | .00 | .00 | .00 |
| MEPNB | A | S | FKOC | 336 | 0 | 1 | 4 | 4 | 4 | .00 | .00 | .00 | .00 | .00 |
| MEPNB | C | S | FKSN | 336 | 0 | 1 | 4 | 4 | 4 | .00 | .00 | .00 | .00 | .00 |
| MEPNB | 9 | S | FKYN | 336 | 0 | 1 | 4 | 4 | 4 | .00 | .00 | .00 | .00 | .00 |
| MEPNB | A | S | FKZF | 336 | 0 | 1 | 4 | 4 | 4 | .00 | .00 | .00 | .00 | .00 |
| MEPNB | A | S | FSWP | 336 | 0 | 1 | 4 | 4 | 4 | .00 | .00 | .00 | .00 | .00 |
| | RCC TOTAL | | | MEPNB | 7253 | 9647 | 6746 | 6048 | 6096 | 11.23 | 7.87 | 5.58 | 5.01 | 5.03 |
| | TOT LAB EFF // IND FAC | | | | .612 | .856 | .854 | .854 | .854 | .462 | .513 | .501 | .501 | .501 |
| MEPNC | P | A | FKPR | 331 | 0 | 0 | 16 | 0 | 0 | .00 | .00 | .01 | .00 | .00 |

# Command Average Yield Rate

| RGC | FY95 | FY96 | FY97 |
|---|---|---|---|
| Aircraft | | | |
| A | 1302 | 13[illegible] | 1333 |
| B | 1322 | 13[illegible]5 | 1443 |
| Missiles | | | |
| C | 1428 | 142[illegible] | 142[illegible] |
| D | 1436 | 143[illegible] | 1435 |
| Engines | | | |
| E | 1389 | 13[illegible] | 1367 |
| F | 1313 | 13[illegible] | 1292 |
| OMEI | | | |
| G | 1497 | 15[illegible] | 1501 |
| H | 15[illegible]3 | 15[illegible] | 15[illegible] |
| Exchangeables | | | |
| J | 1425 | 142[illegible] | 1431 |
| K | 1418 | 1421 | 1425 |
| L | 1438 | 1441 | 1440 |
| Area Base | | | |
| M | 1460 | 1478 | 1464 |
| N | 1437 | 1453 | 1435 |
| Local Mfg | | | |
| P | 1409 | 142[illegible] | 1408 |
| R | 1451 | 151[illegible]5 | 1506 |
| Software | | | |
| S | 1488 | 1495 | 1503 |
| Misc. | | | |
| W | 1336 | 134[illegible] | 1320 |

## DYBA CIVD MANPOWER ALLOCATION

### AS OF 1 OCT 94

| ORGN | FY944 | FY951 | FY954 | FY961 | FY964 | FY974 | 999 |
|---|---|---|---|---|---|---|---|
| LPPPA | 72 | 108 | 108 | 70 | 70 | 70 | 70 |
| LPPPB | 289 | 314 | 314 | 286 | 286 | 286 | 286 |
| LPPPC | 72 | 88 | 88 | 68 | 68 | 68 | 68 |
| LPPPD | 82 | 91 | 91 | 74 | 74 | 74 | 74 |
| LPPPE | 124 | 131 | 131 | 123 | 123 | 123 | 123 |
| LPPPF | 78 | 84 | 84 | 79 | 79 | 78 | 78 |
| LPPPG | 128 | 140 | 140 | 137 | 137 | 122 | 122 |
| LPPPH | 108 | 120 | 120 | 108 | 108 | 108 | 108 |
| LPPPI | 144 | 151 | 151 | 147 | 147 | 147 | 147 |
| LPPPJ | 64 | 86 | 86 | 67 | 67 | 67 | 67 |
| LPPPK | 87 | 157 | 157 | 49 | 49 | 0 | 0 |
| LPPPN | 102 | 150 | 150 | 159 | 159 | 159 | 159 |
| LPPPS | 136 | 187 | 187 | 175 | 175 | 175 | 175 |
| DIRECT | 1652 | 1874 | 1874 | 1541 | 1541 | 1476 | 1476 |
| TOTAL | 1801 | 2226 | 2230 | 1863 | 1882 | 1771 | 1771 |

*** THE DIFFERENCE BETWEEN FY951 & FY954
IS THE 4 AUTH LOADED TO DPL

| | | | | MONTHLY FY98 |
|---|---|---|---|---|
| NWPPE | 14 | 14 | 14 | 14 |
| NWPPA | 18 | 18 | 18 | 18 |
| NWPPM | 15 | 15 | 15 | 15 |
| NWPPT | 18 | 18 | 18 | 18 |
| TOTAL DIRECT | 65 | 65 | 65 | 65 |
| DIRECTORATE TOTALS | 83 | 83 | 83 | 83 |

LPPPN
↳ 6026 hrs/month
avg 6579 hrs/month
6572
~ 80,000 hrs

OC-ALC

Richard,

Attached are the Cleaning Certification Worksheets and back-up data. These originals are being provided to you for forwarding to the SA-ALC Team Lead.

Rita Smith
OC-ALC/FMPPM
23 Nov 94

Estimation of Required DLA Storage Areas 16 Nov 94

South 40 warehouse = 13000 sq ft total chemical storage
3240 sq ft total corrosive storage area
1000 sq ft of storage area for cleaning
1000 sq ft of storage area for plating

phone conv with superv Long/x97834

Bldg 16, Area A warehouse = 26400 sq ft total chemical storage
15000 sq ft total corrosive storage area
5000 sq ft of storage area for cleaning
5000 sq ft of storage area for plating

phone conv with superv Smith/x92481

The above areas are estimates based on my telephone conversations with the warehouse supervisors.

Michael J Patry

Michael J Patry/OC-ALC/LPPNP/x65185

## Command Average Yield Rate

| RGC | FY95 | FY96 | FY97 |
|---|---|---|---|
| Aircraft | | | |
| A | 1302 | 1318 | 1333 |
| B | 1344 | 1365 | 1443 |
| Missiles | | | |
| C | 1428 | 1428 | 1428 |
| D | 1436 | 1436 | 1436 |
| Engines | | | |
| E | 1389 | 1399 | 1357 |
| F | 1313 | 1306 | 1294 |
| OMEI | | | |
| G | 1497 | 1501 | 1501 |
| H | 1503 | 1506 | 1509 |
| Exchangeables | | | |
| J | 1425 | 1428 | 1431 |
| K | 1418 | 1421 | 1425 |
| L | 1438 | 1441 | 1440 |
| Area Base | | | |
| M | 1460 | 1473 | 1454 |
| N | 1437 | 1453 | 1436 |
| Local Mfg | | | |
| P | 1409 | 1428 | 1408 |
| R | 1451 | 1505 | 1506 |
| Software | | | |
| S | 1488 | 1495 | 1503 |
| Misc. | | | |
| W | 1336 | 1340 | 1340 |

whatever hours / person / yr

Atch 3

# TECHNOLOGY REPAIR CENTER (TRC)/PROCESS ASSESSMENT CERTIFICATION WORKSHEET

## CLEANING TEAM

PURPOSE: To document the sources of data collected for the Cleaning Team in support of the TRC/Process Assessment.

SOURCE: G337 Inventory Tracking System (ITS), GO17, GO29, Facilities Engineering Section (LPPES), Engine Production Branch (LPPP), HQ AFMC/LGTP, Resource Standards Section (LPPER), Process Engineering Section (LPPNP), Business & Competition Planning Section (FMPBB), Commodities Engineering Section ,(LIPEB), and personal experience/knowledge.

METHOD: Facilities Engineering Section (LPPES) provided: GO17, shop drawings; Engine Production Branch (LPPP): Manpower Authorization Document (AAA); Production Engineering Section (LPPER): G337 Inventory Tracking System (ITS) for FY95 engine workload, indirect/overhead labor; HQ AFMC/LGTP: GSA Contract Federal Express Overnight Shipping Rates, Air Force Average Packaging Material Cost; Resource Standards Section (LPPER): Personnel Requirements (ITS screen 2172); Process Engineering Section (LPPNP): cleaning process information, list of consumable materials; Business & Competition Planning Section (FMPBB): Capacity Utilization (GO29); .Commodities Engineering Section ,(LIPEB): Commodities data.

CONCLUSION: This data will be used for further analysis.

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

Preparer: _____ Date: 22 NOV 1994

LARRY W. STONE, COLONEL, USAF
CHIEF, PRODUCTION DIVISION

TRC Focal Point Reviewer: _____ Date: 22 Nov 94

Edna McDaniel
OC-ALC/FMPP
DSN 339-3345

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

MAJCOM Reviewer: _____ Date: _____

## .C CHEMICAL CLEANING METHODS

ROCESS -- METHOD A (HOT SECTION STEEL)
ITLE -- FOUR STEP ALKALINE RUST REMOVING AND ACIDIC DESCALING W/OUT PHOSPHORIC ACID
EFER. -- T.O. 2-1-111, SPOP 213; MAE PO 79-7, METHOD A
PPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| STEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 101,301 | ALKALINE PRECLEANER | 15 |
| 2 | 102,302 | ALKALINE RUST REMOVER | 15 |
| 3 | 103,303 | ALKALINE RUST REMOVER | 15 |
| 4 | 104,304 | WATER RINSE | 5 |
| 5 | 105 or | ACID SCALE CONDITIONER | 30 |
| | 305,306 | ACID SCALE CONDITIONER | 15 |
| 6 | 106,307 | WATER RINSE | 5 |
| 7 | 107,308 | ALKALINE PERMANGANATE | 15 |
| 8 | 108,309 | ALKALINE PERMANGANATE | 15 |
| 9 | 109,310 | WATER RINSE | 5 |
| 10 | 110,313 | ALKALINE RUST REMOVER | 5 |
| 11 | 111,314 | WATER RINSE | 5 |
| 12 | -- | PRESSURE RINSE/STEAM CLEAN | AS REQU. |
| 13 | -- | CORROSION TREATMENT | AS REQU. |
| 14 | -- | DRY | AS REQU. |

HEMICAL CLEANING PROCESSES

10-06-1994

C-ALC CHEMICAL CLEANING METHODS

ROCESS -- METHOD B (HOT SECTION STEEL)
ITLE -- THREE STEP ALKALINE RUST REMOVING W/OUT PHOSPHORIC ACID
EFER. -- T.O. 2-1-111, SPOP 13; MAE PO 79-7, METHOD B
PPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| STEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 101,301 | ALKALINE PRECLEANER | 15 |
| 2 | 102,302 | ALKALINE RUST REMOVER | 15 |
| 3 | 103,303 | ALKALINE RUST REMOVER | 15 |
| 4 | 104,304 | WATER RINSE | 5 |
| 5 | 107,308 | ALKALINE PERMANGANATE | 15 |
| 6 | 108,309 | ALKALINE PERMANGANATE | 15 |
| 7 | 109,310 | WATER RINSE | 5 |
| 8 | 110,313 | ALKALINE RUST REMOVER | 5 |
| 9 | 111,314 | WATER RINSE | 5 |
| 10 | -- | PRESSURE RINSE/STEAM CLEAN | AS REQU. |
| 11 | -- | CORROSION TREATMENT | AS REQU. |
| 12 | -- | DRY | AS REQU. |

HEMICAL CLEANING PROCESSES

10-06-1994

C-ALC CHEMICAL CLEANING METHODS

ROCESS -- METHOD C
ITLE -- ONE STEP ALKALINE RUST REMOVING
EFER. -- T.O. 2-1-111, SPOP 203; MAE PO 79-7, METHOD C
PPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| TEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 601 | ALKALINE PRECLEANER | 10 |
| 2 | 602 | ALKALINE RUST REMOVER | 10 |
| 3 | 603 | ALKALINE RUST REMOVER | 10 |
| 4 | 604 | WATER RINSE | 5 |
| 5 | 605 | ALKALINE RUST REMOVER | 10 |
| 6 | 606 | ALKALINE RUST REMOVER | 10 |
| 7 | 607 | WATER RINSE | 5 |
| 8 | 608 | ALKALINE RUST REMOVER | 10 |
| 9 | 609 | ALKALINE RUST REMOVER | 10 |
| 10 | 610 | WATER RINSE | 5 |
| 11 | -- | PRESSURE RINSE/STEAM CLEAN | AS REQU. |
| 12 | -- | CORROSION TREATMENT | AS REQU. |
| 13 | -- | DRY | AS REQU. |

CHEMICAL CLEANING PROCESSES

10-06-1994

OC-ALC CHEMICAL CLEANING METHODS

PROCESS -- METHOD D (HOT SECTION STEEL)
TITLE -- FOUR STEP ALKALINE RUST REMOVING AND ACIDIC DESCALING WITH PHOSPHORIC ACID
REFER. -- T.O. 2-1-111, SPOP 211; MAE PO 79-7, METHOD D
APPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| STEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 301 | ALKALINE PRECLEANER | 15 |
| 2 | 302 | ALKALINE RUST REMOVER | 15 |
| 3 | 303 | ALKALINE RUST REMOVER | 15 |
| 4 | 304 | WATER RINSE | 5 |
| 5 | 305 | ACID SCALE CONDITIONER | 15 |
| 6 | 306 | ACID SCALE CONDITIONER | 15 |
| 7 | 307 | WATER RINSE | 5 |
| 8 | 308 | ALKALINE PERMANGANATE | 15 |
| 9 | 309 | ALKALINE PERMANGANATE | 15 |
| 10 | 310 | WATER RINSE | 5 |
| 11 | 311 | INHIBITED PHOSPHORIC ACID | 15 |
| 12 | 312 | WATER RINSE | 5 |
| 13 | 313 | ALKALINE RUST REMOVER | 5 |
| 14 | 314 | WATER RINSE | 5 |
| | -- | PRESSURE RINSE/STEAM CLEAN | AS REQU. |
| | -- | CORROSION TREATMENT | AS REQU. |
| 17 | -- | DRY | AS REQU. |

HEMICAL CLEANING PROCESSES

10-06-1994

C-ALC CHEMICAL CLEANING METHODS

ROCESS -- METHOD E (HOT SECTION STEEL)
ITLE -- THREE STEP ALKALINE DESCALING WITH PHOSPHORIC ACID
EFER. -- T.O. 2-1-111, SPOP 11; MAE PO 79-7, METHOD E
PPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| TEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 301 | ALKALINE PRECLEANER | 15 |
| 2 | 302 | ALKALINE RUST REMOVER | 15 |
| 3 | 303 | ALKALINE RUST REMOVER | 15 |
| 4 | 304 | WATER RINSE | 5 |
| 5 | 308 | ALKALINE PERMANGANATE | 15 |
| 6 | 309 | ALKALINE PERMANGANATE | 15 |
| 7 | 310 | WATER RINSE | 5 |
| 8 | 311 | INHIBITED PHOSPHORIC ACID | 15 |
| 9 | 312 | WATER RINSE | 5 |
| 10 | -- | PRESSURE RINSE/STEAM CLEAN | AS REQU. |
| 11 | -- | CORROSION TREATMENT | AS REQU. |
| 12 | -- | DRY | AS REQU. |

HEMICAL CLEANING PROCESSES

10-06-1994

C-ALC CHEMICAL CLEANING METHODS

PROCESS -- METHOD F (ALUMINUM, STEEL, TITANIUM)
TITLE -- TWO STEP CARBON SOLVENT AND PAINT STRIPPER
REFER. -- T.O. 2-1-111, SPOP 7; MAE PO 79-7, METHOD F
APPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| STEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 401 | COLD CARBON REMOVER | 30 |
| 2 | 402 | HOT CARBON REMOVER | 60 |
| 3 | 403 | HOT CARBON REMOVER | 60 |
| 4 | 404 | HOT WATER RINSE | 5 |
| 5 | 408 | COLD CARBON REMOVER | 60 |
| 6 | 409 | COLD CARBON REMOVER | 60 |
| 7 | 410 | HOT WATER RINSE | 5 |
| 8 | -- | PRESSURE RINSE | AS REQU. |
| 9 | -- | CORROSION TREATMENT | AS REQU. |
| 10 | -- | DRY | AS REQU. |

HEMICAL CLEANING PROCESSES

10-06-1994

C-ALC CHEMICAL CLEANING METHODS

ROCESS -- METHOD G (ALUMINUM, STEEL, TITANIUM)
ITLE -- ONE STEP CARBON SOLVENT AND PAINT STRIPPER
EFER. -- T.O. 2-1-111, SPOP 7; MAE PO 79-7, METHOD G
PPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| STEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 201 | COLD CARBON REMOVER | 50 |
| 2 | 202 | COLD CARBON REMOVER | 50 |
| 3 | 203 | COLD CARBON REMOVER | 50 |
| 4 | 204 | HOT WATER RINSE | 5 |
| 5 | -- | PRESSURE RINSE | AS REQU. |
| 6 | -- | CORROSION TREATMENT | AS REQU. |
| 7 | -- | DRY | AS REQU. |

HEMICAL CLEANING PROCESSES

10-06-1994

C-ALC CHEMICAL CLEANING METHODS

ROCESS -- METHOD H (STEEL & MAGNESIUM)
ITLE -- PAINT STRIP FOR STEEL & MAGNESIUM
EFER. -- T.O. 2-1-111, SPOP 250; MAE PO 79-7, METHOD H
PPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| TEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 401 | COLD CARBON REMOVER | 30 |
| 2 | 402 | HOT CARBON REMOVER | 60 |
| 3 | 403 | HOT CARBON REMOVER | 60 |
| 4 | 404 | HOT WATER RINSE | 5 |
| 5 | 405 | ALKALINE PAINT STRIPPER | 60 |
| 6 | 406 | ALKALINE PAINT STRIPPER | 60 |
| 7 | 407 | WATER RINSE | 5 |
| 8 | 408 | COLD CARBON REMOVER | 60 |
| 9 | 409 | COLD CARBON REMOVER | 60 |
| 10 | 410 | HOT WATER RINSE | 5 |
| 11 | 411 | ALKALINE PAINT STRIPPER | 60 |
| 12 | 412 | WATER RINSE | 5 |
| 13 | -- | PRESSURE RINSE | AS REQU. |

NOTE: Do Not Steam Clean Magnesium Parts!

| | | | |
|---|---|---|---|
| 14 | 713 | CHROMIC ACID | 10-15 SECONDS |
| 15 | 714 | WATER RINSE | 5 |
| 16 | -- | PRESSURE RINSE | AS REQU. |
| 17 | -- | CORROSION TREATMENT | AS REQU. |
| 18 | -- | DRY | AS REQU. |

HEMICAL CLEANING PROCESSES

10-06-1994

C-ALC CHEMICAL CLEANING METHODS

ROCESS -- METHOD I (TITANIUM & STEEL)
ITLE -- ANTIGALLING COMPOUND/GRAPHITE VARNISH STRIP
EFER. -- T.O. 2-1-111, SPOP 252,253; MAE PO 79-7, METHOD I
PPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| STEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 501 | ALKALINE PRECLEANER | 30 |
| 2 | 502 | ALKALINE RUST REMOVER | 30 |
| 3 | 503 | WATER RINSE | 5 |
| 4 | 504 | CHROMIC-PHOSPHORIC ACID | 30 |
| 5 | 505 | WATER RINSE | 5 |
| 6 | 508 | ALKALINE RUST REMOVER | 30 SECONDS |
| 7 | 510 | WATER RINSE | 5 |
| 8 | -- | PRESSURE RINSE/STEAM CLEAN | AS REQU. |
| 9 | -- | CORROSION TREATMENT | AS REQU. |
| 10 | -- | DRY | AS REQU. |

HEMICAL CLEANING PROCESSES

10-06-1994

C-ALC CHEMICAL CLEANING METHODS

ROCESS -- METHOD J (TITANIUM & STEEL)
ITLE -- TWO STEP CLEANING FOR TITANIUM & STEEL
EFER. -- T.O. 2-1-111, SPOP 18; T.O. 2J-1-11, PROC. 9, PARA. 2-152;
MAE PO 79-7, METHOD J
PPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| TEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 501 | ALKALINE PRECLEANER | 10 |
| 2 | 502 | ALKALINE RUST REMOVER | 10 |
| 3 | 503 | WATER RINSE | 5 |
| 4 | 504 | CHROMIC-PHOSPHORIC ACID | 10 |
| 5 | 505 | WATER RINSE | 5 |
| 6 | 508 | ALKALINE RUST REMOVER | 30 SECONDS |
| 7 | 510 | WATER RINSE | 5 |
| 8 | -- | PRESSURE RINSE/STEAM CLEAN | AS REQU. |
| 9 | -- | CORROSION TREATMENT | AS REQU. |
| 10 | -- | DRY | AS REQU. |

HEMICAL CLEANING PROCESSES

10-06-1994

C-ALC CHEMICAL CLEANING METHODS

ROCESS -- METHOD K (TITANIUM & STEEL)
ITLE -- TWO STEP CLEANING FOR TITANIUM & STEEL
EFER. -- T.O. 2-1-111, SPOP 18; T.O. 2J-1-11, PROC. 9, PARA. 2-152;
MAE PO 79-7, METHOD K
PPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| STEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 501 | ALKALINE PRECLEANER | 5 |
| 2 | 502 | ALKALINE RUST REMOVER | 5 |
| 3 | 503 | WATER RINSE | 5 |
| 4 | 504 | CHROMIC-PHOSPHORIC ACID | 5 |
| 5 | 505 | WATER RINSE | 5 |
| 6 | 508 | ALKALINE RUST REMOVER | 30 SECONDS |
| 7 | 510 | WATER RINSE | 5 |
| 8 | -- | PRESSURE RINSE/STEAM CLEAN | AS REQU. |
| 9 | -- | CORROSION TREATMENT | AS REQU. |
| 10 | -- | DRY | AS REQU. |

HEMICAL CLEANING PROCESSES

10-06-1994

C-ALC CHEMICAL CLEANING METHODS

ROCESS -- METHOD L (TITANIUM & STEEL)
ITLE -- TWO STEP CLEANING FOR TITANIUM & STEEL
EFER. -- T.O. 2-1-111, SPOP 18; T.O. 2J-1-11, PROC. 9, PARA. 2-152; MAE P0 79-7, METHOD L
PPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| STEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 501 | ALKALINE PRECLEANER | 2 |
| 2 | 502 | ALKALINE RUST REMOVER | 2 |
| 3 | 503 | WATER RINSE | 5 |
| 4 | 504 | CHROMIC-PHOSPHORIC ACID | 2 |
| 5 | 505 | WATER RINSE | 5 |
| 6 | 508 | ALKALINE RUST REMOVER | 30 SECONDS |
| 7 | 510 | WATER RINSE | 5 |
| 8 | -- | PRESSURE RINSE/STEAM CLEAN | AS REQU. |
| 9 | -- | CORROSION TREATMENT | AS REQU. |
| 10 | -- | DRY | AS REQU. |

:HEMICAL CLEANING PROCESSES

10-06-1994

)C-ALC CHEMICAL CLEANING METHODS

?ROCESS -- METHOD M (TITANIUM & STEEL)
:ITLE -- TWO STEP CLEANING FOR TITANIUM & STEEL
?EFER. -- T.O. 2-1-111, SPOP 18; T.O. 2J-1-11, PROC. 9 & 12;
MAE P0 79-7, METHOD M
\PPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| STEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 501 | ALKALINE PRECLEANER | 1 SECOND |
| 2 | 503 | WATER RINSE | 5 |
| 3 | 504 | CHROMIC-PHOSPHORIC ACID | 10 |
| 4 | 505 | WATER RINSE | 5 |
| 5 | 510 | WATER RINSE | 5 |
| 6 | -- | PRESSURE RINSE/STEAM CLEAN | AS REQU. |
| 7 | -- | CORROSION TREATMENT | AS REQU. |
| 8 | -- | DRY | AS REQU. |

HEMICAL CLEANING PROCESSES

10-06-1994

C-ALC CHEMICAL CLEANING METHODS

ROCESS -- METHOD N (TITANIUM & STEEL)
ITLE -- TWO STEP CLEANING FOR ALUMINUM & TITANIUM
EFER. -- T.O. 2-1-111, SPOP 205; T.O. 2J-1-11, PARA. 2-152;
MAE P0 79-7, METHOD N
PPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| STEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 506 | EMULSION CLEANER | 30 |
| 2 | 507 | WATER RINSE | 5 |
| 3 | 509 | ALKALINE CLEANER | 2 |
| 4 | 510 | WATER RINSE | 5 |
| 5 | -- | PRESSURE RINSE/STEAM CLEAN | AS REQU. |
| 6 | -- | CORROSION TREATMENT | AS REQU. |
| 7 | -- | DRY | AS REQU. |

HEMICAL CLEANING PROCESSES

10-06-1994

C-ALC CHEMICAL CLEANING METHODS

ROCESS -- METHOD O (TITANIUM & STEEL)
ITLE -- ONE STEP CLEANING FOR TITANIUM & STEEL
EFER. -- T.O. 2-1-111, SPOP 253 & 257; MAE PO 79-7, METHOD O
PPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| TEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 501 | ALKALINE PRECLEANER | 10 |
| 2 | 503 | WATER RINSE | 5 |
| 3 | -- | PRESSURE RINSE/STEAM CLEAN | AS REQU. |
| 4 | -- | CORROSION TREATMENT | AS REQU. |
| 5 | -- | DRY | AS REQU. |

HEMICAL CLEANING PROCESSES

10-06-1994

ALC CHEMICAL CLEANING METHODS

ROCESS -- METHOD P (ALL METALS)
ITLE -- ONE STEP HOT TANK PAINT STRIPPER FOR ALL METALS
EFER. -- T.O. 2J-TF41-3, PARA. 4-10a; MAE PO 79-7, METHOD P
PPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| STEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 211 | HOT PAINT STRIPPER | 60 |
| 2 | 212 | HOT PAINT STRIPPER | 60 |
| 3 | -- | PRESSURE RINSE/STEAM CLEAN | AS REQU. |
| 4 | -- | CORROSION TREATMENT | AS REQU. |
| 5 | -- | DRY | AS REQU. |

HEMICAL CLEANING PROCESSES

10-06-1994

ALC CHEMICAL CLEANING METHODS

ROCESS -- METHOD Q (ALL METALS)
ITLE -- TWO STEP PAINT STRIPPER FOR ALL METALS
EFER. -- T.O. 2J-TF41-3, PARA. 4-10a; MAE PO 79-7, METHOD Q
PPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| TEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 201 | COLD CARBON REMOVER | 30 |
| 2 | 202 | COLD CARBON REMOVER | 30 |
| 3 | 203 | COLD CARBON REMOVER | 30 |
| 4 | 204 | HOT WATER RINSE | 5 |
| 5 | 211 | HOT PAINT STRIPPER | 60 |
| 6 | 212 | HOT PAINT STRIPPER | 60 |
| 7 | -- | PRESSURE RINSE/STEAM CLEAN | AS REQU. |
| | -- | CORROSION TREATMENT | AS REQU. |
| 9 | -- | DRY | AS REQU. |

IEMICAL CLEANING PROCESSES

10-06-1994

C-ALC CHEMICAL CLEANING METHODS

ROCESS -- METHOD S
ITLE -- ONE STEP ALKALINE RUST REMOVING, SERMETEL STRIP
EFER. -- MAE PO 79-7, METHOD S
PPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| TEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 601 | ALKALINE PRECLEANER | 15 |
| 2 | 602 | ALKALINE RUST REMOVER | 15 |
| 3 | 603 | ALKALINE RUST REMOVER | 15 |
| 4 | 604 | WATER RINSE | 5 |
| 5 | 605 | ALKALINE RUST REMOVER | 15 |
| 6 | 606 | ALKALINE RUST REMOVER | 15 |
| 7 | 607 | WATER RINSE | 5 |
| 8 | 608 | ALKALINE RUST REMOVER | 15 |
| 9 | 609 | ALKALINE RUST REMOVER | 15 |
| 10 | 610 | WATER RINSE | 5 |
| 11 | -- | PRESSURE RINSE/STEAM CLEAN | AS REQU. |
| 12 | -- | CORROSION TREATMENT | AS REQU. |
| 13 | -- | DRY | AS REQU. |

HEMICAL CLEANING PROCESSES

10-06-1994

C-ALC CHEMICAL CLEANING METHODS

ROCESS -- METHOD T
ITLE -- ONE STEP ALKALINE RUST REMOVING
EFER. -- MAE PO 79-7, METHOD T
PPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| TEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 601 | ALKALINE PRECLEANER | 15 |
| 2 | 602 | ALKALINE RUST REMOVER | 15 |
| 3 | 603 | ALKALINE RUST REMOVER | 15 |
| 4 | 604 | WATER RINSE | 5 |
| 5 | 608 | ALKALINE RUST REMOVER | 15 |
| 6 | 609 | ALKALINE RUST REMOVER | 15 |
| 7 | 610 | WATER RINSE | 5 |
| 8 | -- | PRESSURE RINSE/STEAM CLEAN | AS REQU. |
| 9 | -- | CORROSION TREATMENT | AS REQU. |
| 10 | -- | DRY | AS REQU. |

HEMICAL CLEANING PROCESSES

10-06-1994

C-ALC CHEMICAL CLEANING METHODS

ROCESS -- METHOD V (ALUMINUM, TITANIUM & STEEL)
ITLE -- ACID CLEANING FOR ALUMINUM, TITANIUM & STEEL
EFER. -- T.O. 2-1-111, SPS 38; MAE P.O 79-7, METHOD V
PPROVAL -- MAENP/MICHAEL J PATRY/X65185/21 APR 88

| TEP | TANK | MATERIAL | TIME/MIN |
|---|---|---|---|
| 1 | 504 | CHROMIC-PHOSPHORIC ACID | 10 |
| 2 | 505 | WATER RINSE | 5 |
| 3 | 510 | WATER RINSE | 5 |
| 4 | -- | PRESSURE RINSE/STEAM CLEAN | AS REQU. |
| 5 | -- | CORROSION TREATMENT | AS REQU. |
| 6 | -- | DRY | AS REQU. |

Bldg 3001 Cleaning Facility

| Facility | Tank | Status | Chemical_In_Use | Dimensions | Volume_Capacity | Tank_Material | Liner_Type | Heat |
|---|---|---|---|---|---|---|---|---|
| N-end | 101 | Empty | | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 102 | Empty | | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 103 | Empty | | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 105 | Empty | | 6 x 6 x 7' | 1500 Gallons | 316 Stainless Steel | Acid Brick | Steam |
| N-end | 107 | Empty | | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 108 | Empty | | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 110 | Empty | | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 201 | Empty | | | | | | |
| N-end | 202 | Empty | | | | | | |
| N-end | 203 | Empty | | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | None |
| N-end | 209 | Empty | | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | Polypropylene | None |
| N-end | 210 | Empty | | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | Polypropylene | None |
| N-end | 211 | Empty | | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 212 | Empty | | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 301 | In-use | Alkaline Precleaner | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 302 | In-use | Alkaline Rust and Scale Remover | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 303 | In-use | Alkaline Rust and Scale Remover | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 305 | In-use | Acid Scale Conditioner | 6 x 6 x 7' | 1500 Gallons | 316 Stainless Steel | Acid Brick | Steam |
| N-end | 306 | In-use | Acid Scale Conditioner | 6 x 6 x 7' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 308 | Empty | | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 309 | In-use | Alkaline Permanganate | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 311 | In-use | Inhibited Phosphoric Acid | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 313 | In-use | Alkaline Rust and Scale Remover | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 401 | In-use | Cold Carbon Remover | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | None |
| N-end | 402 | In-use | Cold Carbon Remover | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | None |
| N-end | 403 | In-use | Cold Carbon Remover | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | None |
| N-end | 405 | In-use | Alkaline Paint Stripper | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | None |
| N-end | 406 | In-use | Alkaline Paint Stripper | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | None |
| N-end | 408 | In-use | Cold Carbon Remover | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | None |
| N-end | 409 | In-use | Hot Paint Stripper | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 411 | In-use | Alkaline Paint Stripper | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 501 | In-use | Alkaline Precleaner | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 502 | In-use | Alkaline Rust and Scale Remover | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 504 | In-use | Inhibited Phosphoric Acid | 6 x 6 x 7' | 1500 Gallons | 316 Stainless Steel | Acid Brick | Steam |
| N-end | 506 | In-use | 3D Supreme | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 508 | In-use | Alkaline Rust and Scale Remover | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 509 | In-use | Alkaline Cleaner | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 601 | Empty | Alkaline Precleaner | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 602 | Empty | Alkaline Precleaner | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 603 | Empty | Alkaline Rust and Scale Remover | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 605 | Empty | Alkaline Rust and Scale Remover | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |

Bldg 3001. _. ; Cleaning Facility

| Facility | Tank | Status | Chemical_In_Use | Dimensions | Volume_Capacity | Tank_Material | Liner_Type | Heat |
|---|---|---|---|---|---|---|---|---|
| N-end | 606 | Empty | Alkaline Rust and Scale Remover | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 608 | Empty | Alkaline Rust and Scale Remover | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 609 | Empty | Alkaline Rust and Scale Remover | 6 x 6 x 7' | 1850 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 701 | In-use | 3D Supreme | 2 x 3 x 2' | 165 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 702 | In-use | Alkaline Cleaner | 2 x 3 x 2' | 165 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 704 | In-use | Alkaline Rust and Scale Remover | 2 x 3 x 2' | 165 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 706 | In-use | Alkaline Rust and Scale Remover | 2 x 3 x 2' | 165 Gallons | 316 Stainless Steel | None | Steam |
| N-end | 707 | In-use | PD-680 | 2 x 3 x 2' | 165 Gallons | 316 Stainless Steel | None | None |
| N-end | 708 | In-use | Corrosion Inhibiter | 2 x 3 x 2' | 165 Gallons | 316 Stainless Steel | None | Steam |

Bldg 3221 Cleaning Facility

| Facility | Tank | Status | Chemical_In_Use | Dimensions | Volume_Capacity | Tank_Material | Liner_Type | Heat |
|---|---|---|---|---|---|---|---|---|
| IBRC | 201 | Empty | | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | None |
| IBRC | 202 | Empty | | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| IBRC | 203 | Empty | | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| IBRC | 204 | Empty | | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | Polypropylene | None |
| IBRC | 205 | Empty | | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | Polypropylene | None |
| IBRC | 207 | In-use | 3D Supreme | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| IBRC | 208 | In-use | Alkaline Cleaner | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| IBRC | 301 | In-use | Alkaline Precleaner | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| IBRC | 302 | In-use | Alkaline Rust and Scale Remover | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| IBRC | 303 | In-use | Alkaline Rust and Scale Remover | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| IBRC | 304 | In-use | Alkaline Rust and Scale Remover | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| IBRC | 305 | In-use | Alkaline Rust and Scale Remover | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| IBRC | 307 | In-use | Acid Scale Conditioner | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | Acid Brick | Steam |
| IBRC | 308 | In-use | Acid Scale Conditioner | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | Acid Brick | Steam |
| IBRC | 401 | In-use | Alkaline Permanganate | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| IBRC | 402 | In-use | Alkaline Permanganate | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| IBRC | 404 | In-use | Inhibited Phosphoric Acid | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| IBRC | 405 | In-use | Inhibited Phosphoric Acid | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| IBRC | 407 | In-use | Alkaline Rust and Scale Remover | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| IBRC | 408 | In-use | Alkaline Rust and Scale Remover | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| IBRC | 501 | In-use | Alkaline Precleaner | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| IBRC | 502 | In-use | Alkaline Rust and Scale Remover | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| IBRC | 504 | Empty | | 5 x 5 x 6' | 1500 Gallons | 316 Stanless Steel | Acid Brick | Steam |
| IBRC | 505 | In-use | Chromic-Phosphoric Acid | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | Acid Brick | Steam |
| IBRC | 507 | In-use | Alkaline Rust and Scale Remover | 5 x 5 x 6' | 1500 Gallons | 316 Stainless Steel | None | Steam |
| IBRC | 601 | In-use | Versene 220, Ultrasonic | 22 x 34 x 3 | 70 Gallons | 316 Stainless Steel | None | Electric |
| IBRC | 602 | In-use | Ultrasonic Hot Water Rinse | 22 x 34 x 3 | 70 Gallons | 316 Stainless Steel | None | Electric |
| IBRC | 604 | In-use | Neutralization (HCl) tank | 22 x 34 x 3 | 70 Gallons | Polypropylene | None | None |

Engine Cleaning, Chemical

APPROVED USER LIST
Printed: 94-10-13 15:39

Zone: 032B-Z02 Routing Symbol: ALC/LPPPCCA ORG SHOP CD: 265CA

| NSN | NOUN | EXPIRES | MONREQ | YTD QTY |
|---|---|---|---|---|
| 6135P026512 | BATTERY | 97-07-31 | 1 | 0 |
| 6810001746581 | SODIUM HYDROXIDE | 96-07-31 | 3 | 0 |
| 6810002440290 | DICHLOROMETHANE | 96-06-30 | 1 | 0 |
| 6810002643939 | CHROMIUM TRIOXIDE | 96-11-30 | 4 | 0 |
| 6810002646620 | POTASSIUM PERMANGANATE | 96-09-30 | 3 | 0 |
| 6810002865435 | ALCOHOL, ISOPROPYL, TECHNICAL | 96-11-30 | 1 | 0 |
| 6810005977150 | POTASSIUM HYDROXIDE | 96-09-30 | 1 | 0 |
| 6810006169188 | DICHLOROMETHANE, TECHNICAL | 96-12-31 | 2 | 0 |
| 6810007822686 | ALCOHOL | 96-06-30 | 1 | 0 |
| 6810008238004 | ORTHO-PHOSPHORIC ACID | 96-06-30 | 2 | 0 |
| 6810010993435 | TETRACHLOROETHYLENE=PERC | 96-04-30 | 5 | 0 |
| 6850002560157 | CLEANING COMPOUND | 96-06-30 | 3 | 0 |
| 6850002858011 | PD-680 TYPE II | 96-07-31 | 1 | 0 |
| 6850006376135 | SOLVENT | 96-06-30 | 1 | 0 |
| 6850009506489 | COMPOUND | 98-09-30 | 3 | 0 |
| 6850011517070 | COMPOUND, STRIPPING | 96-09-30 | 3 | 0 |
| 6850013648328 | DURACLEAN 282 | 00-04-30 | 10 | 0 |
| 6850P025149F | PHOSPHORIC ACID | 96-09-30 | 1 | 0 |
| 6850P025150F | ALKALINE PERMANGANATE | 98-09-30 | 10 | 0 |
| 6850P025151F | ACIDIC SCALE CONDITIONER | 96-09-30 | 2 | 0 |
| 6850P025152F | ALKALI CLEANER | 96-07-31 | 1 | 0 |
| 6850P025153F | TURCO AVIATION | 96-09-30 | 3 | 0 |
| 6850P029483F | REMOVER | 96-11-30 | 2 | 0 |
| 6850P029484F | ALKALINE RUST REMOVER | 96-06-30 | 4 | 2 |
| 6850P029486F | ADDITIVE | 99-06-30 | 1 | 4 |
| 6850P052678F | RUST INHIBTOR | 96-06-30 | 1 | 1 |
| 6850P054784F | ENSTRIP GT-376B | 96-06-30 | 30 | 0 |
| 6850P054786F | STRIPPER SOLUTION | 96-06-30 | 50 | 0 |
| 6850P055838F | CLEANING COMPOUND | 99-06-30 | 1 | 0 |
| 6850P068918F | COMPOUND, PAINT STRIPPING | 96-05-31 | 3 | 0 |
| 6850PA-54LF | ALKALINE CLEANER | 98-11-30 | 2 | 0 |
| 6850PPMC9047 | REMOVER | 96-07-31 | 1 | 0 |
| 7510PFIPI | INK - BPA | 97-09-30 | 2 | 0 |
| 7930009265280 | DETERGENT | 97-12-31 | 1 | 0 |
| 7930010190809 | DETERGENT | 99-12-31 | 6 | 0 |
| 7930011843905 | FINISH, FLOOR NONBUFFING | 97-12-31 | 2 | 0 |
| 7930P065261F | CLEANER - BPA | 98-09-30 | 2 | 0 |
| 7930P066719F | LOW FOAM SERIES #8100 - BPA | 98-10-31 | 1 | 0 |
| 7930P2908 | CLEANER - BPA | 99-12-31 | 3 | 0 |
| 7930P776 | DETERGENT | 99-06-30 | 1 | 0 |
| 7930PA7X7 | CLEANER, 7X7 | 97-11-30 | 1 | 0 |
| 8010P033443F | STRIPPER | 96-07-31 | 6 | 0 |
| 8010P043410F | CEE-BEE A-245 STRIPPER | 98-09-30 | 1 | 0 |
| 8010P043420F | CEE-BEE A-245 S ADDITIVE | 98-09-30 | 1 | 0 |
| 8010P043430F | ALKALINITY ADDITIVE - BPA | 98-09-30 | 1 | 0 |
| 8010P043450F | CEE-BEE ADDITIVE A-245 | 98-09-30 | 1 | 0 |
| 8010P068919F | ALKALINITY ADDITIVE | 96-06-30 | 3 | 0 |
| 8010PAS511 | PAINT - BPA | 97-07-31 | 1 | 2 |
| 8030009381947 | CORROSIVE PREVENTIVE | 96-09-30 | 1 | 0 |

| NSN | NOUN | EXPIRES | MONREQ | YTD QTY |
|---|---|---|---|---|
| 8520L016489F | JOE'S HAND CLEANER - BPA | 97-12-31 | 3 | 6 |
| 9150002617899 | PENETRATING OIL | 97-06-30 | 1 | 0 |

Records printed: 51

Engine Cleaning, Mechanical

APPROVED USER LIST
Printed: 94-10-13 15:42

| NSN | NOUN | EXPIRES | MONREQ | YTD QTY |
|---|---|---|---|---|
| Zone: 032C-Z01 | Routing Symbol: ALC/LPPPCCC | | ORG SHOP CD: 265CC | |
| 5350002666582 | RICE HULL FLOUR | 99-03-31 | 2 | 0 |
| 5350013233926 | ALUMINUM WHITE BLASTING MEDIA | 97-12-31 | 37 | 0 |
| 5350013233927 | ALUMINUM OXIDE BLASTING MEDIA | 98-12-31 | 80 | 0 |
| 5350013233928 | ALUMINUM WHITE BLASTING MEDIA | 98-12-31 | 80 | 0 |
| 5350013233929 | ALUMINUM BLASTING MEDIA | 98-12-31 | 10 | 0 |
| 5350013233930 | ALUMINUM OXIDE BLASTING MEDIA | 99-06-30 | 7 | 0 |
| 5350013233933 | GLASS BEAD | 98-12-31 | 54 | 0 |
| 5350PMB-3 | PLASTIC BLAST MEDIA | 99-05-31 | 3 | 0 |
| 5350PXC1-8 | ABRASIVE PORCELAIN MEDIA | 98-12-31 | 2 | 0 |
| 6135P026512 | BATTERY | 97-07-31 | 1 | 0 |
| 6830006169183 | NITROGEN - BPA | 99-03-31 | 75 | 0 |
| 6850006376135 | SOLVENT | 96-06-30 | 1 | 0 |
| 6850P052678F | RUST INHIBTOR | 96-06-30 | 1 | 0 |
| 6850P055838F | CLEANING COMPOUND | 99-06-30 | 1 | 0 |
| 7510PFIPI | INK - BPA | 97-09-30 | 2 | 0 |
| 7930009265280 | DETERGENT | 97-12-31 | 1 | 0 |
| 7930010190809 | DETERGENT | 99-12-31 | 1 | 0 |
| 7930P057194F | SILICON CARBIDE | 99-06-30 | 5 | 0 |
| 7930P2908 | CLEANER - BPA | 99-12-31 | 1 | 0 |
| 7930P4230 | ALKALINE CLEANER | 99-06-30 | 2 | 0 |
| 7930P776 | DETERGENT | 99-04-30 | 1 | 0 |
| 7930PCLP-5 | CLEANER, LUBE & PRESERVE - BPA | 97-06-30 | 1 | 0 |
| 8520L016489F | JOE'S HAND CLEANER - BPA | 97-12-31 | 6 | 0 |
| 9150002617899 | PENETRATING OIL | 97-06-30 | 1 | 0 |
| 9150011521094 | LUBRICATING OIL | 96-12-31 | 1 | 0 |

Records printed: 25

Blade Cleaning

APPROVED USER LIST
Printed: 94-10-13 15:52

| NSN | NOUN | EXPIRES | MONREQ | YTD QTY |
|---|---|---|---|---|
| Zone: 164D-Z01 | Routing Symbol: ALC/LPPPBBA | | ORG SHOP CD: 265BA | |
| 5350P031062F | BURNISH CMPD PWD SWECO #2 | 98-12-31 | 42 | 0 |
| 5350PMB-3 | PLASTIC BLAST MEDIA | 99-05-31 | 1 | 0 |
| 5350PXC1-8 | ABRASIVE PORCELAIN MEDIA | 00-06-30 | 20 | 0 |
| 6810001746581 | SODIUM HYDROXIDE | 96-09-30 | 1 | 2 |
| 6810002365665 | HYDROCHLORIC ACID, TECHNICAL | 96-11-30 | 1 | 0 |
| 6810002365670 | NITRIC ACID, TECHNICAL | 96-09-30 | 6 | 0 |
| 6810002372955 | HYDROCHLORIC ACID | 96-09-30 | 10 | 0 |
| 6810002643939 | CHROMIUM TRIOXIDE | 96-09-30 | 3 | 0 |
| 6810002646620 | POTASSIUM PERMANGANATE | 96-12-31 | 1 | 0 |
| 6810002649018 | CRESYLIC ACID | 96-09-30 | 2 | 0 |
| 6810005977150 | POTASSIUM HYDROXIDE | 96-09-30 | 3 | 0 |
| 6810006169188 | DICHLOROMETHANE, TECHNICAL | 96-03-31 | 2 | 0 |
| 6810008238004 | ORTHO-PHOSPHORIC ACID | 96-09-30 | 1 | 0 |
| 6810PRODINE50 | RODINE 50 | 96-10-31 | 1 | 0 |
| 6810PVERSENE220 | VERSENE 220 CHELATING AGENT | 99-09-30 | 1 | 0 |
| 6850002560157 | CLEANING COMPOUND | 96-12-31 | 3 | 0 |
| 6850009506489 | COMPOUND | 96-12-31 | 1 | 0 |
| 6850011525991 | STRIPPING COMPOUND | 96-11-30 | 1 | 0 |
| 6850013648328 | DURACLEAN 282 | 00-04-30 | 10 | 0 |
| 6850P025149F | PHOSPHORIC ACID | 96-08-31 | 2 | 0 |
| 6850P025150F | ALKALINE PERMANGANATE | 99-12-31 | 1 | 0 |
| 6850P025151F | ACIDIC SCALE CONDITIONER | 96-12-31 | 1 | 0 |
| 6850P025152F | ALKALI CLEANER | 96-08-31 | 10 | 0 |
| 6850P025153F | TURCO AVIATION | 96-05-31 | 4 | 0 |
| 6850P029483F | REMOVER | 96-08-31 | 10 | 0 |
| 6850P029484F | ALKALINE RUST REMOVER | 96-08-31 | 5 | 0 |
| 6850P029486F | ADDITIVE | 99-12-31 | 1 | 0 |
| 6850P033984F | ALKALINE PERMANGANATE | 96-12-31 | 1 | 0 |
| 6850P055838F | CLEANING COMPOUND | 99-03-31 | 1 | 0 |
| 6850PPMC9047 | REMOVER | 96-03-31 | 10 | 0 |
| 7930009856911 | DETERGENT GENERAL PURPOSE | 99-09-30 | 1 | 0 |
| 7930P066719F | LOW FOAM SERIES #8100 - BPA | 99-03-31 | 1 | 0 |
| 8010PAS508 | PAINT - BPA | 97-09-30 | 3 | |
| 8010PAS511 | PAINT - BPA | 97-09-30 | 3 | |
| 8030PDS88K | PLASTIC COATING | 94-12-31 | 9 | 0 |
| 9160P6461 | PARAFFIN WAX | 00-09-30 | 3 | 2 |

Records printed: 36

Tank & Cooler (Heat Exchanger)
Bldg. 3001
R.C.: LIPPMS

Existing Orders By ORG Code
Year to Date Order Totals
Printed: 11/02/94 09:31

| OrgShp | Stock No. | Noun | UI | YTD Qty |
|---|---|---|---|---|
| 597MK | 5640PFRL-3704 | LAST-A-FOAM LIQUID | KT | 12 |
| 597MK | 6810002649018 | CRESYLIC ACID | DR | 7 |
| 597MK | 6810002812785 | METHYL ETHYL KETONE | GL | 13 |
| 597MK | 6810002863787 | ORTHODICHLOROBENZENE | DR | 9 |
| 597MK | 6810002865435 | ALCOHOL, ISOPROPYL, TECHN | GL | 4 |
| 597MK | 6810005977150 | POTASSIUM HYDROXIDE | DR | 1 |
| 597MK | 6810010993435 | TETRACHLOROETHYLENE=PERC | DR | 16 |
| 597MK | 6850002645771 | CALIBRATING FLUID | DR | 4 |
| 597MK | 6850002854321 | CARBON REMOVING COMPOUND | DR | 32 |
| 597MK | 6850006376135 | SOLVENT -BULK | GL | 2000 |
| 597MK | 6850P049032F | PRESSURE CLEANER | EA | 40 |
| 597MK | 7930009265280 | DETERGENT | BX | 5 |
| 597MK | 7930P2908 | CLEANER | CN | 24 |
| 597MK | 8010000793762 | PAINT | PT | 1 |
| 597MK | 8010000822450 | PAINT-NOT ALLOWED ON TAFB | KT | 5 |
| 597MK | 8010001412952 | PAINT | PT | 1 |
| 597MK | 8010001429279 | PRIMER COATING | KT | 48 |
| 597MK | 8010001605787 | THINNER | GL | 38 |
| 597MK | 8010001605788 | THINNER | CN | 3 |
| 597MK | 8010001818080 | THINNER | GL | 9 |
| 597MK | 8010002478723 | PAINT - OBSOLETE NUMBER | DR | 2 |
| 597MK | 8010002867725 | ENAMEL | CN | 1 |
| 597MK | 8010002906983 | PAINT | PT | 1 |
| 597MK | 8010002906984 | PAINT | PT | 3 |
| 597MK | 8010002972013 | PAINT | QT | 10 |
| 597MK | 8010005271508 | PAINT | GL | 8 |
| 597MK | 8010005272897 | THINNER--OBSOLETE DO NOT | CN | 12 |
| 597MK | 8010005308380 | ENAMEL | QT | 60 |
| 597MK | 8010006874019 | AL PIGMENT - NUMBER OBS | LB | 49 |
| 597MK | 8010007219744 | PAINT | PT | 8 |
| 597MK | 8010010504082 | PAINT | KT | 2 |
| 597MK | 8010010823060 | PAINT | KT | 4 |
| 597MK | 8010013121169 | EPOXY PRIMER | KT | 20 |
| 597MK | 8010013533695 | ONE-COAT POLYURETHANE TOP | KT | 2 |
| 597MK | 8010P18GY9 | POLYURETHANE PAINT | KT | 2 |
| 597MK | 8030000628449 | CORROSION PREVENTIVE | KT | 17 |
| 597MK | 8030007614040 | SEALING COMPOUND | KT | 17 |
| 597MK | 8030010644951 | MOLD RELEASE | CN | 10 |
| 597MK | 8030011325488 | SEALANT | KT | 7 |
| 597MK | 8030013334823 | SEALANT | CA | 5 |
| 597MK | 8030P18-GY-9 | ABRASIVE RESISTANT | KT | 7 |
| 597MK | 8040000168662 | ADHESIVE, EPOXY | KT | 12 |
| 597MK | 8040002254548 | ADHESIVE | CN | 5 |
| 597MK | 8040007799595 | ADHESIVE | PT | 18 |
| 597MK | 8040011022098 | ADHESIVE | QT | 1 |
| 597MK | 8040011555729 | ADHESIVE | KT | 275 |
| 597MK | 8040PTY-PLYBN | ADHESIVE | CN | 20 |
| 597MK | 9150007822679 | LUBRICATING OIL, A/C TURB | DR | 20 |
| 597MK | 9150009359807 | FLUID | QT | 5 |
| 597MK | 9330PFRL-3712 | LAST-A-FORM LIQUID | KT | 6 |

| OrgShp | Stock No. | Noun | UI | YTD Qty |
|---|---|---|---|---|

otal Order: 2881

Records printed: 167

Fuel Manifold & Nozzles
Bldg 3001
:C : LIPPCD

Existing Orders By ORG Code
Year to Date Order Totals
Printed: 11/02/94 09:23

| OrgShp | Stock No. | Noun | UI | YTD Qty |
|---|---|---|---|---|
| 597CE | 6810001746581 | SODIUM HYDROXIDE | DR | 13 |
| 597CE | 6810002270410 | ISOPROPYL ALCOHOL | GL | 5 |
| 597CE | 6810002646620 | POTASSIUM PERMANGANATE | DR | 5 |
| 597CE | 6850011965472 | MAGNETIC INSPECTION COMPO | CN | 2 |
| 597CE | 6850P029483F | REMOVER | DR | 35 |
| 597CE | 6850P029484F | ALKALINE RUST REMOVER | DR | 9 |
| 597CE | 6850P029486F | ADDITIVE | DR | 3 |
| 597CE | 7930009265280 | DETERGENT | BX | 3 |
| 597CE | 8030013015247 | SEALANT | KT | 140 |
| 597CE | 8040000922816 | ADHESIVE, EPOWELD | BX | 5 |
| 597CE | 9150002732388 | OIL | QT | 2 |
| 597CE | 9150010546453 | LUBRICANT | PT | 310 |
| 597CE | 9150010880498 | GREASE AIRCRAFT | TU | 4 |

Total Order: 536

Records printed: 55

597CE 7930P776 CLEANING COMPOUND, SPRAY WASHER DR —

PURPOSE: TO DOCUMENT THE SOURCES, METHODS, AND CONCLUSIONS RELATED TO THE AREA BEING STUDIED.

TO RESEARCH INFORMATION IN THE CLEANING ASSESSMENT

SOURCE: G337 (INVENTORY TRACKING SYSTEM) WAS THE SOURCE FOR ALL THE ABOVE STUDIES.

METHOD: G337 CONTAINS THE NEGOTIATED WORKLOAD BY QUARTER, THE PART NUMBERS REPAIRED BY CONTROL NUMBER AND UPA, THE NOUN AND WEIGHT BY PART NUMBER, THE WORK CONTROL DOCUMENT (WCD) IS LINKED BY CONTROL NUMBER AND PART NUMBER AND EACH SUB-OP OR STEP ON THE WCD HAS AN EQUIPMENT CODE IDENTIFYING THE TYPE OF EQUIPMENT NEEDED TO PERFORM THE WORK DESCRIBED.

BASED ON THE GIVEN EQUIPMENT CODES, THE PROGRAM READ EACH WCD FOR EACH EQUIPMENT CODE, THEN SEARCHED FOR THE WCD AGAINST THE CONTROL NUMBER PART NUMBER AND UPA. THEN READ BY PART NUMBER TO RETRIEVE NOUN AND WEIGHT, CHECKED THE CONTROL NUMBER IN THE NEGOTIATED TABLE, TO GET THE FY94 REQUIREMENTS, MULTIPLIED THE REQUIREMENTS BY THE UPA FOR TOTAL QTY.

EACH EQUIPMENT CODE WAS SUB-TOTALED, AND THE NUMBER OF PARTS THAT FALL EACH WEIGHT GROUP WITHIN THE EQUIPMENT CODE LISTED

THE GRAND TOTALS ARE DONE BY EQUIPMENT CODE, WITH QUANTITY OF PARTS THE STOCK LIST PRICE OF THESE PARTS.

ALL OF THE ABOVE INFORMATION DEPENDS ON THE PRODUCTION ENGINEERS PROPER USE OF EQUIPMENT CODES ON THEIR WCD'S .

I CERTIFY THAT THE ABOVE INFORMATION IS ACCURATE AND COMPLETE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

PREPARER: Rebecca M Earp

REBECCA M. EARP, OC-ALC/LPPOC
336-7919

DATE: 10/18/94

| EQUIP | EQUIPMENT DESCRIPTION | NO. OF PARTS | COST OF PARTS | NO. OF PE'S | TOTAL LA |
|---|---|---|---|---|---|
| C01 | CHEMICAL CLEANING | 583,305 | $154,144,299.70 | 7.26324 | 9,407.45418 |
| C02 | VIBRATORY MACHINES | 423,567 | $61,839,220.68 | 2.28994 | 2,965.98824 |
| C03 | POWER FLUSH | 10,787 | $70,430,136.01 | 0.28264 | 370.80544 |
| C04 | DEGREASING (VAPOR,FREON,PRESSURE SPRAY) | 86,936 | $206,179,660.06 | 2.12729 | 2,758.49878 |
| C05 | STEAM CLEAN | 15,011 | $167,431,681.46 | 1.12822 | 1,467.99264 |
| C06 | HOT WATER CLEAN | 10,061 | $25,046,328.88 | 0.06243 | 80.89362 |
| C07 | ULTRA SONIC CLEAN | 3,716 | $3,476,411.03 | 0.30692 | 397.49220 |
| K06 | LIQUID BUFF | 8 | $186,358.56 | 0.00022 | 0.28320 |
| P19 | MOLTEN SALT STRIPPING FURNACE | 92 | $2,541,700.56 | 0.00332 | 4.29916 |
| U01 | DRY BLAST CABINET | 231,131 | $206,589,668.90 | 5.94720 | 7,706.46947 |
| U02 | WET ABRASIVE BLAST | 37,120 | $42,522,850.99 | 0.78059 | 1,020.76473 |
| U04 | DRY BLAST, LARGE (WALK-IN TYPE) | 9,418 | $5,694,049.52 | 0.13456 | 174.28494 |
| U05 | DRY GLASS BEAD BLAST | 110,770 | $65,307,469.58 | 3.17407 | 4,111.14560 |
| U06 | CO2 BLAST | 183 | $8,031,163.33 | 0.03674 | 47.55800 |
| U07 | WATER BLAST | 18 | $767,990.68 | 0.00311 | 4.03200 |
| U09 | WET GLASS BEAD BLAST | 257 | $1,572,871.90 | 0.02568 | 33.25554 |
| U10 | RICE HULL BLAST | 44,872 | $8,958,307.65 | 0.79464 | 1,029.23640 |
| U11 | PLASTIC PELLET BLAST | 0 | $0.00 | 0.00000 | 0.00000 |
| | TOTALS | 1,567,252 | $1,030,720,169.49 | 24.36081 | 31,580.45414 |

EQ: AFLC 566
FY94 PROJECTIVE DIRECTIVE
3-4-OC-1010

LONG RANGE ENGINE OVERHAUL SCHEDULE

8-12-94
FY94-3

FY94

| ENG TMS | CHG 3 FY94 | FY95 REQUIRED | FY96 REQUIRED | FY97 REQUIRED | FY98 REQUIRED | FY99 REQUIRED |
|---|---|---|---|---|---|---|
| TF30-109/2LM | 0/49 | 0/65 | 0/90 | 0/89 | 0/93 | 0/89 |
| TF30-111/111AA/2LM | 0/108/2 | 102/93/50 | 0/20/82 | 0/0/72 | 0/0/73 | 0/0/24 |
| TF30-414 | 118 | 89 | 63 | 74 | 74 | 74 |
| *TF30 - TOTAL | 277 | 399 | 255 | 235 | 240 | 98 |
| TF33-5 | 5 | 0 | 0 | 0 | 0 | 0 |
| TF33-7/2LM | 0/106 | 0/143 | 0/223 | 0/214 | 0/118 | 0/166 |
| TF33-100/2LM | 0/55 | 0/56 | 0/57 | 0/66 | 0/70 | 0/71 |
| TF33-102/2LM | 15/13 | 12/30 | 5/86 | 0/129 | 0/135 | 0/142 |
| TF33-102A/2LM | 0/4 | 0/4 | 0/4 | 0/4 | 0/4 | 0/5 |
| TF33-102B/2LM | 0/0 | 0/0 | 0/3 | 0/8 | 0/16 | 0/21 |
| TF33-103/2LM | 32/41 | 0/78 | 0/39 | 0/39 | 0/38 | 0/38 |
| *TF33 - TOTAL | 271 | 323 | 417 | 460 | 381 | 433 |
| F110-100 | 65 | 82 | 83 | 90 | 96 | 128 |
| F110-129 | 4 | 17 | 41 | 138 | 111 | 90 |
| F110-400 | 37 | 35 | 18 | 24 | 25 | 25 |
| *F110 - TOTAL | 106 | 134 | 142 | 252 | 232 | 243 |
| F101-102 | 24 | 23 | 23 | 22 | 18 | 19 |
| F108-100/2LM | 0/28 | 0/40 | 0/45 | 0/54 | 0/58 | 0/58 |
| CFM56-2A-A | 0 | 4 | 4 | 4 | 4 | 4 |
| F118-100/2LM | 0 | 12 | 16 | 23 | 28 | 39 |
| **TOTAL ENGS EXCL MISSILE ENGINES | 706 | 935 | 902 | 1,050 | 961 | 904 |
| F107-101F/L/R | 24/342/2 | 104/184/4 | 126/162/4 | 144/144/4 | 188/100/4 | 144/144/4 |
| F112-100F/R | 15/2 | 28/4 | 86/6 | 91/6 | 137/6 | 86/6 |
| **TOTAL MISSILE ENGINES | 385 | 324 | 384 | 389 | 435 | 384 |
| ***TOTAL ENGINE PROGRAM | 1,091 | 1,259 | 1,286 | 1,439 | 1,396 | 1,288 |

Edna R. Lewis
LPMB/Industrial Specialist

QN2172 PERSONNEL REQUIREMENTS DATE: 94/11/18 08:23:46
RCC: MEPCC BY WORK CENTER/SKILL: BY RCC/SKILL: X PRINTER: B1161
FYQ: 951 DIR: LP FILE UPDATED: 94318 WOODS LARAE

| | SKILL | SKILL DESCRIPTION | ---REQUIRED--- HRS | PE'S | --ASSIGNED-- HRS | PE'S | ----VARIANCE---- HRS | PE'S |
|---|---|---|---|---|---|---|---|---|
| MEPCC | C | 3769/5423/7009/3727 | 8064 | 26.0 | 8364 | 27 | 300 | 1.0 |
| MEPCC | I | 3705 NDI | 1183 | 3.8 | 1240 | 4 | 56 | .2 |
| MEPCC | L | 2-LEVEL MAINTENANCE | 44 | .1 | | | 44- | .1- |
| MEPCC | Q | 6910/5704/6904/6912 | 758 | 2.4 | 1239 | 4 | 481 | 1.6 |
| MEPCC | X | UNPROGRAMMED WKLOAD | 552 | 1.8 | | | 552- | 1.8- |
| MEPCC | | RCC TOTALS | 10601 | 34.1 | 10843 | 35 | 241 | .9 |

F3-COMPARE F4-LIST F10-PRINT F12-PRINT COMPARE F15-GO TO QN2
QN37203: NO MORE RECORDS AVAILABLE.

QN2172 PERSONNEL REQUIREMENTS DATE: 94/11/18 08:31:39

RCC: MEPCC BY WORK CENTER/SKILL: BY RCC/SKILL: X PRINTER: B1161

FYQ: 952 DIR: LP FILE UPDATED: 94318 WOODS LARAE

| RCC | SKILL | SKILL DESCRIPTION | ---REQUIRED--- HRS | PE'S | --ASSIGNED-- HRS | PE'S | ----VARIANCE---- HRS | PE'S |
|---|---|---|---|---|---|---|---|---|
| MEPCC | C | 3769/5423/7009/3727 | 7906 | 22.3 | 9552 | 27 | 1645 | 4.7 |
| MEPCC | I | 3705 NDI | 1170 | 3.3 | 1416 | 4 | 246 | .7 |
| MEPCC | L | 2-LEVEL MAINTENANCE | 47 | .1 | | | 47- | .1- |
| MEPCC | Q | 6910/5704/6904/6912 | 774 | 2.2 | 1415 | 4 | 641 | 1.8 |
| MEPCC | X | UNPROGRAMMED WKLOAD | 467 | 1.3 | | | 467- | 1.3- |
| MEPCC | | RCC TOTALS | 10364 | 29.2 | 12383 | 35 | 2018 | 5.8 |

F3-COMPARE F4-LIST F10-PRINT F12-PRINT COMPARE F15-GO TO QN2

QN37203: NO MORE RECORDS AVAILABLE.

QN2172 PERSONNEL REQUIREMENTS DATE: 94/11/18 08:31:39
RCC: MEPCC BY WORK CENTER/SKILL: BY RCC/SKILL: X PRINTER: B1161
FY: 953 DIR: LP FILE UPDATED: 94318 WOODS LARAE

| LC | SKILL | SKILL DESCRIPTION | ---REQUIRED--- HRS | PE'S | --ASSIGNED-- HRS | PE'S | ----VARIANCE---- HRS | PE'S |
|---|---|---|---|---|---|---|---|---|
| MEPCC | C | 3769/5423/7009/3727 | 7906 | 22.3 | 9552 | 27 | 1645 | 4.7 |
| MEPCC | I | 3705 NDI | 1170 | 3.3 | 1416 | 4 | 246 | .7 |
| MEPCC | L | 2-LEVEL MAINTENANCE | 47 | .1 | | | 47- | .1- |
| MEPCC | Q | 6910/5704/6904/6912 | 774 | 2.2 | 1415 | 4 | 641 | 1.8 |
| MEPCC | X | UNPROGRAMMED WKLOAD | 467 | 1.3 | | | 467- | 1.3- |
| MEPCC | | RCC TOTALS | 10364 | 29.2 | 12383 | 35 | 2018 | 5.8 |

F3-COMPARE F4-LIST F10-PRINT F12-PRINT COMPARE F15-GO TO QN2
QN37203: NO MORE RECORDS AVAILABLE.

QN2172 PERSONNEL REQUIREMENTS DATE: 94/11/18 08:31:19

RCC: MEPCC BY WORK CENTER/SKILL: _ BY RCC/SKILL: X PRINTER: B1161

FY0: 954 DIR: LP FILE UPDATED: 94318 WOODS LARAE

| | | SKILL | ---REQUIRED--- | | --ASSIGNED-- | | ----VARIANCE---- | |
|---|---|---|---|---|---|---|---|---|
| | SKILL | DESCRIPTION | HRS | PE'S | HRS | PE'S | HRS | PE'S |
| MEPCC | C | 3769/5423/7009/3727 | 8234 | 24.2 | 9190 | 27 | 956 | 2.8 |
| MEPCC | I | 3705 NDI | 1227 | 3.6 | 1362 | 4 | 135 | .4 |
| MEPCC | L | 2-LEVEL MAINTENANCE | 51 | .1 | | | 51- | .1- |
| MEPCC | Q | 6910/5704/6904/6912 | 791 | 2.3 | 1361 | 4 | 570 | 1.7 |
| MEPCC | X | UNPROGRAMMED WKLOAD | 474 | 1.4 | | | 474- | 1.4- |
| MEPCC | | RCC TOTALS | 10777 | 31.6 | 11913 | 35 | 1136 | 3.4 |

F3-COMPARE F4-LIST F10-PRINT F12-PRINT COMPARE F15-GO TO QN2

QN37203: NO MORE RECORDS AVAILABLE.

PURPOSE: To document indirect/overhead labor positions relatated to the TECHNOLOGY REPAIR CENTER (TRC) PROCESS ASSESSMENT-CLEANING ASSESSMENT.

SOURCE: Actual OC-ALC/LPP indirect/overhead labor positions by job series and functional branch/section.

METHOD: Actual count of individuals assigned or involved in support of OC-ALC Cleaning facilities.

| | LPPER | LPPEP | LPPED | TOTAL |
|---|---|---|---|---|
| GS802-13 SUPERVISOR | | .1 | | .1 |
| GS830-13 SUPERVISOR | | | .08 | .08 |
| GS895-12 SUPERVISOR | .1 | | | .1 |
| GS318-04 CLERK | .05 | .05 | .05 | .15 |
| GS895-11 ENG TECH | 1.0 | | | 1.0 |
| GS895-09 ENG TECH | .5 | | | .5 |
| GS893-12 PROCESS ENG | | 1.5 | | 1.5 |
| GS830-12 FACILITY ENG | | 1.0 | | 1.0 |
| GS802-11 TOOL DESIGN | | | .25 | .25 |
| TOTAL BY RCC: | 1.65 | 2.65 | .38 | 4.68 |

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

Preparer: _____ Date: 17 Oct 94

JOHN R. GAULDIN, OC-ALC/LPPERC
DSN 336-5608

Engine Cleaning

PRODUCT DIVISION CONCEPT AUTHORIZATIONS 18 AUG 94
ASSIGN & AVAILABLE

| LPPPC/DISSY/SPEC PROCESS SECTION | | AUTH | ASSG |
|---|---|---|---|
| METAL PROD BEN FMN | WE-[illegible] | 1 | [illegible] |
| TPF AUTOMATION CLEAN | WE-[illegible] | 1 | MORGAN |

TOTALS: 2

(WEPCC)

| LPPPCC/CLEAN/BLAST/WCD UNIT | AUTH | ASSIGN | AVAIL | |
|---|---|---|---|---|
| EC CLNG BEN FMN (AC) WE-7009-[illegible] | 1 | 1 | 1 | REED |
| EC CLNG T.L. (AC) WL-7009-[illegible] | 1 | 1 | 1 | |
| AC= 2 | | | | |
| AVAIL AC= 2 | | | | |
| TOTALS: | 2 | 2 | 2 | |

(WEPCCA/CCB)

| LPPPCCA/CHEMICAL PROCESS SUBUNIT | AUTH | ASSIGN | AVAIL | |
|---|---|---|---|---|
| ENG CLNG FOREMAN (AC) WE-7009-[illegible] | 1 | 1 | 1 | PORTER |
| ENG WASH EVE OPE (AC) WE-7009-[illegible] | 2 | 2 | 2 | |
| CLNG INSPECTOR (AC) WE-7009-07 | 10 | 11 | 7 | |
| NDI TESTER (AI) WE-[illegible]-06 | 2 | 2 | 2 | |
| AC= 15 AI= 2 | | | | |
| AVAIL AC= 11 AI= 2 | | | | |
| TOTALS: | 16 | 17 | 12 | |

(WEPCCD)

| LPPPCCD/CO2/SPIND FIN/MECH SUB | AUTH | ASSIGN | AVAIL | |
|---|---|---|---|---|
| SANDBLASTER FMN (CC) WE-5423-08 | 0 | 1 | 1 | MALONE |
| FINISH MACH OPER (CC) WE-[illegible]27-08 | 5 | 4 | 4 | |
| SANDBLASTER (CC) WE-5423-07 | 2 | 1 | 1 | |
| SANDBLASTER (CC) WE-5423-05 | 5 | 4 | 2 | |
| (CI) WE-0705-08 | 3 | 2 | 2 | |
| (CO) WE-6912-03 | 1 | 4 | 4 | |
| CC= 10 CI= 2 CO= 4 | | | | |
| AVAIL CC= 9 AVAIL CI= 2 | | | | |
| AVAIL CO= 4 TOTALS: | 16 | 16 | 15 | |

UNIT AUTH: 34 ASSIGN: 32 AVAIL: 30

LOANED - ABRAMS - LPPPE/LPPPCDA/AC
BOYD - LPPPE/LPPPCDA/AC
DENNIS - LPPPE/LPPPCDA/AC
EARLEY - LPPPE/LPPPCDA/AC
SALOM - LPPPE/LPPPCDD/CC
ABRAMS - LPPPE/LPPPCDA/AC

| LPPPCD/DISASSEMBLY UNIT | AUTH | ASSIGN | AVAIL | |
|---|---|---|---|---|
| A/C ENG RPR FMN (AB) WE-[illegible]-11 | 1 | 1 | 1 | LADIER |
| A/C ENG RPR T.L. (AB) WL-[illegible]-03 | 1 | 1 | 1 | |
| AB= 2 AVAIL AB= 2 | | | | |
| TOTALS: | 2 | 2 | 2 | |

(WEPCDA)

| LPPPCDA/STRIPPING/MISTR ANNEX SUB | AUTH | ASSIGN | AVAIL |
|---|---|---|---|
| A/C ENG RPR FMN (AB) WE-[illegible]-08 | 1 | 0 | 0 |
| A/C ENGINE RPR (AB) WE-[illegible]-08 | 10 | 7 | 7 |
| MATL EXPD/DROP STA (AQ) WE-6910-07 | 1 | 1 | 1 |
| PHERIPHERAL EDP OP (A6) WE-[illegible]-02 | 1 | 0 | 0 |
| AB= 3 AQ= 1 A6= 0 | | | |
| AVAIL AB= 7 AQ= 1 A6= 0 TOTALS: | 12 | 8 | 8 |

(WEPCDB)

| LPPPCDB/TF30/TF33/J57 SUBUNIT | AUTH | ASSIGN | AVAIL |
|---|---|---|---|
| | | | WALDRIP |
| A/C ENG RPR FMN (BB) WE-[illegible]-08 | 0 | 2 | 1 LONG |
| A/C ENG RPR (BB) WE-[illegible]-08 | 9 | 9 | 10 |
| A/C ENG RPR (BB) WE-[illegible]-09 | 0 | 0 | 0 |
| BB= 10 TOTALS: | 9 | 10 | 11 |
| AVAIL BB= 11 | | | |

UNIT AUTH: 34 ASSIGN: 16 AVAIL: 21

LOANED - WELCH - LPPPE/LPPPCDA/AB
MOREYA OLDS - LPPPE/LPPPCDB/BB
NEWTON - LPPPE/LPPPCDA/AB
LONG - LPPPE/LPPPCDB/BB

BORROWED- WEST - LPPPM/LPPPCDA/AB
BETHELL - LPPPE/LPPPCDA/AB
SHAFER ELL - LPPPF/LPPPCDB/BB
CASEY - LPPPE/LPPPCDA/AB
BLAJARCO - LPPPT/LPPPCDB/BB
BURWELL - LI/LPPPCDB/BB
OLIVAS - LI/LPPPCDB/BB
MURDOCK - LI/LPPPCDB/BB

(MEPCE)

| LPPPCE/PLATING UNIT | AUTH | ASSIGN | AVAIL |
|---|---|---|---|
| ELECTRO PLT 3 FMN (AR) WS-3711-12 | 1 | 1 | 1 MYERS |
| ELECTRO PLT FMN (AR) WS-3711-09 | 1 | 1 | 1 LANDSDOWN |
| ELECTRO PLT T.L. (AR) WL-3711-05 | 1 | 1 | 1 |
| AR= 3 AVAIL AR= 3 TOTALS: | 3 | 3 | 3 |

(MEPCEA)

| LPPPCEA/CHROME PLATING SUBUNIT | AUTH | ASSIGN | AVAIL |
|---|---|---|---|
| ELECTRO PLT FMN (AR) WS-3711-09 | 1 | 1 | 0 THOMPSON |
| ELECTRO PLATER (AR) WG-3711-09 | 7 | 4 | 4 |
| ELECTRO PLATER (AR) WG-3711-07 | 3 | 3 | 1 |
| ELECTRO PLATER (AR) WG-3711-05 | 1 | 0 | 0 |
| AR= 8 TOTALS: | 12 | 8 | 5 |
| AVAIL AR= 5 | | | |

(MEPCEB)

| LPPPCEB/NICKEL/MISC PLATING SUB | AUTH | ASSIGN | AVAIL |
|---|---|---|---|
| ELECTRO PLT FMN (BR) WS-3711-09 | 1 | 1 | 1 SUMRALL |
| ELECTRO PLATER (BR) WG-3711-09 | 11 | 12 | 11 |
| ELECTRO PLATER (BR) WG-3711-07 | 4 | 5 | 4 |
| BR= 18 | | | |
| AVAIL BR= 16 | | | |
| TOTALS: | 16 | 18 | 16 |

(MEPCEC)

| LPPPCEC/SOLUTION MAINT SUBUNIT | AUTH | ASSIGN | AVAIL |
|---|---|---|---|
| ELECTRO PLT FMN (CR) WS-3711-09 | 1 | 1 | 1 BARLOR |
| ELECTRO PLATER (CR) WG-3711-09 | 8 | 11 | 11 |
| ELECTRO PLATER (CR) WG-3711-07 | 1 | 1 | 1 |
| MACHINIST (CJ) WS-3414-10 | 1 | 1 | 1 |
| CR= 13 CJ= 1 | | | |
| AVAIL CR= 13 CJ= 1 TOTALS: | 11 | 14 | 14 |

UNIT AUTH: 42 ASSIGN: 47 AVAIL: 38

LOANED - THOMPSON - LPPPE/LPPPCEA/AR
DERDIN - LPPPE/LPPPCEB/BR
DAVIS - LPPPE/LPPPCEA/AR
EDWARDS - LPPPE/LPPPCEA/AR
MISKELLY - LPPPE/LPPPCEB/BR

(MEPCF)

| LPPPCF/HEAT TRT/PLAS/BLST/PNT | AUTH | ASSIGN | AVAIL |
|---|---|---|---|
| METAL PROC FMN (A2) WS-3701-14 | 1 | 1 | 1 STRICKLAND |
| METAL PROC FMN (A2) WS-3701-09 | 1 | 1 | 1 LEBERNOW |
| SHOTPEEN OPER T.L (AC) WL-3769-07 | 1 | 1 | 1 |
| A2= 2 AC= 1 | | | |
| AVAIL A2= 2 AC= 1 TOTALS: | 3 | 3 | 3 |

(MEPCFA)

| LPPPCFA/PLASMA SPRAY SUBUNIT | AUTH | ASSIGN | AVAIL |
|---|---|---|---|
| METALIZING EQP OPER FMN (A2) WG-3707-13 | 1 | 1 | 1 FISHER |
| METALIZING OPER (A2) WG-3707-10 | 17 | 14 | 12 |
| A2= 15 | | | |
| AVAIL A2= 13 TOTALS: | 18 | 15 | 13 |

(MEPCFB)

| LPPPCFB/HEAT TREAT SUBUNIT | AUTH | ASSIGN | AVAIL |
|---|---|---|---|
| HEAT TREATER FMN (BK) WS-3712-10 | 1 | 0 | 0 |
| HEAT TREATER (BK) WG-3712-10 | 27 | 21 | 21 |
| BK= 22 (BK) WG-3712-08 | 0 | 1 | 1 |
| AVAIL BK= 22 TOTALS: | 28 | 22 | 22 |

(MEPCFC)

| LPPPCFC/PAINT/BLAST SUBUNIT | AUTH | ASSIGN | AVAIL |
|---|---|---|---|
| PAINTING WKR FMN (C3) WH-4102-09 | 1 | 1 | 1 COLLINS |
| PAINTER (C3) WH-4102-09 | 9 | 6 | 3 |
| PAINTER (C3) WH-4102-08 | 0 | 1 | 1 |
| SHOTPEEN MACH OPE (CC) WH-3769-08 | 7 | 4 | 2 |
| SANDBLASTER (CC) WH-5423-07 | 0 | 4 | 3 |
| SANDBLASTER (CC) WH-5423-05 | 0 | 1 | 1 |
| C3= 6 CC= 9 | | | |
| AVAIL C3= 5 CC= 6 TOTALS: | 17 | 15 | 11 |

UNIT AUTH: 65 ASSIGN: 55 AVAIL: 49

LOANED - KNAPP - LPPPE/LPPPCFC/CC
ESPINOSA - LPPPE/LPPPCFC/CC
COCK - LPPPTB/LPPPCFC/CC
MCGILL - LPPPE/LPPPCFC/CC
BORLABI - LPPPE/LPPPCFA/A2
FRYE - LPPPE/LPPPCFA/A2

Blade & Lane Cleaning

PRODUCT DIVISION CONCEPT AUTHORIZATIONS
ASSIGNED & AVAILABLE

18 AUG 94

| LPPPB/BLADES SECTION | | AUTH | ASGN | |
|---|---|---|---|---|
| WELDING SUPERVISOR | WS-3703-17 | 1 | HOLLEY | TOTAL SEC SUPV : |
| SECRETARY (OA) | GS-0318-04 | 1 | SANDI | TOTAL AUTHORIZED: 85 |
| OFF AUTOMATION CLERK | GS-0326-04 | 1 | VACANT | TOTAL ASSIGNED : 61 |
| | | | | SUPV/WRK RATIO : |
| | TOTALS: | 3 | 2 | |

(MEPNA)

| LPPPBA/WELDING/GRINDING RPR UNIT | AUTH | ASSIGN | AVAIL |
|---|---|---|---|
| CORCORAN | | | |
| WELDER GEN FMN (AW) WS-3703-15 | 1 | 1 | 1 |
| MACH TOOL OPER T.L. (AJ) WL-3431-09 | 1 | 1 | 1 |
| TOTALS: | 2 | 2 | 2 |

(MEPNAA)

| LPPPBAA/IWAG SUBUNIT | AUTH | ASSIGN | AVAIL |
|---|---|---|---|
| COOPER | | | |
| WELDER FOREMAN (AW) WS-3703-11 | 1 | 1 | 1 |
| WELDER (AW) WG-3703-11 | 5 | 5 | 4 |
| MACHINE TOOL OPER (AJ) WG-3431-09 | 6 | 6 | 4 |
| ASGN AW= 7 AJ= 7 | | | |
| AVAIL AW= 6 AJ= 5 TOTALS: | 12 | 12 | 9 |

(MEPNAB)

| LPPPBAB/WELDING/GRINDING SUBUNIT | AUTH | ASSIGN | AVAIL |
|---|---|---|---|
| COOPER | | | |
| WELDER FOREMAN (BW) WS-3703-10 | 1 | 1 | 0 |
| WELDER (BW) WG-3703-10 | 8 | 3 | 6 |
| METAL EQP OPER (B2) WG-3707-10 | 2 | 0 | 0 |
| ASGN BW= 4 B2= 0 | | | |
| AVAIL BW= 6 B2= 0 TOTALS: | 11 | 4 | 6 |

(MEPNAC)

| LPPPBAC/MACHINING/BLASTING SUB | AUTH | ASSIGN | AVAIL |
|---|---|---|---|
| COOPER-MACH./BRADY-BLAST-PAINT | | | |
| MACH TOOL FMN (CJ) WS-3431-09 | 1 | 1 | 0 |
| MACH TOOL OPER (CJ) WG-3431-09 | 3 | 4 | 0 |
| PAINTING WKR (C3) WG-4102-07 | 3 | 2 | 2 |
| SHOTPEEN OPER (CC) WG-3769-08 | 5 | 3 | 2 |
| SANDBLASTER (CC) WG-5423-07 | 1 | 0 | 2 |
| SHOTPEEN OPER FMN (CC) WS-3769-07 | 0 | 1 | 1 |
| ASGN CJ= 5 C3= 2 CC= 4 | | | |
| AVAIL CJ= 0 C3= 2 CC= 5 | | | |
| TOTALS: | 13 | 11 | 7 |

(MEPNC)

| LPPPBB/CLN/INSPECT/SURF ENHAN UN | AUTH |
|---|---|
| CORCORAN | |
| ND TESTER GEN FMN (A ) WS-3705-13 | 1 |
| ND TESTER T.L. (A ) WL-3705-09 | 1 |
| TOTALS: | 2 |

(MEPNCA)

| LPPPBBA/CLEANING/SURF ENHANC SUB | AUTH | | |
|---|---|---|---|
| BUFFORD | | | |
| EQP CLNR FMN (AC) WS-7009-08 | 1 | 1 | 1 |
| IND WASH SYS OPER (AC) WG-7009-08 | 2 | 2 | 2 |
| EQP CLNR INSP (AC) WG-7009-07 | 1 | 0 | 0 |
| A/C MECH PTS WKR (AI) WG-8840-07 | 4 | 4 | 2 |
| SANDBLASTER (AC) WG-5423-07 | 4 | 2 | 2 |
| ASGN AB= 4 AC= 1 AI= 2 | | | |
| AVAIL AB= 2 AC= 5 AI= 2 | | | |
| TOTALS: | 12 | 9 | 7 |

(MEPNCB)

| LPPPBBB/INSPECTION REWORK SUB #1 | AUTH | ASSIGN | AVAIL |
|---|---|---|---|
| WILLIAMS | | | |
| ND TESTER FMN (BI) WS-3705-08 | 1 | 1 | 1 |
| ND TESTER (BI) WG-3705-08 | 4 | 4 | 3 |
| A/C MECH PARTS WKR (BB) WG-8840-07 | 4 | 4 | 4 |
| ASGN BB= 4 BI= 5 | | | |
| AVAIL BB= 4 BI= 4 TOTALS: | 9 | 9 | 8 |

(MEPNCC)

| LPPPBBC/INSPECTION/ND SUBUNIT | AUTH | ASSIGN | AVAIL |
|---|---|---|---|
| POSTON | | | |
| ND TESTER FMN (CI) WS-3705-09 | 1 | 0 | 0 |
| ND TESTER (CI) WG-3705-09 | 8 | 6 | 5 |
| ND TESTER (CI) WG-3705-08 | 2 | 1 | 1 |
| ASGN CI= 7 | | | |
| AVAIL CI= 6 TOTALS: | 11 | 7 | 6 |

(MEPNCD)

| LPPPBBD/INSPECTION/REWORK SUB #2 | AUTH | ASSIGN | AVAIL |
|---|---|---|---|
| WILLIAMS | | | |
| ND TESTER FMN (DI WS-3705-08 | 1 | 1 | 0 |
| ND TESTER (DI WG-3705-08 | 4 | 0 | 0 |
| A/C MECH PTS WKR (DB WG-8840-07 | 5 | 3 | 0 |
| ASGN DB= 3 DI= 1 | | | |
| AVAIL DB= 0 DI= 1 TOTALS: | 10 | 4 | 0 |

| ORGN | SK | SERIES | NAME | ORGN LOANED TO | ORGN BORROWED FROM |
|---|---|---|---|---|---|
| LPPPBAA | (AJ) | WG-3431-09 | BREWER, OSCAR | LPPPEE | |
| | (AJ) | WG-3431-09 | HUTCHINSON, JIM | LPPPT | |
| | (AW) | WG-3703-11 | ROBERTSON, BOBBY | LPPPDA | |
| LPPPBAB | (BW) | WS-3703-10 | HARKINS, FRANKIE | LPPPWW | |
| | (BW) | WG-3703-10 | MCGARY, MERLIN | | LPPPM |
| | (BW) | WG-3703-10 | SUMPTER, MIKE | | LPPPWW |
| | (BW) | WG-3703-10 | GLOVER, MAX | | LPPPWN |
| LPPPBAC | (CJ) | WG-3431-09 | MILLSAP, TROY | LPPPEE | |
| | (CJ) | WG-3431-09 | MORGAN, LANE | LPPPEE | |
| | (CJ) | WG-3431-09 | ROBINSON, CARLINE | LPPPEE | |
| | (CJ) | WG-3431-09 | TRAYLOR, YVONNE JJ | LPPPEE | |
| | (CJ) | WS-3431-09 | MILLER, LARRY | LPPPWM | |
| LPPPBAD | (CC) | WG-3769-08 | COMPONATION, MARILYN | LPPPEE | |
| | (CC) | WG-5423-05 | KINGSBURY, KEITH | | LPPPCD |
| LPPPBBA | (AB) | WG-8840-07 | DEVANEY, MARK | LPPPEE | |
| | (AB) | WG-8840-07 | FOGLE, JANICE | LPPPEE | |
| | (AB) | WG-8840-07 | LIDDELL, EVETTA | LPPPEE | |
| LPPPBBB | (BI) | WG-3705-08 | ELLISON, DAVID | LPPPEE | |
| | (BB) | WG-8840-07 | MURRAY, CORRINE | LPPPEE | |
| | (BB) | WG-8840-07 | MAY, JOYCE | TP | |
| | (BB) | WG-8840-07 | STOLTZ, RICHARD | | LPPPW |
| | (BB) | WG-8840-07 | FULLERTON, CRAIG | | LPPPW |
| LPPPBBC | (CI) | WG-3705-06 | STIVERS, ELLA | LPPPEE | |
| LPPPBBD | (DI) | WS-3705-08 | GRISSAM, ALLEN | LPPS | |
| | (DB) | WG-8840-07 | SKAGGS, BELINDA | TP | |
| | (DB) | WG-8840-07 | YEAMAN, WILLIAM | LPPPEE | |

A-G029-RCC-QT-XQT QUARTERLY DIRECTORATE CAPACITY UTILIZATION REPORT

| DIR | DIV | RCC | QTR1 EARNED HOURS | QTR1 CAP INDEX | QTR1 UTIL | QTR2 EARNED HOURS | QTR2 CAP INDEX | QTR2 UTIL | QTR3 EARNED HOURS | QTR3 CAP INDEX | QTR3 UTIL | QTR4 EARNED HOURS | QTR4 CAP INDEX | QTR4 UTIL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LP | ME | MEPCC | 11,749 | 12,258 | 96 | 10,599 | 12,540 | 85 | 9,361 | 13,042 | 72 | 10,920 | 12,791 | 85 |
| | | MEPCD | 8,935 | 9,658 | 93 | 7,174 | 9,800 | 73 | 5,962 | 10,275 | 58 | 7,406 | 10,078 | 73 |
| | | MEPCE | 12,589 | 15,601 | 81 | 14,194 | 15,960 | 89 | 12,992 | 16,598 | 78 | 12,072 | 16,279 | 74 |
| | | MEPCF | 20,794 | 18,573 | 112 | 23,830 | 19,000 | 125 | 23,774 | 19,760 | 120 | 22,805 | 19,380 | 118 |
| | | MEPEC | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| | | MEPED | 26,899 | 31,202 | 86 | 35,769 | 31,920 | 112 | 34,777 | 51,376 | 68 | 44,331 | 50,388 | 88 |
| | | MEPEE | 85,686 | 95,091 | 90 | 102,009 | 97,280 | 105 | 118,810 | 84,178 | 141 | 108,091 | 82,559 | 131 |
| | | MEPFD | 3,210 | 5,200 | 62 | 4,220 | 5,320 | 79 | 5,538 | 5,533 | 100 | 7,668 | 5,426 | 141 |
| | | MEPFE | 15,355 | 14,115 | 137 | 20,212 | 14,440 | 140 | 20,125 | 15,018 | 134 | 19,185 | 14,729 | 130 |
| | | MEPFF | 37,587 | 15,601 | 313 | 16,878 | 15,960 | 106 | 15,131 | 16,598 | 91 | 15,858 | 16,279 | 97 |
| | | MEPLS | 2,336 | | 0 | 2,352 | | 0 | 11,072 | | 0 | 3,144 | | 0 |
| | | MEPNC | 12,387 | 20,058 | 62 | 14,294 | 20,520 | 70 | 13,264 | 21,341 | 62 | 12,794 | 20,930 | 61 |
| | | MEPND | 18,796 | 29,716 | 63 | 19,504 | 30,400 | 64 | 26,225 | 41,496 | 63 | 21,582 | 40,698 | 53 |
| | | MEPNE | 12,845 | 18,573 | 69 | 14,636 | 19,000 | 77 | 12,614 | 19,760 | 64 | 12,168 | 19,380 | 63 |
| | | MEPNH | 5,124 | 19,687 | 47 | 10,671 | 20,140 | 53 | 8,353 | 21,736 | 38 | 12,099 | 21,318 | 57 |
| | | MEPNA | 6,957 | 19,201 | 38 | 6,914 | 18,620 | 37 | 8,912 | 21,341 | 41 | 10,300 | 20,930 | 49 |
| | | MEPNB | 12,573 | 25,259 | 51 | 15,044 | 25,840 | 58 | 13,442 | 26,874 | 50 | 13,371 | 26,357 | 51 |
| | | MEPNC | 7,304 | 19,315 | 38 | 8,409 | 19,760 | 43 | 7,942 | 22,131 | 36 | 9,869 | 21,706 | 45 |
| | | MEPND | 15,241 | 14,487 | 105 | 16,326 | 14,820 | 124 | 15,255 | 15,413 | 99 | 16,230 | 15,116 | 107 |
| | | MEPIA | 10,318 | 10,401 | 99 | 11,357 | 10,640 | 107 | 11,708 | 11,066 | 106 | 13,193 | 10,853 | 122 |
| | | MEPIB | 18,977 | 20,601 | 91 | 20,765 | 21,280 | 98 | 21,921 | 22,131 | 99 | 20,983 | 21,706 | 97 |
| | | MEPWM | 12,205 | 23,773 | 51 | 17,119 | 24,320 | 70 | 15,946 | 25,293 | 79 | 14,512 | 24,886 | 59 |
| | | MEPWN | 9,598 | 21,916 | 44 | 10,850 | 22,420 | 48 | 14,731 | 23,317 | 63 | 15,872 | 22,868 | 69 |
| | | MEPWS | 11,963 | 20,430 | 59 | 11,121 | 20,900 | 53 | 10,883 | 21,736 | 50 | 13,947 | 21,318 | 65 |
| | | MEPWW | 13,244 | 15,601 | 85 | 14,455 | 15,960 | 91 | 15,094 | 16,598 | 91 | 12,556 | 16,279 | 77 |
| | | MESCB | 7,669 | 4,086 | 188 | 8,258 | 4,180 | 199 | 8,263 | 4,347 | 190 | 8,860 | 4,264 | 208 |
| | | MESDH | 19,837 | 31,573 | 63 | 20,580 | 32,300 | 64 | 20,559 | 33,592 | 61 | 19,975 | 32,946 | 61 |
| | ME | | 406,630 | 531,176 | 77 | 459,542 | 543,400 | 85 | 486,554 | 580,550 | 84 | 479,799 | 569,384 | 84 |
| LP | | | 406,630 | 531,176 | | 459,542 | 543,400 | | 486,554 | 580,550 | | 479,799 | 569,384 | |

A-G029-RCT-QT-XQT
FY 94 ANNUAL CAPACITY UTILIZATION
REPORT

| DIR | DIV | RCC | EARNED HOURS | CAP INDEX | UTIL |
|---|---|---|---|---|---|
| LP | ME | MEPCC | 42,636 | 50,631 | 84 |
| | | MEPCD | 29,477 | 39,891 | 74 |
| | | MEPCE | 51,847 | 64,438 | 80 |
| | | MEPCF | 91,203 | 76,713 | 119 |
| | | MEPEC | 0 | | 0 |
| | | MEPED | 141,776 | 164,886 | 86 |
| | | MEPEE | 414,596 | 359,108 | 115 |
| | | MEPFC | 20,636 | 21,479 | 96 |
| | | MEPFE | 78,881 | 58,302 | 135 |
| | | MEPFF | 65,454 | 64,438 | 102 |
| | | MEPLS | 18,904 | | 0 |
| | | MEPMC | 52,739 | 82,949 | 64 |
| | | MEPMD | 86,109 | 142,310 | 61 |
| | | MEPME | 52,263 | 76,713 | 68 |
| | | MEPMH | 40,287 | 82,881 | 49 |
| | | MEPNA | 32,983 | 79,092 | 42 |
| | | MEPNB | 54,830 | 104,330 | 53 |
| | | MEPNC | 33,523 | 82,912 | 40 |
| | | MEPND | 65,052 | 59,836 | 109 |
| | | MEPTA | 46,576 | 42,960 | 108 |
| | | MEPTB | 82,650 | 85,918 | 96 |
| | | MEPWM | 63,786 | 98,192 | 65 |
| | | MEPWN | 51,051 | 90,521 | 56 |
| | | MEPWS | 47,514 | 84,384 | 57 |
| | | MEPWW | 55,349 | 64,438 | 86 |
| | | MESCB | 33,050 | 16,877 | 196 |
| | | MESDK | 80,551 | 130,411 | 62 |
| | ME | | 1,834,525 | 2,224,510 | 82 |
| LP | | | 1,834,525 | 2,224,510 | |

A-G029-RCC-CA-X&B

CAPACITY ANALYSIS SUMMARY
BUDGET YEAR (FY95)
RCC AND DIRECTORATE

| DIR | DIV | RCC | WORK POSI | CAPACITY INDEX DPAH | FUNDED WORKLOAD DPAH | WKLD UTIL % | MISSION REQMTS DPAH | MISN UTIL % | USED CAPACITY DPAH | RESERVE CAPACITY DPAH | EXCESS CAPACITY DPAH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LP | ME | MEPCC | 25 | 35,288 | 40,192 | 114 | 34,077 | 97 | 35286 | 0 | 0 |
| | | MEPCD | 26 20 | 35,891 | 18,287 | 46 | 11,855 | 30 | 18287 | 0 | 21,604 |
| | | MEPCE | 42 | 64,439 | 46,747 | 73 | 41,000 | 64 | 46747 | 0 | 17,692 |
| | | MEPCF | 35 | 53,699 | 87,678 | 163 | 77,858 | 145 | 53699 | 0 | 0 |
| | | MEPEC | | 0 | 44 | | 2,083 | | 0 | 0 | 0 |
| | | MEPED | 237 | 363,617 | 76,389 | 21 | 274,448 | 75 | 76389 | 198,059 | 89,169 |
| | | MEPEE | 196 | 300,713 | 628,507 | 209 | 292,367 | 97 | 300713 | 0 | 0 |
| | | MEPFD | 24 | 36,822 | 4,133 | 11 | 6,915 | 19 | 4133 | 2,782 | 29,907 |
| | | MEPFE | 36 | 58,302 | 142,990 | 245 | 273,641 | 469 | 58302 | 0 | 0 |
| | | MEPFF | 60 | 92,055 | 82,271 | 89 | 103,233 | 112 | 82271 | 9,784 | 0 |
| | | MEPLS | | 0 | 25 | | 0 | | 0 | 0 | 0 |
| | | MEPMC | 41 | 62,904 | 46,488 | 74 | 39,493 | 63 | 46488 | 0 | 16,416 |
| | | MEPMD | 85 | 136,548 | 83,080 | 61 | 77,396 | 57 | 83080 | 0 | 53,468 |
| | | MEPME | 44 | 67,507 | 37,953 | 56 | 38,634 | 57 | 37953 | 681 | 28,873 |
| | | MEPMH | 48 | 73,644 | 41,269 | 56 | 45,186 | 61 | 41269 | 3,917 | 28,458 |
| | | MEPNA | 55 | 84,384 | 32,742 | 39 | 54,765 | 65 | 32742 | 22,023 | 29,619 |
| | | MEPNB | 50 | 76,713 | 57,095 | 74 | 80,255 | 105 | 57095 | 19,618 | 0 |
| | | MEPNC | 38 | 58,302 | 32,315 | 55 | 77,678 | 133 | 32315 | 25,987 | 0 |
| | | MEPND | 43 | 65,973 | 81,330 | 123 | 84,080 | 127 | 65973 | 0 | 0 |
| | | MEPTA | 28 | 42,959 | 51,786 | 121 | 17,299 | 40 | 42959 | 0 | 0 |
| | | MEPTB | 56 | 85,918 | 26,249 | 31 | 34,801 | 41 | 26249 | 8,552 | 51,117 |
| | | MEPWM | 74 | 113,535 | 77,461 | 68 | 114,300 | 101 | 77461 | 36,074 | 0 |
| | | MEPWK | 34 | 52,165 | 49,661 | 96 | 48,665 | 93 | 49661 | 0 | 2,504 |
| | | MEPWS | 37 | 56,767 | 45,757 | 81 | 45,760 | 81 | 45757 | 3 | 11,007 |
| | | MEPWW | 42 | 64,439 | 72,028 | 112 | 71,057 | 110 | 64439 | 0 | 0 |
| | | MESCB | 11 | 16,877 | 19,877 | 118 | 20,164 | 119 | 16877 | 0 | 0 |
| | | MESOK | 57 | 87,452 | 69,908 | 80 | 69,983 | 80 | 69908 | 75 | 17,469 |
| | ME | | 1428 | 2,190,913 | 1,952,462 | 89 | 2,036,976 | 93 | 1,466,255 | 327,555 | 397,103 |
| LP | | | 1428 | 2,150,913 | 1,952,462 | | 2,036,976 | | 1,466,255 | 327,555 | 397,103 |

SOR : OC

7/15 file

| TRC | FY95 | FY96 | FY97 | FY98 | FY99 |
|---|---|---|---|---|---|
| | 6,124 | 6,001 | 5,508 | 6,077 | 6,077 |
| .43 | 158 | 154 | 146 | 156 | 156 |
| C** | 10,177 | 9,938 | 9,232 | 9,289 | 9,289 |
| CA | 35 | 28 | 30 | 32 | 32 |
| CAA | 1,448 | 1,390 | 1,319 | 1,408 | 1,408 |
| CAD | 335 | 314 | 283 | 271 | 271 |
| CAF | 237 | 102 | 97 | 78 | 78 |
| CAJ | 464 | 485 | 477 | 493 | 493 |
| CAK | 3,068 | 3,297 | 3,123 | 3,059 | 3,059 |
| CAM | 1,389 | 1,240 | 1,230 | 1,269 | 1,269 |
| CAP | 450 | 439 | 407 | 423 | 423 |
| CAR | 1,192 | 1,115 | 1,003 | 1,117 | 1,117 |
| CAW | 403 | 311 | 326 | 315 | 315 |
| CAY | 3,427 | 3,352 | 3,115 | 3,049 | 3,049 |
| CSM | 750 | 731 | 694 | 741 | 741 |
| D | 1,580 | 1,540 | 1,461 | 1,560 | 1,560 |
| DAE | 32 | 31 | 29 | 31 | 31 |
| F | 73,740 | 67,982 | 56,503 | 56,801 | 57,717 |
| FBB | 28,235 | 27,529 | 26,117 | 27,882 | 27,882 |
| FBN | 132 | 129 | 122 | 131 | 131 |
| FDD | 13,194 | 14,423 | 13,749 | 13,618 | 13,618 |
| FDE | 59 | 446 | 529 | 494 | 494 |
| FJ | 1,325 | 1,322 | 1,247 | 1,319 | 1,319 |
| FJA | 36 | 46 | 22 | 47 | 47 |
| FKB | 8 | 0 | 0 | 0 | 0 |
| FL | 1,708 | 1,647 | 1,553 | 1,574 | 1,574 |
| | 5,348 | 4,914 | 4,304 | 3,976 | 3,976 |
| C | 140 | 120 | 64 | 122 | 122 |
| | 13,659 | 13,842 | 13,131 | 14,019 | 14,019 |
| J** | 2,074 | 1,688 | 1,602 | 1,710 | 1,710 |
| JA | 64,664 | 61,601 | 56,638 | 56,661 | 56,661 |
| JAA | 27,090 | 27,574 | 25,626 | 26,825 | 26,825 |
| JB | 4,770 | 4,652 | 4,412 | 4,711 | 4,711 |
| JC | 30,647 | 29,651 | 28,323 | 30,230 | 30,230 |
| JCA | 13 | 13 | 12 | 13 | 13 |
| JCB | 37,078 | 35,417 | 32,733 | 33,714 | 33,837 |
| JCD | 183 | 195 | 179 | 191 | 191 |
| JDG | 659 | 321 | 304 | 325 | 325 |
| JOO | 84 | 123 | 80 | 124 | 124 |
| JSM | 3,276 | 3,410 | 3,178 | 3,393 | 3,393 |
| KA | 113,599 | 112,562 | 106,742 | 108,007 | 108,007 |
| LA | 119 | 116 | 110 | 117 | 117 |
| QA | 84 | 82 | 78 | 83 | 83 |
| T | 16 | 15 | 14 | 15 | 39 |
| TA | 3,045 | 2,969 | 2,817 | 3,007 | 3,007 |
| TAG | 278 | 327 | 326 | 333 | 333 |
| TB | 120 | 121 | 142 | 122 | 122 |
| TBA | 338 | 329 | 294 | 314 | 314 |
| TC | 9,738 | 9,897 | 9,336 | 9,648 | 9,648 |
| TCE | 11,349 | 10,612 | 10,081 | 9,910 | 9,910 |
| TD | 157,772 | 156,389 | 139,012 | 129,392 | 129,392 |
| DA | 791 | 936 | 888 | 948 | 948 |
| | 85,638 | 83,402 | 77,423 | 78,066 | 78,066 |
| | 2,116 | 2,049 | 2,029 | 1,998 | 1,998 |
| JO | 695 | 677 | 643 | 686 | 686 |
| U | 353,911 | 351,341 | 341,436 | 334,719 | 334,719 |
| UA | 625 | 610 | 579 | 618 | 618 |

SOR : OC

| C | FY95 | FY96 | FY97 | FY98 | FY99 |
|---|---|---|---|---|---|
| | 191 | 186 | 176 | 188 | 188 |
| CH | 80 | 78 | 74 | 79 | 79 |
| UK | 4,050 | 4,048 | 3,782 | 3,959 | 3,959 |
| UN | 12,531 | 24,622 | 43,446 | 90,065 | 90,065 |
| US | 6,062 | 5,964 | 5,667 | 6,040 | 6,040 |
| V | 364 | 374 | 355 | 390 | 390 |
| V* | 9,418 | 9,143 | 8,693 | 9,271 | 9,271 |
| V** | 46,890 | 45,238 | 42,888 | 45,283 | 45,283 |
| VB | 0 | 2 | 10 | 14 | 14 |
| VC | 139,852 | 135,663 | 129,747 | 132,881 | 132,881 |
| VCA | 377 | 384 | 442 | 542 | 542 |
| VD | 28,107 | 30,279 | 28,674 | 27,704 | 27,704 |
| VE | 3,853 | 3,725 | 3,876 | 3,978 | 3,978 |
| VEA | 62 | 60 | 56 | 55 | 55 |
| VF | 191 | 200 | 224 | 130 | 130 |
| VG | 129,596 | 125,899 | 118,253 | 122,305 | 122,305 |
| VH | 726,019 | 731,676 | 695,638 | 695,190 | 693,983 |
| VL | 188 | 184 | 170 | 160 | 160 |
| VM | 0 | 13 | 12 | 0 | 0 |
| VN | 1,049 | 974 | 874 | 873 | 873 |
| VP | 1,203 | 1,128 | 999 | 910 | 910 |
| VS | 9,640 | 10,388 | 9,495 | 8,565 | 8,565 |
| VT | 4,972 | 4,837 | 5,532 | 5,901 | 5,776 |
| VTA | 2 | 2 | 2 | 7 | 7 |
| VTB | 55 | 149 | 73 | 57 | 57 |
| | 221 | 219 | 227 | 222 | 222 |
| | 39 | 38 | 36 | 38 | 90 |
| [illegible]X | 10 | 10 | 9 | 10 | 10 |

A-G029-RCC-CA-XA1

CAPACITY AN SUMMARY
CUTYEAR (FY96)
RCC AND DIRECTORATE

| DIR | DIV | RCC | WORK POSI | CAPACITY INDEX DPAH | FUNDED WORKLOAD DPAH | WKLD UTIL % | MISSION REQMTS DPAH | MISN UTIL % | USED CAPACITY DPAH | RESERVE CAPACITY DPAH | EXCESS CAPACITY DPAH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LP | MC | MEPCC | 20 | 30,685 | 29,433 | 96 | 34,601 | 113 | 29433 | 1,252 | 0 |
| | | MEPCD | ~~25~~ 14 | 36,822 | 11,552 | 31 | 11,668 | 32 | 11552 | 116 | 25,154 |
| | | MEPCE | 42 | 64,435 | 38,372 | 60 | 40,949 | 64 | 38372 | 2,577 | 23,490 |
| | | MEPCF | 30 | 46,028 | 75,300 | 164 | 77,277 | 168 | 46028 | 0 | 0 |
| | | MEPEC | | 0 | 27 | | 82 | | 0 | 0 | 0 |
| | | MEPED | 185 | 283,836 | 41,297 | 15 | 195,435 | 69 | 41297 | 154,139 | 88,401 |
| | | MEPEE | 326 | 500,166 | 891,688 | 178 | 426,156 | 85 | 500166 | 0 | 0 |
| | | MEPFD | 24 | 36,822 | 3,462 | 9 | 7,421 | 20 | 3462 | 3,959 | 29,401 |
| | | MEPFE | 38 | 155,302 | 138,214 | 237 | 273,517 | 465 | 58302 | 0 | 0 |
| | | MEPFF | 101 | 154,955 | 93,473 | 60 | 122,616 | 79 | 93473 | 29,143 | 32,343 |
| | | MEPLS | | 0 | 29 | | 0 | | 0 | 0 | 0 |
| | | MEPNC | 26 | 39,891 | 37,235 | 93 | 41,429 | 104 | 37235 | 2,656 | 0 |
| | | MEPND | 67 | 102,795 | 73,049 | 71 | 74,947 | 73 | 73049 | 1,898 | 27,848 |
| | | MEPNE | 20 | 46,028 | 29,810 | 65 | 35,536 | 77 | 29810 | 5,726 | 10,492 |
| | | MEPNH | 37 | 56,767 | 36,789 | 65 | 42,075 | 74 | 36789 | 5,266 | 14,692 |
| | | MEPNA | 51 | 78,247 | 28,454 | 36 | 60,585 | 77 | 28454 | 32,131 | 17,662 |
| | | MEPNB | 30 | 46,028 | 45,259 | 98 | 54,254 | 118 | 45259 | 769 | 0 |
| | | MEPNC | 43 | 65,973 | 26,027 | 39 | 71,123 | 108 | 26027 | 39,946 | 0 |
| | | MEPND | 43 | 65,973 | 74,295 | 113 | 83,588 | 127 | 65973 | 0 | 0 |
| | | MEPTA | 28 | 42,959 | 74,327 | 173 | 16,081 | 44 | 42959 | 0 | 0 |
| | | MEPTB | 56 | 85,919 | 25,155 | 29 | 37,059 | 43 | 25155 | 11,904 | 48,859 |
| | | MEPWM | 74 | 113,535 | 66,154 | 60 | 109,197 | 96 | 68154 | 41,043 | 4,338 |
| | | MEPWR | | 0 | 42,707 | | 45,612 | | 0 | 0 | 0 |
| | | MEPWS | 37 | 56,767 | 34,262 | 60 | 44,705 | 79 | 34262 | 10,443 | 12,062 |
| | | MEPWW | 42 | 64,435 | 63,033 | 98 | 68,962 | 107 | 63033 | 1,406 | 0 |
| | | MESCB | 11 | 16,877 | 16,411 | 97 | 20,304 | 120 | 16411 | 466 | 0 |
| | | MESOM | 43 | 65,973 | 65,157 | 99 | 69,817 | 106 | 65157 | 816 | 0 |
| | MC | | 1408 | 2,160,229 | 2,062,971 | 95 | 2,067,996 | 76 | 1,479,812 | 345,675 | 334,742 |
| LP | | | 1408 | 2,160,229 | 2,062,971 | | 2,067,996 | | 1,479,812 | 345,675 | 334,742 |

A-G025-RCC-CA-X22

CAPACITY ANA S SUMMARY
CUTYEAR TWO (FY97)
RCC AND DIRECTORATE

| DIR | DIV | RCC | WORK POSI | CAPACITY INDEX DPAH | FUNDED WORKLOAD DPAH | WKLD UTIL % | MISSION REQMTS DPAH | MISN UTIL % | USED CAPACITY DPAH | RESERVE CAPACITY DPAH | EXCESS CAPACITY DPAH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LP | ME | MEPCC | 16 | 24,548 | 30,621 | 125 | 37,533 | 153 | 24548 | 0 | 0 |
| | | MEPCD | ~~4~~ 106 | 6,137 | 11,392 | 186 | 12,041 | 196 | 6137 | 0 | 0 |
| | | MEPCE | 42 | 64,439 | 41,213 | 64 | 43,917 | 68 | 41213 | 2,704 | 20,522 |
| | | MEPCF | 30 | 46,028 | 75,202 | 163 | 79,431 | 173 | 46028 | 0 | 0 |
| | | MEPEC | | 0 | 36 | | 99 | | 0 | 0 | 0 |
| | | MEPED | 138 | 211,727 | 44,096 | 21 | 149,691 | 71 | 44096 | 105,595 | 62,036 |
| | | MEPEE | 326 | 500,166 | 770,087 | 154 | 470,818 | 94 | 500166 | 0 | 0 |
| | | MEPFD | 24 | 36,822 | 3,454 | 9 | 17,362 | 47 | 3454 | 13,908 | 19,460 |
| | | MEPFE | 36 | 159,302 | 133,417 | 229 | 284,108 | 487 | 58302 | 0 | 0 |
| | | MEPFF | 133 | 280,768 | 145,025 | 52 | 204,940 | 73 | 145025 | 59,915 | 75,828 |
| | | MEPLS | | 0 | 29 | | 0 | | 0 | 0 | 0 |
| | | MEPMC | 26 | 39,891 | 36,873 | 92 | 42,809 | 107 | 36873 | 3,018 | 0 |
| | | MEPMD | 55 | 90,521 | 71,873 | 79 | 75,268 | 83 | 71873 | 3,395 | 15,253 |
| | | MEPME | 27 | 41,425 | 30,206 | 73 | 36,909 | 89 | 30206 | 6,703 | 4,516 |
| | | MEPMH | 35 | 53,695 | 36,786 | 69 | 43,245 | 81 | 36786 | 6,459 | 10,454 |
| | | MEPMA | 49 | 75,178 | 32,446 | 43 | 63,883 | 85 | 32446 | 31,437 | 11,295 |
| | | MEPNB | 26 | 39,891 | 45,553 | 114 | 45,571 | 117 | 39891 | 0 | 0 |
| | | MEPNC | 39 | 59,836 | 27,850 | 47 | 76,660 | 128 | 27850 | 31,586 | 0 |
| | | MEPND | 44 | 67,507 | 73,179 | 109 | 82,927 | 123 | 67307 | 0 | 0 |
| | | MEPIA | 28 | 42,955 | 71,272 | 166 | 33,654 | 79 | 42959 | 0 | 0 |
| | | MEPIB | 56 | 85,918 | 30,794 | 36 | 48,544 | 57 | 30794 | 17,750 | 37,374 |
| | | MEPWM | 74 | 113,535 | 69,093 | 61 | 134,700 | 119 | 69093 | 44,442 | 0 |
| | | MEPWN | | 0 | 43,424 | | 47,137 | | 0 | 0 | 0 |
| | | MEPWS | 37 | 56,767 | 35,671 | 63 | 52,645 | 93 | 38671 | 13,574 | 4,122 |
| | | MEPWW | 42 | 64,439 | 65,441 | 102 | 75,072 | 117 | 64439 | 0 | 0 |
| | | MESCB | 11 | 16,877 | 17,891 | 105 | 23,539 | 139 | 16877 | 0 | 0 |
| | | MESOM | 43 | 65,973 | 65,107 | 99 | 71,693 | 109 | 65107 | 866 | 0 |
| | ME | | 1357 | 2,143,353 | 2,011,131 | 94 | 2,255,396 | 105 | 1,540,341 | 342,152 | 260,860 |
| LP | | | 1357 | 2,143,353 | 2,011,131 | | 2,255,396 | | 1,540,341 | 342,152 | 260,860 |

A-G029-RCC-CA-X23

CAPACITY ANA S SUMMARY
JUTYEAR THREE (FY98)
RCC AND DIRECTORATE

| DIR | DIV | RCC | WORK POS1 | CAPACITY INDEX DPAH | FUNDED WORKLOAD DPAH | WKLD UTIL % | MISSION REQMTS DPAH | MISN UTIL % | USED CAPACITY DPAH | RESERVE CAPACITY DPAH | EXCESS CAPACITY DPAH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LP | ME | MEPCC | 16 | 24,548 | 33,230 | 136 | 36,517 | 149 | 24548 | 0 | 0 |
| | | MEPCD | 36 | 6,137 | 11,565 | 188 | 11,869 | 193 | 6137 | 0 | 0 |
| | | MEPCE | 42 | 64,439 | 41,745 | 65 | 42,557 | 66 | 41748 | 809 | 21,882 |
| | | MEPCF | 30 | 46,028 | 79,506 | 173 | 77,611 | 169 | 46028 | 0 | 0 |
| | | MEPEC | | 0 | 64 | | 111 | | 0 | 0 | 0 |
| | | MEPED | 138 | 211,727 | 48,184 | 23 | 163,038 | 77 | 48194 | 114,854 | 48,699 |
| | | MEPEE | 320 | 500,166 | 710,160 | 142 | 491,729 | 98 | 500166 | 0 | 0 |
| | | MEPFD | 24 | 36,822 | 3,484 | 9 | 25,308 | 69 | 3484 | 21,824 | 11,514 |
| | | MEPFE | 30 | 58,302 | 147,414 | 253 | 263,302 | 466 | 58302 | 0 | 0 |
| | | MEPIF | 193 | 200,769 | 137,698 | 49 | 176,299 | 63 | 137688 | 39,601 | 104,479 |
| | | MEPLS | | 0 | 29 | | 0 | | 0 | 0 | 0 |
| | | MEPMC | 26 | 39,891 | 39,586 | 99 | 39,892 | 100 | 39586 | 296 | 9 |
| | | MEPMD | 57 | 87,452 | 73,293 | 84 | 72,253 | 83 | 73293 | 0 | 14,169 |
| | | MEPME | 27 | 41,425 | 30,338 | 73 | 35,482 | 85 | 30339 | 5,144 | 5,943 |
| | | MEPMM | 23 | 42,959 | 38,167 | 89 | 42,443 | 99 | 38167 | 4,276 | 516 |
| | | MEPNA | 45 | 75,178 | 43,603 | 58 | 60,495 | 80 | 43603 | 16,896 | 14,679 |
| | | MEPNB | 30 | 46,028 | 44,565 | 97 | 44,371 | 96 | 44565 | 0 | 1,463 |
| | | MEPNC | 39 | 59,836 | 32,793 | 55 | 74,706 | 125 | 32793 | 27,053 | 0 |
| | | MEPND | 44 | 67,507 | 78,555 | 116 | 78,414 | 116 | 67507 | 0 | 0 |
| | | MEPTA | 28 | 42,959 | 71,544 | 167 | 25,961 | 60 | 42959 | 0 | 0 |
| | | MEPTB | 56 | 85,918 | 27,691 | 32 | 41,093 | 48 | 27691 | 13,407 | 44,820 |
| | | MEPWM | 74 | 113,535 | 78,224 | 69 | 157,308 | 147 | 78224 | 35,311 | 0 |
| | | MEPWN | | 0 | 46,113 | | 46,072 | | 0 | 0 | 0 |
| | | MEPWS | 27 | 56,767 | 42,402 | 75 | 49,846 | 88 | 42402 | 7,444 | 6,921 |
| | | MEPWW | 42 | 64,439 | 75,716 | 113 | 78,758 | 122 | 64439 | 0 | 0 |
| | | MESCB | 11 | 16,877 | 18,410 | 109 | 21,279 | 126 | 16977 | 0 | 0 |
| | | MESOK | 43 | 65,973 | 65,649 | 104 | 66,063 | 100 | 65973 | 0 | 0 |
| | ME | | 1392 | 2,135,681 | 2,022,801 | 95 | 2,252,766 | 105 | 1,574,682 | 285,915 | 275,084 |
| LP | | | 1392 | 2,135,681 | 2,022,801 | | 2,252,766 | | 1,574,682 | 285,915 | 275,084 |

BASIC EQUIPMENT UPDATE SCREEN DISPLAY

| CCT# | DOC# | NSN | NOUN | RCC | CSN | ACQN-CST | ACQDT | PC |
|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | CABINET BL | EPCC | | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | CABINET BL | EPCC | | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | CABINET BL | EPCC | | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | CABINET BL | EPCC | | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | CABINET BL | EPCC | | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | CABINET BL | EPCC | | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | CABINET BL | EPCC | | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | CABINET BL | EPCC | | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | CABINET BL | EPCC | | [illegible] | [illegible] | [illegible] |
| 64CC | 811720004 | 4940002558687 | CABINET BL | EPCC | | 15000.00 | 81163 | C |
| 64CC | 811720005 | 4940002558687 | CABINET BL | EPCC | | 15000.00 | 81163 | C |
| [illegible] | [illegible] | [illegible] | CABINET BL | EPCC | | [illegible] | [illegible] | [illegible] |
| 64CC | 821110014 | 4940000079856 | DEGREASER | EPCC | | 21417.00 | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | CHEM CLEAN | EPCC | | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | 3419012491758 | IPE-SPINDL | EPCC | CSNH8A101 | 66171.61 | 88177 | |
| [illegible] | [illegible] | 3419012491758 | IPE-SPINDL | EPCC | CSNH8A101 | 66171.61 | 88177 | |
| [illegible] | [illegible] | [illegible] | IPE-VID | EPCC | CSNH8CEP0 | [illegible] | [illegible] | |
| [illegible] | [illegible] | 4940011627654 | IPE-DEGREA | EPCC | CSNH24D01 | 81130.00 | [illegible] | |
| [illegible] | [illegible] | [illegible] | IPECLEANIN | EPCC | CSNW6A[illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | [illegible] | IPE-WASHIN | EPCC | | [illegible] | [illegible] | [illegible] |

PRESS <ENTER> TO CONTINUE OR <X> TO EXIT

BASIC EQUIPMENT UPDATE SCREEN DISPLAY

| CCT# | DOC# | NSN | NOUN | RCC | CSN | ACQN-CST | ACQDT | PC |
|---|---|---|---|---|---|---|---|---|
| | 881660007 | 4940012132778 | IPE-SPFELL | EPCC | CSNH3CEP1 | 229627.00 | 87290 | |
| | 920210007 | 3480PFINISHMACH | FINISHMACH | EPCC | CSNHC1D0C | 33800.00 | 88145 | |
| 64CC | 920210008 | 3680PFINISHMACH | FINISHMACH | EPCC | CSNHC1D0C | 33800.00 | 88145 | |
| 64CC | 920670014 | 4940P519899F | IPE-MOLTEN | EPCC | CSNH9CB05 | 263150.00 | 91247 | |
| 64CC | 921490008 | 3680012133865 | IPE MACH M | EPCC | CSNH6CZ93 | 29608.00 | 88034 | |
| 64CC | 931410004 | 4940P5187072037 | WATER JET | EPCC | CSNH98J90 | 429399.14 | 93140 | |
| 64CC | 941040002 | 4940P522697F | CO2 BLAST | EPCC | | 268940.00 | 92146 | C |

THAT'S ALL FOLKS ! PRESS <ENTER> TO CONTINUE

EQP EVALUATION UPDATE SCREEN DISPLAY

| ACCT NUM | DOC NUM | NSN | NOUN | YR | BLDG NUM | PC CD | EX CD | SV CD | CP CD | CN CD | CR CD | SH CD | N L |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | 881530071 | 4940PME886122b | IPE-WASHING SYSTEM | | 3001 | 3 | | 3 | 1 | C2 | A4 | 0 | Y |
| 164CC | 881660003 | 4940012132778 | IPE-SPPELLET BLAS87 | | 3001 | | | 3 | 1 | C2 | B5 | 0 | N |
| 164CC | 920210007 | 3680PFINISHMACH | FINISHMACHINE | 84 | 3001 | | | 2 | 1 | C2 | A3 | 0 | U |
| 164CC | 920210008 | 3680PFINISHMACH | FINISHMACHINE | 84 | 3001 | | | 2 | 1 | C2 | A3 | 0 | U |
| 164CC | 920670014 | 4940P519899F | IPE-MOLTEN SALT | 091 | 3001 | | | 3 | 2 | A1 | B5 | 0 | N |
| 164CC | 921490008 | 3680012133865 | IPE MACH METAL | FI87 | 3001 | | | 2 | 1 | A2 | A3 | 0 | N |
| 164CC | 931410004 | 4940P5187072037 | WATER JET SYSTEM | 92 | 3001 | | | 3 | 2 | A2 | B2 | 0 | N |
| 164CC | 941040002 | 4940P522697F | CO2 BLAST SYSTEM | 92 | 3001 | 3 | N | 3 | 3 | A2 | D3 | 0 | N |

THAT'S ALL FOLKS ! PRESS <ENTER> TO CONTINUE

ACQUISITION UPDATE SCREEN DISPLAY

| ACCT# | DOC# | NSN | N/U | ACQDT | ACQN-CST | PC | RCC | ULF | MO-DEPR |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | MAEPCC | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | MAEPCC | [illegible] | [illegible] |
| 36400 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | MAEPCC | [illegible] | [illegible] |
| 36400 | [illegible] | 49400 [illegible] | [illegible] | [illegible] | 15000.00 | C | MAEPCC | 240 | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | MAEPCC | [illegible] | [illegible] |
| 36400 | 811720004 | 4940002558687 | U | 81163 | 15000.00 | C | MAEPCC | 240 | 154 |
| 36400 | 811720005 | 4940002558687 | U | 81163 | 15000.00 | C | MAEPCC | 240 | 154 |
| 36400 | 811720006 | 49400[illegible] | U | [illegible] | 15000.00 | C | MAEPCC | 240 | 154 |
| 36400 | 821110014 | 49400[illegible] | U | 82109 | 21417.[illegible] | C | MAEPCC | 240 | 144 |
| 36400 | [illegible] | [illegible] | N | [illegible] | [illegible] | C | MAEPCC | [illegible] | [illegible] |
| 36400 | 880450002 | 3419012[illegible] | N | 88032 | 66071.60 | | MAEPCC | 180 | 077 |
| 36400 | 880450003 | 3419012[illegible] | N | 88032 | 66071.60 | | MAEPCC | 180 | 077 |
| 36400 | 880620045 | 3680[illegible] | N | 87167 | 40013.00 | | MAEPCC | 120 | 077 |
| 36400 | 881740004 | 4940011627654 | N | 88063 | 81280.00 | | MAEPCC | 240 | 077 |
| 36400 | [illegible] | 49400[illegible] | N | 88145 | [illegible] | | MAEPCC | 240 | 077 |
| 36400 | 881530071 | 4940F[illegible] | N | [illegible] | [illegible] | C | MAEPCC | [illegible] | [illegible] |

PRESS <ENTER> TO CONTINUE OR <X> TO EXIT

ACQUISITION UPDATE SCREEN DISPLAY

| ACCT# | DOC# | NSN | N/U | ACQDT | ACQN-CST | PC | RCC | ULF | MO-DEPR |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | 881660003 | 4940012102779 | N | 87280 | 229427.00 | | MAEPCC | 240 | 073 |
| [illegible] | 920210007 | 3680FFINISHMACH | U | 88145 | 33800.00 | | MAEPCC | 120 | 076 |
| 36400 | 920210008 | 3680PFINISHMACH | U | 88145 | 33800.00 | | MAEPCC | 120 | 076 |
| 36400 | 920670014 | 4940P519899F | N | 91247 | 263150.00 | | MAEPCC | 240 | 036 |
| 36400 | 921490008 | 3680012133865 | N | 88034 | 29608.00 | | MAEPCC | 120 | 079 |
| 36400 | 931410004 | 4940P5187072037 | N | 93140 | 429399.14 | | MAEPCC | 120 | 015 |
| 36400 | 941040002 | 4940P522697F | N | 92146 | 268943.00 | C | MAEPCC | 120 | 028 |

THAT'S ALL FOLKS ! PRESS <ENTER> TO CONTINUE

DEPRECIATION UPDATE SCREEN DISPLAY

| CCT# | DOC# | RCC | ACQN-CST | MO-DEPR-EXP | DEPR-TO-DT | UNI-EP-REM | ULF | DEP | ACQDT |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 64CC | 811720004 | EPCC | 15000.00 | 41.74 | 11409.25 | 3590.75 | 240 | 154 | 81163 |
| 64CC | 811720005 | EPCC | 15000.00 | 41.74 | 11409.25 | 3590.75 | 240 | 154 | 81163 |
| [illegible] | [illegible] | EPCC | [illegible] | [illegible] | [illegible] | 3590.75 | [illegible] | 154 | [illegible] |
| [illegible] | 821110014 | EPCC | 21417.00 | 64.77 | 15197.60 | 6219.40 | 240 | 144 | 82109 |
| [illegible] | [illegible] | EPCC | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | EPCC | [illegible] | [illegible] | 25474.77 | 40596.87 | 180 | 077 | 88033 |
| [illegible] | [illegible] | EPCC | [illegible] | [illegible] | 25474.77 | 40596.87 | 180 | 077 | 88033 |
| [illegible] | [illegible] | EPCC | [illegible] | [illegible] | 24199.91 | [illegible] | 120 | 077 | 87167 |
| 64CC | 881740004 | EPCC | 31250.00 | 334.46 | 25424.38 | 5825.62 | 240 | 077 | 88063 |
| [illegible] | [illegible] | EPCC | [illegible] | [illegible] | [illegible] | [illegible] | 240 | 072 | 88145 |
| [illegible] | [illegible] | EPCC | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

PRESS <ENTER> TO CONTINUE OR <X> TO EXIT

DEPRECIATION UPDATE SCREEN DISPLAY

| CCT# | DOC# | RCC | ACQN-CST | MO-DEPR-EXP | DEPR-TO-DT | UNI-EP-REM | ULF | DEP | ACQDT |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | 881260003 | EPCC | 229627.00 | 946.65 | 70589.16 | 159037.84 | 240 | 072 | 87280 |
| [illegible] | 920210007 | EPCC | 33800.00 | 280.17 | 21471.30 | 11328.70 | 120 | 076 | 88145 |
| 64CC | 920210008 | EPCC | 33800.00 | 280.17 | 21471.30 | 11328.70 | 120 | 076 | 88145 |
| 64CC | 920670014 | EPCC | 263150.00 | 1095.51 | 39664.26 | 223485.74 | 240 | 036 | 91247 |
| 64CC | 921490008 | EPCC | 29608.00 | 248.18 | 19431.83 | 10176.17 | 120 | 079 | 88034 |
| 64CC | 931410004 | EPCC | 429399.14 | 3578.04 | 53704.47 | 375694.67 | 120 | 015 | 93140 |
| 64CC | 941040002 | EPCC | 268943.00 | 2301.83 | 66373.29 | 201569.71 | 120 | 028 | 92146 |

THAT'S ALL FOLKS ! PRESS <ENTER> TO CONTINUE

2 Sep. 91

# SERVICES COVERED BY TENDER 19

## GSA CONTRACT SERVICE:

**Government Overnight Service** - Guaranteed next day delivery by 5:00 p.m. for shipments from 1 - 150 pounds as specified in the Federal Express Government Service Guide, dated May 1, 1991.

**Government Bill of Lading (GBL) Usage** - Notwithstanding the language in the Service Guide, GBL's are authorized for DOD users. The weight restriction of 70 pounds for a single package does not apply when a Government Bill of Lading is used. The effective date of GBL usage for Government Overnight Service is February 15, 1991.

## NON-GSA CONTRACT SERVICES:

**Priority Overnight Service** - Guaranteed next day delivery by 10:30 a.m. to all AA Zip Codes as specified in the Federal Express Worldwide Service Guide.

**Overnight Freight Service** - Guaranteed next day delivery by noon for shipments containing pieces in excess of 150 pounds as specified in the Federal Express Service Guide Freight Addendum.

**Two-Day Freight Service** - Guaranteed second day delivery by 4:30 p.m. for shipments containing pieces in excess of 150 pounds as specified in the Federal Express Service Guide Freight Addendum.

With the effective date of this tender all services (Government Overnight Service, Priority Overnight Service, Overnight Freight Service and Two-Day Freight Service) are eligible for usage on GBL.

# GSA CONTRACT RATES - GOVERNMENT OVERNIGHT SERVICE

| | |
|---|---|
| Letter | $ 3.75 |
| 1 pound | 3.99 |
| 2 | 3.99 |
| 3 | 3.99 |
| 4 | 4.80 |
| 5 | 5.61 |
| 6 | 6.42 |
| 7 | 7.23 |
| 8 | 8.04 |
| 9 | 8.85 |
| 10 | 9.66 |
| 11 | 10.47 |
| 12 | 11.28 |
| 13 | 12.09 |
| 14 | 12.90 |
| 15 | 13.71 |
| 16 | 14.35 |
| 17 | 14.99 |
| 18 | 15.63 |
| 19 | 16.27 |
| 20 | 16.91 |
| 21 | 17.55 |
| 22 | 18.19 |
| 23 | 18.83 |
| 24 | 19.47 |
| 25 | 20.11 |
| 26 | 20.75 |
| 27 | 21.39 |
| 28 | 22.03 |
| 29 | 22.67 |
| 30 | 23.31 |
| 31 | 23.95 |
| 32 | 24.59 |
| 33 | 25.23 |
| 34 | 25.87 |
| 35 | 26.51 |
| 36 | 27.15 |
| 37 | 27.79 |
| 38 | 28.43 |
| 39 | 29.07 |
| 40 | 29.71 |
| 41 | 30.35 |
| 42 | 30.99 |
| 43 | 31.63 |
| 44 | 32.27 |
| 45 | 32.91 |
| 46 | 33.55 |
| 47 | 34.19 |
| 48 | 34.83 |
| 49 | 35.47 |
| 50 | 36.11 |

| | |
|---|---|
| 51 pound | $36.75 |
| 52 | 37.39 |
| 53 | 38.03 |
| 54 | 38.67 |
| 55 | 39.31 |
| 56 | 39.95 |
| 57 | 40.59 |
| 58 | 41.23 |
| 59 | 41.87 |
| 60 | 42.51 |
| 61 | 43.15 |
| 62 | 43.79 |
| 63 | 44.43 |
| 64 | 45.07 |
| 65 | 45.71 |
| 66 | 46.35 |
| 67 | 46.99 |
| 68 | 47.63 |
| 69 | 48.27 |
| 70 | 48.91 |
| 71 | 49.55 |
| 72 | 50.19 |
| 73 | 50.83 |
| 74 | 51.47 |
| 75 | 52.11 |
| 76 | 52.75 |
| 77 | 53.39 |
| 78 | 54.03 |
| 79 | 54.67 |
| 80 | 55.31 |
| 81 | 55.95 |
| 82 | 56.59 |
| 83 | 57.23 |
| 84 | 57.87 |
| 85 | 58.51 |
| 86 | 59.15 |
| 87 | 59.79 |
| 88 | 60.43 |
| 89 | 61.07 |
| 90 | 61.71 |
| 91 | 62.35 |
| 92 | 62.99 |
| 93 | 63.63 |
| 94 | 64.27 |
| 95 | 64.91 |
| 96 | 65.55 |
| 97 | 66.19 |
| 98 | 66.83 |
| 99 | 67.47 |
| 100 | 68.11 |
| | |

| | |
|---|---|
| 101 pound | $ 68.75 |
| 102 | 69.39 |
| 103 | 70.03 |
| 104 | 70.67 |
| 105 | 71.31 |
| 106 | 71.95 |
| 107 | 72.59 |
| 108 | 73.23 |
| 109 | 73.87 |
| 110 | 74.51 |
| 111 | 75.15 |
| 112 | 75.79 |
| 113 | 76.43 |
| 114 | 77.07 |
| 115 | 77.71 |
| 116 | 78.35 |
| 117 | 78.99 |
| 118 | 79.63 |
| 119 | 80.27 |
| 120 | 80.91 |
| 121 | 81.55 |
| 122 | 82.19 |
| 123 | 82.83 |
| 124 | 83.47 |
| 125 | 84.11 |
| 126 | 84.75 |
| 127 | 85.39 |
| 128 | 86.03 |
| 129 | 86.67 |
| 130 | 87.31 |
| 131 | 87.95 |
| 132 | 88.59 |
| 133 | 89.23 |
| 134 | 89.87 |
| 135 | 90.51 |
| 136 | 91.15 |
| 137 | 91.79 |
| 138 | 92.43 |
| 139 | 93.07 |
| 140 | 93.71 |
| 141 | 94.35 |
| 142 | 94.99 |
| 143 | 95.63 |
| 144 | 96.27 |
| 145 | 96.91 |
| 146 | 97.55 |
| 147 | 98.19 |
| 148 | 98.83 |
| 149 | 99.47 |
| 150 | 100.11 |
| | |

NOTE: For shipments exceeding 150 pounds, please refer to the next-day hundredweight rates.

FEDERAL EXPRESS

National Quality Award 1990 Winner

# FEDERAL EXPRESS TENDER 19, SUPPLEMENT 21
## SPECIAL HANDLING FEES

| | |
|---|---|
| Saturday Pick-Up Service | $3.50 per shipment |
| Saturday Delivery Service | $3.50 per shipment |
| Dangerous Goods Service | $5.00 per shipment |
| Collect On Delivery (COD) Service | $5.00 per shipment |
| Address Correction | $3.00 per shipment |
| Rebill* | $3.00 per shipment |
| No/Invalid Account Number on Airbill* | $5.00 per shipment |
| Excess Declared Value | |
| Government Overnight Service - | $0.30 per $100 or part thereof of declared value over the greater of $250.00 or $9.07/lb. per package. Maximum declared value per package $25,000. |
| Priority Overnight Service - | for shipments exceeding $100 in value, $0.30 per $100. Maximum value per package $25,000. Declared Value for FedEx Letter and FedEx Pak cannot exceed $100 per package. |

* See "Billing" in "U.S. Service Conditions" section of Federal Express Worldwide Service Guide and Service Guide Freight Addendum.

1700 Next DM
GAL Bruptell.

# ADDITIONAL SERVICES

(Non-GSA Contract)

# FEDERAL EXPRESS
# TENDER 19, SUPPLEMENT 21
# PRIORITY OVERNIGHT SERVICE

Priority Overnight Service to Cities/Zip Codes in the Continental United States designated AA by 10:30 a.m.; designated AM by 12:00 p.m.; and PM by 4:30 p.m. in the Federa Express Worldwide Service Guide.

| WEIGHT | PRICE | WEIGHT | PRICE | WEIGHT | PRICE |
|---|---|---|---|---|---|
| FedEx Letter (up to 8 oz.) | 5.23 | | | | |
| 1 | 5.23 | 51 | 86.03 | 101 | 116.15 |
| 2 | 6.16 | 52 | 86.92 | 102 | 117.30 |
| 3 | 7.09 | 53 | 87.81 | 103 | 118.45 |
| 4 | 8.02 | 54 | 88.70 | 104 | 119.60 |
| 5 | 8.95 | 55 | 89.23 | 105 | 120.75 |
| 6 | 9.88 | 56 | 89.76 | 106 | 121.90 |
| 7 | 10.81 | 57 | 90.29 | 107 | 123.05 |
| 8 | 11.74 | 58 | 90.82 | 108 | 124.20 |
| 9 | 12.67 | 59 | 91.35 | 109 | 125.35 |
| 10 | 13.60 | 60 | 91.88 | 110 | 126.50 |
| 11 | 14.53 | 61 | 92.41 | 111 | 127.65 |
| 12 | 15.46 | 62 | 92.94 | 112 | 128.80 |
| 13 | 16.39 | 63 | 93.47 | 113 | 129.95 |
| 14 | 17.32 | 64 | 94.00 | 114 | 131.10 |
| 15 | 18.25 | 65 | 94.53 | 115 | 132.25 |
| 16 | 19.18 | 66 | 95.06 | 116 | 133.40 |
| 17 | 20.11 | 67 | 95.59 | 117 | 134.55 |
| 18 | 21.04 | 68 | 96.12 | 118 | 135.70 |
| 19 | 21.97 | 69 | 96.65 | 119 | 136.85 |
| 20 | 22.90 | 70 | 97.18 | 120 | 138.00 |
| 21 | 23.83 | 71 | 97.71 | 121 | 139.15 |
| 22 | 24.76 | 72 | 98.24 | 122 | 140.30 |
| 23 | 25.69 | 73 | 98.77 | 123 | 141.45 |
| 24 | 26.62 | 74 | 99.30 | 124 | 142.60 |
| 25 | 27.55 | 75 | 99.83 | 125 | 143.75 |
| 26 | 28.48 | 76 | 100.36 | 126 | 144.90 |
| 27 | 29.41 | 77 | 100.89 | 127 | 146.05 |
| 28 | 30.34 | 78 | 101.42 | 128 | 147.20 |
| 29 | 31.27 | 79 | 101.95 | 129 | 148.35 |
| 30 | 32.20 | 80 | 102.48 | 130 | 149.50 |
| 31 | 33.13 | 81 | 103.01 | 131 | 150.65 |
| 32 | 34.06 | 82 | 103.54 | 132 | 151.80 |
| 33 | 34.99 | 83 | 104.07 | 133 | 152.95 |
| 34 | 35.92 | 84 | 104.60 | 134 | 154.10 |
| 35 | 36.85 | 85 | 105.13 | 135 | 155.25 |
| 36 | 37.78 | 86 | 105.66 | 136 | 156.40 |
| 37 | 38.71 | 87 | 106.19 | 137 | 157.55 |
| 38 | 39.64 | 88 | 106.72 | 138 | 158.70 |
| 39 | 40.57 | 89 | 107.25 | 139 | 159.85 |
| 40 | 41.50 | 90 | 107.78 | 140 | 161.00 |
| 41 | 42.43 | 91 | 108.31 | 141 | 162.15 |
| 42 | 43.36 | 92 | 108.84 | 142 | 163.30 |
| 43 | 44.29 | 93 | 109.37 | 143 | 164.45 |
| 44 | 45.22 | 94 | 109.90 | 144 | 165.60 |
| 45 | 46.15 | 95 | 110.43 | 145 | 166.75 |
| 46 | 47.08 | 96 | 110.96 | 146 | 167.90 |
| 47 | 48.01 | 97 | 111.49 | 147 | 169.05 |
| 48 | 48.94 | 98 | 112.02 | 148 | 170.20 |
| 49 | 49.87 | 99 | 112.55 | 149 | 171.35 |
| 50 | 50.80 | 100 | 115.00 | 150 | 172.50 |

# FEDERAL EXPRESS
# TENDER 19, SUPPLEMENT 21

**NEXT-DAY DELIVERY, HUNDREDWEIGHT RATES**
(For shipments exceeding 150 pounds, with no one piece exceeding 150 pounds)

| TOTAL SHIPMENT WEIGHT | PER POUND RATE |
|---|---|
| 151 - 299 LBS | $0.88 |
| 300 - 499 LBS | $0.86 |
| 500 - 999 LBS | $0.83 |
| 1000 LBS AND OVER | $0.78 |

**OVERNIGHT FREIGHT SERVICE - ADVANCED BOOKING REQUIRED**
Telephone 1-800-238-5355, ask for Freight Services
(For individual pieces that exceed 150 pounds)

| TOTAL SHIPMENT WEIGHT | PER POUND RATE |
|---|---|
| 151 - 299 LBS | $1.15 |
| 300 - 499 LBS | $1.15 |
| 500 - 999 LBS | $1.15 |
| 1000 LBS AND OVER | $1.15 |

**TWO-DAY FREIGHT SERVICE**
(For individual pieces exceeding 150 pounds)

| TOTAL SHIPMENT WEIGHT | PER POUND RATE |
|---|---|
| 151 - 299 LBS | $0.88 |
| 300 - 499 LBS | $0.86 |
| 500 - 999 LBS | $0.83 |
| 1000 LBS AND OVER | $0.78 |

**INSIDE PICK-UP AND DELIVERY FEES FOR HEAVYWEIGHT SERVICES**

| TOTAL SHIPMENT WEIGHT | HANDLING FEE (per shipment) |
|---|---|
| 151 - 250 LBS | $ 7.50 |
| 251 - 750 LBS | $15.00 |
| 751 - 1000 LBS | $25.00 |
| 1001 LBS OR MORE | $35.00 |
| STORAGE SERVICE | $0.75 PER 100 LBS OR ANY PART THEREOF PER DAY. |

Any additional charges incurred by Federal Express such as equipment rental and set up will be billed to payor of shipment.

Please refer to the Federal Express Service Guide Freight Addendum for specific delivery commitments.

# TENDER 19, SUPPLEMENT 21
# EXCLUSIONS
# GTA LOCATIONS

| | |
|---|---|
| DEFENSE DEPOT - OGDEN | OGDEN, UT |
| DEFENSE DEPOT - TRACY | TRACY, CA |
| NAVMTO-USAFAC-MARINE CORP LOG | |
| DEFENSE DEPOT - MECHANICSBURG | MECHANICSBURG, PA |
| DEFENSE SUBSISTENCE REGION PACIFIC | ALAMEDA, CA |
| DEFENSE DEPOT - RICHMOND | RICHMOND, VA |
| NEW CUMBERLAND ARMY DEPOT | NEW CUMBERLAND, PA |
| DEFENSE DEPOT - MEMPHIS | MEMPHIS, TN |
| DEFENSE DEPOT - COLUMBUS | COLUMBUS, OH |
| US ARMY ACCTG & FINANCE CENTER | INDIANAPOLIS, IN |
| DEFENSE MAPPING - PHILADELPHIA | PHILADELPHIA, PA |
| RED RIVER ARMY DEPOT | TEXARKANA, TX |
| SACRAMENTO ARMY DEPOT | SACRAMENTO, CA |
| SHARPE ARMY DEPOT | LATHROP, CA |
| HILL AIR FORCE BASE | HYATTSVILLE, MD |
| DEFENSE MAPPING | CAMBRIDGE, MD |
| GDLS CORP | STERLING HEIGHTS, MI |

ANY GTA NOT LISTED ABOVE AND ISSUED IS INCLUDED AS WELL AS ANY GTA ISSUED AFTER THE EFFECTIVE DATE OF THE TENDER.

# AIR FORCE AVERAGE PACKAGING MATERIAL COST

## I. BARE ITEMS, REPARABLE:

| FRAGILITY GROUP (MOST TO LEAST) | EXAMPLES: ITEM NOMENCLATURE | AVERAGE COST PER CUBIC FOOT |
|---|---|---|
| 0-14 Gs | GyroscopeS and Sub Assemblies, Navigational Units, Fire Control Panels | $21.80 |
| 15-24 Gs | Fligt Instruments and Assemblies, Guidance Control Units, Telescopes | $17.25 |
| 25-39 Gs | Small Computers, Transmitters, Circuit Cards, Radars and Control Units, Electronic Components, TV Camaras, Cathode Ray TubeS (CRTs) | $7.47 |
| 40-59 Gs | Typewriters, Camaras, Recorders, Projectors, Televisions, Amplifiers, Refrigerators, Generators, Electric Motors, Mainframe Computers, Infrared Equipment | $6.03 |
| 60-84 Gs | Oscilloscopes, Electric Test Sets, Pneumatic Test Sets, Plotter/Printers, X-Ray Machines, ~~Crypto Equipment~~, Telephones, Jet Engines and Components, Diesel and Gas Engines | $5.04 |
| 85-110 Gs | Motor Assemblies, Transmissions, Aircraft Panels and Door Assemblies, Fuselage Sections, Hand Tools | $4.12 |
| Over 110 Gs | Aircraft Wings and Floor Assemblies, Landing Gear and Brakes Components, Heavy Equipment/Machinery, Hoisting Beams, Small Arms/Weapons | $2.70 |

## II. BARE ITEMS, CONSUMIBLES:

| FRAGILITY GROUP | EXAMPLES: ITEM NOMENCLATURE | AVERAGE COST PER CUBIC FOOT |
|---|---|---|
| 85-110 Gs | Small assets, with no one measurement exceding 24 inches. If any one measurement is | $1.33 |

greater than 24 inches, and/or fragility is not within 85 to 110 Gs range, use reparable cost table.

II. UNITATION, PALLETIZATION, CONTAINERIZATION OF PACKAGED ASSETS (REPARABLES AND CONSUMABLES):

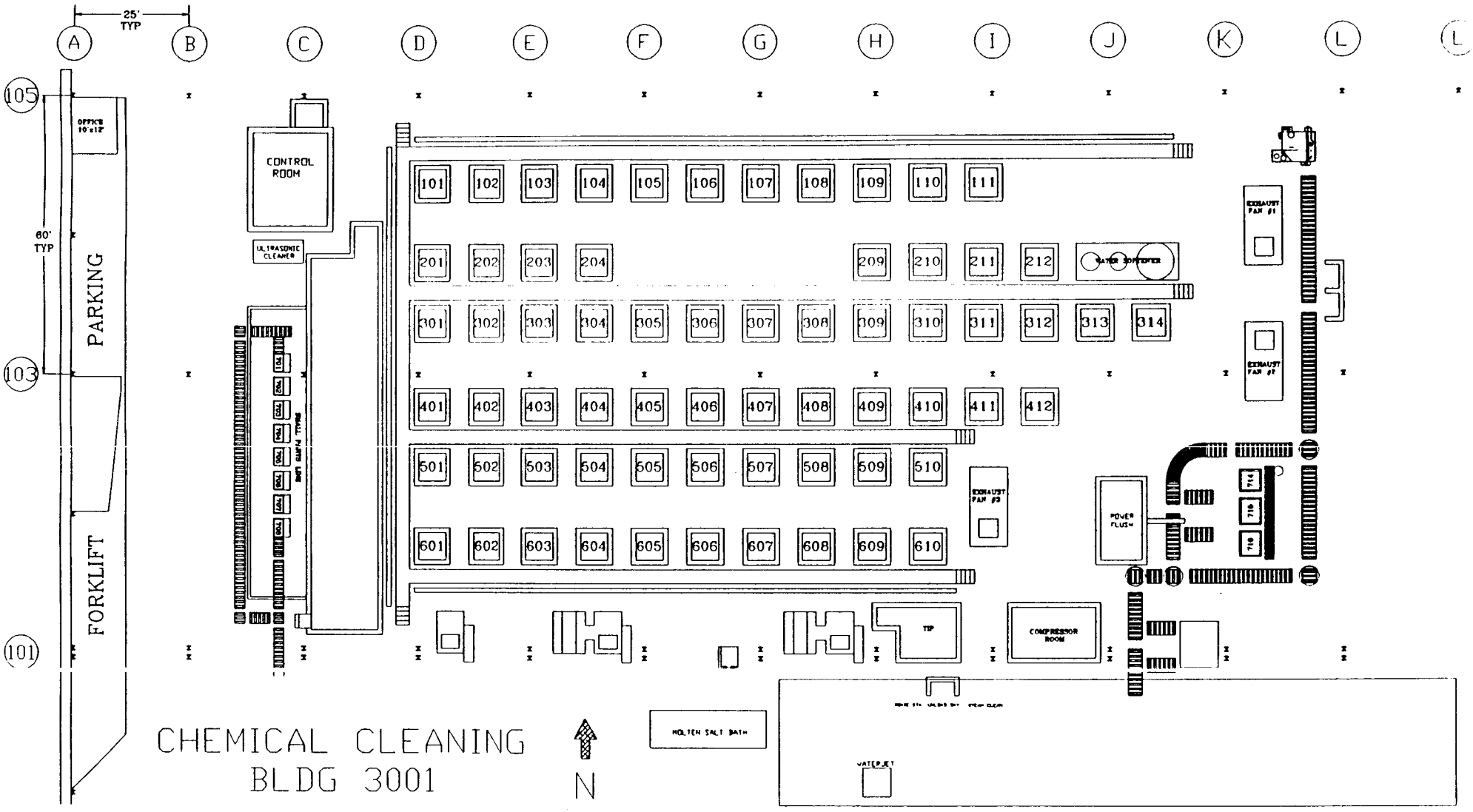
| FRAGILITY GROUP | EXAMPLES: ITEM NOMENCLATURE | AVERAGE COST PER CUBIC FOOT |
|---|---|---|
| All | Packaged assets. Cost only accounts for overpacking materials used during shipment. (Cost data of Pease AFB closure) | $0.33 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Number of parts= | | | 784,000 | (see note below) | | | |
| | | | | | | | |
| Cost of packaging ($/cu ft) = | | | 5.04 | | | | |
| | Source: Air Force Avg Packaging Matl Cost Sheet from HQ AFMC/LGTP dated 9 Nov 94. Used $5.04/cu ft for jet engine components. | | | | | | |
| | | | | | | | |
| Estimated sizes: | | | | | | | |
| | | size | vol (cu ft) | % of workload | parts/batch | tot parts | tot vol (cu ft) |
| | | small | 2 | 0.50 | 10 | 784,000 | 78,400 |
| | | medium | 35 | 0.35 | 4 | 784,000 | 2,401,000 |
| | | large | 70 | 0.15 | 2 | 784,000 | 4,116,000 |
| | | | | | | | |
| | | | | | | | 6,595,400 |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| Total Cost ($) = | | 33,240,816 | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | NOTE: The ITS printout shows 1,567,252 total parts processed through cleaning for LP. However, aprox. half of these parts were double-counted because they are chemically cleaned and then mechanically cleaned. Therefore, the number of parts processes was estimated to be 784,000/yr. | | | | | | |

QN2172 PERSONNEL REQUIREMENTS DATE: 94/11/18 08:24:55
RCC: MEPCC BY WORK CENTER/SKILL: X BY RCC/SKILL: _ PRINTER: B1161
FWO: 951 DIR: LP FILE UPDATED: 94318 WOODS LARAE

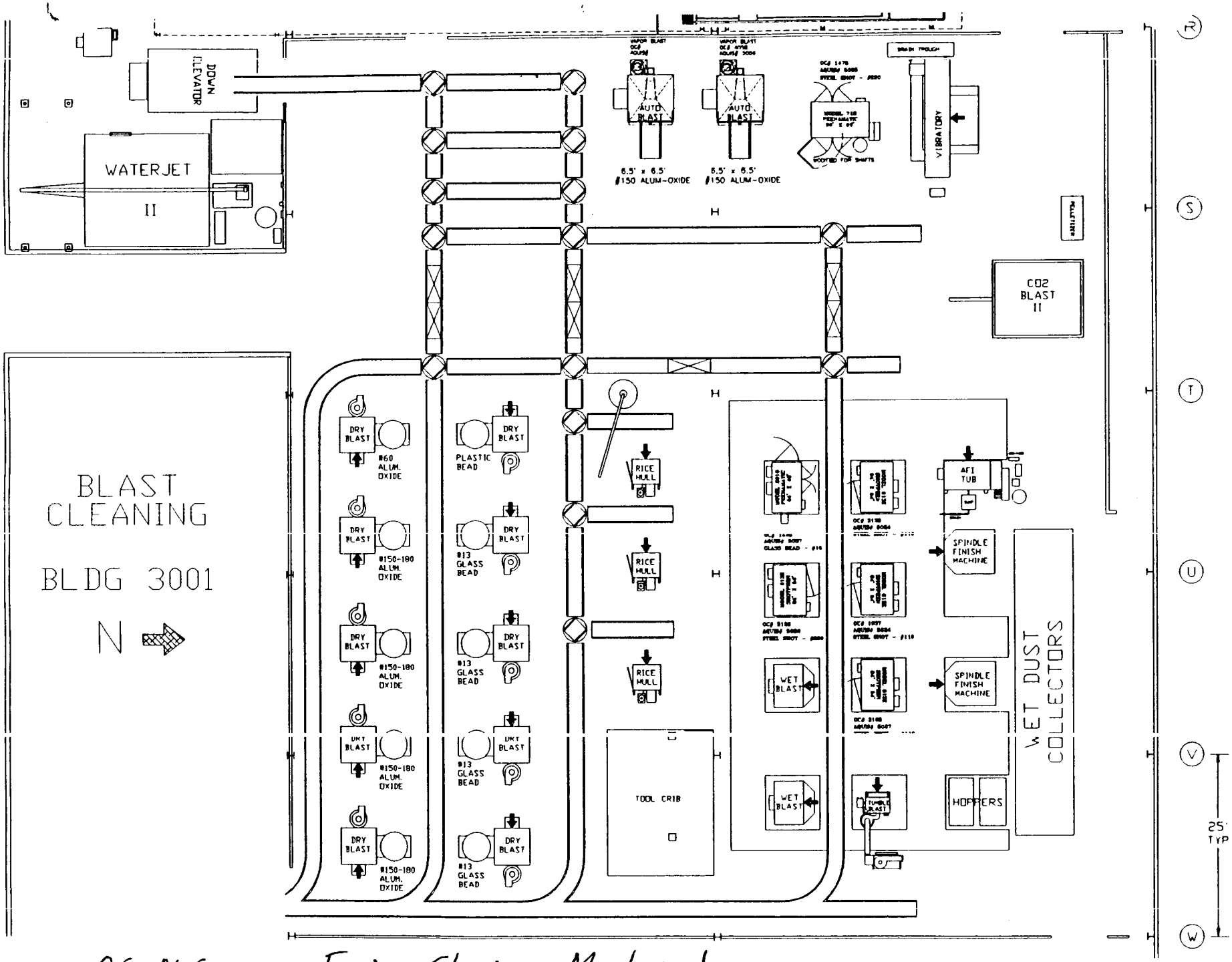
| RCC | SKILL | SKILL DESCRIPTION | REQUIRED HRS | REQUIRED PE'S | ASSIGNED HRS | ASSIGNED PE'S | VARIANCE HRS | VARIANCE PE'S |
|---|---|---|---|---|---|---|---|---|
| MEPCC | 2L | 2-LEVEL MAINTENANCE | 44 | .1 | | | 44- | .1- |
| MEPCC | AC | 3769/5423/7009/3727 | 7039 | 22.7 | 3717 | 12 | 1773- | 5.7- |
| MEPCC | AI | 3705 NDI | 10 | | 620 | 2 | 609 | 2.0 |
| MEPCC | AX | UNPROGRAMMED WKLOAD | 552 | 1.8 | | | 552- | 1.8- |
| MEPCC | BC | 3769/5423/7009/3727 | 650 | 2.1 | | | 650- | 2.1- |
| MEPCC | BI | 3705 NDI | 1014 | 3.3 | | | 1014- | 3.3- |
| MEPCC | CC | 3769/5423/7009/3727 | 371 | 1.2 | 4027 | 13 | 2727 | 8.8 |
| MEPCC | CI | 3705/NDI/FPI/MPI | 159 | .5 | 620 | 2 | 461 | 1.5 |
| MEPCC | CQ | 6910/5704/6904/6912 | 758 | 2.4 | 1239 | 4 | 481 | 1.6 |
| MEPCC | DC | 3769/5423/7009/3727 | 4 | | | | 4- | |
| MEPCC | | RCC TOTALS | 10601 | 34.1 | 10843 | 35 | 241 | .9 |

F3-COMPARE F4-LIST F10-PRINT F12-PRINT COMPARE F15-GO TO QN2
QN37203: NO MORE RECORDS AVAILABLE.




CHEMICAL CLEANING
BLDG 3001

OC-ALC, Engine Cleaning, Chemical




OC-ALC, 107 Engine Cleaning, Mechanical

**TECHNOLOGY REPAIR CENTER (TRC) PROCESS I**
**CERTIFICATION WORKSHEET**

OC-ALC

**PURPOSE:** To document the sources, methods, and conc
the TRC Cleaning category within the Commodities Divi

**SOURCE:** The point of contact for this assessment is Ca
LIPEB, DSN 336-7246. The sources of information used to generate this data include:

Workload: Management of Items Subject to Repair Maintenance Projections Worksheet (GO3005-2) and Production Management Estimates

Materials: HAZMAT Cell Hazardous Materials Orders Database

Processes: Process Order LIP 92-08; Cleaning of Aerospace Accessories and Components

Equipment: Custodian Authorization/Receipt Products (CA/CRL), Contracting Documents, and Manufacturer's Estimates

Facility: Production Engineering Section Layouts

Personnel: Production Management Estimates; based on the number of personnel presently dedicated to the cleaning tasks and/or the consolidation of personnel performing multiple tasks for the workload being forecasted.

Wastewater: Production Engineering Section Speedsheet on Estimates for Hydraulic and Chemical Loading to the IWTP

**METHOD:** All the cleaning activities were assessed to determine the capability and applicability to this TRC. The evaluation was based on equipment uniqueness, complexity of operation, type of workload, and the referenced sources to the best of our engineering and management judgement.

**CONCLUSION:** Three out of nine main cleaning activities were selected for consideration under this TRC. These are; 1) Fuel Manifold & Nozzle, 2) Heat Exchangers & Oil Tanks, 3) Antifriction Ball & Roller Bearings

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

Preparer: Jack Srnec Date: 11/22/94
Jack Srnec, OC-ALC/LIP
DSN 336-7096

TRC Focal Point Reviewer: Edna McDaniel Date: 23 Nov 94
Edna McDaniel, OC-ALC/FMPP
DSN 3396-3345

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

MAJCOM Reviewer: _____ Date:

# TECHNOLOGY REPAIR CENTER (TRC)

# PROCESS ASSESSMENT

## CLEANING CATEGORY

Prepared by

OKLAHOMA AIR LOGISTIC CENTER
COMMODITIES PRODUCTION DIVISION
TINKER AIR FORCE BASE

# TECHNOLOGY REPAIR CENTER
# PROCESS ASSESSMENT

## CLEANING CATEGORY

**ALC/Directorate:** OC-ALC Commodities Directorate (LI)

**Major Commodity Groups Supported:** Fuel Controls & Fuel Related Components, Constant Speed Drives, Engine/Accessories/Instrument Bearings, LOX Equipment, Air Accessories, and Heat Exchangers & Oil Tanks

**Baseline FY 95 WORKLOAD:** 46,533 (All Commodities - DPSH)
11,680 (Selected Commodities* -DPSH)

### 1. TECHNOLOGY

- Cleaning of aerospace commodity items is accomplished primarily to remove deposits/contaminants and deteriorated coatings which adversely affect proper functioning, adequate inspection, and subsequent repair processes. A large percentage of these parts are properly and adequately cleaned using chemical and mechanical cleaning processes. Parts composition, surface condition, and the required level of cleanliness control the methods and chemicals to be used in the cleaning process of specific parts and components.

- Chemical cleaning consists of immersing components and parts to be cleaned into carefully controlled hydrocarbon solvents, waterbased detergents, and alkaline or acidic based cleaning solutions. Ultrasonic, pressure spray, or turbulent agitation are used in various operations to enhance chemical cleaning effectiveness. The chemical cleaning processes are normally followed by: hot and/or cold water rinses, force air or oven drying, and a final corrosion protection treatment. Mechanical cleaning consists mainly of abrasive media blasting and vibratory media finishing. Mechanical cleaning is often used to remove stubborn deposits of carbon, paint or soils remaining after chemical cleaning.

### 2. PROCESSES

- OC-ALC has nine main cleaning process lines in various locations, eight manually operated and one automated, that provide over 18 different types of cleaning methods. The various cleaning process lines provide support to the following list of commodities overhaul-repair operations:

-- Bldg 1055 Liquid Oxygen (LOX) Equipment
-- Bldg 210 Air Accessories
-- Bldg 214 Cruise Missile Engines

-- Bldg 2210 Constant Speed Drives & Aircraft Wheels
* Bldg 3001/Ha-49.4 Tanks & Coolers
* Bldg 3001/M-57 Engine-Aircraft Main & Accessory Bearings
-- Bldg 3001/Q-49 Fuel Controls
-- Bldg 3001/U-45 Governor & Miscellaneous
* Bldg 3001/T-37 Engine Fuel Manifolds/Nozzles - Automated

**3. EQUIPMENT**

- The types of equipment used to support the above cleaning process lines include, but are not limited to::

-- B1055: Two each 30 gallons detergent ultrasonic cleaning tanks with electric heating, pumps, and filtration capabilities. Two each 30 gallons water rinse tanks fed by a demineralized-hot water system. Two each 2 x 1.7 x 1.3 forced-hot air dryers. One 3 x 3 x 2.7 enclosed soft abrasive grit blasting cabinet with solvent spray capabilities.

-- B210: Seven each 165 gallons immersion-agitation chemical process tanks. One 220 gallon perchloroethylene vapor degreaser. One small vibratory machine. And, three medium-size abrasive media blasting cabinets.

-- B214: Two each 30 gallons alkaline ultrasonic cleaning tanks with electric heating, pumps, and filtration capabilities. One 30 gallon water rinse tank. One non-halogenated solvent part washer.

-- B230: Two each 0.75 gallon trichloroethane ultrasonic cleaning tanks with electric heating. One 0.75 gallon hot water rinse tank. Two each trichloroethane-air precision spray cleaning equipment.

-- B2210: Two each 120 gallons immersion-agitation chemical and hot water rinse tanks. One 100 gallon detergent pressure (70 psi) spray washer. Thirteen 25 gallons non-halogenated solvent part washers. Two each 80 gallons trichloroethane vapor degreasers. One CO2 pellet blasting system (850 scfm @ 250 psi) capable of producing up to 1,000 lb/hr of pellets on a continuous basis.

-- B3001/Ha-49.4: Enclosed washrack containing; two each 775 gallons immersion process tanks containing hot carbon remover, steam-detergent cleaning and detergent pressure spray (1000 psi) cleaning capabilities. One 220 gallons perchloroethylene vapor degreaser.

-- B3001/M-57: Fourteen each 90 gallons immersion-agitation chemical process tanks; some with electric heating and/or filtration systems. One 120 gallons detergent-wash/rinse covenyorized pressure spray washer. Two hot air dryers. One 5 gallons alkaline ultrasonic

cleaning tank. One 80 gallons trichloroethane vapor degreaser. Six vibratory finishing machines of various sizes.

-- B3001/Q-49: One detergent pressure spray washer. Four non-halogenated solvent parts washers. One small vapor degreaser with ultrasonic cleaning capabilities. One non-halogenated solvent spray booth.

-- B3001/U-45: Three immersion-agitation process tanks. One wash/rinse/dry covenyorized pressure spray enclosed cabinet. Two non-halogenated solvent parts washers. One 80 gallons trichloroethane vapor degreaser.

-- B3001/T-37: Automated self-monitoring cleaning cell consisting of 11 each 4 x 4 x 4 process tanks served by a gantry robot and input/output parts-fixture handling system. This cleaning line has capabilities for immersion and/or internal tubing/cavities pressure flushing, and chemical solution rejuvenation/filtration.

- Process operating equipment such as; pumps, agitation, filtration, ventilation, and instrumentation (gauges, controllers, etc.) are utilized and maintained in proper working condition through scheduled preventive maintenance.

## 4. MATERIAL/RESOURCES OVERVIEW

Cleaning compounds, chemicals and chemical additives are needed to make up and maintain chemical cleaning solutions to specified strength or concentration. Soft and hard abrasive blasting media, vibratory "rock" media, liquid CO2 are consummed in mechanical cleaning. Material handling equipment is utilized to load/unload parts, baskets, and chemicals. Disposable type filters are used in solution filtration systems. Chemical spill cleanup kits are required to be available in each cleaning area. Some type of personal protective equipment must be used during manual parts processing and cleaning solution/media maintenance. Metal drums are used for the disposal of used chemical solutions and contaminated rags/clothing. Service contracts are in place for the pumping and disposal of used bulk materials, and for deionized water systems requirements in various areas.

## 5. INFRASTRUCTURE

- All the cleaning process line have the basic facility requirements of electricity, water, steam, and compressed air. Some cleaning process lines have monorail/hoist or covenyorized systems to move parts baskets from tank to tank. Most chemical process lines are surrounded by trenches or dikes for accidental chemical spill containment and have industrial wastewater drains or lift

stations for process rinse water. All process lines are provided with a minimum illumination of 50 foot candles for proper inspection of parts after cleaning.

- The primary use of personnel is to load/unload baskets, operate manual and automated process lines and equipment, and provide chemical solution and minor process equipment maintenance. Laboratory support is essential as the cleaning solutions must be carefully monitored to determine proper additions or required chemical solution changeouts. Engineering support centers on equipment, facility, and process operation maintenance, and adopting new or modifying existing cleaning processes to new workloads. Scheduling and Planning support assures a constant flow of parts/components through the cleaning process line. Software support is required for computer automated systems to provide software maintenance and expanded programming needs.

## 6. BUSINESS POLICY AND PROCEDURES

- The greatest weakness in the cleaning process arena is the lack of integration into management information systems. Scheduling and parts priority, rework/reject data and operation cost data are not readily available from any automated source. Other management concerns center around the fact that many of the chemicals used in cleaning are hazardous materials and have the potential to present safety-health and/or environmental problems. Maintaining compliance with environmental and safety regulations requires constant attention on monitoring, recordkeeping, and reporting by all levels of management.

- Quality assurance in the cleaning process is the responsibility of the shop supervisor, product acceptance certified (PAC) personnel, process engineers, and the laboratory. These individuals make sure that the cleaning solutions are monitored and maintained within prescribed limits and that cleaning problems at elevated to the proper organizations. Cleaning process problems are directed to a review team for investigation and correction in a combined and continuous effort to establish and maintain a satisfactory level of cleaning.

## 7. FLEXIBILITY

The existing cleaning processes are adaptable to support other weapon system commodities and materials. These processes are mainly limited by the size and capacity of the process tanks/equipment and facilities.

## 8. CONTROL & INTEGRATION

All except two of the 10 main cleaning process line are tied to an inventory tracking and/or management information system.

## 9. EFFECTIVENESS

The use of new/improved equipment designs and smart systems for chemical rejuvenation, recycling, and monitoring could be adapted to improve the cleaning process operations.

## 10. ENVIRONMENTAL/PERSONAL HEALTH IMPACT

The use of cleaning materials with hazardous ingredients will always be a concern to the safety/health of personnel and to the environment. Aqueous (detergents, alkaline, acidic) cleaners and abrasive blasting media present problems related to amount of waste produced because are very likely to be considered hazardous waste when rendered useless. Most hydrocarbon solvents present problems associated with safety-health and/or air polution.

## 11. OBSOLESCENCE/IMPROVABILITY

- It is very like that some of the existing cleaning methods and process equipment are or will be outdated because of the fast growth of new and better technology.

- Most of the different cleaning processes/methods are economically efficient. For example, aqueous cleaning technology is usually very inexpensive when compare to semi-aqueous or hydrocarbon solvent based cleaning technologies.

## 12. RELIABILITY/MAINTAINABILITY

- The existing cleaning equipment have proven to be reliable. There are intermittent problems with agitation mechanisms, pumps, electric heaters, and ultrasonic transducers, but the equipment remains on-line and rarely cause a significant work stoppage. The cleaning processes have good repeatability, but are highly dependent on the varying levels and types of contamination on the parts/components input into the process.

- The process tanks and support equipment are frequently in need of low level maintenance. Chemical solutions are sampled at least weekly and materials additions or new make-up are made by trained personnel as directed by the laboratory. One of the most difficult

areas in the maintenance of the cleaning process is the neat appearance due to the harsh environment created (constant drippage of diluted chemicals from baskets, small leakages around pipe joints, valves, pumps, air ducts, etc., corrosion).

## 13. 2005 SHORTFALL

- Existing chemical and mechanical cleaning processes will provide mission-essential support for dependent commodities over the next decade. New investments in equipment design improvements and technology development will be a (most) to comply with future environmental and safety requirements. The replacement of halogenated cleaning solvents & EPA 17 toxic materials presently used in certain critical cleaning operations and the reduction of hazardous waste and air emissions present an enormous challenge that will require a considerable investment.

- Presently, OC-ALC/LI is in the process of replacing all existing vapor degreasers and halogenated solvent cleaning operations with aqueous and/or non-halogenated hydrocarbon solvent cleaning technologies.

| PROCESS ORDER | 1. PAGE 1 OF 31 PAGES |
|---|---|
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| TYPE, MODEL, SERIES: All Series/Models | 5. USING ORGN: All LIPP Shops / 6. DATE EFFECTIVE |
| 7. PART NO AND AFSC NO. | 8. REFERENCED PUBLICATIONS: T.O.s 2-1-111, 2J-1-13, 42C-1-20 / 9. DATE RESCINDED |
| 10. NAME OF ASSIGNED PROJECT AND PROJECT NO. | |

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**NOTE:** This process order replaces P.O. MAT 90-08 dated 16 Jul 90.

I. **PURPOSE:** To provide more specific and detailed information on existing cleaning methods and procedures within the scope of referenced technical orders (T.O.s). This process order is not intended to be at variance or conflict with the instructions contained in the technical orders.

II. **SCOPE:** This process order identifies methods for chemical and mechanical cleaning operations. These instructions are applicable to most of the aerospace parts and components undergoing maintenance within the Commodities Production Branch (LIPP), Commodities Production Division (LIP), Commodities Directorate (LI).

III. **RESPONSIBILITIES:**

A. **Commodities Production Branch personnel will:**

1. Adhere to the provisions of this process order, relating to their responsibilities.

2. Be responsible for placing parts that require special attention (i.e. fuel manifolds, fuel controls, etc.) in the proper handling and/or transporting devices and take necessary precautions and care to prevent possible damage. Protective devices will be installed before routing parts through subsequent processing.

3. Insure that safe practices and instructions are carefully observed during the preparation and use of chemical solutions and materials required for the cleaning processes. Personnel working with chemicals shall wear the proper safety protective equipment, and be familiar with tank charging procedures and with Section IV of this process order.

4. Request authorization for the use of hazardous materials by completing ~~AFLC~~ OC-ALC Form ~~611~~ 521. Trained personnel will make chemical additions or new make-ups, as recommended by TIELC in the OC-ALC Form O-100, within a 48 hour time frame. Also, maintain records of date and time of solution replenishments or new make-up for each process tank.

5. Ensure that waste minimization requirements are followed by utilizing the minimum amount of hazardous materials required to accomplish the job and to only utilize those materials authorized for a particular cleaning process

| 12. INITIATOR (SIGNATURE, ORGN, PHONE NO. AND DATE) | 13. APPROVAL (SIGNATURE, ORGN, PHONE NO. AND DATE) |
|---|---|
| Carlos Chavez, Chem Eng. LIPEB Dx-67246 12 Jan 92 | LIPEB, Chief, 12 Jan 92 |

AFLC FORM JAN 78 561 PREVIOUS EDITION WILL BE USED.

2. TITLE: Cleaning of Aerospace Accessories and Components

3. P.O. NUMBER: LIP 92-08

4. TYPE, MODEL, SERIES: All Series/Models

5. USING ORGN.: All LIPP Shops

6. DATE EFFECTIVE:

7. PART NO AND AFSC NO.:

8. REFERENCED PUBLICATIONS: T.O.s 2-1-111, 2J-1-13, 42C-1-20

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or job. Any questions concerning to the waste minimization program should be directed to LIPEB, LIPEM, or the Environmental Engineering Division/EMV.

6. Be responsible for cleaning parts as these instructions dictate, except when the Unit Supervisor, Product Acceptance Certified (PAC) personnel or Process Engineer determine that the assigned method of cleaning is not adequate for a quality product on a specific part. Cleaning process problems will be directed to the Avionics, Composites & CSD Engineering Section/LIPEB for review in conjunction with qualified representatives from cleaning and inspection shops, production planners, PAC personnel and item managers as applicable. The Review Team will identify and solve such problems in a combined and continuous effort to establish and maintain a satisfactory level of cleaning.

7. Be responsible (line supervisors) to insure that:

a. Process operating equipment such as; pumps, ventilation, agitation, filtration, and instrumentation (temperature/pressure gauges and controllers, etc.) are utilized and checked at all times during parts processing and are maintained in proper working condition through scheduled preventive maintenance.

b. Process tanks are properly identified (NSN, contents, operating volume and temperature ranges, etc.) in a clearly visible location, and are maintained in a presentable appearance.

c. Chemical solutions are up to operating level and temperatures, and agitated at the beginning of each work shift and checked periodically thereafter.

**B. The Avionics, Composites & CSD Engineering Section/LIPEB will:**

1. Serve as a focal point for LIP the chemical and mechanical cleaning processes/operations.

2. Provide assistance to the Electronic & Air Accessories Engineering Section/LIPEA on special projects relating to the cleaning operations, processes or equipment.

3. Prepare and issue Process Control Charts (~~AFLC~~ OC-ALC Form ~~3025~~ O-183) for specific cleaning procedures as supplements to this process order. These charts will be used as the means to provide detailed instructions for specific

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8. REFERENCED PUBLICATIONS
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IV. **SAFETY:**

A. The information presented here-in are general safety precautions that apply throughout this process order and do not appear elsewhere in this instruction. These are precautions that personnel must understand and apply during many phases of operation and maintenance.

1. Many of the solutions and their components used in cleaning are harmful to the worker and his clothing. Harm may be caused when these solutions come in contact with the skin, are inhaled into the lungs or are ingested by the worker. Adequate personal protection is necessary to avoid contact with them. Certain solutions are extremely corrosive and/or toxic requiring the use of aprons, gloves and chemical splash proof goggles. Other solutions emit harmful vapors and/or mists and local exhaust ventilation or appropriate respiratory protection must be used. Refer to the pertinent Material Safety Data Sheet (MSDS) for complete familiarization (health hazards, hazardous ingredients, safety precautions, signs of overexposure, first aid, etc.) with the chemical being used. If the MSDS is not available contact LIPM/65120 or USAFH/SGB at ext. 47844 for request.

2. Compressed air used in cleaning operations may present a safety hazard due to flying particles. Maximum allowable pressure is 30 psig. Use approved protective equipment (safety glasses, goggles, face shield) when using compressed air.

3. Solvents: Certain solvents used in cleaning (i.e. PD680, acetone, alcohols, MEK, etc) are flammable/combustible and irritating to the skin, eyes and respiratory track. Keep these materials away from heat, spark and open flame. Degreasing solvents (halogenated hydrocarbons) such as 1,1,1-Trichloroethane, Perchloroethylene and Freon 113 could be toxic and irritating to the skin, eyes and respiratory track when not used properly. All solvents shall be used in well ventilated areas, in approved cleaning booths/tanks, or in a specially designed vapor degreasers. If halogenated hydrocarbon solvent vapors come in contact with high energy sources such as an electric welding arc, they decompose into an extremely toxic compound, phosgene gas. Because of this, all welding shall be performed at least 50 feet away from any hydrocarbon vapor generating source.

4. Acids: DO NOT ADD WATER TO CONCENTRATED ACIDS. Add acids slowly to water with good agitation. Acids are extremely reactive with the skin and will produce an immediate burning sensation. Upon contact, flush the skin thoroughly with clear water for 15 minutes. Report the incident to your

12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE)

13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE)

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parts and/or processes that require special procedures not covered by this process order.

**C. The Chemical Science Section/TIELC will:**

Monitor and control the cleaning solutions on a routine schedule in accordance with referenced publications, chemical manufacturer'recommended control procedures and as production workload dictate. The chemical laboratory will be responsible for the methods of analysis and controls used to determine the strength and quantity of chemical ingredients required to replenish or make up chemical solutions.

| 12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE) | 13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE) |
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| 7. PART NO AND AFSC NO. | 8. REFERENCED PUBLICATIONS: T.O.s 2-1-111, 2J-1-13, 42C-1-20 / 9. DATE RESCINDED: |
| 10. NAME OF ASSIGNED PROJECT AND PROJECT NO. | |

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V. **CHEMICAL CLEANING PROCEDURES:**

A. Introduction: Cleaning of aerospace accessory parts is accomplished primarily to remove deposits/contaminants and deteriorated coatings which adversely affect proper functioning, adequate inspection and subsequent repair. A large percentage of these parts are properly and adequately cleaned using vapor degreasing and petroleum solvents, while some parts require carefully controlled waterbase detergents, alkaline cleaners, or acidic cleaning solutions, followed by water rinsing and drying. Parts composition and surface condition control the methods and chemicals to be used in cleaning. Processing times are considered optimum and are not absolute. Personnel must exercise good judgement and common sense to avoid unnecessary cleaning of parts.

B. Instructions:

1. Part numbers and critical surfaces must be protected if it is suspected that the cleaning process could obliterate, obscure or otherwise cause damage.

2. All parts will be positioned/racked to minimize parts contact and to provide maximum drainage of chemicals in order to minimize solution dragout and contamination of subsequent process solutions.

3. Parts having cavities, recesses, internal passages, etc. will be low pressure flow rinsed and rotated to allow chemicals and/or water to drain. Parts must be blown dry with filtered shop air and treated with a short-term corrosion inhibitor as required before delivery to the inspection or process station.

4. Some parts may require mechanical cleaning such as; buffing, vibratory cleaning, soft grit blast or hard grit blast to remove residual stubborn deposits of carbon, paint or soils remaining after chemical cleaning.

5. Parts will be visually inspected under bright light (40-50 fc IAW AFM 88-15) to determine if they have been properly cleaned prior to delivery to the inspection areas. If part(s) are not satisfactorily cleared after second recycle the supervisor will determine cause for failure and/or request assistance from LIPEB/67246.

| 12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE) | 13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE) |
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supervisor and seek medical attention for further treatment as required.

5. Caustics: DO NOT ADD WATER TO SOLID HYDROXIDE PELLETS/POWDER SUCH AS; SODIUM HYDROXIDE. Add hydroxides slowly to water/solution at room temperature with good agitation. Do not apply heat to the solution before or during mixing, heat is generated when mixing hydroxides with water. Alkaline cleaners, neutralizers and other caustic solutions fall under this category. Caustics materials cause the skin contact area to become slippery or soapy and will produce a burning sensation. Upon contact, flush the skin thoroughly with clean water for 15 minutes. Report the incident to your supervisor and seek medical attention as required.

6. Proper personal protective equipment should be used when handling and working with all toxic and irritating substances and hazardous materials. Contact lenses shall never be worn when there is a potential for solution splash or chemical hazard because the liquid, mist or fumes may become entrapped under the lense preventing proper flushing and decontamination of the eye. Wear chemical splash-pfoof goggles, solvent resistant gloves, and other appropriate protective equipment when working with chemicals. The use of respirators may also be necessary, depending on the job or task being performed. Any chemical on the skin must be washed off. If any gets into your eyes it must be flushed with clean water for 15 minutes and you should seek medical attention as required. Extreme care shall be exercised when using any solvent in a confined area or if you must enter a tank or vessel where chemical is used or stored. Both the Safety Office (SEG) and the Bioenvironmental Eng'g Division (USAFH/SGB) must issue a written confined space entry permit for entering and working in confined areas to insure that proper personal protective equipment is worn and that no safety or health hazards are present.

7. When in doubt, ask. We have all the proper procedures and equipment necessary to make working with cleaning solutions a safe experience.

| 12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE) | 13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE) |
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E. Cleaning of Aerospace Accessories and Components

2. P.C. NUMBER: LIP 92-08

4. TYPE, MODEL, SERIES: All Series/Models

5. USING ORGN.: All LIPP Shops

6. DATE EFFECTIVE:

7. PART NO AND AFSC NO.:

8. REFERENCED PUBLICATIONS: T.O.s 2-1-111, 2J-1-13, 42C-1-20

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6. Parts which are not to be inspected, reassembled or continue processing immediately after cleaning generally require a protective coating of corrosion inhibiting compound or oil such as; AMS 3065, MIL-C-15074, MIL-C-16173, MIL-C-7808, MIL-L-8188, or equal. After treatment parts should be placed in plastic bags, containers or kept covered until the processing continues. Dewatering compounds such as; Rust Veto, Enthone WIL No. 1, or equivalents and water based corrosion inhibitors such as; CEE BEE MX-15U or equivalent are acceptable for corrosion protection of in-process parts.

C. Special Cleaning Limitations and Restrictions

1. Titanium parts should not be degreased in chlorinated hydrocarbons unless specifically excepted from this restriction.

2. Aluminum, titanium and parts having silver soldered joints will not be subject to strong alkaline solutions, unless specifically exempted from this restriction.

3. Parts which have been previously repaired by plasma/wire spray coatings will be cleaned IAW T.O. 2-1-111, page 3-4, Table 3-1.

4. Parts which have been repaired with chromium plate shall only be cleaned IAW T.O. 2-1-111, Section III, page 3-3, paragraph 3-15.

5. Small parts such as: nuts, bolts, washers, brackets, bushings, studs, inserts, rings, spacers, pins, locks, clamps, etc. will be cleaned only by methods CC1, CC2, CC3, CC12, BP1, and/or VP1 of this instruction as required, unless otherwise specified.

6. Perchloroethylene degreasing solvent will be used in vapor degreasers only when 1,1,1-trichloroethane and trichlorotrifluoroethane are not practical and/or are restricted due to environmental concerns.

12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE)

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TLE
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3. P.O. NUMBER
LIP 92-08

YPE, MODEL, SERIES
All Series/Models

5. USING ORGN.
All LIPP Shops

6. DATE EFFECTIVE

7. PART NO AND AFSC NO.

8. REFERENCED PUBLICATIONS
T.O.s 2-1-111, 2J-1-13, 42C-1-20

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D. Chemical Cleaning Methods:

CLEANING METHODS CORRELATION WITH TECH ORDERS, MILITARY SPECS, FEDERAL SPECIFICATIONS, AND OTHER TECHNICAL DATA

SPOP - Special Process Operating Procedure
PS - Process Solution
SPS - Service Process Solution

| P.O. LIP 91-08 Method | T.O. 2-1-111 (SPOP) PS*, SPS** | T.O. 2J-1-13 (Process) | G.E. 2J-F101-3-4 SWP | OTHER |
|---|---|---|---|---|
| CC1 | 214A | 13 | 00503 | P-D-680 Type 2 or 3 |
| CC2 | 3 | 1 | 00504 | OC-TAFBR 161-3 |
| CC3 | 205, 254** | para. 2-152 | 00502 | P-C-444 & Mil-C-87936 Type I |
| CC4 | 221, 233*, 2** | 6B & 9 | 00508 | MAENP 89-20 |
| CC5 | 4, 18, 203, 2** | 9 | 00506 00602 00514 | Mil-C-14460, MAENP 89-20, TT-C-490 |
| CC6 | 222* (Table 13-43) | | 00515 | |
| CC7 | | | | 42C2-1-7(453) MiL-C-3171 Type VI |

12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE)

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## METHOD CC1

### Petroleum Solvent (PD680) Immersion and Low Pressure Flow

This method of cleaning is used to remove oil, grease, light dirt and some metal working compounds. Safe on all metals. It is sometimes used after other cleaning methods to remove trace water and provide temporary corrosion protection for in-process parts.

NOTES

1. Demagnetize antifriction bearings prior to cleaning and use required fixtures/holding devices to prevent spinning and vibration when pressure flushing non-demountable bearings.
2. PD680 will leave a light oily film that will provide parts with short-term corrosion protection.
3. Keep tank lid close during soaking and when not in use.

STEP 1. Soak in stoddard solvent (P-D-680 Type II or III), maintained IAW T.O. 2J-1-13 Process 13, at room temperature for 10 to 30 minutes.

STEP 2. Scrub with non metallic bristle brush to remove deposits as required.

STEP 3. Low pressure flow or dip rinse using filtered stoddard solvent to remove loosened contaminants, as required.

STEP 4. Repeat steps 1 thru 3 as necessary to remove all foreign matter.

STEP 5. Blow dry with filtered shop air.

STEP 6. Preserve with corrosion inhibiting compound or oil as required.

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REFERENCED PUBLICATIONS: T.O.s 2-1-111, 2J-1-13, 42C-1-20

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INSTRUCTIONS

CLEANING METHODS CORRELATION WITH TECH ORDERS, MILITARY SPECS, FEDERAL SPECIFICATIONS, AND OTHER TECHNICAL DATA (Continued)

SPOP - Special Process Operating Procedure
PS - Process Solution
SPS - Service Process Solution

| P.O. MAT 90-08 Method | T.O. 2-1-111 (SPOP) PS*, SPS** | T.O. 2J-1-13 (Process) | G.E. 2J-F101-3-4 SWP | OTHER |
|---|---|---|---|---|
| CC8 | | 2 | 00505 | Mil-C-25107 |
| CC9 | - | 14 | 00501 | |
| CC10 | | | | Mil-L-7808 |
| CC11 | 7, 14 | 4 | 00505 | MIENP 89-20, 42A-1-1-2, MIL-C-19853, P-C-111 |
| CC13 | | 19 | 00519 | |
| CC14 | | | | Mil-C-5541 & Mil-C-81706 Class 1A |
| CC15 | 14 | 5 | | MIL-C-43616, 42A-1-1-2, P-C-111 |

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## METHOD CC2

### Vapor Degreasing

This is a cleaning process where parts are lowered into the vapors of a boiling solvent to remove surface soils, oils and grease by the condensing and washing action of the vapors on the cold parts. Perchloroethylene and 1,1,1-trichloroethane are the only authorized solvents for use in vapor degreasing units, unless otherwise specified. (T.O. 2J-1-13 Process 1, T.O. 2-1-111 SPOP 3, OC-ALC TAFBR 161-3).

NOTES

1. Do not degrease titanium parts unless specifically exempted from this restriction.
2. Vapor degreasing units shall have cover/lid closed when not processing work.

STEP 1. Rack parts to allow best drainage.

STEP 2. Remove any foreign matter (tapes, paper, wood, etc.).

STEP 3. Lower parts into the vapor zone at a speed not to exceed 11 ft/min.

STEP 4. Allow parts to remain in the vapor zone until condensation stops.

STEP 5. Raise parts into the degreaser's freeboard area at a speed not to exceed 11 ft/min and hold to allow for final drying.

**CAUTION**

Parts are hot!! Use proper hand protection during handling.

STEP 6. Drain any pools of solvent back into the degreaser.

STEP 7. If further degreasing is required, allow parts to cool and repeat the above sequence.

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METHOD CC2 is to be deleted by end of DEC 95.

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## METHOD CC3

### Emulsion/Mild Alkaline Cleaning

A water base cleaner containing glycol ethers and/or sodium silicates and biodegradable detergents. Safe on all metals. Primarily used to remove oils, greases and conditioning light soils where chlorinated hydrocarbons and strong alkaline solutions are not desirable. This process may be used in conjunction with pressure spray washers, but may not be recommended as a stand alone method for heavily soils and for parts with internal cavities/passages or intricate in design.

NOTES

1. This type of cleaning solution usually begins to decompose if operated above 140°F and may be harmful to aluminum above this temperature.

2. When using cleaning solution described in T.O. 2J-1-13, keep tank lid closed during soaking and when not in used.

STEP 1. Soak with agitation or pressure spray parts in alkaline cleaner, maintained IAW T.O. 2J-1-13 Para. 2-152, MIL-C-87936 Type 1, or manufacturer's recommendations, at room temperature to 140°F for 10 - 30 minutes.

STEP 2. Rinse in cold or hot water at 140° - 160°F. (spray or dip)

STEP 3. Scrub with non-metallic bristle brush to remove loosened deposits as required.

STEP 4. Repeat steps 1 and 2 .

STEP 5. Inspect the part(s) for cleanliness. Repeat steps 1 thru 4 if required.

STEP 6. Blow dry with filtered shop air.

STEP 7. Treat with corrosion inhibiting compound or oil as required.

| 12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE) | 13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE) |
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**METHOD CC4**

**Two Stage Alkaline Permanganate and Alkaline Rust Remover**
**(T.O. 2-1-111, SPOP 221)**

This is a highly alkaline cleaning process used to prepare and remove heat and water scale, carbon deposits, heavy soils, and some coatings from steels and nickel base alloys by immersion and/or power flushing.

NOTES:

1. The tank lid will remain closed during normal cleaning process. Open only when parts are cycled in or out of the tank.
2. Parts such as tubing, manifolds, spray rings, etc. may require Method CC1 after this cleaning process.
3. Chemical solution filtration is usually required for power flushing type operations.

STEP 1. Install required fixtures, flow restrictors, etc. if applicable.

STEP 2. Soak and/or flush using alkaline permanganate solution, maintained IAW T.O. 2-1-111 PS 227 or 2J-1-13 Process 6B, at 180°- 200°F for 30 - 90 minutes.

STEP 3. Immerse, spray and/or flush rinse with filtered tap water for 1 - 5 minutes or until water runs clear.

STEP 4. Soak and/or flush using alkaline rust remover solution, maintained IAW T.O. 2J-1-13 Process 9 or T.O. 2-1-111 SPS 2, at 180°- 200°F for 30 - 90 minutes.

STEP 5. Repeat step 3.

STEP 6. Inspect parts for cleanliness. Recycle beginning with step 2 if required.

STEP 7. Blow dry with compressed filtered air or hot air dry

STEP 8. Buffing , abrasive blasting or vibratory finishing may be required as a final cleaning step on some components to obtain a cosmetic finish. Refer to METHODS BP1 thru BP4 or VP1 of this instruction.

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STEP 9. Preserve with corrosion inhibiting compound or oil as required. (spray or dip)

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11. INSTRUCTIONS

## METHOD CC5

### One Stage Alkaline Rust Remover

This is a highly alkaline cleaning process used to remove rust, light carbon deposits, varnish, gum, soils, and some coatings from steels and nickel based alloys by immersion. This process may be used on titanium and magnesium alloys by following the instructions below.

NOTE

Immersion time for titanium and magnesium parts should not exceed 4 minutes, unless solution strength is reduced in half of that for Step #2, which will allow a 15 min. processing time. No recycles are allowed.

STEP 1. Degrease per Method CC2. (optional)

STEP 2. Flush and/or immerse in alkaline rust remover solution, maintained IAW T.O. 2J-1-13 Process 9 or T.O. 2-1-111 SPS 2, at 180°- 200°F for 10 to 90 minutes.

STEP 3. Spray rinse with cold water over tank. (optional)

STEP 4. Cold or hot water (150°- 180°F) rinse by immersion for 5 minutes.

STEP 5. Blow dry with filtered compressed shop air or oven dry.

STEP 6. Abrasive blasting or vibratory finishing may be required as a final cleaning step on some components to obtain a cosmetic finish. Refer to METHODS BP1 thru BP4 or VP1 of this instruction.

STEP 7. Treat with corrosion inhibiting compound or oil as required. (spray or dip)

| 12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE) | 13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE) |
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**METHOD CC6**

**Acid Cleaning (Etching) for Titanium**

This cleaning process is used to remove localized discoloration and oxide films from titanium and heat/corrosion resistant alloys before welding.

NOTE

Transfer time from acid solution to rinse step should be as short as possible to avoid staining of parts. Handle parts with extreme care after processing thru the acid solution. Use clean white cotton gloves to prevent finger prints.

STEP 1. Alkaline clean per Method CC3 or CC5.

STEP 2. Immerse or brush area to be welded using nitric-hydrofluoric acid solution, maintained IAW T.O. 2-1-111 PS 222, at room temperature for 0.5 - 5 minutes.

STEP 3. Cold water rinse for 5 minutes.

STEP 4. Pressure water rinse over rinse tank.(optional)

STEP 5. Hot water rinse for 0.5 - 1 minute.

STEP 6. Blow dry with filtered shop air.

STEP 7. Check for complete removal of discoloration and oxide film. If part has not been properly cleaned, repeat steps 2 thru 6 only once.

| 12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE) | 13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE) |
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## METHOD CC7

### Cleaning and Corrosion Treatment for Magnesium
(MiL-C-3171 Type VI)

This method is used to remove oil, grease, dirt and corrosion products from magnesium and its alloys and to provide the exposed surfaces with a chromate layer for corrosion protection and/or preparation for paint or coating application. The chromate coating may be applied by immersion or by brushing.

CAUTION

Magnesium and its alloys should not be exposed to methyl alcohol (methanol) during processing. They react rapidly with this solvent.

Do not allow rags, brushes, or any material contaminated with chromic acid to come in contact with any type of organic solvent. Fire may result.

WARNING

Temperatures above 450°F will damage the chromate treatment coating on magnesium parts, therefore, do not apply to parts operating and/or exposed above this temperature.

NOTE

Some parts may just need a touch-up (brush application) where the part has been reworked or metal surface is exposed. During touch-up applications the treated surface is required to be kept wet with solution for sufficient time, usually 1 to 3 minutes, to produce an iridescent yellow-brassy color.

STEP 1. Degrease per Method CC2. (optional)

STEP 2. Clean per Method CC3 (prefered) or Method CC5.

STEP 3. Dry abrasive blast per Method BP1 or mechanically abrade areas to remove corrosion, if necessary.

STEP 4. Apply the chromic acid treatment, maintained IAW T.O. 42C2-1-7 process solution C-453, by brushing or dipping at room temperature for 1 to 3 minutes.

STEP 5. Cold water rinse for about a minute. (Optional for touch-up applications)

STEP 6. Blow dry with filtered shop air.

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**METHOD CC8**

**Hot Carbon Removing and Paint Stripping Compound**
**(MiL-C-25107)** spec. no longer valid.

This cleaning compound is utilized to penetrate and remove carbon deposits and some coatings. It contains an upper alkaline-corrosion inhibited aqueous layer that acts as a seal to minimize evaporation of solvent components.

STEP 1. Degrease per Method CC2 or Method CC3. (optional)

STEP 2. Slowly immerse part(s) in the carbon removing and paint stripping compound (lower layer), maintained IAW T.O. 2J-1-13 Process 2, at 140° - 150°F for 30 to 240 minutes or as required depending on the hardness and extent of deposit to be removed.

STEP 3. Raise part(s) slowly to allow contact with the upper aqueous layer and minimize seal disturbance.

STEP 4. Pressure hot water rinse or steam clean per Method CC9 as required.

STEP 5. Scrub with non-metallic bristle brush to remove loosened deposits, as required.

STEP 6. Repeat step 4.

STEP 7. Stack parts in a manner that will insure complete and immediate draining.

STEP 8. Blow dry with filtered shop air

STEP 9. Preserve with corrosion inhibiting compound or oil as required.

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11. INSTRUCTIONS

**METHOD CC9**

**Steam Cleaning**

Steam cleaning is used to removed grease, dirt/soils and as a final step after cleaning operations such as; carbon removing and paint stripping.

STEP 1. Steam clean, IAW T.O. 2J-1-13 Process 14, using steam and water or water/soap solution (steam cleaning compound).

STEP 2. Rinse thoroughly with water to remove steam cleaning compound if required.

STEP 3. Blow dry with filtered shop air.

STEP 4. Preserve with corrosion inhibiting compound or oil as required.

| 12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE) | 13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE) |
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**METHOD CC10**

**Oil Immersion Cleaning**

STEP 1. Soak parts in clean filtered oil (Mil-L-7808) at 120$^{C}$ - 140$^{O}$F for a minimum of 30 minutes.

STEP 2. Remove parts from oil and scrub with non-metallic bristle brush to remove loosened residue or wipe with clean lint free cloth.

STEP 3. Repeat steps 1 and 2 as necessary.

| 12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE) | 13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE) |
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## METHOD CC11

**Cold Carbon Removing and Paint Stripping Compound**
**(MiL-C-19853 or P-C-111)**

MIL-C-19853 is a phenolic based diphase compound used to remove stubborn carbon deposits from aluminum, magnesium, steels and all heat resistant alloys at room temoperature. It contains an upper water seal to minimize solvent components evaporation losses. P-C-111 is a water based glycol-ether based compound.

STEP 1. Degrease per Method CC2 or Method CC3. (optional)

STEP 2. Immerse and/or flush part(s) using carbon removing compound (lower layer), maintained IAW T.O. 2J-1-13 Process 4 or 5, T.O. 2-1-111 SPOP 7 or 14, at room temperature for 2 to 4 hours.

STEP 3. Raise parts slowly to allow contact with upper layer and minimize seal disturbance.

STEP 4. Hot water rinse (dip or spray) or low pressure flow with P-D-680 Type II solvent at room temperature.

STEP 5. Scrub with non-metallic bristle brush to remove loosened deposits.

STEP 6. Repeat step 4.

STEP 7. Repeat steps 2 thru 4 if required.

STEP 8. Preserve with corrosion inhibiting oil as required.

| 12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE) | 13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE) |
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11. INSTRUCTIONS

**METHOD CC12**

**Cold Degreasing**

NOTE

Keep tank cover closed when degreaser is not in use.

STEP 1. Rack parts to allow best drainage.

STEP 2. Immerse in degreasing solvent (chlorinated hydrocarbons) for 5 to 15 minutes.

STEP 3. Low pressure flow rinse with solvent to remove loosened contaminants. (optional)

STEP 4. Blow dry with filtered shop air or air dry.

STEP 5. Preserve with corrosion inhibiting oil as required.

| 12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE) | 13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE) |
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11. INSTRUCTIONS

## METHOD CC13

### Ultrasonic Cleaning

This is the process of discharging energy in the form of sound waves at ultrasonic frequencies generated by transducers into a cleaning solution. This causes a constant formation and violent blast or implosion of miniature bubbles which create a powerful scrubbing and cleaning action on the surface of the part being cleaned. Cleaning solution selection is of great importance in order to obtain the desired cleaning results.

CAUTION

1. Solvents with flash point temperatures lower than 110°F shall not be used.
2. The cleaning solution shall not be allowed to exceed 175°F.
3. Do not operate equipment without liquid in the cleaning tank.

NOTE

1. Waterbased detergent solutions and alkaline cleaners are usually more effective if operated at 100° - 140°F, but can be used at room temperature.
2. Hydrocarbon solvent type cleaners shall be used at room temperature and only when waterbased solutions are not practical.
3. If cleaning time exceeds 30 minutes, a presoak shall be considered.

STEP 1. Rack parts in the basket to allow best drainage and prevent contact with each other.

STEP 2. Suspend part(s) in cleaning solution at 170°F maximum, preventing contact with bottom or sides of tank, for 15 to 30 minutes while applying ultrasonic energy at 20 - 40 kilohertz.

STEP 3. Cold or hot water rinse if required.

STEP 4. Blow dry with filtered shop air or air dry.

STEP 5. Preserve with corrosion inhibiting as required.

| 12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE) | 13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE) |
|---|---|
| | |

| PROCESS ORDER | 1. PAGE 23 OF 31 PAGES |
|---|---|
| TITLE: Cleaning of Aerospace Accessories and Components | 3. P.O. NUMBER: LIP 92-08 |
| TYPE, MODEL, SERIES: All Series/Models | 5. USING ORGN.: All LIPP Shops / 6. DATE EFFECTIVE: |
| 7. PART NO AND AFSC NO. / 8. REFERENCED PUBLICATIONS: T.O.s 2-1-111, 2J-1-13, 42C-1-20 | 9. DATE RESCINDED |
| 10. NAME OF ASSIGNED PROJECT AND PROJECT NO. | |

11. INSTRUCTIONS

## METHOD CC14

### Cleaning and Conversion Coating for Aluminum (MiL-C-5541 Class 1A)

This method is used to remove oil, grease, dirt and corrosion products from aluminum and its alloys and to provide the surface with a chromate layer for corrosion protection and/or preparation for coating application.

WARNING

Temperatures above 140°F will damage the conversion coating on aluminum parts, therefore, do not apply to parts operating and/or exposed above this temperature. Aluminum parts with conversion coating shall not be subject to vapor degreasing (Method CC2).

NOTE

Some parts may just need a touch-up (brush application) where part has been reworked or metal surface is exposed. During touch-up applications the treated surface is required to be kept wet with solution for sufficient time, usually 1 to 3 minutes, to produce an iridescent yellow-brassy color.

STEP 1. Degrease per Method CC12. (optional)

STEP 2. Clean per Method CC3.

STEP 3. Cold water rinse for about a minute.

STEP 4. Dry abrasive blast per Method BP1 if required.

STEP 5. Immerse in conversion coating "Alodine 1200" solution, maintained IAW MiL-C-81706 Class 1A, at room temperature for 1 to 5 minutes.

STEP 6. Hot water rinse (130°F maximum) for 30 seconds.

STEP 7. Cold water rinse for about a minute.

STEP 8. Blow dry with filtered shop air.

| 2. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE) | 13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE) |
|---|---|
| | |

2. TITLE: Cleaning of Aerospace Accessories and Components

3. P.O. NUMBER: LIP 92-08

4. TYPE, MODEL, SERIES: All Series/Models

5. USING ORGN.: All LIPP Shops

6. DATE EFFECTIVE:

7. PART NO AND AFSC NO.:

8. REFERENCED PUBLICATIONS: T.O.s 2-1-111, 2J-1-13, 42C-1-20

9. DATE RESCINDED:

10. NAME OF ASSIGNED PROJECT AND PROJECT NO.:

11. INSTRUCTIONS

VII. MECHANICAL CLEANING PROCEDURES:

A. Abrasive Blasting Process - This is a pressure blasting process which utilizes a dry or wet organic/inorganic abrasive grit media to remove carbon deposits, paint and oxide scale by the high pressure impact of dry grit or slurry against the surface to be cleaned. Air pressure, nozzle diameter and grit size may be varied to obtain the most effective cleaning and surface preparation.

NOTE

1. Refer to basic engine T.O. for specific blast material recommended.
2. Do not blast steel parts in blasting cabinets used for magnesium or aluminum parts.

1. Mechanical Cleaning Methods

CLEANING METHODS CORRELATION WITH TECH ORDERS, MILITARY SPECS, FEDERAL SPECIFICATIONS, AND OTHER TECHNICAL DATA

SPOP - Special Process Operating Procedure
PS - Process Solution
SPS - Service Process Solution

| P.O. MAT 90-08 Method | T.O. 2-1-111 (SPOP) PS*, SPS** | T.O. 2J-1-13 (Process) | G.E. 2J-F101-3-4 SWP | OTHER |
|---|---|---|---|---|
| BP1 | 8 | 15 | 00517B | |
| BP2 | 218 | 15 | 00517A | |
| BP3 | 16, 235** | 16 | 00518 | |
| BP4 | 17 | 15 | 00517E | |

12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE)

13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE)

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| TLE: Cleaning of Aerospace Accessories and Components | 3. P.O. NUMBER: LIP 92-08 |
| YPE, MODEL, SERIES: All Series/Models | 5. USING ORGN.: All LIPP Shops / 6. DATE EFFECTIVE: |
| 7. PART NO AND AFSC NO. / 8. REFERENCED PUBLICATIONS: T.O.s 2-1-111, 2J-1-13, 42C-1-20 | 9. DATE RESCINDED: |
| 10. NAME OF ASSIGNED PROJECT AND PROJECT NO. | |

11. INSTRUCTIONS

## METHOD BP1

### Dry Soft Grit Blast

This method of cleaning is utilized when surface finish and dimensions cannot be altered and when the use of hard grit blast can induce crack detection interference.

STEP 1. Degrease per Method CC2.

STEP 2. Mask all part numbers, cavities, bearing journals and splines. Care must be taken not to alter snap diameters and critical dimensions.

STEP 3. Dry soft grit blast, IAW T.O. 2J-1-13 Process 15, using walnut hulls, ground apricot or equal (MIL-B-5634) maintained IAW T.O. 2-1-111 SPOP 8.

STEP 4. Blow with filtered shop air to remove grit.

STEP 5. Visually inspect part for cleanliness. Repeat step 3 only where necessary.

STEP 6. Remove all masking and blow with filtered shop air tc remove all remaining grit material on part.

STEP 7. Treat with corrosion inhibiting compound or oil as required.

| 12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE) | 13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE) |
|---|---|
| | |

| PROCESS ORDER | 1. PAGE 26 OF 32 PAGES |
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| TITLE: Cleaning of Aerospace Accessories and Components | 2. P.O. NUMBER: LIP 92-08 |
| TYPE, MODEL, SERIES: All Series/Models | 5. USING ORGN.: All LIPP Shops / 6. DATE EFFECTIVE: |
| 7. PART NO AND AFSC NO. | 8. REFERENCED PUBLICATIONS: T.O.s 2-1-111, 2J-1-13, 42C-1-20 / 9. DATE RESCINDED: |
| 10. NAME OF ASSIGNED PROJECT AND PROJECT NO. | |

11. INSTRUCTIONS

## METHOD BP2

### Dry Aluminum Oxide Abrasive Blast

STEP 1. Degrease per Method CC2.

STEP 2. Mask all part numbers, cavities, bearing journals and splines. Care must be taken not to alter snap diameters and critical dimensions.

STEP 3. Blast part with aluminum oxide 220 grit or finer, IAW T.O. 2J-1-13 Process 15 or T.O 2-1-111 SPOP 218, using air pressure of 30 - 55 psig.

STEP 4. Blow with filtered shop air to remove grit.

STEP 5. Remove maskings and blow with filtered shop air to remove all remaining grit material on part.

STEP 6. Treat with corrosion inhibiting compound or oil as required.

| 12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE) | 13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE) |
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| | |

AFLC FORM JAN 78 561 PREVIOUS EDITION WILL BE USED.

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|---|---|
| TITLE: Cleaning of Aerospace Accessories and Components | 3. P.O. NUMBER: LIP 92-08 |
| TYPE, MODEL, SERIES: All Series/Models | 5. USING ORGN.: All LIPP Shops / 6. DATE EFFECTIVE: |
| 7. PART NO AND AFSC NO. / 8. REFERENCED PUBLICATIONS: T.O.s 2-1-111, 2J-1-13, 42C-1-20 | 9. DATE RESCINDED |
| 10. NAME OF ASSIGNED PROJECT AND PROJECT NO. | |

11. INSTRUCTIONS

**METHOD BP3**

**Wet Glass Beads Abrasive Blast**

STEP 1. Degrease part per Method CC2. (optional)

STEP 2. Mask all part numbers, cavities, bearing journals and splines. Care must be taken not to alter snap diameters and critical dimensions.

STEP 3. Wet blast using No. 13 glass beads (270 mesh) slurry, IAW T.O. 2J-1-13 Process 16 or T.O. 2-1-111 SPOP 16, maintained IAW T.O. 2-1-111 SPS 235.

STEP 4. Blow off excess beads and blasting residue with dry filtered shop air.

STEP 5. Visually inspect part for complete cleanliness. Repeat steps 3 if necessary.

STEP 6. Remove all maskings and pressure water rinse to remove all remaining grit material.

STEP 7. Blow dry with filtered shop air.

STEP 8. Preserve with corrosion inhibitor compound or oil as required.

| 12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE) | 13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE) |
|---|---|
| | |

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| 7. PART NO AND AFSC NO. / 8. REFERENCED PUBLICATIONS: T.O.s 2-1-111, 2J-1-13, 42C-1-20 | 9. DATE RESCINDED |
| 10. NAME OF ASSIGNED PROJECT AND PROJECT NO. | |

11. INSTRUCTIONS

**METHOD BP4**

**Dry Glass Beads Abrasive Blast**

STEP 1. Degrease part per Method CC2. (optional)

STEP 2. Mask all part numbers, cavities, bearing journals and splines. Care must be taken not to alter snap diameters and critical dimensions.

STEP 3. Dry blast using No. 13 glass beads (270 mesh), IAW T.O. 2J-1-13 Process 15 or T.O. 2-1-111 SPOP 17.

STEP 4. Blow off excess beads and blasting residue with dry filtered shop air.

STEP 5. Visually inspect part for complete cleanliness. Repeat steps 3 if necessary.

STEP 6. Remove all maskings and blow with dry filtered shop air to remove all remaining grit material.

STEP 7. Preserve with corrosion inhibiting compound or oil as required.

| 12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE) | 13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE) |
|---|---|
| | |

| PROCESS ORDER | 1. PAGE 29 OF 31 PAGES |
|---|---|
| TITLE: Cleaning of Aerospace Accessories and Components | 3. P.O. NUMBER: LIP 92-08 |
| TYPE, MODEL, SERIES: All Series/Models | 5. USING ORGN.: All LIPP Shops / 6. DATE EFFECTIVE: |
| 7. PART NO AND AFSC NO. / 8. REFERENCED PUBLICATIONS: T.O.s 2-1-111, 2J-1-13, 42C-1-20 | 9. DATE RESCINDED |
| 10. NAME OF ASSIGNED PROJECT AND PROJECT NO. | |

11. INSTRUCTIONS

B. Vibratory Cleaning/Finishing Process - This method of cleaning is a combination of mechanical and surface conditioning operation in which a mixture of parts, abrasive chips (rocks) of predetermine shape-size and a cleaning/washing solution are placed in a vibratory machine. This combined operation results in a rotating- abrasive cleaning action that removes surface contaminants, smooth edges/radius and provides a lustrous finish to the part. Proper media (size, shape and composition) and cleaning solution have to be carefully selected for each application (part configuration and base metal).

CLEANING METHODS CORRELATION WITH TECH ORDERS, MILITARY SPECS, FEDERAL SPECIFICATIONS, AND OTHER TECHNICAL DATA

SPOP - Special Process Operating Procedure

| P.O. MAT 90-08 Method | T.O. 2-1-111 (SPOP) | T.O. 2J-1-13 (Process) | G.E. 2J-F101-3-4 SWP | OTHER |
|---|---|---|---|---|
| VP1 | 731 | 20 | 00520 | |

12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE)

13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE)

AFLC FORM JAN 78 561 PREVIOUS EDITION WILL BE USED.

| PROCESS ORDER | 1. PAGE 30 OF 31 PAGES |
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| TITLE: Cleaning of Aerospace Accessories and Components | 3. P.O. NUMBER: LIP 92-08 |
| TYPE, MODEL, SERIES: All Series/Models | 5. USING ORGN: All LIPP Shops / 6. DATE EFFECTIVE: |
| 7. PART NO AND AFSC NO. / 8. REFERENCED PUBLICATIONS: T.O.s 2-1-111, 2J-1-13, 42C-1-20 | 9. DATE RESCINDED: |
| 10. NAME OF ASSIGNED PROJECT AND PROJECT NO. | |

11. INSTRUCTIONS

## METHOD VP1

### Vibratory Cleaning/Finishing

NOTE

1. Parts will not be processed by this method unless it can be visually inspected for jammed media.

2. Cleaning time for aluminum shall not exceed 30 minutes, 45 minutes for magnesium.

3. Aluminum oxide media shall be used on steel parts, quarts media on titanium parts.

STEP 1. Degrease parts per Method CC2. (optional)

STEP 2. Turn on vibratory machine containing abrasive rock media and cleaning solution, maintained IAW T.O. 2J-1-13 Process 20 paragraph 2-151a(3) for steel and paragraph 2-151b(1) for aluminum/titanium, or T.O. 2-1-111 SPOP 731.

STEP 3. Load parts into the vibrating bowl one at a time with 15 seconds intervals.

STEP 4. Clean parts for no longer than two hours.

STEP 5. Flush bowl with clean water until it runs clear and/or remove parts and pressure water rinse.

STEP 6. Remove parts and inspect for cleanliness. If required, wet abrasive blast per Method BP3 any part not adequately cleaned.

STEP 7. Blow dry with filtered shop air, then treat with corrosion inhibiting compound or oil as required.

| 12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE) | 13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE) |
|---|---|
| | |

| PROCESS ORDER | 1. PAGE 31 OF 31 PAGES |
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| TITLE: Cleaning of Aerospace Accessories and Components | 3. P.O. NUMBER: LIP 92-08 |
| 4. TYPE, MODEL, SERIES: All Series/Models | 5. USING ORGN.: All LIPP Shops / 6. DATE EFFECTIVE: |
| 7. PART NO AND AFSC NO. / 8. REFERENCED PUBLICATIONS: T.O.s 2-1-111, 2J-1-13, 42C-1-20 | 9. DATE RESCINDED |
| 10. NAME OF ASSIGNED PROJECT AND PROJECT NO. | |

11. INSTRUCTIONS

VIII. DISPOSAL OF SPENT SOLUTIONS/CHEMICAL WASTE: Spent chemical cleaning solutions will be disposed of in accordance with instructions provided in OC-ALC TAFBR 19-5 and/or any applicable LIP operating instructions. Petroleum oils and solvents must be segregated IAW OC-ALC TAFBR 19-4 in order to retain its disposal value.

IX. COORDINATION:

Lam A White 16 Jun 92
LIPP

Henry J Arlolde 10 Aug 92
EMV

16 Jun 92
LIPM

LIP

Robert Conover 17 Jun 92
LIPE

Mary A Dostal 25 Jun 92
LICM

Gary L Shaul 10 July 92
TIEL

Hassan Wisheeler 20 July 92
USAFH/SGB

Craig Johnson 4 AUG 92
SEG

12. INITIATOR(SIGNATURE, ORGN, PHONE NO. AND DATE)

13. APPROVAL(SIGNATURE, ORGN, PHONE NO. AND DATE)

AFLC FORM JAN 78 561 PREVIOUS EDITION WILL BE USED.

TRC CLEANING
SUMMARY SHEET

COMMODITY GROUP: Engine Fuel Accessories

| PARTS | AVG.SIZE (L'x W'x H') | AVG.WEIGHT (lbs) | NO./YR |
|---|---|---|---|
| Manifolds | 3.0 x 1.5 x 1.0 | 35 | 104 |
| Nozzles/Supports | 0.3 x 0.3 x 0.3 | 2 | 6,614 |
| Spraybars | 1.5 x 0.2 x 0.2 | 1 | 2,500 |
| Pumps | 2.0 x 1.0 x 1.0 | 35 | 944 |

CLEANING METHODS: CC1, CC3, CC4, CC5, CC9, CC13, BP2, BP4

DPSH/YR: 7,680 PEs: 4 SOURCE: J. Taylor/LIPPCD/67556

TOTAL EQUIPMENT COST: $1,930,880 SOURCES CA/CRL
MFR

INDUSTRIAL WASTEWATER GENERATION: Present - 1,060,200 gal/yr
Future - 1,500,000 gal/yr

FUEL ACCESSORIES & BEARING SECTION (LIPPC)

CLEANING/INSPECTION/SURFACE TREATMENT PROCESS EQUIPMENT, OPERATION, & MATERIALS

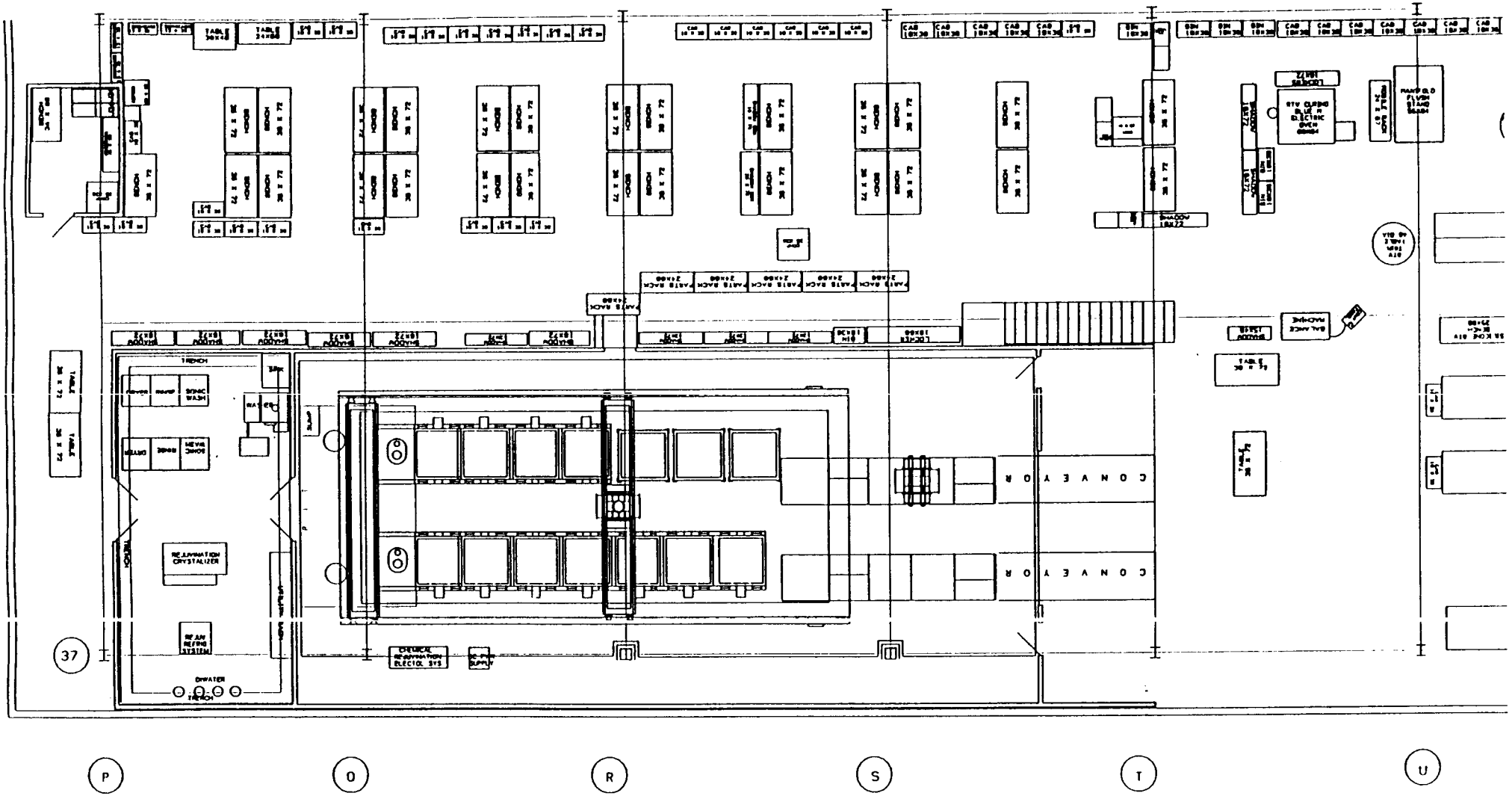
I. LIPPCC (Fuel Manifold, Nozzle & Pump Accessories)
Bldg. 3001

WORKLOAD:
- TF30 fuel nozzles, speed servo levers, main & A/B fuel pumps
- J57/TF33 fuel manifolds/nozzles
- F110 fuel manifolds/spraybars/pumps, IGV & VSG actuators

| | SHOP | POST | TANK NO. | TANK ID | SIZE (L'x W' x H') | PROCESS DESCRIPTION | CHEMICAL COMPOSITION (spec, P/N, ref., etc.) |
|---|---|---|---|---|---|---|---|
| | LIPPCC | P-37 | 1 | OC-4137 | 2.0 x 1.5 x 1.2 | Alkaline Rust Remover | Cee Bee J-84L |
| | LIPPCC | P-37 | 2 | OC-4133 | 2.0 x 1.5 x 1.2 | Spray/Dip Rinse | Water |
| | LIPPCC | P-37 | 3 | OC-4136 | 2.0 x 1.5 x 1.2 | Thermal Dryer | Air |
| | LIPPCC | P-37 | 4 | OC-4139 | 2.0 x 1.5 x 1.2 | Alkaline Rust Remover | Cee Bee J-84L |
| | LIPPCC | P-37 | 5 | OC-4134 | 2.0 x 1.5 x 1.2 | Spray/Dip Rinse | Water |
| | LIPPCC | P-37 | 6 | OC-4135 | 2.0 x 1.5 x 1.2 | Thermal Dryer | Air |
| | LIPPCC | P-37 | 7 | OC-1060 | 3.0 x 3.0 x 1.5 | Pressure Spray Washer | Fremount 776; 2-6 oz/gal |
| | LIPPCC | P-37 | - | Sink | 5.0 x 5.0 x 1.1 | Wash/Rinse | Tap Water |
| 1 | LIPPCC | R-37 | - | Reservoir | 5.0 x 13 x 6.0 | Permanganate Reservoir | Cee Bee J-88L |
| 1 | LIPPCC | R-37 | 211 | OC-7741 | 4.0 x 4.0 x 4.0 | Alkaline Permanganate | Cee Bee J-88L |
| 1 | LIPPCC | R-37 | 221 | OC-7741 | 4.0 x 4.0 x 4.0 | Alkaline Permanganate | Cee Bee J-88L |
| 1 | LIPPCC | R-37 | 231 | OC-7741 | 4.0 x 4.0 x 4.0 | Alkaline Permanganate | Cee Bee J-88L |
| 1 | LIPPCC | R-37 | 241 | OC-7741 | 4.0 x 4.0 x 4.0 | Alkaline Permanganate | Cee Bee J-88L |
| 1 | LIPPCC | R-37 | - | Reservoir | 5.0 x 13 x 6.0 | Alkaline Reservoir | Cee Bee J-84L |
| 1 | LIPPCC | R-37 | 111 | OC-7739 | 4.0 x 4.0 x 4.0 | Alkaline Rust Remover | Cee Bee J-84L |
| 1 | LIPPCC | R-37 | 121 | OC-7739 | 4.0 x 4.0 x 4.0 | Alkaline Rust Remover | Cee Bee J-84L |
| 1 | LIPPCC | R-37 | 131 | OC-7739 | 4.0 x 4.0 x 4.0 | Alkaline Rust Remover | Cee Bee J-84L |
| 1 | LIPPCC | R-37 | 141 | OC-7739 | 4.0 x 4.0 x 4.0 | Alkaline Rust Remover | Cee Bee J-84L |
| 1 | LIPPCC | R-37 | 311 | OC-7740 | 4.0 x 4.0 x 4.0 | Spray Rinse | Water/Air/Steam |
| 1 | LIPPCC | R-37 | 321 | OC-7740 | 4.0 x 4.0 x 4.0 | Spray Rinse | Water/Air/Steam |
| 1 | LIPPCC | R-37 | 331 | OC-7740 | 4.0 x 4.0 x 4.0 | Spray Rinse | Water/Air/Steam |
| | LIPPCC | U-39 | 8 | OC-2848 | 4.3 x 4.3 x 0.8 | Degreaser, Flush Stand | PD680 Type II |

NOTE 1. These process tanks are part of an Automated Engine Manifold Cleaning System that has been operational since the 2nd Qtr FY91. This new system includes: a permanganate rejuvenation system for hazardous waste minimization, a fumes wet scrubber to reduce air emissions, and a water fog rinse in each wash tank to reduce dragout and chemical loading into the IWTP.

POC: Carlos Nazario/LIPEB/67246/LIPPC.SSF




# B3001 MANIFOLDS/NOZZLES/PUMPS

P.O.C. Art McDown
UPEB/67246

File: TRC EMCS..DWG

Fuel Manifold & Nozzles
Bldg 3001
r-c: LIPPCD

Existing Orders By ORG Code
Year to Date Order Totals
Printed: 11/02/94 09:23

| OrgShp | Stock No. | Noun | UI | YTD Qty |
|---|---|---|---|---|
| 597CE | 6810001746581 | SODIUM HYDROXIDE | DR | 13 |
| 597CE | 6810002270410 | ISOPROPYL ALCOHOL | GL | 5 |
| 597CE | 6810002646620 | POTASSIUM PERMANGANATE | DR | 5 |
| 597CE | 6850011965472 | MAGNETIC INSPECTION COMPO | CN | 2 |
| 597CE | 6850P029483F | REMOVER, ALKALINE PERMANGANATE | DR | 35 |
| 597CE | 6850P029484F | ALKALINE RUST REMOVER | DR | 9 |
| 597CE | 6850P029486F | ADDITIVE | DR | 3 |
| 597CE | 7930009265280 | DETERGENT | BX | 3 |
| 597CE | 8030013015247 | SEALANT | KT | 140 |
| 597CE | 8040000922816 | ADHESIVE, EPOWELD | BX | 5 |
| 597CE | 9150002732388 | OIL | QT | 2 |
| 597CE | 9150010546453 | LUBRICANT | PT | 310 |
| 597CE | 9150010880498 | GREASE AIRCRAFT | TU | 4 |

Total Order: 536

Records printed: 55

| | | | | |
|---|---|---|---|---|
| 597CE | 7930P776 | CLEANING COMPOUND, SPRAY WASHER | DR. | — |
| 597CE | 6850006376135 | SOLVENT, BULK, P-D-680 | | — |

7. Industrial Waste Lift Station

Bldg. 3001/S-35 Flow Rate (gpm): 8.8 2.5

**Applicable Production Shops:** LIPPCC - Accessories S/U #1

| PROCESS OPERATION (8 hrs/day, 250 days/yr) | NSN MIL Spec | DISCHARGE INTO IWS (gal/yr) | PRESENT (gal/yr) | PROJECTED FY95 (gal/yr) | REMARKS |
|---|---|---|---|---|---|
| a. Alkaline Rust Stripper | 6850P029484F | No | | | |
| - sodium hydroxide 15-25%wt | CEE BEE J84L | (1500) | | | |
| - wetting, sequestring & chelating agents | MIL-C-14460 Type 1 | | | | |
| (1 tank; 1,500 gal.cap.) | | | | | |
| b. Alkaline Permanganate | 6850P033984F | No | | | |
| - sodium hydroxide 5-15%wt | CEE BEE J88L | () | | | |
| - K permanganate 2-5%wt | | | | | |
| (1 tank; 1,500 gal.cap.) | | | | | |
| c. Water Rinse Tanks (3) (used after the above two operations) | | Yes | 1,000,000 | | |
| d. Water Rinse Sink | | Yes | | | |
| e. Fume Scrubber (located on roof) | | Yes | 5,200 | 1,500 000 | |
| f. Pressure Spray Washer | | | | | |
| - Detergent wash cycle | 7930P776 | Yes | 5,000 | | |
| -- 3.75 wt% sodium silicate | FREMONT 776 | | | | |
| - Water Rinse Cycle | | Yes | 50,000 | | |
| g. Ultrasonic Aqueous Cleaner | 6850P029484F | No | | | |
| - sodium hydroxide 15-25%wt | CEE BEE J84L | () | | | |
| - wetting, sequestring & chelating agents | MIL-C-14460 Type 1 | | | | |
| (2 tanks; 30 gal.cap. each) | | | | | |
| h. Water Rinse Tanks (2) (used after above operation) | | Yes | | | |
| | | Total | 1,060,200 | 1,500,000 | |

NOTES:

1. The new Automated Engine Manifold & Nozzle Cleaning System has been designed to reduce the hydraulic and chemical loading to the IWTP. The permanganate cleaning solution is rejuvenated by electrolysis and low temperature filtration, therefore, minimizing the generation of hazardous waste. ECD: Completed

POC: Carlos Nazario/LIPEB/67246/WSTWTR.SSF

MANAGEMENT OF ITEMS SUBJECT TO REPAIR
MAINTENANCE PROJECTION(S) WORKSHEET

| PSEUDO CODE | EE II | EI DFSH | SN IN | MASTER ACTUAL | CONTROL NUMBER | J D | NOUN | CONN FCT | | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SD | DFSH | | MODIFICATION STOCK NUMBER | | FLOW DAYS | IM ALC | 971 OWC | 244 AWP | | | | | | | | | | |
| EE DUUF | | 2.5 | | 2840C119C690SFR | 501054 | FUEL | MAN | 11 | | R | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 10 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 | E | 2.5 | A | 2540011906909FR | 3 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | |
| | | | | | | | | | | OUT | R | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 10 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA DJBM | X | 29.6 | | 2915C00618559RV | 99042A | MANIFOLD | | 13 | | R | 0 | 4 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 19 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 | E | 20.5 | A | 2515C0061588 9RV | 5 | CC | 0 | 15 | 0 | 0 | | | | | | | | | | |
| | | | F | 2515C0070223 1RV | | | | | | OUT | R | 0 | 4 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 19 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA DJBM | X | 30.1 | | 2515C00618692RV | 98043A | MANIFOLD | | 14 | | R | 0 | 12 | 0 | 12 | 0 | 13 | 0 | 13 | 0 | 50 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 | E | 20.4 | A | 2515C0061569 2RV | 5 | CC | 0 | 7 | 0 | 0 | | | | | | | | | | |
| | | | F | 2515C0070223 3RV | | | | | | OUT | R | 0 | 12 | 0 | 12 | 0 | 13 | 0 | 13 | 0 | 50 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DXVV | X | 19.2 | | 2515C0116757E9C | 69530A | PUMP | | 0 | | R | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 28 | 0 |
| | | | | | | | | | | I | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| MTPC9 | E | 17.3 | A | 2515C0116757 8AC | 4 | CC | 2 | 0 | 0 | 0 | | | | | | | | | | |
| | | | F | 2515C1404663 4C | | | | | | OUT | R | 7 | 0 | 6 | 0 | 8 | 0 | 8 | 0 | 29 | 0 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DXLM | X | 15.3 | | 2915C0116757E5C | 65159A | PUMP F | | 0 | | R | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 12 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 | E | 15.3 | A | 2515C0116757 6EC | 2 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | |
| | | | F | 2515C1404663 5EC | | | | | | OUT | R | 4 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 13 | 0 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DXVK | | 18.3 | | 2515C0116757EKC | 40587A | PUMP | | 0 | | R | 0 | 21 | 0 | 20 | 0 | 19 | 0 | 19 | 0 | 79 |
| | | | | | | | | | | I | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| MTPC9 | E | 17.3 | A | 2515C0116757 3KC | 4 | CC | 0 | 6 | 0 | 0 | | | | | | | | | | |
| | | | F | 2515C1404663 KC | | | | | | OUT | R | 0 | 21 | 0 | 20 | 0 | 19 | 0 | 19 | 0 | 79 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA DJBM | X | 31.7 | | 2515C0918572 3RV | 98057A | MANIFOLD | | 0 | | R | 2 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 9 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 | E | 19.8 | A | 2515C0918572 3RV | 14 | CC | 0 | 2 | 0 | 0 | | | | | | | | | | |
| | | | F | 2515C7610018 RV | | | | | | OUT | R | 2 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 10 | 0 |
| | | | F | 2515C7707590 5V | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | F | 2515C0797278 0RV | | | | | | | | | | | | | | | | | |
| | | | F | 2515C0876449 5V | | | | | | | | | | | | | | | | | |

TAPE DATE: 10/06/94
FY 95 S 7C AS OF: 10/07/94 MAINTENANCE PRO [illegible]N(S) WORKSHEET

| PSEUDO CODE | SE II | SN IN | MASTER ACTUAL | CONTROL J NUMBER D | NOUN | CONM PCT | | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SD | OPSH | STOCK | MODIFICATION NUMBER | FLOW DAYS | IY SLC | 971 244 OWO | 971 244 AWP | | | | | | | | | |
| EA CJBM X | | 42.5 | 2915C091857225V | 50141A | MANIF R/ | | 20 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 E | | 19.3 | A 2915011603925V | 5 CC | 0 | 0 | 0 | 0 | | | | | | | | | |
| | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| * DXVV X | | 14.3 | 2915C101C395CAC | 24322A | PUMP FUE | | 0 | R | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 4 | 0 |
| | | | | | | | | I | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| MTPC9 E | | 14.3 | A 2915010103950AC | 4 CC | 3 | 0 | 0 | 0 | | | | | | | | | |
| | | | F 2915001462299AC | | | | | OUT R | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 6 | 0 |
| | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DXLM X | | 13.0 | 2915C101C395CBC | 34106A | PUMP | 4 | 0 | R | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 4 | 0 |
| | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 E | | 13.0 | A 2915010103950BC | 2 CC | 0 | 0 | 0 | 0 | | | | | | | | | |
| | | | F 2915001462299BC | | | | | OUT R | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 4 | 0 |
| | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DXVK | | 14.3 | 2915C101C395CNC | 522514 | PUMP F | | 0 | R | 0 | 9 | 0 | 9 | 0 | 7 | 0 | 6 | 0 | 30 |
| | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 E | | 14.3 | A 2915010103950NC | 4 CC | 0 | 0 | 0 | 0 | | | | | | | | | |
| | | | F 2915001462299NC | | | | | OUT R | 0 | 9 | 0 | 8 | 0 | 7 | 0 | 6 | 0 | 30 |
| | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA DYEM X | | 19.3 | 2915C102737195C | 96555A | PUMPABCS | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 E | | 17.3 | A 2915010273719FC | 4 CC | 0 | 0 | 0 | 0 | | | | | | | | | |
| | | | F 2915009223913FC | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SA DYEM X | | 20.0 | 2915C1042300EPC | 96520A | A-B PUMP | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 E | | 17.6 | A 2915010423005FC | 4 CC | 0 | 0 | 0 | 0 | | | | | | | | | |
| | | | F 4320009154992FC | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | F 4915002899467FC | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | F 4915009431087FC | | | | | | | | | | | | | | | |
| SA CHZS | | 33.8 | 2915C10865195RU | 501994 | R/HMANIF | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 E | | 23.2 | A 2915010865195RU | 5 CC | 0 | 0 | 0 | 0 | | | | | | | | | |
| | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DXVV X | | 11.4 | 2915C111769844C | 35381A | PUMP,F | | 0 | R | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 28 | 0 |
| | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 E | | 11.4 | A 2915011176984AC | 3 CC | 2 | 0 | 0 | 0 | | | | | | | | | |
| | | | F 2915010113822FC | | | | | OUT R | 7 | 0 | 6 | 0 | 8 | 0 | 8 | 0 | 29 | 0 |
| | | | F 4320001066457AC | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANAGEMENT OF ITEMS SUBJECT TO REPAIR
MAINTENANCE PROJECTION(S) WORKSHEET

| PSEUDO CODE | EE II | EI DFSH | SN IN | MASTER ACTUAL | CONTROL NUMBER | J C | NOUN | CONN PCT | | | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SD | DFSH | STOCK | MODIFICATION NUMBER | FLOW DAYS | IM ALC | 971 244 OWC | 971 244 AWP | | | | | | | | | | | | |
| DXLM X | | 11.4 | | 2915C111769843C | 441754 | PUMP F | | 0 | R | | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 20 | 0 |
| | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 E | | 11.4 | A | 2915011176994EC | 2 CC | 7 | 0 | 0 0 | | | | | | | | | | | | |
| | | | F | 2915010118322FC | | | | OUT | R | | 7 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 22 | 0 |
| | | | F | 432000105645752 | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | F | 432000323035CEC | | | | | | | | | | | | | | | | |
| | | | F | 432001010389 1EC | | | | | | | | | | | | | | | | |
| DXVK | | 11.4 | | 2915011176984NC | 27523A | PUMP,F | | 0 | R | | 0 | 14 | 0 | 13 | 0 | 13 | 0 | 13 | 0 | 53 |
| | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 E | | 11.4 | A | 2915011176994NC | 3 CC | 0 | 0 | 0 0 | | | | | | | | | | | | |
| | | | F | 2915010115322NC | | | | OUT | R | | 0 | 14 | 0 | 13 | 0 | 13 | 0 | 13 | 0 | 53 |
| | | | F | 432000106645 7NC | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | F | 432000323035 0NC | | | | | | | | | | | | | | | | |
| | | | F | 432001010389 1NC | | | | | | | | | | | | | | | | |
| EA DYEM X | | 11.4 | | 2915C111769934PC | 965224 | PUMP FUS | | 0 | R | | 24 | 2 | 24 | 3 | 24 | 3 | 24 | 2 | 96 | 10 |
| | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 E | | 10.4 | A | 2915011176984FC | 3 CC | 0 | 0 | 0 0 | | | | | | | | | | | | |
| | | | F | 2915001463637FC | | | | OUT | R | | 15 | 2 | 22 | 3 | 24 | 3 | 25 | 2 | 56 | 10 |
| | | | F | 2915001639509FC | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | F | 2915004018617FC | | | | | | | | | | | | | | | | |
| | | | F | 2915010115322FC | | | | | | | | | | | | | | | | |
| EA DHZS | | 34.8 | | 2915C114311 2ERU | 49902A | MANIFRHG | | 0 | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 E | | 23.8 | A | 2915011431125RU | 5 CC | 0 | 2 | 0 0 | | | | | | | | | | | | |
| | | | F | 2915002250737RU | | | | OUT | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | F | 2915002251100RU | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | F | 2915007646062RU | | | | | | | | | | | | | | | | |
| | | | F | 2915008762941RU | | | | | | | | | | | | | | | | |
| | | | F | 2915009565553RU | | | | | | | | | | | | | | | | |
| | | | F | 2915009566554RU | | | | | | | | | | | | | | | | |
| DA DHZS | | 33.7 | | 2915C114311 2RU | 49000A | MANIFLHG | | 17 | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 E | | 23.8 | A | 2915011431125RU | 5 CC | 0 | 0 | 0 0 | | | | | | | | | | | | |
| | | | F | 2915002251099RU | | | | OUT | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | F | 2915005475447RU | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | F | 2915007646061RU | | | | | | | | | | | | | | | | |
| | | | F | 2915007646256RU | | | | | | | | | | | | | | | | |
| | | | F | 2915008762949RU | | | | | | | | | | | | | | | | |
| | | | F | 2915009566551RU | | | | | | | | | | | | | | | | |
| | | | F | 2915009566552RU | | | | | | | | | | | | | | | | |

| PSEUDO CODE | EE II | EI DPSH | SN IN | MASTER ACTUAL | CONTROL NUMBER | J C | NOUN | CONN PCT | | | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SD | CPSH | | STOCK | MODIFICATION NUMBER | FLOW DAYS | IM PLC | 971 244 OWC | 971 244 AWP | | | | | | | | | | | |
| EA DJEM X | | 30.9 | | 2915C116209 2CRV | 98C34A | MANIFLD | | | 27 | R | 2 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 9 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 | E | 19.7 | A | 2915C91E5720RV | 5 | CC | 0 | 0 | 0 0 | | | | | | | | | | | |
| | | | F | 2915C072E764RV | | | | | OUT | R | 2 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 10 | 0 |
| | | | F | 2915C761C017RV | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | F | 2915C6676450RV | | | | | | | | | | | | | | | | |
| EA DJSM X | | 42.5 | | 2915C116209 2CRV | 50139A | MANIF L/ | | | 27 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 | E | 19.3 | A | 2915011620920RV | 5 | CC | 0 | 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA DYEM X | | 12.9 | | 2915C12514453FC | 50134A | HYDF.PUM | | | 0 | R | 0 | 5 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 26 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 | E | 10.4 | A | 2915012514453FC | 2 | CC | 0 | 7 | 0 0 | | | | | | | | | | | |
| | | | F | 2915C01441730FC | | | | | OUT | R | 0 | 5 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 26 |
| | | | F | 2915007813439FC | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | F | 2915C0E141695FC | | | | | | | | | | | | | | | | |
| | | | F | 2915C0944E433FC | | | | | | | | | | | | | | | | |
| | | | F | 2915010272420FC | | | | | | | | | | | | | | | | |
| | | | F | 2915011603149FC | | | | | | | | | | | | | | | | |
| EA DUUS X | | 2.5 | | 2995C119C691CFR | 50104A | MANIFOLD | | | 0 | R | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 6 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 | E | 2.5 | A | 2995011906910FR | 2 | CC | 0 | 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 5 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA DKRC X | | 16.6 | | 4320C0401862 1FC | 96523A | PUMP FEL | | | 0 | R | 24 | 5 | 24 | 7 | 24 | 10 | 24 | 10 | 96 | 35 |
| | | | | | | | | | | I | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| MTPC9 | E | 15.5 | A | 4320C401E621FC | 4 | CC | 6 | 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 15 | 5 | 22 | 7 | 24 | 10 | 25 | 10 | 86 | 35 |
| | | | | | | | | | | P | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| EA DKRC X | | 16.4 | | 4320C0448120 3FC | 96509A | PUMP FUE | | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 | E | 15.4 | A | 4320C4481203FC | 4 | CC | 0 | 0 | 0 0 | | | | | | | | | | | |
| | | | F | 4320C4635334FC | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | F | 4320C575E613FC | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | F | 4320C941C076FC | | | | | | | | | | | | | | | | |
| EA DKRC X | | 19.4 | | 4320C13323843FC | 96515A | PUMP FUE | | | 0 | R | 24 | 11 | 24 | 14 | 24 | 17 | 24 | 19 | 96 | 61 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 | E | 17.4 | A | 4320C401E616FC | 4 | CC | 2 | 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 15 | 11 | 22 | 14 | 24 | 17 | 25 | 19 | 86 | 61 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| PSEUDO CODE | EE II | EI DPSH | SN IN | MASTER ACTUAL | CONTROL NUMBER | J D | NOUN | CONM PCT | | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SD | CPSH | | STOCK | MODIFICATION NUMBER | FLOW DAYS | IM ALC | 971 244 DWD | 971 244 AWP | | | | | | | | | | |
| EA DUMN X | | 10.7 | | 2915011480563JF | 81C22A | | FUELPUMP | 0 | | R | 1 | 2 | 2 | 0 | 2 | 0 | 2 | 0 | 7 | 2 |
| | | | | | | | | | | I | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| MTPC9 T | | 10.5 | A | 2915011480563JF | 3 CC | 0 | 2 | 0 | 0 | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 1 | 2 | 1 | 0 | 2 | 0 | 2 | 0 | 6 | 2 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA DUMN X | | 6.9 | | 2915011480668JF | 81C30A | | FUELNOZZ | 12 | | R | 47 | 422 | 67 | 422 | 64 | 422 | 61 | 422 | 239 | 1688 |
| | | | | | | | | | | I | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| MTPC9 T | | 6.9 | A | 2915011480668JF | 3 CC | 0 | 285 | 0 | 0 | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 58 | 422 | 52 | 422 | 67 | 422 | 58 | 422 | 235 | 1688 |
| | | | | | | | | | | P | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| DXLW X | | 7.5 | | 2915011480666GA | 71187A | | NOZLFUEL | 0 | | R | 64 | 0 | 64 | 0 | 64 | 0 | 64 | 0 | 256 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 T | | 4.8 | A | 2915011480663GA | 14 CC | | 50 | 0 | 0 | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 96 | 0 | 56 | 0 | 72 | 0 | 56 | 0 | 280 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DXWM | | 8.4 | | 2915011480668GR | 27140A | | NOZLFUEL | 0 | | R | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 4 |
| | | | | | | | | | | I | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| MTPC9 T | | 4.8 | A | 2915011480668GR | 14 CC | | 0 | 1 | 0 | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 4 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA DJBM X | | 12.3 | | 2915011605502RV | 50140A | | MAINPUMP | 0 | | R | 2 | 6 | 4 | 7 | 3 | 7 | 3 | 7 | 12 | 27 |
| | | | | | | | | | | I | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| MTPC9 T | | 12.3 | A | 2915011605502RV | 3 CC | | 0 | 6 | 0 | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 3 | 6 | 2 | 7 | 3 | 7 | 5 | 7 | 13 | 27 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| * DUTC | | 18.2 | | 2915011909242PN | 81085A | | NOZZLE | 5 | | R | 0 | 13 | 0 | 36 | 0 | 36 | 0 | 36 | 0 | 121 |
| | | | | | | | | | | I | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| MTPC9 T | | 9.2 | A | 2915011909242PN | 3 CC | | 0 | 46 | 0 | 0 | | | | | | | | | | |
| | | | F | 2915012026432PN | | | | | OUT | R | 0 | 23 | 0 | 36 | 0 | 36 | 0 | 36 | 0 | 131 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *EA DUUQ X | | 1.3 | | 2915011916912FR | 72161A | | SPRAYBAR | 66 | | R | 2 | 49 | 3 | 49 | 3 | 47 | 3 | 88 | 11 | 233 |
| | | | | | | | | | | I | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 |
| MTPC9 T | | 1.3 | A | 2915011916912FR | 3 CC | | 0 | 20 | 0 | 0 | | | | | | | | | | |
| | | | | | | | | | OUT | R | 3 | 49 | 2 | 49 | 3 | 47 | 3 | 88 | 11 | 233 |
| | | | | | | | | | | P | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 |
| EA DUUQ | | 1.1 | | 2915011918396FR | 55539A | | SPRAYBAR | 23 | | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 T | | 1.1 | A | 2915011918396FR | 3 CC | | 0 | 23 | 0 | 0 | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANAGEMENT OF ITEMS SUBJECT TO REPAIR
MAINTENANCE PROJECTION(S) WORKSHEET

| PSEUDO CODE | EE II | EI DPSH | SN IN | MASTER ACTUAL | CONTROL NUMBER | J D | NOUN | CONM PCT | | 971 | 244 | 971 | 244 | | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SC | DPSH | | MODIFICATION STOCK NUMBER | FLOW IN DAYS | ALC | OWC | AWF | | | | | | | | | | | | | | | | |
| *EA | CUUQ | X | 1.8 | 2915C11918397FR | 58C12A | SPRAYBAR | | 74 | R | | | | | | 2 | 127 | 3 | 34 | 3 | 35 | 2 | 34 | 10 | 230 |
| | | | | | | | | | I | | | | | | 20 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 10 |
| MTPC9 | T | 1.8 | A | 2915011918397FR | 3 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | |
| | | | | | | | | | OUT | R | | | | | 2 | 127 | 2 | 34 | 3 | 35 | 2 | 34 | 9 | 230 |
| | | | | | | | | | | P | | | | | 20 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 15 |
| EA | CUUQ | X | 0.8 | 2915C11916398PR | 55247A | SPRAYBAR | | 100 | R | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 | T | 0.8 | A | 2915011918398FR | 3 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | |
| | | | | | | | | | OUT | R | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA | DUUQ | X | 8.1 | 2915C11920847FR | 50317A | FUELBOOS | | 0 | R | | | | | | 3 | 0 | 4 | 0 | 3 | 0 | 3 | 0 | 13 | 0 |
| | | | | | | | | | I | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 | T | 8.0 | A | 2915011920847FR | 3 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | |
| | | | | | | | | | OUT | R | | | | | 3 | 0 | 3 | 0 | 4 | 0 | 3 | 0 | 13 | 0 |
| | | | | | | | | | | P | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | CXLW | X | 8.1 | 2915C11920847CA | 97127A | PUMPBOST | | 0 | R | | | | | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 8 | 0 |
| | | | | | | | | | I | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 | T | 8.0 | A | 2915011920847CA | 3 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | |
| | | | | | | | | | OUT | R | | | | | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 6 | 0 |
| | | | | | | | | | | P | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | CXWM | | 8.1 | 2915C11920847CR | 33303A | PUMPBOST | | 0 | R | | | | | | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 7 |
| | | | | | | | | | I | | | | | | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| MTPC9 | T | 8.0 | A | 2915011920847CR | 3 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | |
| | | | | | | | | | OUT | R | | | | | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 7 |
| | | | | | | | | | | P | | | | | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| EA | CUMN | X | 12.4 | 2915C12080151JF | 81C04A | FUELPUMP | | 0 | R | | | | | | 1 | 3 | 2 | 3 | 2 | 2 | 2 | 2 | 7 | 10 |
| | | | | | | | | | I | | | | | | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| MTPC9 | T | 12.4 | A | 2915012080151JF | 3 | CC | 1 | 7 | 0 | 0 | | | | | | | | | | | | | | |
| | | | | | | | | | OUT | R | | | | | 1 | 4 | 2 | 3 | 2 | 2 | 2 | 2 | 7 | 11 |
| | | | | | | | | | | P | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | CUTC | | 18.2 | 2915C12193163PN | 81C94A | NOZZLE | | 5 | R | | | | | | 0 | 9 | 0 | 9 | 0 | 9 | 0 | 9 | 0 | 36 |
| | | | | | | | | | I | | | | | | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| MTPC9 | T | 9.2 | A | 2915012193163FN | 3 | CC | 0 | 7 | 0 | 0 | | | | | | | | | | | | | | |
| | | | | | | | | | OUT | R | | | | | 0 | 9 | 0 | 9 | 0 | 9 | 0 | 9 | 0 | 36 |
| | | | | | | | | | | P | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | CXLW | X | 14.0 | 2915012363581CA | 79C23A | PUMPFUEL | | 0 | R | | | | | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 8 | 0 |
| | | | | | | | | | I | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 | T | 14.0 | A | 2915012363581CA | 4 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | |
| | | | | | | | | | OUT | R | | | | | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 6 | 0 |
| | | | | | | | | | | P | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANAGEMENT OF ITEMS SUBJECT TO REPAIR
MAINTENANCE PROJECTION(S) WORKSHEET

| PSEUDO CODE | EE II | EI OPSH | SN IN | MASTER ACTUAL | CONTROL NUMBER | J D | NOUN | CDNM PCT | 971 244 OWO | 971 244 AWP | | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SD | OPSH | | MODIFICATION STOCK | NUMBER | FLOW DAYS | IM ALC | | | | | | | | | | | | | | |
| DXWM | | 14.0 | | 2915012363581CR | 57552A | MAINPUMP | | 0 | | | R | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 8 |
| | | | | | | | | | | | I | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| MTPC9 T | | 14.0 | A | 2915012363581CR | 4 CC | 0 | 1 | 0 | 0 | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 8 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DUTC | | 9.5 | | 2915012368313FN | 41087A | NOZZLE | | 5 | | | R | 0 | 62 | 0 | 97 | 0 | 97 | 0 | 97 | 0 | 353 |
| | | | | | | | | | | | I | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| MTPC9 T | | 5.6 | A | 2915012368313FN | 13 CC | 0 | 63 | 0 | 0 | | | | | | | | | | | | |
| | | | F | 2915013229907FN | | | | | | OUT | R | 0 | 97 | 0 | 97 | 0 | 97 | 0 | 97 | 0 | 388 |
| | | | F | 2915013261471FN | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DUTC | | 5.6 | | 2915012368314PN | 94313A | NOZZLE | | 5 | | | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 T | | 5.6 | A | 2915012368314FN | 13 CC | 0 | 5 | 0 | 0 | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA DUUQ X | | 3.6 | | 2915012665925PR | 33503A | SPRAYBAR | | 46 | | | R | 3 | 180 | 4 | 180 | 4 | 180 | 4 | 180 | 15 | 720 |
| | | | | | | | | | | | I | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| MTPC9 T | | 1.3 | A | 2915012665925FR | 3 CC | 0 | 120 | 0 | 0 | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | 4 | 180 | 3 | 180 | 4 | 180 | 4 | 180 | 15 | 720 |
| | | | | | | | | | | | P | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| DXLW X | | 20.1 | | 2915012738464CA | 21380A | AUGPUMP | | 0 | | | R | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 12 | 0 |
| | | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 T | | 20.0 | A | 2915012738484CA | 6 CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | 5 | 0 | 3 | 0 | 4 | 0 | 3 | 0 | 15 | 0 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DXWM | | 20.1 | | 2915012738484CR | 58354A | PUMPAUG | | 0 | | | R | 0 | 4 | 0 | 4 | 0 | 5 | 0 | 4 | 0 | 17 |
| | | | | | | | | | | | I | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| MTPC9 T | | 20.0 | A | 2915012738494CR | 6 CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | |
| | | | F | 2915011920846CR | | | | | | OUT | R | 0 | 4 | 0 | 4 | 0 | 5 | 0 | 4 | 0 | 17 |
| | | | | | | | | | | | P | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| EA DUUQ X | | 26.5 | | 2915013097889PR | 74541A | FUEL PMP | | 0 | | | R | 7 | 11 | 9 | 11 | 9 | 11 | 8 | 13 | 33 | 46 |
| | | | | | | | | | | | I | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| MTPC9 T | | 20.0 | A | 2915013097889FR | 4 CC | 0 | 4 | 0 | 0 | | | | | | | | | | | | |
| | | | F | 2915011911386FR | | | | | | OUT | R | 8 | 11 | 7 | 11 | 9 | 11 | 8 | 13 | 32 | 46 |
| | | | F | 2915012363581FR | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | F | 2915012363582FR | | | | | | | | | | | | | | | | | |
| | | | F | 2915012514452FR | | | | | | | | | | | | | | | | | |

MANAGEMENT OF ITEMS SUBJECT TO REPAIR
MAINTENANCE PROJECTION(S) WORKSHEET

| PSEUDO CODE | EE II | EI DPSH | SN IN | MASTER ACTUAL | CONTROL NUMBER | J D | NOUN | CDNM PCT | | | | | | 1ST QUARTER UNITS | | 2ND QUARTER UNITS | | 3RD QUARTER UNITS | | 4TH QUARTER UNITS | | FISCAL TOTAL UNITS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | | SD | DPSH | MODIFICATION STOCK | NUMBER | FLOW DAYS | IM ALC | 971 OWG | 244 | 971 AWP | 244 | | | 971 | 244 | 971 | 244 | 971 | 244 | 971 | 244 | 971 | 244 |
| EA DUMN X | | 21.6 | | 2915013135292JF | 70549A | FUEL | PUMP | 0 | | | | R | | 1 | 9 | 1 | 6 | 1 | 5 | 1 | 6 | 4 | 26 |
| | | | | | | | | | | | | I | | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| MTPC9 T | | 20.0 | A | 2915013135292JF | 5 CC | | 0 | 3 | 0 | 0 | | | | | | | | | | | | | |
| | | | F | 2915011995255JF | | | | | | | OUT | R | | 1 | 9 | 1 | 6 | 1 | 5 | 1 | 6 | 4 | 26 |
| | | | F | 2915012245712JF | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *EA DUMN X | | 3.1 | | 2915013517025JF | 49944A | FUEL | NOZZ | 13 | | | | R | | 0 | 1432 | 1 | 944 | 1 | 788 | 1 | 694 | 3 | 3858 |
| | | | | | | | | | | | | I | | 28 | 335 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 335 |
| MTPC9 T | | 2.9 | A | 2915012030162JF | 3 CC | | 0 | 393 | 0 | 0 | | | | | | | | | | | | | |
| | | | F | 2915011471892JF | | | | | | | OUT | R | | 1 | 1009 | 1 | 944 | 1 | 814 | 1 | 734 | 4 | 3501 |
| | | | | | | | | | | | | P | | 28 | 204 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 204 |
| EA DUUQ X | | 20.1 | | 2915013548333FR | 32022A | FUEL | PMP | 0 | | | | R | | 1 | 12 | 2 | 15 | 2 | 15 | 1 | 14 | 6 | 56 |
| | | | | | | | | | | | | I | | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| MTPC9 T | | 20.0 | A | 2915013548333FR | 6 CC | | 0 | 15 | 0 | 0 | | | | | | | | | | | | | |
| | | | F | 2915011920846FR | | | | | | | OUT | R | | 1 | 12 | 1 | 15 | 2 | 15 | 1 | 14 | 5 | 56 |
| | | | F | 2915012736484FR | | | | | | | | P | | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| EA DKRE X | | 12.6 | | 4320000561013RV | 98041A | PUMP | FUE | 0 | | | | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | | | | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 T | | 11.9 | A | 4320000561013RV | 3 CC | | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | | OUT | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *EA DKRE X | | 11.1 | | 4320008913624RV | 98021A | PUMP | FUE | 0 | | | | R | | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| | | | | | | | | | | | | I | | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 |
| MTPC9 T | | 9.3 | A | 4320008913624RV | 2 CC | | 0 | 5 | 0 | 0 | | | | | | | | | | | | | |
| | | | F | 4320006080945FV | | | | | | | OUT | R | | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| | | | F | 4320008667299RV | | | | | | | | P | | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| | | | F | 4320005747525RV | | | | | | | | | | | | | | | | | | | |
| EA DKRA X | | 10.9 | | 4320005932517RU | 97178A | PUMP | FUE | 0 | | | | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 T | | 9.9 | A | 4320006646114RU | 2 CC | | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | F | 4320007708775RU | | | | | | | OUT | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | F | 4320007341392RU | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA DKRA X | | 25.6 | | 4320008932517RU | 97150A | PUMP | AY | 0 | | | | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPC9 T | | 22.9 | A | 4320008932517RU | 4 CC | | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | | OUT | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA DKRE X | | 9.8 | | 4320009171083RV | 98036A | PUMP | FUE | 0 | | | | R | | 0 | 10 | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 46 |
| | | | | | | | | | | | | I | | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| MTPC9 T | | 6.7 | A | 4320009171083RV | 2 CC | | 0 | 5 | 0 | 0 | | | | | | | | | | | | | |
| | | | F | 4320009621276RV | | | | | | | OUT | R | | 0 | 10 | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 46 |
| | | | | | | | | | | | | P | | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |

**ENGINE MANIFOLD CLEANING SYSTEM DEPRECIATION COSTS**

DMIF COSTS

| | |
|---|---|
| Robot | $250,000 |
| Tanks | $650,000 |
| | $900,000 |

Straight Line Depreciation

(Equipment Cost - Salvage Value)/Useful Life

($900,000 - $9,000 ) /10 = $89,100 /year

Equipment Activation Date: 11 Feb 91

- Period of Operation: 3 yrs 9 months
- Cumulative Depreciation: $334,125
- Monthly Depreciation: $7,425

13 JAN 78 TINKER AFB OK 73145 2337 31 CUSTOMIZED AUTO/REQUIRED PRODUCTS (RPP) 5V732/731117 74813 74813 PAGE 2

023 TITLE OC-ALC/LIPEA3 1 023.CODE 365 SUPP CODE:GC TYPE:PRODUCT----CA/CRL USING CMD : 14

| DOC NBR | STOCK NUMBER | NOMENCLATURE | CF I J JI | A-S-C | AUTH | INUSE | CALIB | MAINT | QNTY | CE | UNIT PRICE | P CODE | AA | A | MENDIFERMIERCIMEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5J3 4740 | 00 715 9347 | BLAST CLEANING | J 5 3 EA | 354A4DA | | 1 | 0 | 0 | 0 | 4 | $955.33 | | | 0 | 0 NEW |
| EAID LOCATION -- | | | 3PJ - | | ASL -- | | | JTC -- | 222220 | | INCR -- | 220222 | | SRD -- | 222 |
| 0285 4940 | 00 732 5499 | CABINET ILC33755 | J 2 3 EA | 354A4DA | 1 | 2 | 0 | 0 | 0 | M | $2357.00 | | | 0 | 0 NEW |
| EAID LOCATION -- | | | 3PJ - | | ASL -- | | | JTC -- | 222220 | | INCR -- | 220222 | | SRD -- | 222 |
| 5J3 4942 | 81 137 4932 | BLAST CLNING CA | J 5 3 EA | 354A4DA | | 1 | 0 | 2 | 0 | M | $2772.33 | | | 0 | 0 NEW |
| EAID LOCATION -- | | | 3PJ -- | | ASL -- | | | JTC -- | 222220 | | INCR -- | 220222 | | SRD -- | 222 |
| (OCW4133 Hitch 4137) 0287 4940 | 81 355 9836 | ULTRASONIC CLN | J 2 3 EA | 354A4DA | 2 | 2 | 0 | 0 | 0 | 2 | $15725.00 | | | 0 | 0 NEW |
| EAID LOCATION -- | | | 3PJ - | | ASL -- | | | JTC -- | 222220 | | INCR -- | 220222 | | SRD -- | 222 |
| 0334 4940 | 2X851161 | SHIELDER NOZZLE | JA 2 3 EA | 354D3DD | 5 | 6 | 0 | 0 | 0 | 3 | $325.83 | | 1 | 0 | 0 NEW |
| EAID LOCATION -- | | | 3PJ - | | ASL -- | | | JTC -- | 222220 | | INCR -- | 220222 | | SRD -- | 222 |
| 0225 5120 | 00 225 5478 | PLIERS 145293 | J 2 3 EA | 354B4DA | 1 | 1 | 0 | 0 | 0 | A | $584.70 | | | 0 | 0 NEW |
| EAID LOCATION -- | | | 3PJ - | | ASL -- | | | JTC -- | 222220 | | INCR -- | 220222 | | SRD -- | 222 |
| 0184 5120 | 00 525 7178 | PLIER 152922 | J 2 3 EA | 354B4DA | 3 | 3 | 0 | 0 | 0 | A | $51.33 | | | 0 | 0 NEW |
| EAID LOCATION -- | | | 3PJ -- | | ASL -- | | | JTC -- | 222220 | | INCR -- | 220222 | | SRD -- | 222 |

Engine Manifold Cleaning System

— equipment cost $1.879 M

— installation cost $950 K

$2.829 M

OC-7739
OC-7740
OC-7741

Pressure Spray Washer

$15,000.00

OC-1060

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0295 5120 | 00 952 1578 | WRENCH 145236 | J 2 3 EA | 354B4DA | 1 | 1 | 0 | 0 | 0 | A | $205.00 | | | 0 | 0 NEW |
| EAID LOCATION -- | | | 3PJ - | | ASL -- | | | JTC -- | 222220 | | INCR -- | 220222 | | SRD -- | 222 |

13 JAN 74 FINKER AF3 04 75 2937 31 CUSTODIAN AJTM/RECEIPTS/PRODUCTS (218) 5V932/931113 24313:24313 PAGE 2

URS TITLE DC=A,C/,12E43 A 023 CODE 366 SHOP CODE GN EXPEDITE PRODUCT----CA/CR USING CMD 3: 19

| DOC NBR | STOCK NUMBER | NOMENCLATURE | CE C J IC C C JI | A-S-C | WERES NBR AUTH | INSER INSER CALIB | DPLOY BR MAINT | S BASS CNTY.CE | S DUEFOJIT UNIT PRICE | P CODE | MA MEMO | DIFFRM | ERCD | MECD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0531 4910 00 421 5273 | WSAR 3F4 25561 | J 2 3 EA | 354A1DA | 1 | 1 | 3 | 0 | 0 2 | $972.53 | | | 0 | 3 | NFB |
| EAID LOCATION -- | | 3PJ -- | | AS_I -- | | | JTC -- | 222220 | | INCR -- | 220222 | SRD -- | 222 | |
| 0500 4910 01 047 3238 | DEGREASER | J 2 3 EA | 354A1DA | 2 | 2 | 3 | 0 | 0 9 | $2352.67 | | | 0 | 3 | NFB |
| EAID LOCATION -- | | 3PJ -- | | AS_I -- | | | JTC -- | 222220 | | INCR -- | 220222 | SRD -- | 222 | |
| 0435 4910 23273372437 | SR VAT SPECIALIST | J 2 3 EA | 354A1DA | 1 | 1 | 3 | 2 | 3 9 | $5433.33 | | | 0 | 3 | NFB |
| EAID LOCATION -- | | 3PJ -- | | AS_I -- | | | JTC -- | 222220 | | INCR -- | 220222 | SRD -- | 222 | |
| 0143 5120 00 022 9297 | TC AL134 T736 | J 2 3 EA | 354A1DA | 2 | 2 | 0 | 3 | 0 4 | $100.00 | | | 0 | 3 | NFB |
| EAID LOCATION -- | | 3PJ -- | | AS_I -- | | | JTC -- | 222220 | | INCR -- | 220222 | SRD -- | 222 | |
| 0150 5120 00 055 3753AK | ADP SF355251 | J 2 3 EA | 354A1DA | 2 | 2 | 0 | 0 | 0 4 | $192.33 | | | 0 | 3 | NFB |
| EAID LOCATION -- | | 3PJ -- | | AS_I -- | | | JTC -- | 222220 | | INCR -- | 220222 | SRD -- | 222 | |
| 0151 5120 00 185 7104CN | EXTRCTR T283267 | J 2 3 EA | 354A1DA | 1 | 1 | 0 | 2 | 0 4 | $425.43 | | | 0 | 3 | NFB |
| EAID LOCATION -- | | 3PJ -- | | AS_I -- | | | JTC -- | 222220 | | INCR -- | 220222 | SRD -- | 222 | |
| 0152 5120 00 185 7105CN | EXTRCTR T243418 | J 2 3 EA | 354A1DA | 1 | 1 | 0 | 3 | 0 4 | $121.00 | | | 0 | 3 | NFB |
| EAID LOCATION -- | | 3PJ -- | | AS_I -- | | | JTC -- | 222220 | | INCR -- | 220222 | SRD -- | 222 | |
| 0153 5120 00 185 7106CN | EXTR T257535 | J 2 3 EA | 354A1DA | 1 | 1 | 0 | 0 | 0 4 | $155.91 | | | 0 | 3 | NFB |
| EAID LOCATION -- | | 3PJ -- | | AS_I -- | | | JTC -- | 222220 | | INCR -- | 220222 | SRD -- | 222 | |
| 0154 5120 00 185 7107CN | EXTR T230577 | J 2 3 EA | 354A1DA | 1 | 1 | 0 | 0 | 2 4 | $290.00 | | | 0 | 3 | NFB |
| EAID LOCATION -- | | 3PJ -- | | AS_I -- | | | JTC -- | 222220 | | INCR -- | 220222 | SRD -- | 222 | |
| 0155 5120 00 185 7108CN | BENDR T303981 | J 2 3 EA | 354A1DA | 2 | 2 | 0 | 0 | 2 4 | $116.00 | | | 0 | 3 | NFB |
| EAID LOCATION -- | | 3PJ -- | | AS_I -- | | | JTC -- | 222220 | | INCR -- | 220222 | SRD -- | 222 | |
| 0533 5120 00 185 7109CN | EXTR T427315 | J 2 3 EA | 354A1DA | 1 | 1 | 0 | 0 | 0 4 | $1825.65 | | | 0 | 3 | NFB |
| EAID LOCATION -- | | 3PJ -- | | AS_I -- | | | JTC -- | 222220 | | INCR -- | 220222 | SRD -- | 222 | |
| 0535 5120 00 185 9564CN | EXTRCTR T425213 | J 2 3 EA | 354A1DA | 1 | 1 | 0 | 0 | 0 4 | $2334.62 | | | 0 | 3 | NFB |
| EAID LOCATION -- | | 3PJ -- | | AS_I -- | | | JTC -- | 222220 | | INCR -- | 220222 | SRD -- | 222 | |
| 0153 5120 00 185 9565CN | ADP T427315 | J 2 3 EA | 354A1DA | 2 | 2 | 3 | 0 | 0 4 | $57.32 | | | 0 | 3 | NFB |
| EAID LOCATION -- | | 3PJ -- | | AS_I -- | | | JTC -- | 222220 | | INCR -- | 220222 | SRD -- | 222 | |
| 0159 5120 00 185 9567CN | SPANNER G421617 | J 2 3 EA | 354A1DA | 1 | 1 | 0 | 0 | 0 4 | $58.33 | | | 0 | 3 | NFB |
| EAID LOCATION -- | | 3PJ -- | | AS_I -- | | | JTC -- | 222220 | | INCR -- | 220222 | SRD -- | 222 | |
| 0158 5120 00 185 9569CN | TJD T427312L | J 2 3 EA | 354A1DA | 1 | 1 | 0 | 0 | 2 4 | $145.97 | | | 0 | 3 | NFB |
| EAID LOCATION -- | | 3PJ -- | | AS_I -- | | | JTC -- | 222220 | | INCR -- | 220222 | SRD -- | 222 | |
| 0151 5120 00 185 9570CN | SPANNER T43304 | J 2 3 EA | 354A1DA | 2 | 2 | 0 | 0 | 0 4 | $45.51 | | | 0 | 3 | NFB |
| EAID LOCATION -- | | 3PJ -- | | AS_I -- | | | JTC -- | 222220 | | INCR -- | 220222 | SRD -- | 222 | |

OC-2848

TRC CLEANING
SUMMARY SHEET

COMMODITY GROUP: Heat Exchangers and Oil Tanks

| PARTS | AVG.SIZE (L'x W'x H') | AVG.WT (lbs) | NO./YR |
|---|---|---|---|
| Oil Coolers | 1.5 x 0.7 x 0.7 | 30 | 608 |
| Heat Exchangers | 3.0 x 2.0 x 2.0 | 65 | 574 |
| Oil Tanks | 2.5 x 1.5 x 0.8 | 20 | 69 |

CLEANING METHODS: CC1, CC2, CC3, CC8, CC9, CC14, BP1

DPSH/YR: 2,000 PEs: 1 (WG-3872-09) SOURCE: G. Reed/LIPPM/63785

TOTAL EQUIPMENT COST: $178,167 SOURCES: CA/CRL

INDUSTRIAL WASTEWATER GENERATION: Present - 1,207,000 gal/yr
Future - 500,000 gal/yr

MANUFACTURE & REPAIR SECTION (LIPPM)

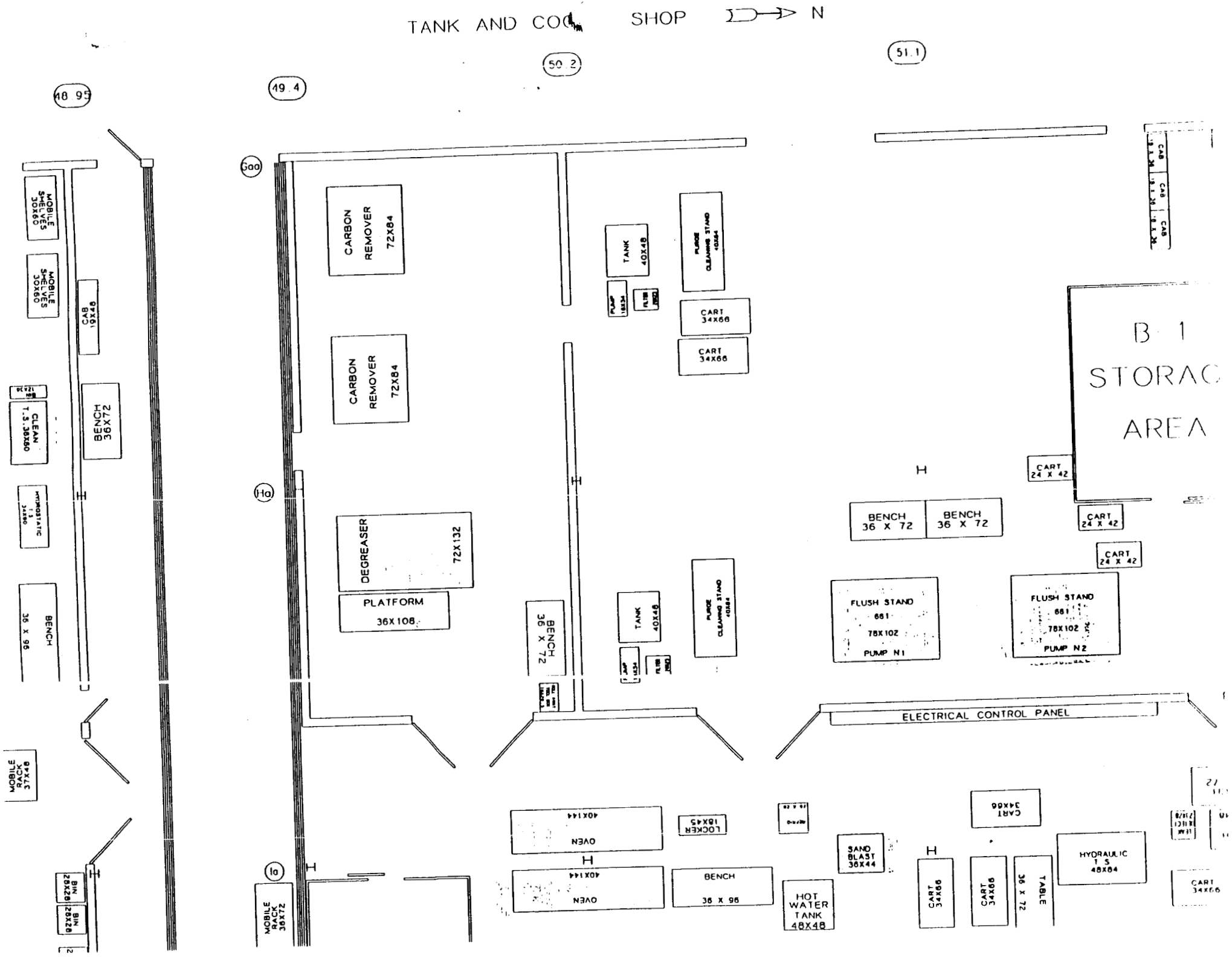
CLEANING/INSPECTION/SURFACE TREATMENT PROCESS EQUI OPERATION & MATERIALS

II. LIPPMS (Tank & Cooler Overhaul/ Repair) WORKLOAD: Oil Coolers, Heat exchangers, Oil Tanks

Bldg. 3001

| SHOP | POST | TANK NO. | TANK ID | SIZE (L'x W' x H') | PROCESS DESCRIPTION | CHEMICAL COMPOSITION (spec, P/N, ref., etc.) |
|---|---|---|---|---|---|---|
| LIPPMS | HA49.4 | 1 | OC-5443 | 6.0 x 6.0 x 4.7 | Hot Carbon Remover | MIL-C-25107 |
| LIPPMS | HA49.4 | 2 | OC-5442 | 6.0 x 6.0 x 4.7 | Hot Carbon Remover | MIL-C-25107 |
| LIPPMS | HA49.4 | 5 | OC-6523 | 4.0 x 8.0 x 6.5 | Vapor Degreaser | Perchloroethylene |
| LIPPMS | HA51.1 | 11 | OC-3607 | 3.3 x 4.0 x 3.5 | Degreaser | PD680 Type II |
| LIPPMS | HA51.1 | 13 | OC-3609 | 3.3 x 4.0 x 3.5 | Degreaser Flush Stand | PD680 Type II |
| LIPPMS | HA51.1 | 14 | OC-0457 | 8.0 x 3.0 x 3.0 | Degreaser Flush Stand | PD680 Type II |
| LIPPMS | HA51.1 | 15 | OC-0456 | 8.0 x 3.0 x 3.0 | Degreaser Flush Stand | PD680 Type II |
| LIPPMS | HA48.9 | 6 | OC-3614 | 5.0 x 3.0 x 3.0 | Degreaser Flush Stand | PD680 Type II |
| LIPPMS | HA51.1 | 16 | OC-2601 | 5.0 x 3.5 x 3.0 | Soak Tank | PD680 Type II |
| LIPPMS | KC50.2 | 22 | OC-5446 | 3.0 x 2.5 x 1.6 | Preservation Oil | MIL-C-7808 |
| LIPPMS | HA50.2 | 23 | OC-4676 | 3.0 x 3.7 x 6.0 | Grit Blaster | Aluminum Oxide |
| LIPPMS | HA50.2 | | OC-5428 | 12 x 3.5 x 7.0 | Oven, Dryer | Hot Air |
| LIPPMS | HA50.2 | | OC-0426 | 12 x 3.5 x 7.0 | Oven, Dryer | Hot Air |
| LIPPMS | HA49.4 | | ---- | Portable | 1,000 PSI Sprayer | Detergent, P-C-444 |

POC: Carlos Nazario/LIPEB/67246/LIPPM1.SSF


TANK AND COC SHOP
N
48.95
49.4
50.2
51.1
Goo
Ha
Ia
MOBILE SHELVES 30X60
MOBILE SHELVES 30X60
CAB 19X48
BENCH 36X72
CLEAN T.S. 36X60
BENCH 36 X 96
MOBILE RACK 37X48
BIN 28X28
BIN 28X28
MOBILE RACK 36X72
CARBON REMOVER 72X84
CARBON REMOVER 72X84
DEGREASER 72X132
PLATFORM 36X108
BENCH 36 X 72
TANK 40X48
PURGE CLEANING STAND 40X84
CART 34X66
CART 34X66
TANK 40X48
PURGE CLEANING STAND 40X84
CAB
CAB
CAB
B 1 STORAG AREA
CART 24 X 42
CART 24 X 42
CART 24 X 42
BENCH 36 X 72
BENCH 36 X 72
FLUSH STAND 661 78X102 PUMP N1
FLUSH STAND 661 78X102 PUMP N2
ELECTRICAL CONTROL PANEL
OVEN 40X144
OVEN 40X144
LOCKER 18X45
BENCH 36 X 96
HOT WATER TANK 48X48
SAND BLAST 36X44
CART 34X66
CART 34X66
TABLE 36 X 72
HYDRAULIC T S 48X84
CART 34X66

Tank & Cooler (Heat Exchanger
Bldg. 3001
RCC: LIPPMS

Existing Orders By ORG Code
Year to Date Order Totals
Printed: 11/02/94 09:31

| OrgShp | Stock No. | Noun | UI | YTD Qty |
|---|---|---|---|---|
| 597MK | 5640PFRL-3704 | LAST-A-FOAM LIQUID | KT | 12 |
| 597MK | 6810002649018 | CRESYLIC ACID | DR | 7 |
| 597MK | 6810002812785 | METHYL ETHYL KETONE | GL | 13 |
| 597MK | 6810002863787 | ORTHODICHLOROBENZENE | DR | 9 |
| 597MK | 6810002865435 | ALCOHOL, ISOPROPYL, TECHN | GL | 4 |
| 597MK | 6810005977150 | POTASSIUM HYDROXIDE | DR | 1 |
| 597MK | 6810010993435 | TETRACHLOROETHYLENE=PERC | DR | 16 |
| 597MK | 6850002645771 | CALIBRATING FLUID | DR | 4 |
| 597MK | 6850002854321 | CARBON REMOVING COMPOUND | DR | 32 |
| 597MK | 6850006376135 | SOLVENT -BULK | GL | 2000 |
| 597MK | 6850P049032F | PRESSURE CLEANER | EA | 40 |
| 597MK | 7930009265280 | DETERGENT | BX | 5 |
| 597MK | 7930P2908 | CLEANER | CN | 24 |
| 597MK | 8010000793762 | PAINT | PT | 1 |
| 597MK | 8010000822450 | PAINT-NOT ALLOWED ON TAFB | KT | 5 |
| 597MK | 8010001412952 | PAINT | PT | 1 |
| 597MK | 8010001429279 | PRIMER COATING | KT | 48 |
| 597MK | 8010001605787 | THINNER | GL | 38 |
| 597MK | 8010001605788 | THINNER | CN | 3 |
| 597MK | 8010001818080 | THINNER | GL | 9 |
| 597MK | 8010002478723 | PAINT - OBSOLETE NUMBER | DR | 2 |
| 7MK | 8010002867725 | ENAMEL | CN | 1 |
| MK | 8010002906983 | PAINT | PT | 1 |
| 7MK | 8010002906984 | PAINT | PT | 3 |
| 597MK | 8010002972013 | PAINT | QT | 10 |
| 597MK | 8010005271508 | PAINT | GL | 8 |
| 597MK | 8010005272897 | THINNER--OBSOLETE DO NOT | CN | 12 |
| 597MK | 8010005308380 | ENAMEL | QT | 60 |
| 597MK | 8010006874019 | AL PIGMENT - NUMBER OBS | LB | 49 |
| 597MK | 8010007219744 | PAINT | PT | 8 |
| 597MK | 8010010504082 | PAINT | KT | 2 |
| 597MK | 8010010823060 | PAINT | KT | 4 |
| 597MK | 8010013121169 | EPOXY PRIMER | KT | 20 |
| 597MK | 8010013533695 | ONE-COAT POLYURETHANE TOP | KT | 2 |
| 597MK | 8010P18GY9 | POLYURETHANE PAINT | KT | 2 |
| 597MK | 8030000628449 | CORROSION PREVENTIVE | KT | 17 |
| 597MK | 8030007614040 | SEALING COMPOUND | KT | 17 |
| 597MK | 8030010644951 | MOLD RELEASE | CN | 10 |
| 597MK | 8030011325488 | SEALANT | KT | 7 |
| 597MK | 8030013334823 | SEALANT | CA | 5 |
| 597MK | 8030P18-GY-9 | ABRASIVE RESISTANT | KT | 7 |
| 597MK | 8040000168662 | ADHESIVE, EPOXY | KT | 12 |
| 597MK | 8040002254548 | ADHESIVE | CN | 5 |
| 597MK | 8040007799595 | ADHESIVE | PT | 18 |
| 597MK | 8040011022098 | ADHESIVE | QT | 1 |
| 597MK | 8040011555729 | ADHESIVE | KT | 275 |
| 7MK | 8040PTY-PLYBN | ADHESIVE | CN | 20 |
| 7MK | 9150007822679 | LUBRICATING OIL, A/C TURB | DR | 20 |
| 97MK | 9150009359807 | FLUID | QT | 5 |
| 597MK | 9330PFRL-3712 | LAST-A-FORM LIQUID | KT | 6 |

2. **Industrial Waste Lift Station #38**

**Bldg. 3001/Ba-49.4** **Flow Rate (gpm):** 10.1 4.2

**Applicable Production Shop(s):** **LIPPMS - Tank & Cooler Shop S/U #5**

| PROCESS OPERATION (8 hrs/day, 250 days/yr) | NSN MiL Spec | DISCHARGE INTO IWS (gal/yr) | PRESENT (gal/yr) | PROJECTED FY95 (gal/yr) | REMARKS |
|---|---|---|---|---|---|
| a. Carbon Remover Compound<br>- o-dichlorobenzene 50-60% vol<br>- cresylic acid 20-25% vol<br>- alkaline base water seal<br>(2 ea. 775 gal. tanks) | 6850002854321<br>MiL-C-25107 | No<br>(1600) | | | Proposed study; feasibility of using less toxic mat'ls Pilot test in eng'g design |
| b. Steam-Water Pressure Flush/Rinse (performed after above operation) | | Yes | | | |
| c. Vapor Degreaser Cooling Water (1 unit, 7-8 gpm ) | 6810010993435<br>PCE | Yes | 975,000 + | | Proposed study, feasilbility of using aqueous cleaners Pilot test in eng'g design |
| d. Steam Condensate | | Yes | | 500,000 | |
| e. Paint Waterfall Booth | | Yes | 7,000 | | By pump truck to IWTP (?) |
| f. Test Stand Cooling Water (2 ea) | | Yes | 225,000 | | |
| g. Test Stand Cooling Water | | No + | | | |
| | | Total | 1,207,000 | 500,000 | |

+ Programmed to utilized chilled water.

POC: Carlos Nazario/LIPEB/67246/WSTWTR.SSF

MANAGEMENT OF ITEMS SUBJECT TO REPAIR
MAINTENANCE PROJECTION(S) WORKSHEET

| PSEUDO CODE | EE II | EI DPSH | SN IN | MASTER ACTUAL | CONTROL NUMBER | J D | NOUN | CONM PCT | | 971 | 244 | 971 | 244 | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SD | DPSH | | MODIFICATION STOCK | NUMBER | FLOW IN DAYS | ALC | OWO | | AWP | | | | | | | | | | | | | |
| A | DAMY | 10.2 | | 1560005626834FG | 130334 | DOOR FUE | | | 1 | R | | | | 0 | 57 | 0 | 37 | 0 | 38 | 0 | 37 | 0 | 169 |
| | | | | | | | | | | I | | | | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| MTPM9 | K | 8.6 | A | 1560005626834FG | 6 | CC | 0 | 62 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | | | 0 | 57 | 0 | 37 | 0 | 38 | 0 | 37 | 0 | 169 |
| | | | | | | | | | | | P | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A | DAMY | 5.7 | | 1560005626835FG | 130394 | DOOR FUE | | | 0 | R | | | | 0 | 4 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 13 |
| | | | | | | | | | | I | | | | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| MTPM9 | K | 4.7 | A | 1560005626835FG | 6 | CC | 0 | 4 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | | | 0 | 4 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 13 |
| | | | | | | | | | | | P | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A | DAMY | 5.7 | | 1560005626837FG | 130424 | DOOR | | | 0 | R | | | | 0 | 75 | 0 | 75 | 0 | 75 | 0 | 75 | 0 | 300 |
| | | | | | | | | | | I | | | | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| MTPM9 | K | 4.7 | A | 1560005626937FG | 6 | CC | 0 | 75 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | | | 0 | 75 | 0 | 75 | 0 | 75 | 0 | 75 | 0 | 300 |
| | | | | | | | | | | | P | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A | DAMY | 6.4 | | 1560011059521FG | 130414 | DOOR | | | 2 | R | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | I | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 4.7 | A | 1560005626836FG | 6 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | P | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A | DAMY | 5.7 | | 1560011059521FG | 130404 | DOOR FUE | | | 2 | R | | | | 0 | 44 | 0 | 37 | 0 | 37 | 0 | 38 | 0 | 156 |
| | | | | | | | | | | I | | | | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| MTPM9 | K | 4.7 | A | 1560011059521FG | 6 | CC | 0 | 44 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | | | 0 | 44 | 0 | 37 | 0 | 37 | 0 | 38 | 0 | 156 |
| | | | | | | | | | | | P | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFAS | 8.2 | | 1650008559290 | 31671A | COOLER | | | 36 | R | | | | 0 | 8 | 0 | 7 | 0 | 7 | 0 | 2 | 0 | 24 |
| | | | | | | | | | | I | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 5.2 | A | 1650008559290 | 2 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | | | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 2 | 0 | 23 |
| | | | | | | | | | | | P | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFAS | 9.2 | | 1650008669290 | 81078A | OIL COOL | | | 67 | R | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | I | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 9.2 | A | 1650008669290 | 5 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | P | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFAS | 3.3 | | 1650008932572 | 30406A | RESERVOI | | | 5 | R | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | I | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 2.7 | A | 1650008932572 | 1 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | P | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANAGEMENT OF ITEMS SUBJECT TO REPAIR
MAINTENANCE PROJECTION(S) WORKSHEET

| PSEUDO CODE | EE II | EI OPSH | SN IN | MASTER ACTUAL | CONTROL NUMBER | J O | NOUN | CONM PCT | | 971 | 244 | 971 | 244 | 971 | 244 | 971 | 244 | 971 | 244 | 971 | 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | 1ST QUARTER UNITS | | 2ND QUARTER UNITS | | 3RD QUARTER UNITS | | 4TH QUARTER UNITS | | FISCAL TOTAL UNITS | | | |
| ORGANIZATION CODE | SD | OPSH | STOCK | MODIFICATION NUMBER | FLOW DAYS | IM ALC | 971 OWO | 244 | 971 AWP | 244 | | | | | | | | | | | |
| P DFAS | | 7.3 | 1650009433822 | | 37C61A | | OIL TANK | | 26 | R | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| | | | | | | | | | | I | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| MTPM9 K | | 7.0 | A 1650009433822 | | 1 CC | | 0 | 16 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P DFAS | | 5.2 | 1650010839209 | | 73141A | | COOLERAS | | 0 | R | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 3 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 5.0 | A 1650010839209 | | 2 CC | | 0 | 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 3 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P DFAS | | 11.5 | 1650011826294 | | 31162A | | HEAT EXC | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 11.5 | A 1650011826294 | | 4 OC | | 0 | 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| P DFAY | | 12.8 | 1660000714276 | | 39067A | | EXCHANGE | | 73 | R | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | | | | | | | | | | I | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| MTPM9 K | | 12.8 | A 1660000714276 | | 3 CC | | 0 | 5 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | | | | | | | | | | P | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| P DFAY | | 2.8 | 1660001783446 | | 49615A | | HEATEXCH | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 2.8 | A 1660001783446 | | 1 OC | | 0 | 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P DFAY | | 13.7 | 1660001794175 | | 61227A | | EXCHANGE | | 100 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 12.0 | A 1660000634371 | | 1 CC | | 0 | 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P DFAY | | 19.7 | 1660001794175 | | 34631A | | HEAT EXC | | 100 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 18.0 | A 1660001794175 | | 3 CC | | 0 | 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P DFAY | | 7.2 | 1660002511097 | | 61164A | | EXCHANGE | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 7.2 | A 1660002511097 | | 1 CC | | 0 | 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| PSEUDO CODE | EE II | EI DPSH | SN IN | MASTER ACTUAL | CONTROL NUMBER | J D | NOUN | CONM PCT | | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SD | DPSH | | MODIFICATION STOCK | NUMBER | FLOW DAYS | IM ALC | 971 244 OWO | 971 244 AWP | | | | | | | | | | |
| P | DFAY | 11.5 | | 1660003392195 | 39220A | | EXCHANGE | 44 | R | 0 | 26 | 0 | 20 | 0 | 8 | 0 | 0 | 0 | 54 |
| | | | | | | | | | I | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| MTPM9 | K | 8.6 | A | 1660003392195 | 3 | CC | 0 30 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 20 | 0 | 20 | 0 | 3 | 0 | 0 | 0 | 43 |
| | | | | | | | | | P | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| P | DFAY | 7.1 | | 1660003852834 | 49103A | | HEATEXCH | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 7.1 | A | 1660003852834 | 3 | CC | 0 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFAY | 14.2 | | 1660004463817 | 67660A | | EXCHANGE | 33 | R | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 14.2 | A | 1660004463817 | 3 | CC | 0 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | | | | | | | | | P | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| P | DFAY | 13.0 | | 1660004463817 | 39059A | | EXCHANGE | 33 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 13.0 | A | 1660007935801 | 3 | CC | 0 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFAY | 13.0 | | 1660004463819 | 81144A | | HEATEXCH | 100 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 13.0 | A | 1660004463819 | 3 | CC | 0 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFAY | 7.2 | | 1660004962151 | 81143A | | HEATEXCH | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 7.2 | A | 1660004962151 | 1 | CC | 0 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFAY | 5.8 | | 1660005007080 | 75109A | | PLENUMAS | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 5.8 | A | 1660005007080 | 1 | CC | 0 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFAY | 2.9 | | 1660005444334 | 49225A | | EXCHANGE | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 2.9 | A | 1660005444334 | 1 | CC | 0 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANAGEMENT OF ITEMS SUBJECT TO REPAIR
MAINTENANCE PROJECTION(S) WORKSHEET

| PSEUDO CODE | EE II | EI OPSH | SN IN | MASTER ACTUAL | CONTROL NUMBER | J D | NOUN | COMM PCT | | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SD | OPSH | | MODIFICATION STOCK | NUMBER | FLOW DAYS | IM ALC | 971 244 OWO | 971 244 AWP | | | | | | | | | | |
| P | DFAY | 12.0 | | 1660005892016 | 61163A | | EXCHANGE | 14 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 8.0 | A | 1660005892016 | 3 | CC | 0 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFAY | 8.0 | | 1660006193550 | 49144A | | HEAT EXC | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 8.0 | A | 1660006193550 | 2 | CC | 0 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFAY | 5.0 | | 1660008303066 | 75217A | | EXCHANGE | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 5.0 | A | 1660008303066 | 1 | CC | 0 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFAY | 14.2 | | 1660008709373 | 39014A | | EXCHANGE | 51 | R | 0 | 15 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 29 |
| | | | | | | | | | I | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| MTPM9 | K | 14.2 | A | 1660008709373 | 4 | CC | 0 1 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 15 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 29 |
| | | | | | | | | | P | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| P | DFAY | 2.9 | | 1660010394350 | 49218A | | EXCHANGE | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 2.9 | A | 1660003960234 | 1 | CC | 0 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFAY | 3.0 | | 1660010394350 | 61263A | | HEATEXCH | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 3.0 | A | 1660010394350 | 1 | CC | 0 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFAY | 11.6 | | 1660010460943 | 50170A | | HEAT EXC | 78 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 11.6 | A | 1660010460943 | 2 | CC | 0 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFAY | 3.7 | | 1660010486838 | 61128A | | EXCHANGE | 15 | R | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | | | | | | | | | I | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| MTPM9 | K | 3.7 | A | 1660010486838 | 1 | CC | 0 12 | 0 0 | | | | | | | | | | | |
| | | | F | 1660004636635 | | | | | OUT R | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANAGEMENT OF ITEMS SUBJECT TO REPAIR
MAINTENANCE PROJECTION(S) WORKSHEET

| PSEUDO CODE | EE II | EI OPSH | SN IN | MASTER ACTUAL | CONTROL NUMBER | J O | NOUN | COMM PCT | | 971 | 244 | 971 | 244 | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SD | OPSH | | MODIFICATION STOCK NUMBER | FLOW IN DAYS | ALC | | OWO | | AWP | | | | | | | | | | | | | |
| F | DFAY | 4.6 | | 1660010486839 | 67605A | HEAT | EXC | 26 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 4.6 | A | 1660004295516 | 1 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| F | DFAY | 4.6 | | 1660010486839 | 61237A | HEATEXCH | | 26 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 4.6 | A | 1660010486839 | 1 | OC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| F | DFAY | 4.8 | | 1660010486840 | 61233A | HEATEXCH | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 4.8 | A | 1660010486840 | 1 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | F | 1660009153490 | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| F | DFAY | 5.0 | | 1660010486841 | 15466A | EXCHANGE | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 5.0 | A | 1660009153491 | 1 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| F | DFAY | 5.0 | | 1660010486841 | 61236A | HEATEXCH | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 5.0 | A | 1660010486841 | 1 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| F | DFAY | 7.0 | | 1660010505347 | 50172A | HEAT | EXC | 45 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 7.0 | A | 1660010505347 | 1 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| F | DFAY | 9.0 | | 1660011401976 | 50377A | HEATEXCH | | 33 | R | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | | | | | | | | | I | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| MTPM9 | K | 9.0 | A | 1660011401976 | 2 | CC | 0 | 13 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| F | DFAY | 10.2 | | 1660011433513 | 49131A | HEAT | EXC | 100 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 10.2 | A | 1660011433513 | 2 | OC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANAGEMENT OF ITEMS SUBJECT TO REPAIR
MAINTENANCE PROJECTION(S) WORKSHEET

| PSEUDO CODE | EE II | EI OPSH | SN IN | MASTER ACTUAL | CONTROL NUMBER | J O | NOUN | CONM PCT | | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SD | OPSH | | STOCK | NUMBER | DAYS | ALC | DWD | AWP | | | | | | | | | | |
| P | DFAY | 10.2 | | 1660011433514 | 81071A | | HEAT EXC | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 10.2 | A | 1660011433514 | 2 | CC | 0 | 0 | 0 0 | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFAY | 6.9 | | 1660011433524 | 49929A | | HEAT EXC | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 6.9 | A | 1660011433524 | 1 | CC | 0 | 0 | 0 0 | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFAY | 9.2 | | 1660011437829 | 81099A | | HEAT EXC | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 9.2 | A | 1660011437829 | 2 | CC | 0 | 0 | 0 0 | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFAY | 4.6 | | 1660011951143 | 50076A | | HEAT EXC | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 4.6 | A | 1660007608712 | 1 | CC | 0 | 0 | 0 0 | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFAY | 4.9 | | 1660012588349 | 35127A | | EXCHANGE | 100 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 4.9 | A | 1660003420020 | 1 | CC | 0 | 0 | 0 0 | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EE | DJBK X | 5.3 | | 2840000192223RV | 39032A | | TANK AY | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 4.3 | A | 2840000192223RV | 4 | CC | 0 | 0 | 0 0 | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EE | DHZG X | 4.5 | | 2840005452134RU | 96433A | | TANK | 7 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 4.5 | A | 2840005452134RU | 1 | CC | 0 | 0 | 0 0 | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EE | DJBK X | 5.2 | | 2840007613015RV | 39069A | | TANK OIL | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 4.3 | A | 2840007613015RV | 4 | CC | 0 | 0 | 0 0 | | | | | | | | | | |
| | | | | | | | | | OUT R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANAGEMENT OF ITEMS SUBJECT TO REPAIR
MAINTENANCE PROJECTION(S) WORKSHEET

| PSEUDO CODE | EE II | EI OPSH | SN IN | MASTER ACTUAL | CONTROL NUMBER | J D | NOUN | CONM PCT | | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SO | OPSH | | MODIFICATION STOCK | NUMBER | FLOW DAYS | IM ALC | 971 244 OWD | 971 244 AWP | | | | | | | | | | |
| EE DJ9K X | | 5.0 | | 2840009777753RV | | 39069A | TANK ASS | 4 | | R | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | | | | | | | | | | I | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| MTPM9 K | | 4.1 | A | 2840009777753RV | | 4 CC | | 0 | 0 | 0 | 0 | | | | | | | | | |
| | | | F | 2840005067823RV | | | | | | OUT | R | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 |
| | | | | | | | | | | | P | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| EE DJ8K X | | 7.3 | | 2840009331148RV | | 39050A | TANK AY | 16 | | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 6.5 | A | 2840009831143RV | | 4 CC | | 0 | 16 | 0 | 0 | | | | | | | | | |
| | | | | | | | | | | OUT | R | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EE DJ8K X | | 5.5 | | 2840010094850RV | | 49204A | LUBETANK | 0 | | R | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| | | | | | | | | | | I | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| MTPM9 K | | 4.7 | A | 2840010094850RV | | 4 OC | | 0 | 1 | 0 | 0 | | | | | | | | | |
| | | | | | | | | | | OUT | R | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EE DUT8 | | 6.5 | | 2840011452233PN | | 38990A | TANK LUB | 2 | | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 6.3 | A | 2840011452233PN | | 2 CC | | 0 | 0 | 0 | 0 | | | | | | | | | |
| | | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EE DUT8 | | 1.6 | | 2840011460559PN | | 38991A | OIL CAP | 29 | | R | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 7 | 0 | 16 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 1.6 | A | 2840011460659PN | | 1 CC | | 0 | 0 | 0 | 0 | | | | | | | | | |
| | | | | | | | | | | OUT | R | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 7 | 0 | 16 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EE DUMM X | | 10.1 | | 2840011469375JF | | 31000A | TANK ASS | 20 | | R | 2 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 7 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 10.1 | A | 2840011469375JF | | 2 CC | | 1 | 0 | 0 | 0 | | | | | | | | | |
| | | | | | | | | | | OUT | R | 2 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 7 | 0 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EE DJ8K X | | 5.1 | | 2840012269005RV | | 96939A | TANK ASY | 6 | | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 4.5 | A | 2840007376656RV | | 4 CC | | 0 | 0 | 0 | 0 | | | | | | | | | |
| | | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | P | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| EE DJ8K X | | 5.1 | | 2840012269005RV | | 31241A | TANK ASY | 6 | | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 4.5 | A | 2840008603992RV | | 4 OC | | 2 | 0 | 0 | 0 | | | | | | | | | |
| | | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| PSEUDO CODE | EE II | EI DPSH | SN IN | MASTER ACTUAL | CONTROL J NUMBER D | NOUN | CONN PCT | | | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SD | DPSH | STOCK | MODIFICATION NUMBER | FLOW IM DAYS | 4LC | 971 244 OWO | 971 244 AWP | | | | | | | | | | | |
| EE | DJ8K | X | 13.0 | 2940012269005RV | 38954A | OIL TANK | | 6 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 12.5 | A | 2940012269005RV | 4 | OC | 1 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| EE | DJ8K | X | 13.0 | 2940012269005RV | 31145A | OIL TANK | | 6 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 12.5 | A | 2940013016330RV | 4 | OC | 0 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | DXXA | | 9.4 | 2640013167726PR | 56213A | OIL TANK | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 9.4 | A | 2640013167726PR | 3 | OC | 0 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA | DJ8M | X | 5.0 | 2915008569923RV | 35087A | HEATER | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 5.0 | A | 2915008569923RV | 1 | OC | 0 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA | DJ8M | X | 5.0 | 2915008722644RV | 35081A | HEATER A | | 15 | R | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 16 |
| | | | | | | | | | I | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| MTPM9 | K | 5.0 | A | 2915008722644RV | 1 | OC | 0 4 | 0 0 | | | | | | | | | | | |
| | | | | | | | | OUT | R | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 16 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA | DJ8M | X | 5.0 | 2915008722644RV | 35068A | HEATER A | | 15 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 5.0 | A | 2915008722644RV | 1 | OC | 0 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *EA | DJ8M | X | 5.0 | 2915011529355RV | 50132A | HEATER | | 0 | R | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | | | | | | | | I | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| MTPM9 | K | 5.0 | A | 2915011529355RV | 1 | OC | 1 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | OUT | R | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| | | | | | | | | | P | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | DXVS | X | 8.5 | 2935001084248AQ | 20023A | COOLER | | 0 | R | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 8 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 8.5 | A | 2935001084248AQ | 2 | OC | 0 0 | 0 0 | | | | | | | | | | | |
| | | | | | | | | OUT | R | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 8 | 0 |
| | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANAGEMENT OF ITEMS SUBJECT TO REPAIR
MAINTENANCE PROJECTION(S) WORKSHEET

| PSEUDO CODE | EE II | EI OPSH | SN IN | MASTER ACTUAL | CONTROL NUMBER | J D | NOUN | CONN PCT | | 971 | 244 | 971 | 244 | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SD | OPSH | | STOCK | MODIFICATION NUMBER | FLOW DAYS | IM ALC | 971 OWO | 244 | 971 AWP | 244 | | | | | | | | | | | | |
| DXLJ | X | 8.5 | | 2935001084248Q | 36207A | COOLER | | 0 | | | | R | | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 6 | 0 |
| | | | | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 8.5 | A | 2935001084248Q | 1 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | OUT | | R | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 8 | 0 |
| | | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DXVH | | 8.5 | | 2935001084249NQ | 47092A | COOLER | | 0 | | | | R | | 0 | 11 | 0 | 9 | 0 | 9 | 0 | 8 | 0 | 37 |
| | | | | | | | | | | | | I | | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| MTPM9 | K | 8.5 | A | 2935001084249PQ | 2 | CC | 0 | 11 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | OUT | | R | | 0 | 11 | 0 | 9 | 0 | 9 | 0 | 8 | 0 | 37 |
| | | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DXVS | X | 6.8 | | 2935001084308AQ | 52155A | COOLER | | 0 | | | | R | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 4 | 0 |
| | | | | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 6.8 | A | 2935001084308AQ | 1 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | OUT | | R | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 4 | 0 |
| | | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DXLJ | X | 6.8 | | 2935001084308BQ | 97431A | COOLER | L | 0 | | | | R | | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 |
| | | | | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 6.8 | A | 2935001084308BQ | 1 | CC | 1 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | OUT | | R | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 4 | 0 |
| | | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DXVH | | 6.8 | | 2935001084308NQ | 30522A | COOLER | | 0 | | | | R | | 0 | 2 | 0 | 3 | 0 | 5 | 0 | 4 | 0 | 14 |
| | | | | | | | | | | | | I | | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| MTPM9 | K | 6.8 | A | 2935001084308NQ | 1 | CC | 0 | 2 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | OUT | | R | | 0 | 2 | 0 | 3 | 0 | 5 | 0 | 4 | 0 | 14 |
| | | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFEC | 4.1 | | 2935001270817 | 39035A | COOLER | | 0 | | | | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 4.1 | A | 2935001270817 | 1 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | OUT | | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFEC | 4.1 | | 2935001300792 | 39074A | COOLER | | 25 | | | | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 4.1 | A | 2935001300792 | 1 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | OUT | | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFEC | 4.1 | | 2935001300792 | 39022A | COOLER | | 25 | | | | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 4.1 | A | 2935009159325 | 1 | CC | 0 | 1 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | OUT | | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANAGEMENT OF ITEMS SUBJECT TO REPAIR
MAINTENANCE PROJECTION(S) WORKSHEET

| PSEUDO CODE | EE II | EI OPSH | SN IN | MASTER ACTUAL | CONTROL J NUMBER D | NOUN | CONM PCT | | 971 244 | 971 244 | | | 1ST QUARTER UNITS 971 | 244 | 2ND QUARTER UNITS 971 | 244 | 3RD QUARTER UNITS 971 | 244 | 4TH QUARTER UNITS 971 | 244 | FISCAL TOTAL UNITS 971 | 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SO | OPSH | STOCK | MODIFICATION NUMBER | FLOW DAYS | IM ALC | OWD | AWP | | | | | | | | | | | | | | |
| EA DOUG X | | 6.4 | | 2935002244012PQ | 39066A | COOLERAS | | 0 | R | | 21 | 7 | 21 | 13 | 20 | 14 | 21 | 11 | 83 | 45 |
| | | | | | | | | | I | | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 7 |
| MTPM9 K | | 6.4 | A | 2935002244012PQ | 2 | CC | 15 | 7 | 0 | 0 | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | | 22 | 7 | 24 | 13 | 24 | 14 | 24 | 11 | 94 | 45 |
| | | | | | | | | | | | P | | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| EA DOUG X | | 8.5 | | 2935003595225PQ | 39072A | COOLER | | 0 | R | | 21 | 2 | 21 | 1 | 20 | 1 | 21 | 3 | 83 | 7 |
| | | | | | | | | | I | | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 |
| MTPM9 K | | 8.5 | A | 2935003565225PQ | 4 | CC | 28 | 2 | 0 | 0 | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | | 22 | 2 | 24 | 1 | 24 | 1 | 24 | 3 | 94 | 7 |
| | | | | | | | | | | | P | | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| P DFBC | | 4.1 | | 2935004714339S | 99295A | COOLER | | 39 | R | | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 12 |
| | | | | | | | | | I | | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| MTPM9 K | | 4.1 | A | 2935004714339 | 1 | CC | 0 | 2 | 0 | 0 | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 12 |
| | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P DFBC | | 1.9 | | 2935005663337 | 39023A | VALVE | | 0 | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 1.9 | A | 2935005663337 | 2 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P DFBC | | 4.2 | | 2935005731750 | 39027A | HEATEXCH | | 19 | R | | 0 | 69 | 0 | 50 | 0 | 45 | 0 | 45 | 0 | 209 |
| | | | | | | | | | I | | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| MTPM9 K | | 4.2 | A | 2935005731750 | 2 | CC | 0 | 2 | 0 | 0 | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | | 0 | 50 | 0 | 50 | 0 | 45 | 0 | 45 | 0 | 190 |
| | | | | | | | | | | | P | | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| P DFBC | | 4.0 | | 2935005736517 | 97304A | EXCHANGE | | 13 | R | | 0 | 30 | 0 | 33 | 0 | 38 | 0 | 37 | 0 | 193 |
| | | | | | | | | | I | | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| MTPM9 K | | 4.0 | A | 2935005736517 | 1 | CC | 0 | 15 | 0 | 0 | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | | 0 | 38 | 0 | 38 | 0 | 38 | 0 | 37 | 0 | 151 |
| | | | | | | | | | | | P | | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| P DFBC | | 5.0 | | 2935005801161 | 96442A | COOLER A | | 22 | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 5.0 | A | 2935005801161 | 1 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P DFBC | | 9.7 | | 2935006235984 | 96423A | CORE AY | | 26 | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 K | | 9.7 | A | 2935005663335 | 2 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | | | |
| | | | | | | | | | | OUT | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANAGEMENT OF ITEMS SUBJECT TO REPAIR
MAINTENANCE PROJECTION(S) WORKSHEET

| PSEUDO CODE | EE II | EI DPSH | SN IN | MASTER ACTUAL | CONTROL J NUMBER D | NOUN | CONM PCT | | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SD | DPSH | STOCK | MODIFICATION NUMBER | FLOW TM DAYS | 971 244 ALC | 971 244 OWD | 971 244 AWP | | | | | | | | | | |
| P | DF3C | 9.7 | 2935006265934 | 96435A CORE AY | | | | 26 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 9.7 | A 2935006265934 | | 2 | OC | 0 | 0 | 0 | 0 | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DF3C | 5.3 | 2935007892422 | 33030A COOLER | | | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 5.3 | A 2935000665527 | | 2 | OC | 0 | 0 | 0 | 0 | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DF3C | 5.3 | 2935007892422 | 33133A COOLER | | | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 5.8 | A 2935007892422 | | 2 | OC | 0 | 0 | 0 | 0 | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DF3C | 5.0 | 2935010116335 | 49770A COOLERCI | | | | 6 | R | 0 | 13 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 25 |
| | | | | | | | | | I | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| MTPM9 | K | 5.0 | A 2935010116335 | | 1 | OC | 0 | 12 | 0 | 0 | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 13 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 25 |
| | | | | | | | | | | P | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| P | DF3C | 3.0 | 2935010245369 | 49769A COOLEROI | | | | 11 | R | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | | | | | | | | | I | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| MTPM9 | K | 3.0 | A 2935010245369 | | 1 | OC | 0 | 21 | 0 | 0 | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | | | | | | | | | | P | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| P | DF3C | 5.0 | 2935010256209 | 49873A COOLER | | | | 9 | R | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| | | | | | | | | | I | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| MTPM9 | K | 5.0 | A 2935010256209 | | 1 | OC | 0 | 26 | 0 | 0 | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| | | | | | | | | | | P | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| P | DF3C | 8.0 | 2935010736815 | 49544A OILCOOLE | | | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 8.0 | A 2935010736815 | | 2 | OC | 0 | 0 | 0 | 0 | | | | | | | | |
| | | | F 2935005721161 | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DF3C | 8.0 | 2935010774052 | 49545A OILCOOLE | | | | 7 | R | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | | | | | | | | | I | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| MTPM9 | K | 8.0 | A 2935010774052 | | 2 | OC | 0 | 29 | 0 | 0 | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANAGEMENT OF ITEMS SUBJECT TO REPAIR
MAINTENANCE PROJECTION(S) WORKSHEET

| PSEUDO CODE | EE II | EI DPSH | SN IN | MASTER ACTUAL | CONTROL J NUMBER D | NOUN | CONM PCT | | 971 244 OWD | 971 244 AWP | | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SD | DPSH | | MODIFICATION STOCK | NUMBER | FLOW DAYS | IM ALC | | | | | | | | | | | | | | |
| EA | DDUG | X | | 3.5 | 293501080054QPQ | 50276A | COOLER | | | 1 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | | | 8.5 | A 293501080054QPQ | 3 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | |
| | | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DF3C | | | 11.0 | 293501085286-4 | 50173A | HEAT EXC | | | 21 | R | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| | | | | | | | | | | | I | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| MTPM9 | K | | | 11.0 | A 293501085286-4 | 2 | CC | 0 | 14 | 0 | 0 | | | | | | | | | | |
| | | | | | | | | | | OUT | R | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DF3C | | | 4.0 | 2935010943921 | 50201A | CORE | | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | | | 4.0 | A 2935010943921 | 1 | CC | 0 | 1 | 0 | 0 | | | | | | | | | | |
| | | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA | DDUG | X | | 6.9 | 293501107583?PQ | 50171A | M. COOLE | | | 0 | R | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 |
| | | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | | | 6.8 | A 293501107583?PQ | 2 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | |
| | | | | | F 293500105505-PQ | | | | | OUT | R | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DF3C | | | 5.1 | 2935011325906 | 50263A | COOLER | | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | | | 5.0 | A 2935011325906 | 1 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | |
| | | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA | DUMP | X | | 7.5 | 2935011432116JF | 31C03A | COOLER | | | 25 | R | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 4 | 0 |
| | | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | | | 5.5 | A 2935011432116JF | 3 | CC | 1 | 0 | 0 | 0 | | | | | | | | | | |
| | | | | | | | | | | OUT | R | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 6 | 0 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA | DUXI | X | | 6.0 | 2935011925438PR | 50392A | COOLER | | | 0 | R | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 8 | 0 |
| | | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | | | 6.0 | A 2935011925438PR | 1 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | |
| | | | | | | | | | | OUT | R | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 3 | 0 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | DXLY | X | | 10.0 | 2935011925438QA | 35305A | OILCOOLR | | | 0 | R | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 8 | 0 |
| | | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | | | 6.0 | A 2935011925438QA | 1 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | |
| | | | | | | | | | | OUT | R | 2 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 9 | 0 |
| | | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| PSEUDO CODE | EE II | EI OPSH | SN IN | MASTER ACTUAL | CONTROL J NUMBER D | NOUN | CONM PCT | | | | 1ST QUARTER UNITS | | 2ND QUARTER UNITS | | 3RD QUARTER UNITS | | 4TH QUARTER UNITS | | FISCAL TOTAL UNITS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SO | OPSH | | MODIFICATION STOCK NUMBER | FLOW DAYS | IM ALC | 971 OWO | 244 | 971 AWP | 244 | 971 | 244 | 971 | 244 | 971 | 244 | 971 | 244 | 971 | 244 |
| DXXY | | 10.0 | | 2935011925438QR | 55321A | COOLER | | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | X | 6.0 | A | 2935011925438QR | 1 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| F DFBC | | 11.0 | | 2935012377995 | 72273A | COOLER | | | 0 | R | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 7 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | X | 11.0 | A | 2935012377995 | 3 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 7 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA DUXI | X | 13.3 | | 2935012338308PR | 50333A | FUEL/OIL | | | 0 | R | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 20 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | X | 10.3 | A | 2935012365803PR | 6 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | |
| | | | | | | | | | OUT | R | 4 | 0 | 5 | 0 | 5 | 0 | 6 | 0 | 20 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DXLY | X | 14.3 | | 2935012385308QA | 99110A | OILCOOLR | | | 0 | R | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 44 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | X | 10.3 | A | 2935012364308QA | 6 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | |
| | | | | | | | | | OUT | R | 12 | 0 | 14 | 0 | 14 | 0 | 12 | 0 | 52 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DXXY | | 14.3 | | 2935012385308QR | 87235A | OILCOOLR | | | 0 | R | 0 | 5 | 0 | 5 | 0 | 4 | 0 | 4 | 0 | 13 |
| | | | | | | | | | | I | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| MTPM9 | X | 10.3 | A | 2935012363308QR | 6 | CC | 0 | 5 | 0 | 0 | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 5 | 0 | 5 | 0 | 4 | 0 | 4 | 0 | 13 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA DJBC | X | 2.3 | | 2935012476033RV | 46283A | COOLER | | | 0 | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | X | 2.3 | A | 2935003443957RV | 3 | CC | 1 | 0 | 0 | 0 | | | | | | | | | | |
| | | | | | | | | | OUT | R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA DJBQ | X | 3.1 | | 2935012476083RV | 39052A | COOLER A | | | 0 | R | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | X | 3.1 | A | 2935009721259RV | 6 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | |
| | | | | | | | | | OUT | R | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA DJBQ | X | 4.1 | | 2935012476083RV | 31121A | OIL COOL | | | 0 | R | 0 | 7 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 19 |
| | | | | | | | | | | I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | X | 4.1 | A | 2935012476082RV | 9 | CC | 0 | 0 | 0 | 0 | | | | | | | | | | |
| | | | F | 2935007306936RV | | | | | OUT | R | 0 | 7 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 19 |
| | | | | | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANAGEMENT OF ITEMS SUBJECT TO REPAIR
MAINTENANCE PROJECTION(S) WORKSHEET

| PSEUDO CODE | EE II | EI DPSH | SN IN | MASTER ACTUAL | CONTROL NUMBER | J D | NOUN | CONM PCT | | | 971 | 244 | 971 | 244 | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SD | DPSH | STOCK | MODIFICATION NUMBER | FLOW DAYS | IM ALC | | | DWG | | | AWP | | | | | | | | | | | | |
| EA | DJBQ | X | 5.0 | 2935012476033RV | 81119A | OIL COOL | | | | 0 | R | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | I | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | | 5.0 | A 2935012476033RV | 9 CC | | | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | | | OUT | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *EA | DJBQ | X | 4.2 | 2935012476022RV | 41414A | OIL COOL | | | | 0 | R | | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | | | | | | | | | | I | | | | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| MTPM9 | K | | 4.2 | A 2935013239319RV | 6 CC | | | 0 | 2 | 0 | 0 | | | | | | | | | | | | | |
| | | | | F 2935011614872RV | | | | | | | | OUT | R | | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| | | | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *EA | DJBQ | X | 9.6 | 2935012476064RV | 39055A | COOLER A | | | | 3 | R | | | | 0 | 6 | 0 | 8 | 0 | 6 | 0 | 3 | 0 | 23 |
| | | | | | | | | | | | I | | | | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| MTPM9 | K | | 9.6 | A 2935010135024RV | 5 CC | | | 0 | 3 | 0 | 0 | | | | | | | | | | | | | |
| | | | | F 2935007551353RV | | | | | | | | OUT | R | | 0 | 5 | 0 | 8 | 0 | 6 | 0 | 3 | 0 | 23 |
| | | | | F 2935007832529RV | | | | | | | | | F | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| EA | DJBQ | X | 4.3 | 2935012476094RV | 81113A | OIL COOL | | | | 3 | R | | | | 0 | 6 | 0 | 4 | 0 | 2 | 0 | 4 | 0 | 15 |
| | | | | | | | | | | | I | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | | 4.3 | A 2935012476084RV | 9 CC | | | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | F 2935010095094RV | | | | | | | | OUT | R | | 0 | 6 | 0 | 4 | 0 | 2 | 0 | 4 | 0 | 15 |
| | | | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EA | DJBQ | X | 4.3 | 2935012486537RV | 81120A | OIL COOL | | | | 0 | R | | | | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 16 |
| | | | | | | | | | | | I | | | | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| MTPM9 | K | | 4.3 | A 2935012486537RV | 9 CC | | | 0 | 3 | 0 | 0 | | | | | | | | | | | | | |
| | | | | F 2935008339707RV | | | | | | | | OUT | R | | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 16 |
| | | | | F 2935005921586RV | | | | | | | | | P | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| EA | DJBQ | X | 4.3 | 2935012643432RV | 81117A | OIL COOL | | | | 0 | R | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | I | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | | 4.3 | A 2935012643432RV | 1 CC | | | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | F 2935010159385RV | | | | | | | | OUT | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DXVG | | | 2.0 | 2945000329003NQ | 26392A | COVER | | | | 0 | R | | | | 0 | 5 | 0 | 5 | 0 | 4 | 0 | 4 | 0 | 18 |
| | | | | | | | | | | | I | | | | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| MTPM9 | K | | 2.0 | A 2945000889003NQ | 1 CC | | | 0 | 5 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | | | OUT | R | | 0 | 5 | 0 | 5 | 0 | 4 | 0 | 4 | 0 | 18 |
| | | | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | DFBH | | 12.0 | 2995005629974 | 61130A | HEATER | | | | 0 | R | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | I | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | | 12.0 | A 2995005629374 | 2 CC | | | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| | | | | | | | | | | | | OUT | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANAGEMENT OF ITEMS SUBJECT TO REPAIR
MAINTENANCE PROJECTION(S) WORKSHEET

| PSEUDO CODE | EE II | EI OPSH | SN IN | MASTER ACTUAL | CONTROL NUMBER | J D | NOUN | CONM PCT | | | 1ST QUARTER UNITS 971 | 1ST QUARTER UNITS 244 | 2ND QUARTER UNITS 971 | 2ND QUARTER UNITS 244 | 3RD QUARTER UNITS 971 | 3RD QUARTER UNITS 244 | 4TH QUARTER UNITS 971 | 4TH QUARTER UNITS 244 | FISCAL TOTAL UNITS 971 | FISCAL TOTAL UNITS 244 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORGANIZATION CODE | SD | OPSH | STOCK | MODIFICATION NUMBER | FLOW IN DAYS | ALC | 971 244 DWO | 971 244 AWP | | | | | | | | | | | | |
| P | OPSH | 1.9 | 2995006975995 | | 39173A | VALVE | | 0 | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 1.9 | A 2995006975995 | | 1 | OC | 0 | 0 0 0 | | | | | | | | | | | | |
| | | | | | | | | OUT | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | OLIK | 2.1 | 4820005663336YQ | | 39022A | VALVE | | 6 | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 2.1 | A 4820005663336YQ | | 2 | OC | 0 | 0 0 0 | | | | | | | | | | | | |
| | | | | | | | | OUT | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P | OLIK | 1.2 | 4820005918193YQ | | 39011A | VALVEASS | | 0 | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTPM9 | K | 1.2 | A 4820005918193YQ | | 1 | OC | 0 | 0 0 0 | | | | | | | | | | | | |
| | | | | | | | | OUT | R | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | P | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

ORG TITLE OC-ALC/LIPEMB 4 ORG CODE 366 SHOP CODE HB TYPE PRODUCT ---CA/CRL USING CMD : IM

| DOC NBR | STOCK NUMBER | NOMENCLATURE | CE IC | I C UI | A-S-C | V-REG AUTH | NBR INUSE | UNSER CALIB | UNSER MAINT | DPLOY QNTY | BR CE | UNIT PRICE | S BASS P CODE | WM A | DUE-OUT MEMO | FIRM | ERC | MEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0395 | 4920 PX8627405 | SR FIXT, OIL CO | UA | P B | EA 8540000 | 1 | 1 | 0 | 0 | 0 | 9 | $1880.00 | | L | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR ZZ0ZZZ | | | SRD | ZZZ | | |
| 0220 | 4940 00 099 9207MA | STND TST CLEAN | U | P B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | A | $1.00 | | | 0 | 0 | NF4 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR ZZ0ZZZ | | | SRD | ZZZ | | |
| 0231 | 4940 00 243 2735 | AGIT PT MOD 41 | U | P B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | 9 | $703.83 | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR ZZ0ZZZ | | | SRD | ZZZ | | |
| (OC-5446) 0461 | 4940 00 264 3952 | DEGREASER MILDL | U | P B | EA 569C00A | 2 | 2 | 0 | 0 | 0 | 9 | $800.00 | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR ZZ0ZZZ | | | SRD | ZZZ | | |
| 0265 | 4940 00 490 4612 | TNK PRS 83-3407 | U | P B | EA 858AA0A | 1 | 1 | 0 | 0 | 0 | 9 | $1000.00 | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR ZZ0ZZZ | | | SRD | ZZZ | | |
| 0266 | 4940 00 621 2610 | BOOTH P6268A | U | P B | EA 569C00A | 2 | 1 | 0 | 0 | 0 | 9 | $5029.55 | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR ZZ0ZZZ | | | SRD | ZZZ | | |
| SUB | 4940 P520987F | SPRAY BOOTH | U | S B | EA 569C00A | | 1 | 0 | 0 | 0 | 9 | $12875.00 | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR ZZ0ZZZ | | | SRD | ZZZ | | |
| 0462 | 4940 00 780 5499 | CABCLNMILC83756 | U | P B | EA 569C00A | 1 | 0 | 0 | 0 | 0 | M | $2357.00 | | | 0 | 0 | NF4 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR ZZ0ZZZ | | | SRD | ZZZ | | |
| (OC-4676) SUB | 4940 01 047 7162 | MAGH BLST MOD36 | U | S B | EA 569C00A | | 1 | 0 | 0 | 0 | 9 | $1335.17 | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR ZZ0ZZZ | | | SRD | ZZZ | | |
| (OC-2601) 0003 | 4940 01 038 7282 | DGRSR MACEES+1 | U | P B | EA 854AA0A | 1 | 1 | 0 | 0 | 0 | 9 | $2976.98 | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR ZZ0ZZZ | | | SRD | ZZZ | | |
| (OC-6523) 0099 | 4940 01 104 1793 | DEGREASER VPR V | U | P B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | Z | $17000.00 | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR ZZ0ZZZ | | | SRD | ZZZ | | |
| 0033 | 4940 01 358 1343 | CLEANER,PRESSUR | Z | P B | EA 854DA0A | 1 | 0 | 0 | 0 | 0 | Y | $1051.20 | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZZ | | INCR ZZ0ZZZ | | | SRD | ZZZ | | |
| SUB | 4940 P3212K11 | HI PRESSURE WAS | U | S B | EA 854DA0A | | 1 | 0 | 0 | 0 | 9 | $1129.00 | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZZ | | INCR ZZ0ZZZ | | | SRD | ZZZ | | |
| 0234 | 4940 P0299632037 | SR VAT SPEC 617 | UA | P B | EA 5690000 | 3 | 3 | 0 | 0 | 0 | 9 | $350.00 | | L | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR ZZ0ZZZ | | | SRD | ZZZ | | |
| (OC-0456) (OC-0457) 0232 | 4940 PME07000172 | TNK 9.6X36IN | UA | P B | EA 0480000 | 2 | 2 | 0 | 0 | 0 | 9 | $467.29 | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR ZZ0ZZZ | | | SRD | ZZZ | | |
| 0238 | 5110 00 908 7193PU | CUTTER PWA21288 | U | P B | EA 854DA0A | 2 | 2 | 0 | 0 | 0 | A | $252.00 | | | 0 | 0 | NF4 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR ZZ0ZZZ | | | SRD | ZZZ | | |

ORG TITLE OC-ALC/LIPEMB 4 ORG CODE 366 SHOP CODE HB TYPE PRODUCT----CA/CRL USING CMD : IM

| DOC NBR | STOCK NUMBER | NOMENCLATURE | GE IC | I U C C UI | A-S-C | V-REG AUTH | NBR INUSE | UNSER CALIB | UNSER MAINT | DPLOY QNTY | BR CE | UNIT PRICE | S BASS P CODE | S WM | DUE-OUT A MEMO | FIRM | ERC | MEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SUB | 4110 01 194 6633 | USE-41100120015 | U | S B | EA 006AA00 | | 1 | 0 | 0 | 0 | 9 | $1459.09 | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | SRD | ZZZ | | |
| 0023 | 4110 00 892 5948 | REFRIGERATOR;ME | U | P B | EA 006AA00 | | 1 | 0 | 0 | 0 | 9 | $359.96 | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | SRD | ZZZ | | |
| SUB | 4110 00 903 6459 | REFRIGERATOR;ME | U | S B | EA 006AA00 | | 1 | 0 | 0 | 0 | 9 | $384.34 | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | SRD | ZZZ | | |
| 0024 | 4310 00 540 1271 | PUMP VAC | U | P B | EA 569C00A | | 1 | 0 | 0 | 0 | A | $384.19 | O | | 0 | 0 | NF4 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | SRD | ZZZ | | |
| SUB | 4310 00 449 3724 | VAC PUMP 90510A | U | S B | EA 569C00A | | 1 | 0 | 0 | 0 | A | $384.19 | A | | 0 | 0 | NF4 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | SRD | ZZZ | | |
| 0432 | 4310 01 116 6266 | AIR CLEANER | U | P B | EA 569C00A | | 2 | 2 | 0 | 0 | 9 | $3172.09 | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | SRD | ZZZ | | |
| 0032 | 4310 01 133 2401 | PUMP;AIR;ELECTR | U | P B | EA 569C00A | | 3 | 3 | 0 | 0 | 9 | $740.00 | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | SRD | ZZZ | | |
| (OC-0426) 0104 | 4430 00 267 4818 | OVEN;THERMAL DR | U | P B | EA 569C00A | | 1 | 1 | 0 | 0 | 9 | $460.41 | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | SRD | ZZZ | | |
| (OC-5428) 0429 | 4430 00 335 6762 | OVEN MAGEE54-73 | U | P B | EA 569C00A | | 1 | 1 | 0 | 0 | M | $17154.00 | | | 0 | 0 | NF4 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | SRD | ZZZ | | |
| 0430 | 4430 00 541 4636 | OVEN ELEC | U | P B | EA 569C00A | | 1 | 0 | 0 | 0 | M | $7776.50 | | | 0 | 0 | ND4 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | SRD | ZZZ | | |
| SUB | 4430 00 267 4819 | OVEN THERMAL DR | U | S B | EA 569C00A | | 1 | 0 | 0 | 0 | M | $3438.00 | | | 0 | 0 | ND4 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | SRD | ZZZ | | |
| 0034 | 4610 NCC224650 | OBS-CNTRL WTR S | U | P B | EA 0410000 | | 1 | 1 | 0 | 0 | 9 | $788.00 | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | SRD | ZZZ | | |
| 0006 | 4720 01 160 3000 | ADAPTER SET,FUE | U | P B | EA 850CB0A | | 1 | 1 | 0 | 0 | Q | $602.00 | | | 0 | 0 | NE4 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | SRD | ZZZ | | |
| 0404 | 4730 01 171 0822TP | ADAPTER ASSEMBL | U | P B | EA 850CB0A | | 2 | 2 | 0 | 0 | Q | $200.00 | | | 0 | 0 | ND4 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | SRD | ZZZ | | |
| 0405 | 4730 01 171 0823TP | ADAPTER ASSEMBL | U | P B | EA 850CB0A | | 1 | 1 | 0 | 0 | Q | $200.00 | | | 0 | 0 | ND4 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | SRD | ZZZ | | |
| 0406 | 4730 01 171 0887TP | ADAPTER ASSEMBL | U | P B | EA 850CB0A | | 1 | 1 | 0 | 0 | Q | $100.00 | | | 0 | 0 | ND4 | |
| | EAID LOCATION | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | SRD | ZZZ | | |

| DOC NBR | STOCK NUMBER | NOMENCLATURE | CE IC | I C | U C UI | A-S-C | V-REG AUTH | NBR INUSE | UNSER CALIB | UNSER MAINT | DPLOY QNTY | BR CE | UNIT PRICE | S P | BASS CODE | S WM | DUE-OUT A MEMO | FIRM | ERC | MEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0146 | 4920 00 871 5335 | FXT PWA15744 | 7 | P | B | EA 569C00A | 2 | 2 | 0 | 0 | 0 | A | $75.00 | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | | | ASL - | | | UTC - | ZZZZZ0 | | INCR - | | ZZ0ZZZ | | SRD - | | ZZZ | |
| 0560 | 4920 00 871 5335 | FXT PWA15744 | 7 | P | B | EA 569C00A | 1 | 0 | 0 | 0 | 0 | A | $75.00 | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | | | ASL - | | | UTC - | ZZZZZZ | | INCR - | | ZZZZZZ | | SRD - | | ZZZ | |
| 308 | 4920 00 826 7381PU | FIXTURE,AIRCRAF | 7 | S | B | EA 569C00A | | 1 | 0 | 0 | 0 | A | $1028.00 | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | | | ASL - | | | UTC - | ZZZZZZ | | INCR - | | ZZZZZZ | | SRD - | | ZZZ | |
| (OC-3607) 0439 | 4920 00 873 3944 | STND 268667 | 7 | P | B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | A | $62087.00 | | | | 0 | 0 | ND4 | |
| | EAID LOCATION - | | BPU - | | | | ASL - | | | UTC - | ZZZZZ0 | | INCR - | | ZZ0ZZZ | | SRD - | | ZZZ | |
| (OC-3607) 0440 | 4920 00 873 3945 | STND 268665 | 7 | P | B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | A | $73491.00 | | | | 0 | 0 | ND4 | |
| | EAID LOCATION - | | BPU - | | | | ASL - | | | UTC - | ZZZZZ0 | | INCR - | | ZZ0ZZZ | | SRD - | | ZZZ | |
| 0442 | 4920 00 873 3992 | PUMP 271104 | 7 | P | B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | A | $2027.04 | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | | | ASL - | | | UTC - | ZZZZZ0 | | INCR - | | ZZ0ZZZ | | SRD - | | ZZZ | |
| 0168 | 4920 00 883 3435PU | FITNG PWA15722 | 7 | P | B | EA 854DA0A | 2 | 2 | 0 | 0 | 0 | A | $299.30 | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | | | ASL - | | | UTC - | ZZZZZ0 | | INCR - | | ZZ0ZZZ | | SRD - | | ZZZ | |
| 0174 | 4920 00 907 3678 | CAP 12A0404-3 | 7 | P | B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | A | $282.00 | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | | | ASL - | | | UTC - | ZZZZZ0 | | INCR - | | ZZ0ZZZ | | SRD - | | ZZZ | |
| 0176 | 4920 00 907 3679 | CAP 12A0404-1 | 7 | P | B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | A | $195.90 | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | | | ASL - | | | UTC - | ZZZZZ0 | | INCR - | | ZZ0ZZZ | | SRD - | | ZZZ | |
| 0178 | 4920 00 907 3680 | CAP 12A0403-1 | 7 | P | B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | A | $131.00 | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | | | ASL - | | | UTC - | ZZZZZ0 | | INCR - | | ZZ0ZZZ | | SRD - | | ZZZ | |
| 0180 | 4920 00 907 3689 | CAP 12A0403-801 | 7 | P | B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | A | $534.48 | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | | | ASL - | | | UTC - | ZZZZZ0 | | INCR - | | ZZ0ZZZ | | SRD - | | ZZZ | |
| 0182 | 4920 00 907 3691 | CAP 12A0405-1 | 7 | P | B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | A | $316.32 | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | | | ASL - | | | UTC - | ZZZZZ0 | | INCR - | | ZZ0ZZZ | | SRD - | | ZZZ | |
| 0443 | 4920 00 907 3702 | CAP 12A0404-807 | 7 | P | B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | A | $1688.63 | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | | | ASL - | | | UTC - | ZZZZZ0 | | INCR - | | ZZ0ZZZ | | SRD - | | ZZZ | |
| 0186 | 4920 00 907 3704 | CAP 12A0405-805 | 7 | P | B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | A | $1506.30 | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | | | ASL - | | | UTC - | ZZZZZ0 | | INCR - | | ZZ0ZZZ | | SRD - | | ZZZ | |
| 0188 | 4920 00 907 6100 | CAP 12A0404-801 | 7 | P | B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | A | $359.00 | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | | | ASL - | | | UTC - | ZZZZZ0 | | INCR - | | ZZ0ZZZ | | SRD - | | ZZZ | |
| 0190 | 4920 00 907 6101 | CAP 12A0405-815 | 7 | P | B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | A | $331.00 | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | | | ASL - | | | UTC - | ZZZZZ0 | | INCR - | | ZZ0ZZZ | | SRD - | | ZZZ | |

ORG TITLE OC-ALC/LIPEMB 4 ORG CODE 366 SHOP CODE HB TYPE PRODUCT****CA/CRL USING CMD : 1M

| DOC NBR | STOCK NUMBER | NOMENCLATURE | CE IC | I C | U UL | A-S-C | V-REG NBR AUTH | UNSER INUSE | UNSER CALIB | DPLOY BR MAINT | QNTY | CE | UNIT PRICE | S BASS P CODE | S DUE-OUT WM | A | MEMO | FIRM | ERC | MEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0002 | 4920 01 067 2717 | CAP PRESS GS165 | 7 | P | B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | A | $552.00 | | 0 | | | 0 | NF4 | |
| | EAID LOCATION | | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | SRD | ZZZ | | |
| 0007 | 4920 01 067 8720 | CAP PRESSURE GS | 7 | P | B | EA 569C00A | 2 | 2 | 0 | 0 | 0 | A | $920.00 | | 0 | | | 0 | NF4 | |
| | EAID LOCATION | | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | SRD | ZZZ | | |
| 0456 | 4920 01 070 0302 | PLATE FXT 15544 | 7 | P | B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | Q | $3141.50 | | 0 | | | 0 | NF4 | |
| | EAID LOCATION | | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | SRD | ZZZ | | |
| 0457 | 4920 01 088 7611 | TST VALVE16A461 | 7 | P | B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | Q | $13633.08 | | 0 | | | 0 | ND4 | |
| | EAID LOCATION | | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | SRD | ZZZ | | |
| 0458 | 4920 01 089 3918 | TST FIXTR16A461 | 7 | P | B | EA 569C00A | 1 | 1 | 0 | 0 | 0 | Q | $14912.34 | | 0 | | | 0 | ND4 | |
| | EAID LOCATION | | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | SRD | ZZZ | | |
| 0026 | 4920 01 096 6407 | CAP PRES TST | 7 | P | B | EA 569C00A | 2 | 1 | 0 | 0 | 0 | Q | $4064.38 | | 0 | | | 1 | NF4 | |
| | EAID LOCATION | | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | SRD | ZZZ | | |
| 0459 | 4920 01 102 2198 | SAFIXT 16D03150 | 7 | P | B | EA 850GB0A | 2 | 2 | 0 | 0 | 0 | 9 | $1235.00 | | 0 | | | 0 | NF3 | |
| | EAID LOCATION | | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | SRD | ZZZ | | |
| 0371 | 4920 01 131 6042 | PURIFIER,COOLAN | 7 | P | B | EA 850CB0A | 1 | 1 | 0 | 0 | 0 | Q | $5108.00 | | 0 | | | 0 | NF4 | |
| | EAID LOCATION | | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | SRD | ZZZ | | |
| 0375 | 4920 01 135 0289 | ADAPTER SET,TES | 7 | P | B | EA 850GB0A | 1 | 1 | 0 | 0 | 0 | A | $35000.00 | | 0 | | | 0 | NF4 | |
| | EAID LOCATION | | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | SRD | ZZZ | | |
| 0376 | 4920 01 135 4572 | TEST STAND,LIQU | 7 | P | B | EA 850CB0A | 1 | 1 | 0 | 0 | 0 | Q | $135000.00 | | 0 | | | 0 | NF4 | |
| | EAID LOCATION | | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | SRD | ZZZ | | |
| OC-3611 0029 | 4920 01 149 0297 | TEST STAND,HYDR | 7 | P | B | EA 854DE0A | 1 | 1 | 0 | 0 | 0 | Q | $10000.00 | | 0 | | | 0 | ND4 | |
| | EAID LOCATION | | | | BPU | | ASL | | | UTC | ZZZZZZ | | INCR | ZZ0ZZZ | | | SRD | ZZZ | | |
| 0401 | 4920 01 153 2125 | SA41A83ADPTR CB | 7 | P | B | EA 850CE0A | 1 | 1 | 0 | 0 | 0 | A | $6742.00 | Q | 0 | | | 0 | NF4 | |
| | EAID LOCATION | | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | SRD | ZZZ | | |
| 0211 | 4920 01 159 6703 | CAP,PRESSURE TE | 7 | P | B | EA 850GB0A | 1 | 1 | 0 | 0 | 0 | Q | $4041.72 | | 0 | | | 0 | NF4 | |
| | EAID LOCATION | | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | SRD | ZZZ | | |
| 0212 | 4920 01 159 6704 | CAP,PRESSURE TE | 7 | P | B | EA 850CB0A | 1 | 1 | 0 | 0 | 0 | Q | $4041.72 | | 0 | | | 0 | NF4 | |
| | EAID LOCATION | | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | SRD | ZZZ | | |
| 0213 | 4920 01 159 6705 | CAP,PRESSURE TE | 7 | P | B | EA 850CB0A | 1 | 1 | 0 | 0 | 0 | Q | $5388.96 | | 0 | | | 0 | NF4 | |
| | EAID LOCATION | | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | SRD | ZZZ | | |
| 0215 | 4920 01 159 6706 | CAP,PRESSURE TE | 7 | P | B | EA 850CB0A | 1 | 1 | 0 | 0 | 0 | Q | $5388.96 | | 0 | | | 0 | NF4 | |
| | EAID LOCATION | | | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | SRD | ZZZ | | |

TRC CLEANING
SUMMARY SHEET

COMMODITY GROUP: Ball and Roller Bearings

| PARTS | AVG.SIZE | AVG.WT | NO./YR |
|---|---|---|---|
| Main Shaft Engine | 10" dia. x 1.5" thick | 5 lbs | 7,500 |
| Accessories | 2.5" dia. x 0.5" thick | 0.5 lbs | 14,100 |
| Aircraft Wheel | 6" dia x 1.0" thick | 2 lbs | 6,000 |

CLEANING METHODS: CC1, CC2, CC3, CC5, CC10, CC11, CC13, VP1

TOTAL DPSH/YR: 2,000 PEs: 1 SOURCE: C. Sullins/LIPPCE/62070

TOTAL EQUIPMENT COST: $291,101 SOURCES: CA/CRL

INDUSTRIAL WASTEWATER GENERATION: Present - 1,692,160 gal/yr
Future - 660,000 gal/yr

FUEL ACCESSORIES & BEARING SECTION (LIPPC)

CLEANING/INSPECTION/SURFACE TREATMENT PROCESS EQUIPMENT, OPERATION, & MATERIALS

| SHOP | POST | TANK NO. | TANK ID | SIZE (L'x W' x H') | PROCESS DESCRIPTION | CHEMICAL COMPOSITION (spec, P/N, ref., etc.) |
|---|---|---|---|---|---|---|
| IV. LIPPCE (Engine/Accessory Bearing) Bldg. 3001 | | | | WORKLOAD: | Jet engine main roller & ball bearings<br>Jet engine accessories and aircraft wheel bearings<br>Rod ends, links, and self align bearings | |
| LIPPCE | M-57 | 1 | OC-7870 | 3.6 x 3.6 x 2.8 | Pressure Spray Washer | Fremont 776; 4-6 oz/gal |
| LIPPCE | M-57 | 2 | OC-7833 | 3.5 x 2.7 x 3.0 | Cold Carbon Remover | CEE BEE A-215, MIL-C-19853 |
| LIPPCE | M-57 | 3 | OC-7834 | 2.7 x 2.7 x 3.0 | Dip/Spray Rinse | Water |
| LIPPCE | M-57 | 4 | OC-7835 | 2.7 x 2.7 x 3.0 | Water Displacing Fluid | P-D-680/WDL #1 (9:1) |
| LIPPCE | M-57 | 5 | OC-7836 | 2.7 x 2.7 x 3.0 | Alkaline Rust Remover | Cee Bee J84L, MIL-C-14460 |
| LIPPCE | M-57 | 6 | OC-7837 | 2.7 x 2.7 x 3.0 | Inhibited Rinse | Entek Q-400; .25-1 oz/gal |
| LIPPCE | M-57 | 7 | OC-7838 | 2.7 x 2.7 x 3.0 | Water Displacing Fluid | P-D-680/WDL #1 (9:1) |
| LIPPCE | M-57 | 8 | OC-7839 | 2.7 x 2.7 x 3.0 | Hot Oil | Mil-C-6082, MIL-L-22851 |
| LIPPCE | M-57 | 9 | OC-7840 | 2.7 x 2.7 x 3.0 | Solvent Wash | P-D-680 |
| LIPPCE | M-57 | 10 | OC-7841 | 2.7 x 2.7 x 3.0 | Solvent-Final Rinse | P-D-680/7870 Oil (96:4) |
| LIPPCE | M-53 | 11 | OC-7842 | 2.7 x 2.7 x 3.0 | Finger Print Remover | Mil-C-15074 |
| LIPPCE | M-53 | 12 | OC-7843 | 2.7 x 2.7 x 3.0 | Solvent-Final Rinse | P-D-680 |
| LIPPCE | M-53 | 13 | OC-7844 | 2.7 x 2.7 x 3.0 | Lubricating Oil | Mil-C-7808 |
| LIPPCE | M-53 | 14 | OC-7845 | 2.7 x 2.7 x 3.0 | Preservative Oil | Mil-C-8188 |
| LIPPCE | O-59 | 15 | OC-7846 | 2.7 x 2.7 x 3.0 | Water Displacing Fluid | P-D-680/WDL #1 (9:1) |
| LIPPCE | O-59 | 16 | OC-10072 | 1.5 x 1.0 x 1.0 | Sonic Cleaner | Cee Bee J84L or Blue Gold |
| LIPPCE | O-59 | 17 | OC-5393 | 4.5 x 3.7 x 4.1 | Vapor Degreaser | 1,1,1, Trichloroethane |
| LIPPCE | M-57 | 10a | OC-3411 | 2.3 x 3.5 x 7.0 | Steam Dryer | Hot Air |
| LIPPCE | M-53 | 12a | OC-3412 | 2.3 x 3.5 x 6.0 | Electric Dryer | Hot Air |

1. The Bearing Shop was refurbished & modernized to include the installation of a new chemical cleaning process line. The system has been operational since the 4th Qtr FY91.

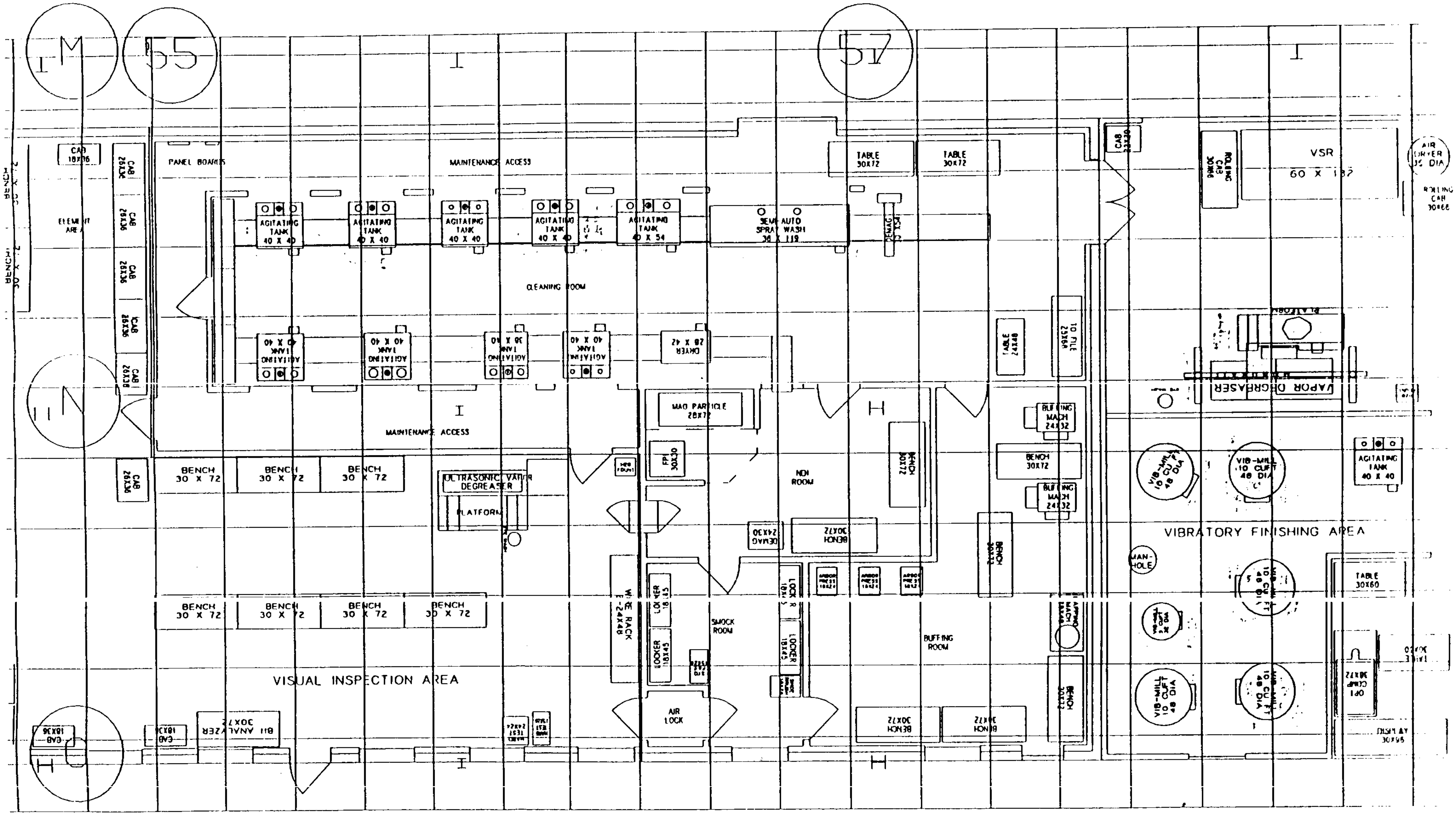
2. The bearing cleaning process operation also include the use of 6 ea vibratory cleaning machines.

POC: Carlos Nazario/LIPEB/67246/LIPPC.SSF

# B3001 BEARING OVERHAUL BAY

5X5 FOOT GRID

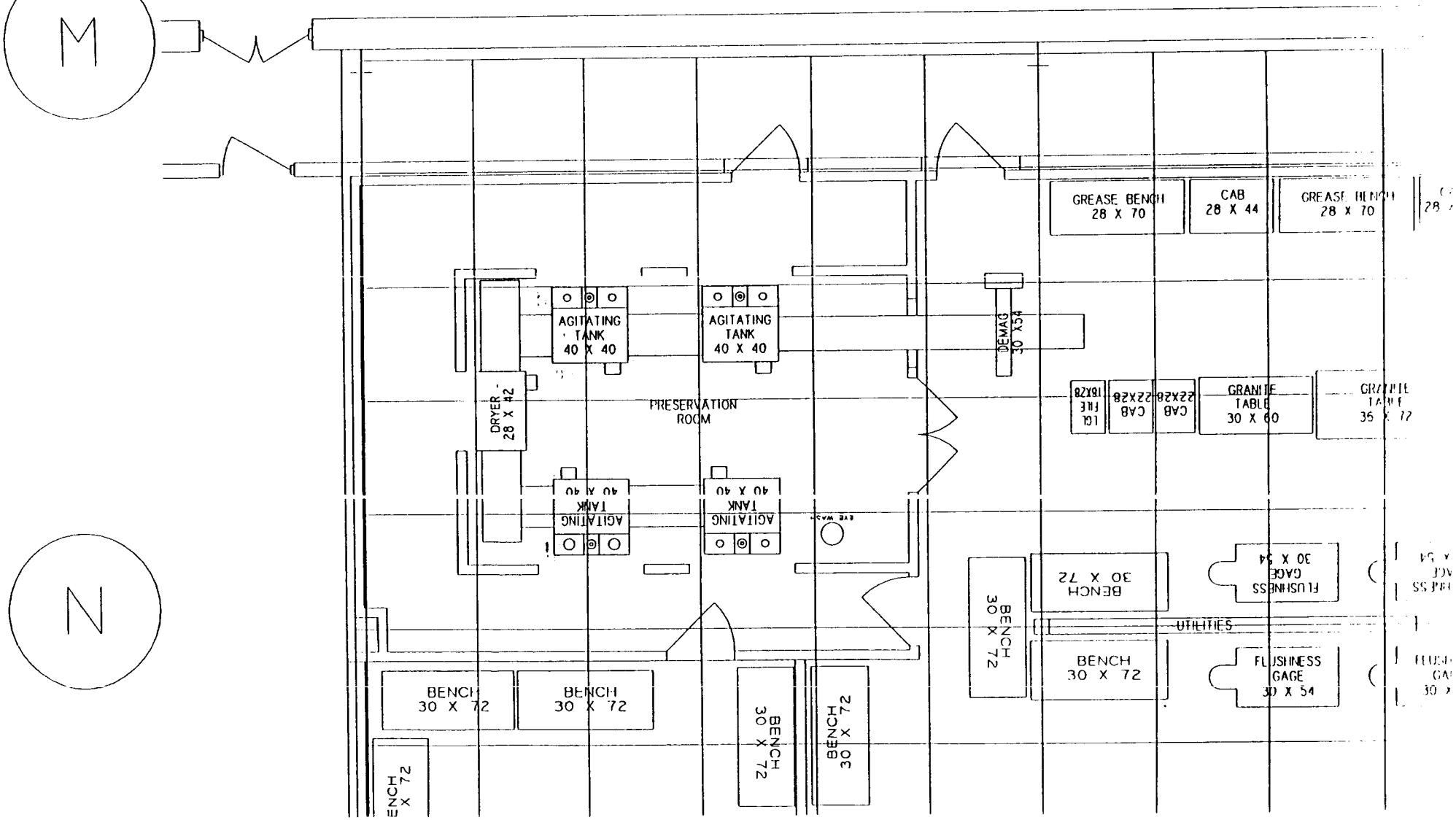
P.O.C. Andrew Kochevar LIPCB/67246 FAX: 63927
File: TRCBRG1.DRW



53

# B3001 BEARING OVERHAUL BAY

TRCBRG2.DRW 5X5 FOOT GRID



Bearing Overhaul
Bldg 3001
RCC: LIPPCE

Existing Orders By ORG Code
Year to Date Order Totals
Printed: 11/02/94 09:27

| OrgShp | Stock No. | Noun | UI | YTD Qty |
|---|---|---|---|---|
| 597CR | 5350P031062F | BURNISH CMPD PWD SWECO #2 | LB | 1400 |
| 597CR | 6810002865435 | ALCOHOL, ISOPROPYL, TECHN | GL | 40 |
| 597CR | 6810005511487 | 1,1,1 TRICHLOROETHANE | DR | 3 |
| 597CR | 6850005505565 | CORROSION REMOVER | DR | 1 |
| 597CR | 6850006376135 | SOLVENT -BULK, PD680 | GL | 5280 |
| 597CR | 6850011965472 | MAGNETIC INSPECTION COMPO | CN | 9 |
| 597CR | 6850P016189F | CORROSION PREVENTIVE | DR | 2 |
| 597CR | 6850P052678F | RUST INHIBTOR | DR | 4 |
| 597CR | 6850PPMC9047 | REMOVER, CARBON, COLD | DR | 8 |
| 597CR | 7930005308067 | DETERGENT | GL | 2 |
| 597CR | 7930P776 | DETERGENT | DR | 1 |
| 597CR | 7930P776F | | | 1 |
| 597CR | 8030002528301 | CORROSION PREVENTATIVE | DR | 4 |
| 597CR | 9150002732388 | OIL | QT | 2 |
| 597CR | 9150002732397 | LUBE OIL | GL | 41 |
| 597CR | 9150009355851 | GREASE | CN | 12 |
| 597CR | 9150009652305 | LUBRICATING OIL | DR | 4 |

Total Order: 6814

Records printed: 51

597CR 5350 VIBRTORY FINISHING MEDIA

4. Industrial Waste Lift Station #17

Bldg. 3001/M-58 Flow Rate (gpm): 14.5 5.5

Applicable Production Shops: LIPPCE - Bearings Refurbishing S/U #1

| (8 hrs/day, 250 days/yr) | NSN MiL Spec | DISCHARGE INTO IWS (gal/yr) | PRESENT (gal/yr) | PROJECTED FY96 (gal/yr) | REMARKS |
|---|---|---|---|---|---|
| a. Pressure Spray Washer | | | | | |
| - Detergent wash cycle | 7930P0776 | Yes | 5,000 | | |
| -- 3.75 wt% sodium silicate | FREMONT 776 | | | | |
| - Water Rinse Cycle | | Yes | 120,000 | | |
| b. Carbon Remover Compound | 6850PPMC9047 | No | | | Planned change to aqueous |
| - methylene chloride 30-50% | MiL-C-19853 | (400) | | | ultrasonic cleaning system. |
| - cresylic acid 10-20% | | | | | EDD: Mar 95 |
| - alkaline based water seal | | | | | |
| (165 gal. tank) | | | | | |
| c. Pressue Water Rinse Tank | | Yes | 120,000 | | |
| (used after above operation) | | | | | |
| | | | | 660,000 * | |
| d. Alkaline Rust Stripper | 6850P029484F | No | | | |
| - sodium hydroxide 15-25%wt | CEE BEE J84L | (540) | | | |
| - wetting, sequestring | MiL-C-14460 | | | | |
| & chelating agents | Type 1 | | | | |
| (90 gal. tank) | | | | | |
| e. Corrosion Inhibited Rinse | 6850P052678F | Yes | 60,000 | | |
| - sodium nitrite .25-.75% wt | CEE BEE MX15U | | | | |
| (90 gal. tank) | ENTEK Q-400 | | | | |
| f. Steam Condensate | | Yes | | | |
| g. Vapor Degreaser Cooling Water | 6810005511487 | Yes | 1,360,000 | | Planned change to aqueous |
| (1 unit, 8-10 gpm) | TCA | | | | high pressure spray cleaning |
| | | | | | system. EDD: Mar 95 |
| h. Vibratory Cleaning (6 units) | | Yes | 75,000 | | |
| - burnishing comp./water & | 5350P031062F | | | | |
| traces of aluminum oxide | | | | | |
| | | Total | 1,735,000 | 660,000 | |

* Combined wastewater discharge from operations within brackets is expected to decrease by 60% due to changes in cleaning processes to waterbase biodegradable type cleaners.

NOTE:

1. The Bearing Shop modernization plan included a new chemical cleaning process line that utilizes biodegradable waterbase detergents & cleanners. The process tanks capacity were reduced by 33% (100 vs 165 gal), therefore, reducing the amount of hazardous waste requiring disposal. ECD: Completed

**BEARING CLEANING SYSTEM DEPRECIATION COSTS**

DMIF COSTS $203,474

Straight Line Depreciation

(Equipment Cost - Salvage Value)/Useful Life

($203,474 - $2,035 ) /10 = $20,144 /year

Equipment Activation Date: Nov 91

- Period of Operation: 3 yrs 0 months
- Cumulative Depreciation: $60,432
- Monthly Depreciation: $1,679

12 JAN 94 TINKER AFB OK /S 2037 01 CUSTODIAN AUTH/RECEIPT PRODUCTS (R14) GV902/931119-94012-94012 PAGE 1

ORG TITLE OC-ALC/LIPEMB 4 ORG CODE 366 SHOP CODE HE TYPE PRODUCT CA/CRL USING CMD : 1M

| DOC NBR | STOCK NUMBER | NOMENCLATURE | CE IC | I C | U C | UI | A-S-C | V-REG AUTH | NBR INUSE | UNSER CALIB | UNSER MAINT | DPLOY QNTY | BR CE | UNIT PRICE | S P | BASS CODE | S WM | A | DUE-OUT MEMO | FIRM | ERC | MEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0002 | 3413 00 165 4136 | DRILLING MACH | U | P | B | EA | 403A000 | 1 | 1 | 0 | 0 | 0 | 9 | $582.76 | | | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0513 | 3419 00 223 6472 | IPE-LATHE | U | P | B | EA | 854AA0A | 2 | 2 | 0 | 0 | 0 | 9 | $1511.97 | | | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0003 | 3419 00 528 8692 | IPE-LAPP MACH 2 | U | P | B | EA | 854AA0A | 1 | 1 | 0 | 0 | 0 | M | $16783.85 | | | | | 0 | 0 | NO4 | |
| | EAID LOCATION | | | BPU | | | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0005 | 3419 01 262 1485 | IPE-MICROHONING | M | P | B | EA | 854HB0A | 1 | 1 | 0 | 0 | 0 | M | $274089.00 | | | | | 0 | 0 | NO4 | |
| | EAID LOCATION | | | BPU | | | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0006 | 3419 01 262 4455 | HONING MACHINE, | M | P | B | EA | 854HB0A | 1 | 1 | 0 | 0 | 0 | M | $110306.00 | | | | | 0 | 0 | NO4 | |
| | EAID LOCATION | | | BPU | | | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0452 | 3419 P0011832037 | IPE-MAC RVT MDL | U | P | B | EA | 854AA0A | 1 | 1 | 0 | 0 | 0 | 9 | $4088.86 | | | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0453 | 3419 PS483SIZE1 | IPE-MIEROHING M | U | P | B | EA | 854HB0A | 1 | 1 | 0 | 0 | 0 | Z | $100000.00 | | | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0454 | 3419 PS483SIZE11 | IPE-MICROHOING | U | P | B | EA | 854HB0A | 1 | 1 | 0 | 0 | 0 | Z | $200000.00 | | | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0004 | 3444 00 223 8359 | PRESS ARBOR | U | P | B | EA | 854AA0A | 1 | 1 | 0 | 0 | 0 | 9 | $324.66 0 | | | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0406 | 3444 00 243 2662 | PRES ABR 5T 00P | U | P | B | EA | 854AA0A | 2 | 2 | 0 | 0 | 0 | 9 | $1391.00 | | | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0008 | 3444 00 254 2114 | PRESS ARBOR | U | P | B | EA | 854AA0A | 1 | 1 | 0 | 0 | 0 | 9 | $361.30 | | | | | 0 | 0 | NE3 | |
| | EAID LOCATION | | | BPU | | | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 3458 | 3448 P8033561 | SR RIVETER SET | UA | P | B | SE | 8540000 | 1 | 1 | 0 | 0 | 0 | 9 | $1722.02 | | | | T | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0471 | 3460 00 130 0582AX | ARBOR 6872645 | U | P | B | EA | 854HB0A | 1 | 1 | 0 | 0 | 0 | A | $1330.00 | | | | | 0 | 0 | NE4 | |
| | EAID LOCATION | | | BPU | | | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0012 | 3540 00 505 4785 | SEALING MACH | U | P | B | EA | 403A000 | 2 | 2 | 0 | 0 | 0 | 9 | $5065.00 | | | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | | BPU | | | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0463 | 3680 00 229 4311 | MACHINE CLEANG | U | P | B | EA | 854AA0A | 5 | 5 | 0 | 0 | 0 | M | $13033.00 | | | | | 0 | 0 | NO4 | |
| | EAID LOCATION | (Vibratory) | | BPU | | | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |

ORG TITLE OC-ALC/LIPEMB 4 ORG CODE 366 SHOP CODE HE TYPE PRODUCT----CA/CRL USING CMD : IM

| DOC NBR | STOCK NUMBER | NOMENCLATURE | CE I U IC C C UI | A-S-C | V-REG NBR AUTH | UNSER INUSE | UNSER CALIB | DPLOY MAINT | BR QNTY | CE | UNIT PRICE | S BASS P CODE | S WM | DUE-OUT A MEMO | FIRM | ERC | MEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0464 | 3680 00 229 4385 | CLEAN MACH VIB | U P B | EA 854AA0A | 1 | 1 | 0 | 0 | 0 | 9 | $5294.66 | | | 0 | 0 | NF3 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | INCR - ZZ0ZZZ | | | SRD - ZZZ | | | |
| 0007 | 3694 00 766 5486 | CAB AIR 20775 | U P B | EA 006AA00 | 1 | 0 | 0 | 0 | 0 | 9 | $2913.13 | | C | 0 | 0 | NF3 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | INCR - ZZ0ZZZ | | | SRD - ZZZ | | | |
| SUB | 3694 00 892 5745 | 8U MACH DECON 400A | U S B | EA 006AA00 | | 1 | 0 | 0 | 0 | 9 | $1384.84 | | C | 0 | 0 | NF3 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | INCR - ZZ0ZZZ | | | SRD - ZZZ | | | |
| 0009 | 3910 69016522037 | SR MMHSCSN40002 | UA P B | EA 6600000 | 1 | 1 | 0 | 0 | 0 | 9 | $14390.00 | | | 0 | 0 | NF3 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZZ | | INCR - ZZZZZZ | | | SRD - ZZZ | | | |
| 0560 | 4110 00 837 6442 | ICE MACH | U P B | EA 006AA00 | 1 | 0 | 0 | 0 | 0 | 9 | $1042.06 | | | 0 | 0 | NF3 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | INCR - ZZ0ZZZ | | | SRD - ZZZ | | | |
| SUB | 4110 01 194 6633 | USE-411001200015 | U S B | EA 006AA00 | | 1 | 0 | 0 | 0 | 9 | $1459.09 | | | 0 | 0 | NF3 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | INCR - ZZ0ZZZ | | | SRD - ZZZ | | | |
| 0020 | 4920 00 105 1336RV | ADP PWA32469 | 7 P B | EA 854HB0A | 2 | 2 | 0 | 0 | 0 | A | $22.15 | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | INCR - ZZ0ZZZ | | | SRD - ZZZ | | | |
| 0021 | 4920 00 113 9810 | ADP PWA 22871 | 7 P B | EA 854HB0A | 2 | 1 | 0 | 0 | 0 | A | $199.21 | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | INCR - ZZ0ZZZ | | | SRD - ZZZ | | | |
| SUB | 4920 00 928 8621 | ADAPTER,BALANCE | 7 S B | EA 854HB0A | | 1 | 0 | 0 | 0 | A | $60.00 | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | INCR - ZZ0ZZZ | | | SRD - ZZZ | | | |
| 0022 | 4920 00 124 9645 | ADP PWA22772 | 7 P B | EA 854HB0A | 1 | 1 | 0 | 0 | 0 | A | $149.35 | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | INCR - ZZ0ZZZ | | | SRD - ZZZ | | | |
| 0023 | 4920 00 124 9647 | ADP PWA22785 | 7 P B | EA 854HB0A | 1 | 1 | 0 | 0 | 0 | A | $122.10 | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | INCR - ZZ0ZZZ | | | SRD - ZZZ | | | |
| 0024 | 4920 00 124 9656 | ADP PWA22786 | 7 P B | EA 854HB0A | 1 | 1 | 0 | 0 | 0 | A | $143.75 | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | INCR - ZZ0ZZZ | | | SRD - ZZZ | | | |
| 0025 | 4920 00 124 9658 | ADP PWA22774 | 7 P B | EA 854HB0A | 1 | 1 | 0 | 0 | 0 | A | $164.80 | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | INCR - ZZ0ZZZ | | | SRD - ZZZ | | | |
| 0026 | 4920 00 124 9662 | ADP PWA22775 | 7 P B | EA 854HB0A | 1 | 1 | 0 | 0 | 0 | A | $158.35 | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | INCR - ZZ0ZZZ | | | SRD - ZZZ | | | |
| 0467 | 4920 00 126 5521 | ADP PWA22733 | 7 P B | EA 854HB0A | 1 | 1 | 0 | 0 | 0 | A | $3381.00 | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | INCR - ZZ0ZZZ | | | SRD - ZZZ | | | |
| 0415 | 4920 00 222 2421RV | RING PWA30927 | 7 P B | EA 854FH0A | 2 | 2 | 0 | 0 | 0 | A | $175.20 | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | INCR - ZZ0ZZZ | | | SRD - ZZZ | | | |

ORG TITLE OC-ALC/LIREMB 4 ORG CODE 366 SHOP CODE HE TYPE PRODUCT CA/CRL USING GMD - 1M

| DOC NBR | STOCK NUMBER | NOMENCLATURE | CE I U IC C C UI | A-S-C | V-REG NBR AUTH | UNSER INUSE | UNSER CALIB | DPLOY MAINT | BR QNTY | CE | UNIT PRICE | S P | BASS CODE | S WM | A | DUE-OUT MEMO | FIRM | ERC | MEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0300 | 4920 PX7726415 | SR HLDR ST X772 | UA P B | SE 8540000 | 1 | 1 | 0 | 0 | 0 | 9 | $50.75 | | | T | | 0 | 0 | NF3 | |
| | EAID LOCATION | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0101 | 4930 01 055 9977 | LUB PORT 711H | U P B | EA 854HB0A | 4 | 4 | 0 | 0 | 0 | M | $603.58 | | | | | 0 | 0 | NF4 | |
| | EAID LOCATION | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0103 | 4930 P0334642037 | SR PACKER BEARI | UA P B | EA 8540000 | 1 | 1 | 0 | 0 | 0 | 9 | $850.24 | | | L | | 0 | 0 | NF3 | |
| | EAID LOCATION | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0104 | 4930 P0334652037 | SR PACKER B0336 | UA P B | EA 8540000 | 1 | 1 | 0 | 0 | 0 | 9 | $850.24 | | | L | | 0 | 0 | NF3 | |
| | EAID LOCATION | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0066 | 4940 00 249 7317 | OMGNTZR 13-0058 | U P B | EA 854AA0A | 1 | 1 | 0 | 0 | 0 | M | $242.22 | | | | | 0 | 0 | NF4 | |
| | EAID LOCATION | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0517 | 4940 01 047 8289 | DEGREASER | U P B | EA 854AA0A | 1 | 1 | 0 | 0 | 0 | 9 | $5856.35 | | | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0459 | 4940 01 048 7994 | DRYR FORCED AIR | U P B | EA 854AA0A | 2 | 2 | 0 | 0 | 0 | 9 | $6281.77 | | | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0460 | 4940 01 183 1788 | DEGREASER, ultrasonic | U P B | EA 854AA0A | 1 | 1 | 0 | 0 | 0 | Z | $20000.00 | | | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0515 | 4940 01 219 2260 | DEGREASER, vapor | U P B | EA 854AA0A | 1 | 1 | 0 | 0 | 0 | 9 | $4604.05 | | | | | 0 | 0 | NF3 | |
| | EAID LOCATION | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0082 | 4940 P5188682037 | SYSTEM BEARING | U P B | EA 854HB0A | 1 | 1 | 0 | 0 | 0 | Z | $203474.00 | | | C | | 0 | 0 | NF3 | |
| | EAID LOCATION | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0073 | 4940 P8147994 | SR CHECKING FXT | UA P B | EA 8540000 | 1 | 1 | 0 | 0 | 0 | 9 | $618.89 | | | L | | 0 | 0 | NF3 | |
| | EAID LOCATION | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0055 | 5120 00 493 0264PQ | TU FLR PWA23552 | U P B | EA 854HB0A | 3 | 3 | 0 | 0 | 0 | A | $157.00 | | | | | 0 | 0 | NF4 | |
| | EAID LOCATION | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0065 | 5120 00 496 3029GN | PULLER 6872255 | U P B | EA 854HB0A | 6 | 6 | 0 | 0 | 0 | A | $60.38 | | | | | 0 | 0 | NF4 | |
| | EAID LOCATION | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0328 | 5120 00 523 5825 | PNCH SWAG 68892 | U P B | EA 854HB0A | 1 | 1 | 0 | 0 | 0 | A | $339.60 | | | | | 0 | 0 | NF4 | |
| | EAID LOCATION | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0465 | 5210 00 078 1377 | SUPPER MICROM U | U P B | EA 854AA0A | 1 | 1 | 0 | 0 | 0 | M | $9167.00 | | | | | 0 | 0 | NF4 | |
| | EAID LOCATION | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |
| 0292 | 5210 00 540 0142 | GAGE BLOCK 81 | U P B | EA 854AA0A | 3 | 3 | 0 | 0 | 0 | A | $1069.14 | | | | | 0 | 0 | NF4 | |
| | EAID LOCATION | | BPU | | ASL | | | UTC | ZZZZZ0 | | INCR | ZZ0ZZZ | | | | SRD | ZZZ | | |

# COBRA MODEL ANALYSIS

# CLEANING WORKLOAD

# CONSOLIDATION

# OPTIONS 1 & 2

**Performed by**
**SA-ALC/FMXC**
**204 Luke Drive**
**Kelly AFB, TX 78241-5635**
**DSN: 945-6173**
**Cobra Analyst: Ms Roxana Vargas**

## COBRA MODELING GROUND RULES AND ASSUMPTIONS:

1. DPSHs were provided by Team members and reflect the FY95 BES projections for all Air Logistics Centers. These numbers were used as the FY98 required hours.

2. The command yield rates were provided by HQ AFMC/LGPW. This number was used to derive the number of personnel required. The calculation is DPSHs divided by the Command Rate equal the direct workers required.

3. Overhead was calculated using 28 percent. This approximates the average of all ALCs and was taken from the AFMC 21 study. The percentage was applied to the direct personnel to obtain the overhead support personnel required.

4. The base operating support (BOS) tail was not applied to the numbers. The rationale is that once the scenarios are finalized, the BOS tail would be applied by the Headquarters.

5. Manpower is constrained to the FY98 manpower authorizations. Regardless of the manpower required, only the authorized manning was used, any additional people required were ignored in the Cobra Model. The fact that additional personnel will be required should be addressed in your documentation, making it clear that the additional personnel required will be totally independent of the workload relocation and that additional personnel are not added as an expense to the relocation.

6. The calculated overhead under the FY98 authorizations was decremented by 6.5% for savings achieved due to consolidating the workload. The 6 5 percent personnel savings should apply to losing ALCs, not the gaining ALCs.

7. Equipment costs, based on acquisition year escalated to FY96 dollars, were entered into the transportation.xls spreadsheet to obtain the one-time moving costs. No costs were included for replacement of equipment. This cost is entered into Screen 5, of the Cobra Model.

8. Interim Production Support costs were calculated for the losing center. The calculations were based on the DPSHs supplied by the Team and each ALC's depot labor rate without material. The labor rates were extracted from the AFMC 21 study. This cost is entered into Screen 5, one-time unique costs.

9. The standard factors tables were provided by HQ AFMC/LGPE. A new hire cost of $4,000 was added to the standard factors to reflect the cost of hiring at the gaining centers, since the model assumes that 40% of the civilians will not move. (The 40% was used in the AFMC 21 study.)

10. In cases where no equipment moved, the Team assumed that equipment and adequate square footage was in place to absorb the incoming workload.

11. The moves start in 1996 and cover a three-year period.

12. Costs are spread based on the following percentages: 25% in 1996, 50% in 1997, and 25% in 1998. The cost spread was coordinated with Cobra Model analysts at Tinker.

13. Reconfiguration cost is computed at $20 per square foot and applies to Centers where all equipment is relocating.

# COBRA MODEL RUNS

## Cobra Realignment Summary

## Total One-Time Cost Report

# CLEANING
# WORKLOAD
# COBRA MODEL SUMMARY

**Realigns workloads from SA-ALC AND OC-ALC:**

| | ONE-TIME COSTS | YEAR |
|---|---|---|
| **SCENARIO #1 Move OC Cleaning Parts to SA-ALC:** | **$ 2,567,000** | **100+** |
| **SCENARIO #2 Move SA Cleaning Parts to OC-ALC:** | **$ 2,838,000** | **Never** |

# Data Input Sheets

COBRA REALIGNMENT SUMMARY (COBRA v5.01)
Data As Of 05:14 11/28/1994, Report Created 14:37 12/09/1994

Department : AF
Option Package : OPT:1 CLEANING WKLD
Scenario File : C:\CL-OP1.CBR
Std Fctrs File : C:\TRC.SFF

Starting Year : 1996
Final Year : 1998
ROI Year : 100+ Years

NPV in 2015($K): 97,554
1-Time Cost($K): 2,567

Net Costs ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 121 | 235 | 121 | 0 | 0 | 0 | 478 | 0 |
| Overhd | 33,010 | 33,017 | 33,008 | -1 | -1 | -1 | 99,032 | -1 |
| Moving | 121 | 309 | 121 | 0 | 0 | 0 | 551 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 383 | 766 | 383 | 0 | 0 | 0 | 1,532 | 0 |
| TOTAL | 33,636 | 34,327 | 33,634 | -1 | -1 | -1 | 101,593 | -1 |

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | TOTAL |
|---|---|---|---|---|---|---|---|
| POSITIONS ELIMINATED | | | | | | | |
| Officers | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilians | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| POSITIONS REALIGNED | | | | | | | |
| Officers | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Students | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilians | 10 | 20 | 10 | 0 | 0 | 0 | 40 |
| TOTAL | 10 | 20 | 10 | 0 | 0 | 0 | 40 |

Summary:
---
ENGINE RELATED TRC ASSESSMENT OPTIONS:
OPTION 1: OC-ALC TO SA-ALC
CLEANING WORKLOAD

COBRA REALIGNMENT SUMMARY (COBRA v5.01) - Page 2
Data As Of 05:14 11/28/1994, Report Created 14:37 12/09/1994

Department : AF
Option Package : OPT:1 CLEANING WKLD
Scenario File : C:\CL-OP1.CBR
Std Fctrs File : C:\TRC.SFF

Costs ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 121 | 235 | 121 | 0 | 0 | 0 | 478 | 0 |
| Overhd | 33,010 | 33,025 | 33,033 | 31 | 31 | 31 | 99,162 | 31 |
| Moving | 121 | 309 | 121 | 0 | 0 | 0 | 551 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 383 | 766 | 383 | 0 | 0 | 0 | 1,532 | 0 |
| TOTAL | 33,636 | 34,336 | 33,658 | 31 | 31 | 31 | 101,724 | 31 |

Savings ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Overhd | 0 | 8 | 24 | 32 | 32 | 32 | 130 | 32 |
| Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 8 | 24 | 32 | 32 | 32 | 130 | 32 |

TOTAL ONE-TIME COST REPORT (COBRA v5.01)
Data As Of 05:14 11/28/1994, Report Created 14:37 12/09/1994

Department : AF
Option Package : OPT:1 CLEANING WKLD
Scenario File : C:\CL-OP1.CBR
Std Fctrs File : C:\TRC.SFF

(All values in Dollars)

| Category | Cost | Sub-Total |
|---|---|---|
| Construction | | |
| Military Construction | 0 | |
| Family Housing Construction | 0 | |
| Information Management Account | 0 | |
| Land Purchases | 0 | |
| Total - Construction | | 0 |
| Personnel | | |
| Civilian RIF | 291,046 | |
| Civilian Early Retirement | 16,791 | |
| Civilian New Hires | 120,000 | |
| Eliminated Military PCS | 0 | |
| Unemployment | 50,112 | |
| Total - Personnel | | 477,949 |
| Overhead | | |
| Program Planning Support | 6,079 | |
| Mothball / Shutdown | 0 | |
| Total - Overhead | | 6,079 |
| Moving | | |
| Civilian Moving | 330,457 | |
| Civilian PPS | 0 | |
| Military Moving | 0 | |
| Freight | 4,910 | |
| One-Time Moving Costs | 216,000 | |
| Total - Moving | | 551,368 |
| Other | | |
| HAP / RSE | 0 | |
| Environmental Mitigation Costs | 0 | |
| One-Time Unique Costs | 1,532,000 | |
| Total - Other | | 1,532,000 |
| Total One-Time Costs | | 2,567,396 |
| One-Time Savings | | |
| Military Construction Cost Avoidances | 0 | |
| Family Housing Cost Avoidances | 0 | |
| Military Moving | 0 | |
| Land Sales | 0 | |
| One-Time Moving Savings | 0 | |
| Environmental Mitigation Savings | 0 | |
| One-Time Unique Savings | 0 | |
| Total One-Time Savings | | 0 |
| Total Net One-Time Costs | | 2,567,396 |

ONE-TIME COST REPORT (COBRA v5.01) - Page 2
Data As Of 05:14 11/28/1994, Report Created 14:37 12/09/1994

Department : AF
Option Package : OPT:1 CLEANING WKLD
Scenario File : C:\CL-OP1.CBR
Std Fctrs File : C:\TRC.SFF

Base: OC-ALC, OK
(All values in Dollars)

| Category | Cost | Sub-Total |
|---|---|---|
| Construction | | |
| Military Construction | 0 | |
| Family Housing Construction | 0 | |
| Information Management Account | 0 | |
| Land Purchases | 0 | |
| Total - Construction | | 0 |
| Personnel | | |
| Civilian RIF | 291,046 | |
| Civilian Early Retirement | 16,791 | |
| Civilian New Hires | 0 | |
| Eliminated Military PCS | 0 | |
| Unemployment | 50,112 | |
| Total - Personnel | | 357,949 |
| Overhead | | |
| Program Planning Support | 6,079 | |
| Mothball / Shutdown | 0 | |
| Total - Overhead | | 6,079 |
| Moving | | |
| Civilian Moving | 330,457 | |
| Civilian PPS | 0 | |
| Military Moving | 0 | |
| Freight | 4,910 | |
| One-Time Moving Costs | 216,000 | |
| Total - Moving | | 551,368 |
| Other | | |
| HAP / RSE | 0 | |
| Environmental Mitigation Costs | 0 | |
| One-Time Unique Costs | 1,532,000 | |
| Total - Other | | 1,532,000 |
| Total One-Time Costs | | 2,447,396 |
| One-Time Savings | | |
| Military Construction Cost Avoidances | 0 | |
| Family Housing Cost Avoidances | 0 | |
| Military Moving | 0 | |
| Land Sales | 0 | |
| One-Time Moving Savings | 0 | |
| Environmental Mitigation Savings | 0 | |
| One-Time Unique Savings | 0 | |
| Total One-Time Savings | | 0 |
| Total Net One-Time Costs | | 2,447,396 |

ONE-TIME COST REPORT (COBRA v5.01) - Page 3
Data As Of 05:14 11/28/1994, Report Created 14:37 12/09/1994

Department : AF
Option Package : OPT:1 CLEANING WKLD
Scenario File : C:\CL-OP1.CBR
Std Fctrs File : C:\TRC.SFF

Base: SA-ALC, TX
(All values in Dollars)

| Category | Cost | Sub-Total |
|---|---|---|
| Construction | | |
| Military Construction | 0 | |
| Family Housing Construction | 0 | |
| Information Management Account | 0 | |
| Land Purchases | 0 | |
| Total - Construction | | 0 |
| Personnel | | |
| Civilian RIF | 0 | |
| Civilian Early Retirement | 0 | |
| Civilian New Hires | 120,000 | |
| Eliminated Military PCS | 0 | |
| Unemployment | 0 | |
| Total - Personnel | | 120,000 |
| Overhead | | |
| Program Planning Support | 0 | |
| Mothball / Shutdown | 0 | |
| Total - Overhead | | 0 |
| Moving | | |
| Civilian Moving | 0 | |
| Civilian PPS | 0 | |
| Military Moving | 0 | |
| Freight | 0 | |
| One-Time Moving Costs | 0 | |
| Total - Moving | | 0 |
| Other | | |
| HAP / RSE | 0 | |
| Environmental Mitigation Costs | 0 | |
| One-Time Unique Costs | 0 | |
| Total - Other | | 0 |
| Total One-Time Costs | | 120,000 |
| One-Time Savings | | |
| Military Construction Cost Avoidances | 0 | |
| Family Housing Cost Avoidances | 0 | |
| Military Moving | 0 | |
| Land Sales | 0 | |
| One-Time Moving Savings | 0 | |
| Environmental Mitigation Savings | 0 | |
| One-Time Unique Savings | 0 | |
| Total One-Time Savings | | 0 |
| Total Net One-Time Costs | | 120,000 |

COBRA REALIGNMENT SUMMARY (COBRA v5.01)
Data As Of 05:14 11/28/1994, Report Created 14:30 12/09/1994

Department : AF
Option Package : OPT:2 CLEANING WKLD
Scenario File : C:\ENGOP2.CBR
Std Fctrs File : C:\TRC.SFF

Starting Year : 1996
Final Year : 1998
ROI Year : Never

NPV in 2015($K): 136,324
1-Time Cost($K): 2,838

Net Costs ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 147 | 298 | 147 | 0 | 0 | 0 | 591 | 0 |
| Overhd | 46,363 | 46,373 | 46,362 | 2 | 2 | 2 | 139,103 | 2 |
| Moving | 164 | 329 | 163 | 0 | 0 | 0 | 656 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 396 | 792 | 395 | 0 | 0 | 0 | 1,583 | 0 |
| TOTAL | 47,070 | 47,791 | 47,068 | 2 | 2 | 2 | 141,934 | 2 |

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | TOTAL |
|---|---|---|---|---|---|---|---|
| POSITIONS ELIMINATED | | | | | | | |
| Officers | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilians | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| POSITIONS REALIGNED | | | | | | | |
| Officers | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enlisted | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Students | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civilians | 13 | 26 | 13 | 0 | 0 | 0 | 52 |
| TOTAL | 13 | 26 | 13 | 0 | 0 | 0 | 52 |

Summary:
---
ENGINE RELATED TRC ASSESSMENT OPTIONS:
OPTION 2: SA-ALC TO OC-ALC
CLEANING WORKLOAD

COBRA REALIGNMENT SUMMARY (COBRA v5.01) - Page 2
Data As Of 05:14 11/28/1994, Report Created 14:30 12/09/1994

Department : AF
Option Package : OPT:2 CLEANING WKLD
Scenario File : C:\ENGOP2.CBR
Std Fctrs File : C:\TRC.SFF

Costs ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 147 | 298 | 147 | 0 | 0 | 0 | 591 | 0 |
| Overhd | 46,363 | 46,383 | 46,393 | 42 | 42 | 42 | 139,266 | 42 |
| Moving | 164 | 329 | 163 | 0 | 0 | 0 | 656 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 396 | 792 | 395 | 0 | 0 | 0 | 1,583 | 0 |
| TOTAL | 47,070 | 47,802 | 47,098 | 42 | 42 | 42 | 142,097 | 42 |

Savings ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Person | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Overhd | 0 | 10 | 30 | 41 | 41 | 41 | 163 | 41 |
| Moving | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 10 | 30 | 41 | 41 | 41 | 163 | 41 |

TOTAL ONE-TIME COST REPORT (COBRA v5.01)
Data As Of 05:14 11/28/1994, Report Created 14:30 12/09/1994

Department : AF
Option Package : OPT:2 CLEANING WKLD
Scenario File : C:\ENGOP2.CBR
Std Fctrs File : C:\TRC.SFF

(All values in Dollars)

| Category | Cost | Sub-Total |
|---|---|---|
| Construction | | |
| Military Construction | 0 | |
| Family Housing Construction | 0 | |
| Information Management Account | 0 | |
| Land Purchases | 0 | |
| Total - Construction | | 0 |
| Personnel | | |
| Civilian RIF | 363,808 | |
| Civilian Early Retirement | 20,989 | |
| Civilian New Hires | 144,000 | |
| Eliminated Military PCS | 0 | |
| Unemployment | 62,640 | |
| Total - Personnel | | 591,436 |
| Overhead | | |
| Program Planning Support | 7,153 | |
| Mothball / Shutdown | 0 | |
| Total - Overhead | | 7,153 |
| Moving | | |
| Civilian Moving | 533,739 | |
| Civilian PPS | 0 | |
| Military Moving | 0 | |
| Freight | 7,856 | |
| One-Time Moving Costs | 115,000 | |
| Total - Moving | | 656,595 |
| Other | | |
| HAP / RSE | 0 | |
| Environmental Mitigation Costs | 0 | |
| One-Time Unique Costs | 1,583,000 | |
| Total - Other | | 1,583,000 |
| Total One-Time Costs | | 2,838,185 |
| One-Time Savings | | |
| Military Construction Cost Avoidances | 0 | |
| Family Housing Cost Avoidances | 0 | |
| Military Moving | 0 | |
| Land Sales | 0 | |
| One-Time Moving Savings | 0 | |
| Environmental Mitigation Savings | 0 | |
| One-Time Unique Savings | 0 | |
| Total One-Time Savings | | 0 |
| Total Net One-Time Costs | | 2,838,185 |

ONE-TIME COST REPORT (COBRA v5.01) - Page 2
Data As Of 05:14 11/28/1994, Report Created 14:30 12/09/1994

Department : AF
Option Package : OPT:2 CLEANING WKLD
Scenario File : C:\ENGOP2.CBR
Std Fctrs File : C:\TRC.SFF

Base: OC-ALC, OK
(All values in Dollars)

| Category | Cost | Sub-Total |
|---|---|---|
| Construction | | |
| Military Construction | 0 | |
| Family Housing Construction | 0 | |
| Information Management Account | 0 | |
| Land Purchases | 0 | |
| Total - Construction | | 0 |
| Personnel | | |
| Civilian RIF | 0 | |
| Civilian Early Retirement | 0 | |
| Civilian New Hires | 144,000 | |
| Eliminated Military PCS | 0 | |
| Unemployment | 0 | |
| Total - Personnel | | 144,000 |
| Overhead | | |
| Program Planning Support | 0 | |
| Mothball / Shutdown | 0 | |
| Total - Overhead | | 0 |
| Moving | | |
| Civilian Moving | 0 | |
| Civilian PPS | 0 | |
| Military Moving | 0 | |
| Freight | 0 | |
| One-Time Moving Costs | 0 | |
| Total - Moving | | 0 |
| Other | | |
| HAP / RSE | 0 | |
| Environmental Mitigation Costs | 0 | |
| One-Time Unique Costs | 0 | |
| Total - Other | | 0 |
| Total One-Time Costs | | 144,000 |
| One-Time Savings | | |
| Military Construction Cost Avoidances | 0 | |
| Family Housing Cost Avoidances | 0 | |
| Military Moving | 0 | |
| Land Sales | 0 | |
| One-Time Moving Savings | 0 | |
| Environmental Mitigation Savings | 0 | |
| One-Time Unique Savings | 0 | |
| Total One-Time Savings | | 0 |
| Total Net One-Time Costs | | 144,000 |

ONE-TIME COST REPORT (COBRA v5.01) - Page 3
Data As Of 05:14 11/28/1994, Report Created 14:30 12/09/1994

Department : AF
Option Package : OPT:2 CLEANING WKLD
Scenario File : C:\ENGOP2.CBR
Std Fctrs File : C:\TRC.SFF

Base: SA-ALC, TX
(All values in Dollars)

| Category | Cost | Sub-Total |
|---|---|---|
| Construction | | |
| Military Construction | 0 | |
| Family Housing Construction | 0 | |
| Information Management Account | 0 | |
| Land Purchases | 0 | |
| Total - Construction | | 0 |
| Personnel | | |
| Civilian RIF | 363,808 | |
| Civilian Early Retirement | 20,989 | |
| Civilian New Hires | 0 | |
| Eliminated Military PCS | 0 | |
| Unemployment | 62,640 | |
| Total - Personnel | | 447,436 |
| Overhead | | |
| Program Planning Support | 7,153 | |
| Mothball / Shutdown | 0 | |
| Total - Overhead | | 7,153 |
| Moving | | |
| Civilian Moving | 533,739 | |
| Civilian PPS | 0 | |
| Military Moving | 0 | |
| Freight | 7,856 | |
| One-Time Moving Costs | 115,000 | |
| Total - Moving | | 656,595 |
| Other | | |
| HAP / RSE | 0 | |
| Environmental Mitigation Costs | 0 | |
| One-Time Unique Costs | 1,583,000 | |
| Total - Other | | 1,583,000 |
| Total One-Time Costs | | 2,694,185 |
| One-Time Savings | | |
| Military Construction Cost Avoidances | 0 | |
| Family Housing Cost Avoidances | 0 | |
| Military Moving | 0 | |
| Land Sales | 0 | |
| One-Time Moving Savings | 0 | |
| Environmental Mitigation Savings | 0 | |
| One-Time Unique Savings | 0 | |
| Total One-Time Savings | | 0 |
| Total Net One-Time Costs | | 2,694,185 |

## DERI N OF TOTAL PEs REQUIRED AND TOTAL PEs AUTHORIZED

**CLEANING WORKLOAD:**

| Center | Workload DPSH | | Productive Hrs AFMC Yield Rate | Direct | O/H (28%) | Consolidated Savings (6.5%) | Total DMBA |
|---|---|---|---|---|---|---|---|
| OC | 67,980 | / | 1330.5 | 51.0936 | 14.306201 | 0.929903 | 64 |
| SA | 66,556 | / | 1330.5 | 50.0233 | 14.006524 | 0.910424 | 63 |
| Total: | 134,536 | / | | 101.116873 | 28.312725 | 1.840327 | 128 |

| | |
|---|---|
| PEs Required for Workload | 128 |
| PEs Authorized | 92 |
| PEs Moved | 35 |

| 1996 | 1997 | 1998 | Total |
|---|---|---|---|
| 9 | 18 | 9 | 35 |

>Input to Screen 3

**ALC PERSONNEL AUTHORIZED FY98**

| Center | Direct | 0/H (28%) | 6.50% Savings | TOTAL DMBA | 1996 | 1997 | 1998 |
|---|---|---|---|---|---|---|---|
| OC | 32 | 8.960000 | 0.5824 | 40 | 10 | 20 | 10 |
| SA | 41 | 11.480000 | 0.7462 | 52 | 13 | 26 | 13 |
| Total | 73 | 20.440000 | 1.3286 | 92 | 23 | 46 | 23 |

| | |
|---|---|
| 1996 | 23 |
| 1997 | 46 |
| 1998 | 23 |

| | |
|---|---|
| PEs Authorized | 92 |
| PEs Required | 128 |
| Total PEs Saved | -35 |

> See Next Page For Input To Screen 6

## REDISTRIBUTION OF PEs SAVED AT RECEIVING ALC

| Center | Total PEs Authorized | Total PEs Required | | PEs Saved |
|---|---|---|---|---|
| OC | 40 | 64 | = | -24 |
| SA | 52 | 63 | = | -11 |
| Total | 92 | 128 | | -35 |

> To be Redistributed

CLEANING WORKLOAD:

ONE-TIME MOVING COSTS:

| CENTER | COMMODITY | Acq. Cost/Date | 1995 Esc. Factor | 1995 Cost | Transportation Cost |
|---|---|---|---|---|---|
| OC to SA | 15 Cleaning Items | $4,612,206 | 92-95 = .924 | $ 4,261,678 | $ 216,568 |
| SA to OC | 7 Cleaning Items | $2,325,127 | 94-95 = .973 | $ 2,262,349 | $ 115,023 |
| Total: | | | | | |

| (3 YR-SPREAD) | Total One-Time Moving for OC to SA-ALC: | Total One-Time Moving for SA to OC-ALC: |
|---|---|---|
| FY96=(.25) | $ 54,142 | $ 28,756 |
| FY97=(.50) | $ 108,284 | $ 57,512 |
| FY98=(.25) | $ 54,142 | $ 28,756 |
| Total: | $ 216,568 | $ 115,023 |

| ONE-TIME UNIQUE COSTS: | OC TO SA: | SA TO OC: |
|---|---|---|
| Minor Construction | $821,880 | $381,840 |
| Shop Floor Clean-up | $260,250 | $225,000 |
| Shop Rearrangement | $196,980 | $163,640 |
| Environmental Costs | 0 | $0 |
| IPS Costs | $252,454 | $812,892 |
| Total: | $1,531,564 | $1,583,372 |

| (3 YR SPREAD): | Total One Time Unique Costs: OC-SA | Total One Time Unique Costs: SA-OC |
|---|---|---|
| FY96=(.25) | $ 382,891 | $ 395,843 |
| FY97=(.50) | $ 765,782 | $ 791,686 |
| FY98=(.25) | $ 382,891 | $ 395,843 |
| Total: | $ 1,531,564 | $ 1,583,372 |

RECURRING COSTS:

| Center: | |
|---|---|
| OC to SA | $ 33,000,000 |
| SA to OC | $ 46,348,934 |

INTERIM PRODUCTION SUPPORT (IPS) COSTS OC CLEANING TO SA-ALC

| | | | | | |
|---|---|---|---|---|---|
| (A) REQUIREMENT - LOSING ORGA | | DPAH | | | HOURS MOVED |
| FY 95 | 0% | 0 | | | 0 |
| FY 96 | 25% | 67,980 | | | 16,995 |
| FY 97 | 50% | 67,980 | | | 33,990 |
| FY 98 | 25% | 67,980 | | | 16,995 |
| FY 99 | 0% | 0 | | | 0 |
| FY 00 | 0% | 0 | | | |
| | 100.00% | 203,940 | | | 67,980 |
| (B) WORKDAYS | | | | | 261 |
| (C) DAYS OF IPS REQUIRED | | | | | 86 |
| (D) IPS % (C/B) | | | | | 32.95% |
| (E) IPS HRS REQUIRED | | | | | 22,400 |
| (F) TOTAL SURGE CAPABILITY | | | | | 25.00% |
| SURGE CAPABLITY LOSING CENTER 10% | | | | 10.00% | |
| SURGE CAPABILITY GAINING CENTER 15% | | | | 15.00% | |
| (G) ORGANIC HOURS/ORGANIC COSTS | | | | | |
| TOTAL REQUIREMENT | | | | 5,600 | |
| LOSING ALC(s) | | | | | |
| OC-ALC | $45.64 | | 10.00% | 560 | $25,558 |
| GAINING ALC: | | | | | |
| OC-ALC | $0.00 | | 0.00% | 0 | $0 |
| OO-ALC | $0.00 | | 0.00% | 0 | $0 |
| SA-ALC | $45.02 | | 100.00% | 5,040 | $226,896 |
| SM-ALC | $0.00 | | 0.00% | 0 | $0 |
| WR-ALC | $0.00 | | 0.00% | 0 | $0 |
| BASE X | $0.00 | | 0.00% | 0 | $0 |
| TOTALS | | | 100.00% | | $226,896 |
| TOTAL ORGANIC COST | | | | | $252,454 |
| (H) NON ORGANIC % (100%-F) | | | | | 75.00% |
| (I) NON ORGANIC HOUR (E*H) | | | | | 16,800 |
| (J) CONTRACT % | | | | | 50.00% |
| (K) CONTRACT HOURS (I*J) | | | | | 8,400 |
| (L) CONTRACTOR DIFFERENTIAL | | | | | $0.00 |
| (M) ADDITIVE CONTRACT COST (K*L) | | | | | $0 |
| (N) UNSUPPORTABLE WORKLOAD % (DURING TRANSITION) | | | | (100%-F-J) | 25.00% |
| (O) UNSUPPORTABLE HOURS (I*N) | | | | | 8,400 |
| (P) UP COST | | | | | |
| GAINING ALC: | | | | | |
| OC-ALC | $0.00 | | 0.00% | 0 | $0 |
| OO-ALC | $0.00 | | 0.00% | 0 | $0 |
| SA-ALC | $67.53 | | 100.00% | 8,400 | $0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | SM-ALC | $0.00 | 0.00% | ) | | $0 |
| | WR-ALC | $0.00 | 0.00% | ) | | $0 |
| | Base X | $0.00 | 0.00% | ) | | $0 |
| | TOTAL | | | | | $0 |
| (R) | TOTAL IPS COST: (G TOTAL+M+P TOTAL) | | | | | $252,454 |

| | | | |
|---|---|---|---|
| EQUIPMENT TRANSFER | OC CLEANING TO SA | | |
| EQUIPMENT | | | |
| | WEAPON SYSTEM SUPPORT EQUIPMENT | | $0 |
| | APPROPRIATED FUND | | $0 |
| | OVER 5K | | $4,261,678 |
| | UNDER 5K | | $0 |
| | | | ========== |
| | TOTAL | | $4,261,678 |
| EXCESS EQUIPMENT | | PERCENT | |
| | WEAPON SYSTEM SUPPORT EQUIPMENT | 0.00% | $0 |
| | APPROPRIATED FUND | 0.00% | $0 |
| | NON APPROPRIATED FUND | 0.00% | $0 |
| | OTHER | 0.00% | $0 |
| | | | ========== |
| | TOTAL | | $0 |
| REPURCHASE VS MOVE | | | |
| | WEAPON SYSTEM SUPPORT EQUIPMENT | 5.00% | $0 |
| | APPROPRIATED FUND | 5.00% | $0 |
| | NON APPROPRIATED FUND | 5.00% | $0 |
| | OTHER | 5.00% | $0 |
| | | | ========== |
| | TOTAL | | $0 |
| COST TO RELOCATE EQUIPMENT | | | |
| | REMAINING EQUIPMENT VALUE | | $4,261,678 |
| | P,C,H (WESTING HOUSE) | 3.50% | $149,159 |
| | TRANSPORTATION (DST) | 0.50% | $21,308 |
| | REMOVE AND REINSTALL (SM-ALC/MADE) | 1.0% | $42,617 |
| | TOTAL COST TO MOVE | | $213,084 |
| COST TO DISPOSE OF EQUIPMENT (DRMO) | | | |
| | EQUIPMENT VALUE | | $0 |
| | DISPOSAL COST REMOVE AND TRANSPO | 2.00% | $0 |
| TOTAL EQUIPMENT COST | | | |
| | RELOCATE | | $213,084 |
| | DISPOSE | | $0 |
| | BUY | | $0 |
| | (A) TOTAL | | $213,084 |
| INVENTORIES DO33, GO72, G402A | | | |
| | STOCK FUND | | $0 |
| | OTHER | | $0 |
| | | | $0 |
| | | | $0 |
| | | | $0 |

| | | | | |
|---|---|---|---|---|
| TOTAL | | | | $0 |
| AMOUNT TO MOVE | 33.00% | | | $0 |
| COST TO RELOCATE | 2.00% | | | $0 |
| (B) TOTAL | | | | $0 |
| MATERIAL DAMAGE | | | | |
| EQUIPMENT | | | | $4,261,678 |
| | | HANDLING | | |
| (TVA)*TIMES HANDLED*.0001 | | | 8 | $3,409 |
| INVENTORY | | | | $0 |
| | | HANDLING | | |
| ((TVA INVENTORY)*TIMES HANDLED*.000 | | | 4 | $0 |
| (C) TOTAL COST | | | | $3,409 |
| PERSONNEL EQUIPMENT | | | | |
| NUMBER OF PEOPLE | | | | |
| | | CIVILIAN | 32 | |
| | | MILITARY | 0 | |
| | | | 32 | |
| NUMBER OF POUNDS PER PERSON | | | 710 | |
| | | | 22,720 | |
| LBS IN CWT | | | 227 | |
| COST PER CWT | | | $0.33 | |
| OFFICE EQUIPMENT COST | | | $75 | |
| TRANSPORTATION | | | | |
| NUMBER OF TRUCKS | | | 0 | |
| NUMBER OF MILES | | | 488 | |
| TOTAL MILES | | | 0 | |
| COST PER MILE | | | $0 | |
| TOTAL COST | | | $75 | |
| VEHICLE MOVEMENT | | | | |

| | |
|---|---|
| MILITARY LIGHT VEHICLE | 0 |
| AVG NUMBER OF MILES | 488 |
| COST PER MILE | $0.41 |
| | ========== |
| | $0 |

| | |
|---|---|
| MILITARY SPECIAL VEHICLE | 0 |
| AVG NUMBER OF MILES | 488 |
| COST PER MILE | $1.32 |
| | ========== |
| | $0 |

| | |
|---|---|
| TOTAL COST | $0 |

======== ========== ========== ==========

TOTAL TRANSPORTATION COST OC CLEANING TO SA

| | |
|---|---|
| EQUIPMENT RELOCATION | $213,084 |
| EQUIPMENT DISPOSAL | $0 |
| PURCHASE VS MOVE | $0 |
| INVENTORY | $0 |
| MATERIAL DAMAGE | $3,409 |
| EQUIPMENT PERSONNEL | $75 |
| VEHICLE | $0 |
| TOTAL | $216,568 |

INTERIM PRODUCTION SUPPORT (IPS) COSTS SA CLEANING TO OC:

| | | | | | | |
|---|---|---|---|---|---|---|
| (A) | REQUIREMENT - LOSING ORGA | | DPAH | | | HOURS MOVED |
| | FY 95 | 0% | 0 | | | 0 |
| | FY 96 | 25% | 66,556 | | | 16,639 |
| | FY 97 | 50% | 66,556 | | | 33,278 |
| | FY 98 | 25% | 66,556 | | | 16,639 |
| | FY 99 | 0% | 0 | | | 0 |
| | FY 00 | 0% | 0 | | | |
| | | 100.00% | 199,668 | | | 66,556 |
| (B) | WORKDAYS | | | | | 261 |
| (C) | DAYS OF IPS REQUIRED | | | | | 86 |
| (D) | IPS % (C/B) | | | | | 32.95% |
| (E) | IPS HRS REQUIRED | | | | | 21,930 |
| (F) | TOTAL SURGE CAPABILITY | | | | | 25.00% |
| | SURGE CAPABLITY LOSING CENTER 10% | | | | 10.00% | |
| | SURGE CAPABILITY GAINING CENTER 15% | | | | 15.00% | |
| (G) | ORGANIC HOURS/ORGANIC COSTS | | | | | |
| | TOTAL REQUIREMENT | | | | 5,483 | |
| | LOSING ALC(s) | | | | | |
| | SA-ALC | $45.02 | | 10.00% | 548 | $24,683 |
| | GAINING ALC: | | | | | |
| | OC-ALC | $45.64 | | 100.00% | 4,934 | $225,203 |
| | OO-ALC | $0.00 | | 0.00% | 0 | $0 |
| | SA-ALC | $0.00 | | 0.00% | 0 | $0 |
| | SM-ALC | $0.00 | | 0.00% | 0 | $0 |
| | WR-ALC | $0.00 | | 0.00% | 0 | $0 |
| | BASE X | $0.00 | | 0.00% | 0 | $0 |
| | TOTALS | | | 100.00% | | $225,203 |
| | TOTAL ORGANIC COST | | | | | $249,885 |
| (H) | NON ORGANIC % (100%-F) | | | | | 75.00% |
| (I) | NON ORGANIC HOUR (E*H) | | | | | 16,448 |
| (J) | CONTRACT % | | | | | 50.00% |
| (K) | CONTRACT HOURS (I*J) | | | | | 8,224 |
| (L) | CONTRACTOR DIFFERENTIAL | | | | | $0.00 |
| (M) | ADDITIVE CONTRACT COST (K*L) | | | | | $0 |
| (N) | UNSUPPORTABLE WORKLOAD % (DURING TRANSITION) | | | | (100%-F-J) | 25.00% |
| (O) | UNSUPPORTABLE HOURS (I*N) | | | | | 8,224 |
| (P) | UP COST | | | | | |
| | GAINING ALC: | | | | | |
| | OC-ALC | $68.46 | | 100.00% | 8,224 | $563,006 |
| | OO-ALC | $0.00 | | 0.00% | 0 | $0 |
| | SA-ALC | $0.00 | | 0.00% | 0 | $0 |

| | | | | | |
|---|---|---|---|---|---|
| SM-ALC | $0.00 | 0.00% | () | | $0 |
| WR-ALC | $0.00 | 0.00% | () | | $0 |
| Base X | $0.00 | 0.00% | () | | $0 |
| TOTAL | | | | | $563,006 |
| (R) TOTAL IPS COST: (G TOTAL+M+P TOTAL) | | | | | $812,892 |

| EQUIPMENT TRANSFER | SA CLEANING TO OC | | |
|---|---|---|---|
| EQUIPMENT | | | |
| | WEAPON SYSTEM SUPPORT EQUIPMENT | | $0 |
| | APPROPRIATED FUND | | $0 |
| | OVER 5K | | $2,262,349 |
| | UNDER 5K | | $0 |
| | TOTAL | | $2,262,349 |
| EXCESS EQUIPMENT | | PERCENT | |
| | WEAPON SYSTEM SUPPORT EQUIPMENT | 0.00% | $0 |
| | APPROPRIATED FUND | 0.00% | $0 |
| | NON APPROPRIATED FUND | 0.00% | $0 |
| | OTHER | 0.00% | $0 |
| | TOTAL | | $0 |
| REPURCHASE VS MOVE | | | |
| | WEAPON SYSTEM SUPPORT EQUIPMENT | 5.00% | $0 |
| | APPROPRIATED FUND | 5.00% | $0 |
| | NON APPROPRIATED FUND | 5.00% | $0 |
| | OTHER | 5.00% | $0 |
| | TOTAL | | $0 |
| COST TO RELOCATE EQUIPMENT | | | |
| | REMAINING EQUIPMENT VALUE | | $2,262,349 |
| | P,C,H (WESTING HOUSE) | 3.50% | $79,182 |
| | TRANSPORTATION (DST) | 0.50% | $11,312 |
| | REMOVE AND REINSTALL (SM-ALC/MADE) | 1.0% | $22,623 |
| | TOTAL COST TO MOVE | | $113,117 |
| COST TO DISPOSE OF EQUIPMENT (DRMO) | | | |
| | EQUIPMENT VALUE | | $0 |
| | DISPOSAL COST REMOVE AND TRANSPO | 2.00% | $0 |
| TOTAL EQUIPMENT COST | | | |
| | RELOCATE | | $113,117 |
| | DISPOSE | | $0 |
| | BUY | | $0 |
| | (A) TOTAL | | $113,117 |
| INVENTORIES DO33, GO72, G402A | | | |
| | STOCK FUND | | $0 |
| | OTHER | | $0 |
| | | | $0 |
| | | | $0 |
| | | | $0 |

| | | | | |
|---|---|---|---|---|
| | TOTAL | | | $0 |
| | AMOUNT TO MOVE | 33.00% | | $0 |
| | COST TO RELOCATE | 2.00% | | $0 |
| | (B) TOTAL | | | $0 |
| MATERIAL DAMAGE | | | | |
| | EQUIPMENT | | | $2,262,349 |
| | | | HANDLING | |
| | (TVA)*TIMES HANDLED*.0001 | | 8 | $1,810 |
| | INVENTORY | | | $0 |
| | | | HANDLING | |
| | ((TVA INVENTORY)*TIMES HANDLED*.000 | | 4 | $0 |
| | (C) TOTAL COST | | | $1,810 |
| PERSONNEL EQUIPMENT | | | | |
| | NUMBER OF PEOPLE | | | |
| | | CIVILIAN | 41 | |
| | | MILITARY | 0 | |
| | | | 41 | |
| | NUMBER OF POUNDS PER PERSON | | 710 | |
| | | | 29,110 | |
| | LBS IN CWT | | 291 | |
| | COST PER CWT | | $0.33 | |
| | OFFICE EQUIPMENT COST | | $96 | |
| TRANSPORTATION | | | | |
| | NUMBER OF TRUCKS | | 0 | |
| | NUMBER OF MILES | | 488 | |
| | TOTAL MILES | | 0 | |
| | COST PER MILE | | $0 | |
| TOTAL COST | | | $96 | |
| VEHICLE MOVEMENT | | | | |

| | |
|---|---|
| MILITARY LIGHT VEHICLE | 0 |
| AVG NUMBER OF MILES | 488 |
| COST PER MILE | $0.41 |
| | ========== |
| | $0 |

| | |
|---|---|
| MILITARY SPECIAL VEHICLE | 0 |
| AVG NUMBER OF MILES | 488 |
| COST PER MILE | $1.32 |
| | ========== |
| | $0 |

| | |
|---|---|
| TOTAL COST | $0 |

======== ========== ========== ==========

TOTAL TRANSPORTATION COST SA CLEANING TO OC

| | |
|---|---|
| EQUIPMENT RELOCATION | $113,117 |
| EQUIPMENT DISPOSAL | $0 |
| PURCHASE VS MOVE | $0 |
| INVENTORY | $0 |
| MATERIAL DAMAGE | $1,810 |
| EQUIPMENT PERSONNEL | $96 |
| VEHICLE | $0 |
| TOTAL | $115,023 |

# COBRA INPUTS

TWO SCENARIO'S:

1. Move OC parts to SA
2. Move SA parts to OC

| | CENTER | DPSH | AFMC YIELD RATE | |
|---|---|---|---|---|
| 1 | OC | 67980 | ~~1349~~ | 1330.5 |
| 2 | SA | 66556 | ~~1349~~ | 1330.5 |

| | ALC PERSONNEL AUTHORIZED FY98 | | |
|---|---|---|---|
| | CENTER | DIRECT 94 | 98 |
| 1 | OC | 36 | 32 |
| 2 | SA | 46 | 41 |

| | CENTER | RECURRING COSTS | ONE TIME UNIQUE COST |
|---|---|---|---|
| SA → 1 | OC | $46,380,434 | $5,891,316 |
| OC → 2 | SA | $33,019,800 | ~~$5,560,436~~ 3095,607 |

Chg Yield Rate
1330.5

Cindy Ledwig 5-7716
★ Ralph Alvarez 5-7716

# MOVE OC PARTS TO SA

## YEARLY COSTS

### RECURRING COSTS

| | | | | |
|---|---|---|---|---|
| **Maint. of Equipmt*** | 1 CO2 Sys = 2000/yr | $6,000 | | |
| OC EQUIPMT | 5 Parts Washers = 300/ | $1,800 | | |
| | 3 FIC Sys = 3000/yr | $9,000 | | |
| | 1 Permanganate Rej Sys | $3,000 | | SA PAYS |
| **PH&T Costs** | NSN METHOD | $18,151,200 | | |
| OC PARTS TO SA | FED EXPRESS | $33,000,000 | *CHOOSE THIS VALUE FOR OC* | OC PAYS |
| | DLA METHOD | | | |
| | **RECURRING COSTS** | $33,019,800 | | |

### ONE TIME COSTS

| | | | | |
|---|---|---|---|---|
| | 30% of new equipment | | | |
| **Minor Construction*** | SF * 400 | $821,880 | | SA PAYS |
| SA SHOP CONSTRN | | | | |
| **Shop Rearrangment** | SF area * $20/SF | $196,980 | | SA PAYS |
| SA SHOP REARRANGE | | | | |

| **Peculiar Equipment** | Item | Original cost | Yr Acquired | SF | |
|---|---|---|---|---|---|
| OC EQUIP NEEDED | CO2 CLEANING SYS | | | | |
| | cabinet / pelletizer | $269,000 | 91 | 550 | |
| | 32 ton tank | $75,000 | 93 | 637 | |
| | compressor | n/a | n/a | 242 | |
| | AQUEOUS PW's | | | | |
| | Mart Tornado 40 | $30,000 | 92 | 220 | |
| | Mart Tornado 60 | $129,000 | 94 | 660 | |
| | Mart Tornado 60 | $129,000 | 94 | 660 | |
| | Mart Hurricane 60 | $55,000 | 93 | 660 | |
| | Rotojet | $15,000 | 90 | 120 | |
| | FIC systems | $632,544 | 92 | 620 | |
| | FIC systems | $1,548,831 | 93 | 620 | |
| | FIC systems | $1,548,831 | 93 | 620 | |
| | Permanganate Rej Sys | $180,000 | 90 | 1240 | |
| | | $4,612,206 | | 6849 | SA PAYS |
| | Parts Staging Area | | | 3000 | |
| | | TOTAL AREA NEEDED | | 9849 | |

| | | | | |
|---|---|---|---|---|
| **Shop Floor Cleanup** | SF moved * $5/SF | $260,250 | | OC PAYS |
| OC SHOP SPACE = 52050 SF | | | | |
| **Environmental costs to clean OC*** | | $0 | | OC PAYS |
| ASSUME = 0 | | | | |

| | |
|---|---|
| **ONE TIME COSTS** | $5,891,316 |
| **TOTAL COSTS** | $38,911,116 |

| OC | SA |
|---|---|
| $33,260,250 | $4,828,986 |

* NOTE: THESE VALUES ARE ESTIMATES

# MOVE SA PARTS TO OC

## YEARLY COSTS

### RECURRING COSTS

| | | | | |
|---|---|---|---|---|
| **Maint. of Equipmt *** | 3 Waterjet = 10000/yr | $30,000 | | OC PAYS |
| SA EQUIPMT | 3 Parts Washers = 300/ | $1,500 | | |
| **PH&T Costs** | NSN METHOD | $18,151,200 | | SA PAYS |
| SA PARTS TO OC | FED EXPRESS | $33,000,000 | *CHOOSE FOR SUM* | |
| | DLA METHOD | $46,348,934.40 | | |
| | **RECURRING COSTS** | $46,380,434 | | |

### ONE TIME COSTS

| | | | | |
|---|---|---|---|---|
| **Minor Construction*** | 30% of new equipment SF * 400 | $381,840 | | OC PAYS |
| OC SHOP CONSTRN | | | | |
| **Shop Rearrangment** | Total SF area * $20/SF | $163,640 | | OC PAYS |
| OC SHOP REARRANGED | | | | |

**Peculiar Equipment** — SA EQUIP NEEDED

| Item | Original cost | Yr Acquired | SF | |
|---|---|---|---|---|
| WaterJet #1 | $390,000 | 93 | 750 | |
| WaterJet #2 | $1,000,000 | 95 | 750 | |
| WaterJet #3 | $800,000 | 94 | 750 | |
| Mart Hurricane 60 | $55,709 | 93 | 300 | |
| BE PW 300 PZX | $21,818 | 94 | 220 | |
| BE PW 400 PZX | $30,000 | 95 | 220 | |
| MiniStacker | $27,600 | 94 | 192 | |
| | $2,325,127 | | 3182 | OC PAYS |
| Parts Staging Area | | | 5000 | |
| | TOTAL AREA NEEDED | | 8182 | |

| | | | |
|---|---|---|---|
| **Shop Floor Cleanup** | SF moved * $5/SF | $225,000 | SA PAYS |
| SA SHOP SPACE = 45000 SF | | | |
| **Environmental costs to clean SA*** | | $0 | SA PAYS |
| ASSUME SA DISPOSAL COSTS = 0 | | | |

| | |
|---|---|
| **ONE TIME COSTS** | $3,095,607 |
| **TOTAL COSTS** | $49,476,041 |

| OC | SA |
|---|---|
| $2,902,107 | $18,376,200 |

* NOTE: THESE VALUES ARE ESTIMATES

# TRC - FY98 WORKLOAD WITH TRANSPORTATION COSTS/YR

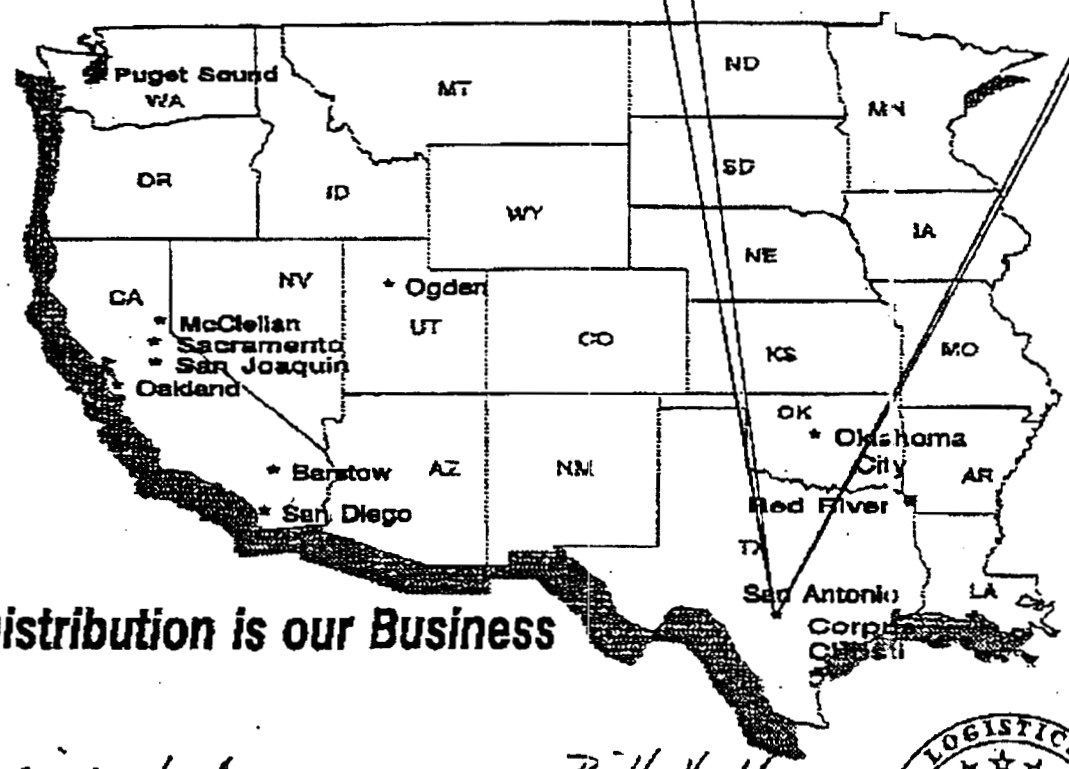
## DLA METHOD

THIS DOES NOT INCLUDE THE MISTER ITEM WORKLOAD

| ENGINE | ITEM | FY94 | FY98 | LINE ITEMS | TOTAL LINE ITEMS | COST TO TRANSPORT (SA to DLA) | COST TO TRANSPORT (OC to DLA) | COST TO TRANSPORT (OC to DLA) | COST TO TRANSPORT (DLA to OC) | TOTAL TRANSACTION COST |
|---|---|---|---|---|---|---|---|---|---|---|
| F100 | ENGINES | 44 | 44 | 802 | 35288 | $1,048,759.36 | $1,048,759.36 | $1,048,759.36 | $1,048,759.36 | $4,195,037.44 |
| | INF MOD | 390 | 390 | 58 | 22620 | $672,266.40 | $672,266.40 | $672,266.40 | $672,266.40 | $2,689,065.60 |
| | CORE MOD | 528 | 528 | 197 | 104016 | $3,091,355.52 | $3,091,355.52 | $3,091,355.52 | $3,091,355.52 | $12,365,422.08 |
| | FDT MOD | 384 | 384 | 49 | 18816 | $559,211.52 | $559,211.52 | $559,211.52 | $559,211.52 | $2,236,846.08 |
| | GB MOD | 373 | 373 | 46 | 17158 | $509,935.76 | $509,935.76 | $509,935.76 | $509,935.76 | $2,039,743.04 |
| | HPT MOD | 272 | 272 | 117 | 31824 | $945,809.28 | $945,809.28 | $945,809.28 | $945,809.28 | $3,783,237.12 |
| | AUG MOD | 42 | 42 | 37 | 1554 | $46,184.88 | $46,184.88 | $46,184.88 | $46,184.88 | $184,739.52 |
| | SAUDI | 42 | 42 | 802 | 33684 | $1,001,088.48 | $1,001,088.48 | $1,001,088.48 | $1,001,088.48 | $4,004,353.92 |
| | SAUDI INF MOD | 54 | 54 | 58 | 3132 | $93,083.04 | $93,083.04 | $93,083.04 | $93,083.04 | $372,332.16 |
| | SAUDI CORE MO | 50 | 50 | 197 | 9850 | $292,742.00 | $292,742.00 | $292,742.00 | $292,742.00 | $1,170,968.00 |
| | SAUDI FDT MOD | 60 | 60 | 49 | 2940 | $87,376.80 | $87,376.80 | $87,376.80 | $87,376.80 | $349,507.20 |
| | SAUDI GB MOD | 53 | 53 | 46 | 2438 | $72,457.36 | $72,457.36 | $72,457.36 | $72,457.36 | $289,829.44 |
| | SAUDI HPT MOD | 50 | 50 | 117 | 5850 | $173,862.00 | $173,862.00 | $173,862.00 | $173,862.00 | $695,448.00 |
| | SAUDI AUG MOD | 48 | 48 | 37 | 1776 | $52,782.72 | $52,782.72 | $52,782.72 | $52,782.72 | $211,130.88 |
| | | | | | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| TF39 | ENGINES | 11 | 11 | 947 | 10417 | $309,593.24 | $309,593.24 | $309,593.24 | $309,593.24 | $1,238,372.96 |
| | | | | | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| T56 | A7 ENG | 27 | 27 | 360 | 9720 | $288,878.40 | $288,878.40 | $288,878.40 | $288,878.40 | $1,155,513.60 |
| | A7 ENG (B) | 2 | 2 | 360 | 720 | $21,398.40 | $21,398.40 | $21,398.40 | $21,398.40 | $85,593.60 |
| | A9 ENG | 0 | 0 | 291 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | A15 ENG | 46 | 46 | 348 | 16008 | $475,757.76 | $475,757.76 | $475,757.76 | $475,757.76 | $1,903,031.04 |
| | A7 GB | 0 | 0 | 134 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | A9 GB | 0 | 0 | 112 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | A15 GB | 130 | 130 | 134 | 17420 | $517,722.40 | $517,722.40 | $517,722.40 | $517,722.40 | $2,070,889.60 |
| | A15 GB (B) | 0 | 0 | 134 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | A7 COMP MOD | 0 | 0 | 74 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | A9D COMP MOD | 0 | 0 | 76 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | A15 COMP MOD | 142 | 142 | 73 | 10366 | $308,077.52 | $308,077.52 | $308,077.52 | $308,077.52 | $1,232,310.08 |
| | A7B TURB MOD | 17 | 17 | 74 | 1258 | $37,387.76 | $37,387.76 | $37,387.76 | $37,387.76 | $149,551.04 |
| | A9D TURB MOD | 0 | 0 | 43 | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | A15 TURB MOD | 14 | 14 | 73 | 1022 | $30,373.84 | $30,373.84 | $30,373.84 | $30,373.84 | $121,495.36 |
| | | | | | | | | $0.00 | $0.00 | $0.00 |
| | T56 NAVY WORKLOAD | | | | | | | $0.00 | $0.00 | $0.00 |
| | T56 - P | | 112 | 146 | 16352 | $485,981.44 | $485,981.44 | $485,981.44 | $485,981.44 | $1,943,925.76 |
| | T56 - G | | 128 | 115 | 14720 | $437,478.40 | $437,478.40 | $437,478.40 | $437,478.40 | $1,749,913.60 |
| | T56-T | | 49 | 19 | 931 | $27,669.32 | $27,669.32 | $27,669.32 | $27,669.32 | $110,677.28 |
| | TOTALS | | | | | $11,587,233.60 | $11,587,233.60 | $11,587,233.60 | $11,587,233.60 | $46,348,934.40 |

# Defense Distribution Region West

**A MESSAGE FROM DDST**
**DEFENSE DISTRIBUTION**
**DEPOT SAN ANTONIO**




**Distribution is our Business**

TO: Cindy Ludwig
ORG: SAALC - LPPEN
DSN# 5- 7716
COMM#
FAX# 5-1980

FROM: Bill Velten
ORG: DDST-XP
DSN# 5-7967
COMM#
FAX# 5-1805

HEADER PAGE PLUS 2 PAGES
SUBJECT: Workload Transfer Cost Estimate
COMMENTS:

Note: Cost is for one each of each type of engine. Do not know what your workload may be in the future, any questions call me

DDRW Form 85-ST Jan 94

FROM: DDST-XP

SUBJECT: Workload Transfer Cost Estimate

TO: SA-ALC/LPPEN
ATTN: Cindy Ledwig
Bldg 360

1. Request for cost analysis for transfer of aircraft engine line items to be shipped to Tinker AFB, OK (FB2039), for cleaning. Methodology utilized is is based on the "Unit Cost" concept of the Defense Logistic Agency (DLA) service charges, as approved by the Department of Defense for all military services and customers. Unit cost is based on Defense Business Operational Funds (DBOF), which is in association with operational expenses of Defense Distribution Depot San Antonio, DDST. Unit cost is $29.72, per line item transaction.

2. Methodology for workload transfer is for all maintenance turn-ins destined for Tinker AFB, OK, not requiring storage. Meaning all turn-ins are to be shipped directly off base once received and packaged by DDST. Storage cost are not taken into account, as per information provided. Reimbursable packaging cost for materials and labor are not included, as per information provided. Information gathered and provided by Mr Ralph Alvarez, indicates that engine line items are to be sent directly to Tinker AFB and once returned to DDST, will be issued straight to the maintenance repair facility. Therefore, not requiring storage cost or above level C packaging for storage. Each line item transaction is not impacted by the number of unit per assembly (UPA), unless it is going to storage or requires above level C packaging, at that point it is considered a reimbursable service.

3. Unit cost for transfer of workload for one each of each type of engine is as follows:

| ENGINES | LINE ITEMS |
|---|---|
| T-56/A-7 | 360 |
| T-56/A-9 | 291 |
| T-56/A-15 | 348 |
| F100 | 716 |
| TF39 | 947 |
| * TOTAL LINE ITEMS | 2,662 |

* Based on line items directly shipped to Tinker AFB, not to storage. Each unit per assembly is a single line item.

UNIT COST COMPUTATION

2,662 line items
X $29.72 unit cost per transaction
---
$79,114.64

UNIT COST FOR MATERIAL RECEIVED FROM MAINTENANCE TO TINKER AFB

| | |
|---|---|
| $79,114.64 | unit cost for receipts from maintenance |
| $79,114.64 | unit cost for issue (off base shipment) |
| $158,229.28 | total unit cost to ship one each of each type of engine |

UNIT COST FOR MATERIAL RECEIVED FROM TINKER AFB TO KELLY MAINTENANCE AREA

| | |
|---|---|
| $79,114.64 | unit cost for material receipted from Tinker AFB |
| $79,114.64 | unit cost for material issued to maintenance area (KAFB) |
| $158,229.28 | total unit cost of one each of each type of engine received from Tinker to Kelly mainterance area. |

TOTAL UNIT COST

* $316,458.56

* IMPORTANT NOTE: This is for unit cost of only one each of each type of engine.

3. For additional information or clarification, contact me at 5-7967.

Bill Velten

BILL VELTEN
Packaging Specialist

# WARNER ROBINS AIR LOGISTICS CENTER (AFMC)

**Technology & Industrial Support Directorate** **Robins Air Force Base, Georgia**

# FAX

Date November 23, 1994

Number of pages including cover sheet: 13

**To:**

Ralph Alvarez
SA-ALC
Engineering & Planning Branch
Engine Production Division

Phone: 210/925-7731 DSN 945-7731
Fax phone: 210/925-1980 DSN 945-1980

**From:**

Lora Hyatt
WR-ALC/TINFF
420 Second Street, Suite 100
Robins AFB, GA 31098-1640

Phone 912/926-9080 DSN 468-9080
Fax phone: 912/926-7017 DSN 468-7017

**REMARKS:** ☐ Urgent ☒ For your information ☐ Reply ASAP ☐ Please comment

Our fax machine wasn't working right the other day when you tried faxing something to me. It should be OK now. Here's the limited amount of data I have.

Do Not Transmit Classified Information Over Unsecured Telecommunications Systems. Official DOD Telecommunications Systems Are Subject To Monitoring And Use Of DOD Telecommunications Systems Constitutes Consent To Monitoring.

Purpose: To document the sources, methods and conclusion of the TRC study to minimize unnecessary duplication within the centers for cleaning.

Source: Reference attached documentation

Method: Reference final report

Conclusion: Reference final report

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

Preparer: _____ Date: 18 Nov 94

Lora L. Hyatt
WR-ALC/TINPE
DSN:468-4446

TRC Focal Point Reviewer: _____ Date: 18 Nov 94

GEORGE FALLDINE
Chief, Plans and Programs Div,
Financial Management

# Scope

## WR-ALC CLEANING TRC INDUSTRIAL PROCESS REVIEW

At the Warner Robins Air Logistics Center, there are two areas in which cleaning is a distinct portion of the repair process. Aircraft components are cleaned in the Wet Clean Shop, Building 180. C-130 Propeller components are cleaned in the Disassembly and Cleaning (D&C) area within Building 140. The cleaning associated with plating, paint/depaint and hand wipe/bench top intermediate cleaning were not considered under the scope of this study. Aircraft wash processes performed by operational tenant units are also not considered under this cleaning TRC.

## AIRCRAFT COMPONENT CLEANING

The Wet Clean shop cleans, depaints and prepaints various aircraft components from the FDM and MISTR workload. Cleaning is a relatively small portion of the work performed in this shop. The cleaning process for aircraft components consists mainly of steam cleaning. During this process, MIL-C-87936 cleaning compound is used to clean and degrease items before and during the repair process. MIL-C-38334 corrosion removing compound may also be used for cleaning and corrosion removal if necessary. A few items are cleaned in dip tanks containing an alkaline cleaner and a deoxidizer.

The equipment utilized for cleaning within this shop is also used during the depainting process. Without the capability to clean components using an environmentally preferable cleaning method such as steam cleaning, the repair shop areas would become more dependent on hand wiping processes using hazardous solvents.

## PROPELLER COMPONENT CLEANING

The components undergoing propeller overhaul are cleaned after disassembly to remove contaminates such as hydraulic fluid. The cleaning area incorporates a disassembly area and an NDI area. The tanks which are currently used for cleaning solutions are projected to be replaced with power washers which can clean the components with safer solutions and less labor required.

The C-130 Propeller Repair Shop is one of the original Technology Repair Centers. WR-ALC repairs Air Force C-130

propeller assemblies, as well as Navy and Coast Guard C-130 propeller assemblies.

# Aircraft Components

WR-ALC Cleaning TRC Industrial Process Review

## AIRCRAFT COMPONENT CLEANING WORKLOAD DATA

| Weapon System | Part Nomenclature | Part Number | Stock Number | Parts per Year | Cleaning Process | Cleaning Time/Part |
|---|---|---|---|---|---|---|
| C-130 | Leading Edge | 370512-1R | 1560-00-622-7937LG | 2 | Steam Clean | 3.00 |
| C-130 | Leading Edge | 338328-38 | 1560-00-712-5432LG | 1 | Steam Clean | 1.50 |
| C-130 | Leading Edge | 370513-11 | 1560-00-713-5100LG | 1 | Steam Clean | 1.50 |
| C-130 | Leading Edge | 389903-21 | 1560-00-768-0083LG | 2 | Steam Clean | 1.50 |
| C-130 | Leading Edge | 388400-36 | 1560-00-909-7269LG | 1 | Steam Clean | 2.00 |
| C-130 | Leading Edge | 388400-35 | 1560-00-909-7273LG | 5 | Steam Clean | 2.00 |
| C-130 | Leading Edge | 388329-25 | 1560-00-941-1394LG | 2 | Steam Clean | 2.00 |
| C-130 | Leading Edge | 382052-1 | 1560-00-716-2869LG | 1 | Steam Clean | 2.00 |
| C-130 | Stab. L/E | 370012-1 | 1560-00-621-7840LG | 2 | Steam Clean | 2.00 |
| C-130 | Vertical Stab | 370011-1 | 1560-00-621-7641LG | 1 | Steam Clean | 2.00 |
| C-130 | Pylon (Box Beam) | 388085-1 | 1560-00-859-4140LG | 17 | Steam Clean | 1.00 |
| C-130 | Aft Cargo Ramp | 3308508-1 | 1560-01-011-9002LG | 2 | Steam Clean | 2.00 |
| C-130 | Aft Cargo Ramp | 372405-11 | 1560-01-011-9002LG | 12 | Steam Clean | 2.00 |
| C-130 | Aft Cargo Door | 372403-3 | 1560-00-740-5691LG | 12 | Steam Clean | 2.00 |
| C-130 | L/H O/B Flap | 370516-7 | 1560-00-571-7667LG | 12 | Steam Clean | 1.50 |
| C-130 | L/H I/B Flap | 375456-5 | 1560-00-818-2083LG | 12 | Steam Clean | 1.50 |
| C-130 | R/H O/B Flap | 370516-8 | 1560-00-571-7668LG | 12 | Steam Clean | 1.50 |
| C-130 | R/H I/B Flap | 375456-6 | 1560-00-818-2072LG | 12 | Steam Clean | 1.50 |
| C-130 | Brush Block | 572865 | 1610-00-962-5524 | 594 | Steam Clean | 0.10 |
| C-141 | Leading Edge | 3W32000-136 | 1560-00-906-5435JH | 6 | Steam Clean | 2.00 |
| C-141 | Leading Edge | 3W32000-135 | 1560-00-918-9171JH | 7 | Steam Clean | 2.00 |
| C-141 | Leading Edge | 3W32002-128 | 1560-00-918-9173JH | 12 | Steam Clean | 2.00 |
| C-141 | Leading Edge | 3W32002-127 | 1560-00-918-9172JH | 6 | Steam Clean | 2.00 |
| C-141 | Leading Edge | 3W32003-129 | 1560-00-918-9175JH | 2 | Steam Clean | 2.00 |
| C-141 | Leading Edge | 3W32003-130 | 1560-00-918-9174JH | 7 | Steam Clean | 2.00 |
| C-141 | Leading Edge | 3W32004-127 | 1560-00-918-9176JH | 1 | Steam Clean | 2.00 |
| C-141 | Leading Edge | 3W32004-128 | 1560-00-918-9177JH | 1 | Steam Clean | 2.00 |
| C-141 | Nozzle, Exhaust | 3P22591-197 | 1560-00-959-2302JH | 71 | Steam Clean | 3.60 |
| C-141 | Nozzle, Exhaust | 3P22591-197 | 1560-00-959-2302JH | 71 | Water Pik | 0.90 |
| C-141 | Duct, Bif R/H | 3P22504-244 | 1560-00-907-1969JH | 78 | Alkaline Clean | 1.35 |
| C-141 | Duct, Bif L/H | 3P22504-243 | 1560-00-907-1968JH | 77 | Alkaline Clean | 1.35 |
| C-141 | Nose Ring | 3P21001-191 | 1560-00-794-1566JH | 200 | Steam Clean | 2.00 |
| C-141 | Toilet | 3E91010-101 | 4510-01-740-1074 | 10 | Steam Clean | 1.50 |
| F-15 | Pylon | 68A731201-1015 | 1560-01-199-5541FX | 46 | Steam Clean | 1.80 |
| F-15 | Pylon | 68A731001-1017 | 1560-01-200-6529FX | 10 | Steam Clean | 1.80 |
| F-15 | Pylon | 68G731201-1025 | 1560-01-155-6908FX | 9 | Steam Clean | 1.80 |
| F-15 | Pylon | 68G731001-1025 | 1560-01-155-6909FX | 15 | Steam Clean | 1.80 |

WR-ALC Cleaning TRC Industrial Process Review

AIRCRAFT COMPONENT CLEANING EQUIPMENT DATA

| Nomenclature | Acquisition Cost | Serial # | Model # |
|---|---|---|---|
| Steam Jenny | $2,000.00 | n/a | n/a |
| Water Pik | $20,000.00 | 2975 | Liqua Blaster 110 |
| Tank, Alkaline | IOE (UNK) | n/a | n/a |
| Tank, Deoxidizer | IOE (UNK) | n/a | n/a |

WR-ALC Cleaning TRC Industrial Process Review

AIRCRAFT COMPONENT CLEANING PERSONNEL DATA

| | |
|---|---|
| Pay Plan | WG |
| Grade | 4, 5 |
| Series | 7008 |
| Authorized | 13 (Also perform depaint/prepaint functions) |
| Additional Required | none |
| Process Supported | Sheetmetal Repair, Metalbond, Welding |
| O&M | n/a |

# C-130 Propeller

## C-130 PROPELLER COMPONENT CLEANING WORKLOAD DATA

| Weapon System | Part Nomenclature | Part Number | Stock Number | Units per Year | Cleaning Process | Cleaning Time/Unit | Subcomponent Parts/Unit |
|---|---|---|---|---|---|---|---|
| C-130 | Low Pitch Stop | 774474-1 | 1610-01-112-3771 | 521 | PD680 | 0.3651 | 41 |
| C-130 | Low Pitch Stop | 774474-2 | 1610-01-143-5331 | included in above | | | |
| C-130 | Low Pitch Stop | 774474-2P1 | 1610-00-628-6032 | included in above | | | |
| C-130 | Pump Housing | 739070-1 | 1610-00-005-8685 | 654 | Astromat | 2.401 | 111 plus 32 |
| C-130 | Pump Housing | 733872-2 | 1610-00-209-7984LC | included in above | | | |
| C-130 | Pump Housing | 733872-6 | 1610-01-220-6052 | included in above | | | |
| C-130 | Valve Housing | 714325-5 | 1610-01-016-2196 | 684 | Astromat | 1.066 | 99 plus 182 |
| C-130 | Valve Housing | 714325-7 | 1610-00-962-3052LC | included in above | | | |
| C-130 | Valve Housing Cover | 546488 | 1610-00-179-6130 | 116 | Astromat | 0.571 | 40 |
| C-130 | Valve Housing Cover | 56070 | 1610-00-805-7593LC | included in above | | | |
| C-130 | Pitchlock Regulator | 767999-1 | 1610-01-102-3010 | 479 | PD680 | 0.365 | 130 |
| C-130 | Pitchlock Regulator | 767999-2 | 1610-00-906-7136LC | included in above | | | |
| C-130 | Pitchlock Regulator | 733895-1 | 1610-00-098-7125 | included in above | | | |
| C-130 | Bearings | 34300 | 3110-00-100-3578 | 1568 | PD680 | 0.4 | |
| C-130 | Blade | A7111E-2 | 1610-00-134-1055 | 1996 | Paint Stripper | 5.058 | |
| C-130 | Blade | A7111D-2 | 1610-00-482-7947 | inc above | &DS-108 | | |
| C-130 | Barrell Assembly | 526385 | 1610-00-628-7716 | 497 | PD680 | 2.52 | |
| C-130 | Dome Shell | 537825 | 1610-00-628-7171 | 453 | PD680 | 2.52 | |
| C-141 | Bearings | LM5225460 | 3110-00-762-2229 | 3120 | PD680 | 1.28 | |
| C-141 | Bearings | 42376 | 3110-00-100-3597 | included in above | | | |
| C-141 | Bearings | LM522549 | 3110-00-159-9391 | included in above | | | |
| F-15 | Fuel Filters | 542694 | 4730-00-796-8883 | 308 | PD680 | 1.28 | |

WR-ALC Cleaning TRC Industrial Process Review

C-130 PROPELLER COMPONENT CLEANING EQUIPMENT DATA

| Nomenclature | Acquisition Cost | Serial # | Model # |
|---|---|---|---|
| PD680 Cleaning Vats (2) | UNKNOWN | n/a | n/a |
| Astromat Cleaning Vats (2) | UNKNOWN | | |
| Hot Water Rinse | UNKNOWN | n/a | n/a |

WR-ALC Cleaning TRC Industrial Process Review

## C-130 PROPELLER COMPONENT CLEANING PERSONNEL DATA

| | |
|---|---|
| Pay Plan | WG |
| Grade | 10 |
| Series | 8810 |
| Authorized | 18 (Also perform other repair functions) |
| Additional Required | none |
| Process Supported | C-130 Propeller Overhaul C-141 PDM, F-15 PDM |
| O&M | n/a |

OO-ALC

# Fax Transmittal Sheet

Dee Mackliet
OO-ALC/LICT, Bldg. 507
5760 Southgate Ave.
Hill AFB, UT 84056-2558
Comm. (801)777-2056
DSN 458-2056
FAX (801)777-2931
FAX DSN 458-2931

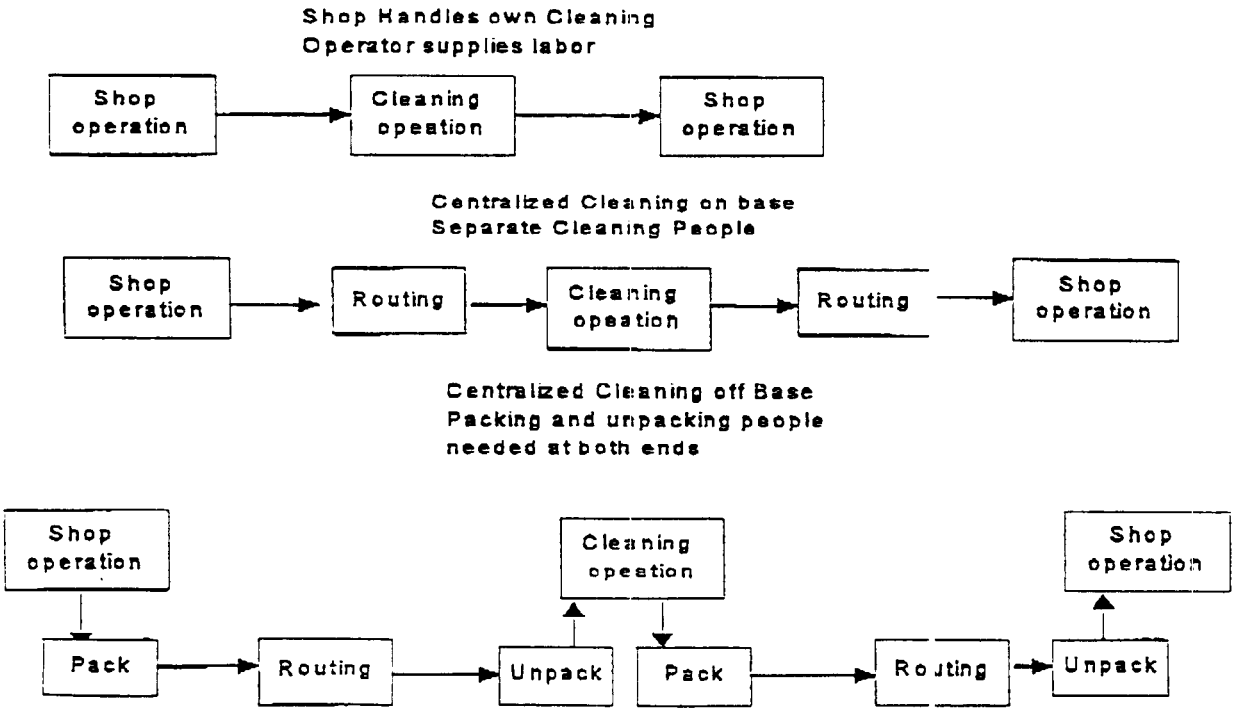
TO: Ralph Alvarez, SA-ALC, LPPEN
Phone: DSN 945-7716
Fax: DSN 945-0274
Comm. (210) 925-0274

## Consolidation of Cleaning vs. Lean Logistics

October 18, 1994

1. One premise for lean logistics is that customer support will be improved by reacting swiftly to the customer's requirements. One section of the reaction process is the production repair cycle. The goal of the production cycle should be to reduce cost, cycle time, and work in process (cycle time and work in process are directly proportional). If cleaning operations are consolidated the result will be greater personnel costs and longer cycle times. Longer cycle times will cause greater work in process. The assumption underlying consolidation is that equipment utilized under 100% could be combined to reduce the amount of equipment needed to accomplish the total cleaning operations at a base or even within AFMC (optimize utilization of cleaning equipment is the goal).

2. First of all consolidation of cleaning will increase personnel costs by requiring movement to remote locations for simple cleaning operations. If consolidation were to a different center then packing and unpacking operations would have to be added. The cost of a medium sized parts washer is approximately $14,000.00 the cost of a small forklift is approximately $20,000.00 plus an operator at approximately $30,000.00 per annum. Currently, low utilization parts washers are manned by the shop personnel in the area as they need a clean part. The mechanic identifies a need walks over and cleans the part. The parts washer utilization may be only 10% but lost time to flow is zero. If cleaning were centralized on base the mechanic would discontinue his work, route the part to the central cleaning station and wait at best probably three days to get the part back. The flow time to route it to another center would be measured in weeks.



3. The above process flow charts demonstrate the increased complexity of the process if consolidation is done. This increase in complexity will lead to delays in processing and increased flow days, leading to an increase in work in process. The buffers needed to support the field will have to be increased to support the longer lead times to repair, which leads directly to an increase in finished goods inventory. Also note that any effort to decrease flowtimes will require more than just the management of the local area to focus on the process because of the expanded organizations involved.

4. The cost to move landing gear between ALC's has been estimated by the plating IPT to be $5.95 Million. This same cost would be incurred at each clean operation within landing gear and like cost would be incurred for other workloads. The issue of cleanliness in transport also arises. Can an item cleaned remotely stay clean in transport without special handling?

5. The obvious conclusion is that cleaning should not be consolidated. Continued in depth study of the issue is not smart and a waste of the ALC's valuable time.

| OFFICE SYMBOL | PROCESS NAME | CHEMICAL/MEDIA USED | METHOD | TEMP. IF APPLICABLE | AVERAGE TIME TO PROCESS | COULD PROCESS BE DONE IN ANOTHER BUILDING? IF NO, WHY NOT? |
|---|---|---|---|---|---|---|
| LILP/507 | Aqueous Power Washer 120" | Daraclean 282 | Pressurized Spray Booth | 180 | 10 min. | No, would add a minimum of 3 flowdays to the process |
| LILP/507 | Aqueous Power Washer 60" | Daraclean 282 | Pressurized Spray Booth | 180 | 10 min. | No, would add a minimum of 3 flowdays to the process |
| LILP/507 | Aqueous Power Washer 84" | Daraclean 235 | Pressurized Spray Booth | 180 | 10 min. | No, would add a minimum of 3 flowdays to the process |
| LILP/507 | Aqueous Power Washer 40" | Daraclean 235 | Pressurized Spray Booth | 180 | 10 min. | No, would add a minimum of 3 flowdays to the process |
| LILP/507 | Aqueous immersion Cleansing tank 400 gal. | Daraclean 282 | Immersion Tank | 180 | 10 min. | No, process is used to clean heat treat processing equipment |
| LILP/ 505 | Aqueous immersion Cleaning tank 2000 gal. | Daraclean 235 | Immersion Tank | 180 | 10 min. | No, process is used to support plating and there are time constraints between the clean and plate ops. |
| LILP/505 | Aqueous Power Washer 84" | Daraclean 235 | Pressurized Spray Booth | 180 | 10 min. | No, would add a minimum of 3 flowdays to the process |
| LILP/511 | Spray Cleaning | Daraclean 235 | Enclosure | 180 | 10 min | No, Would add a minimum of 3 flowdays |
| LILP/507 | Aqueous Spray Cleaning | Daraclean 235 | Glove Box Cabinet 6 locations | 180 | 10 min. | No, Would add a minimum of 3 addition flowdays |
| LILP/505 | Blast Clean | Garnet Blast | Stand up Blast Booth and Glove Box Blast Cabinets | NA | Variable Depending on shape and size of part | No, There is 60 min. time window between the blast and plate operations |
| LART/238 | Plastic Bead Blast Cleaning | Plastic Bead Blast | Two stand up Bead Blast Booths and Glove Box Blast Cabinet | N/A | Variable Depending on shape and size of part | No, would add a minimum of 3 additional flowdays |
| LART/238 | Two high pressure steam booths, 16'x35' and 10' x 15' | 125 psi steam pressure | Two high pressure steam booths, one for engines and one for small parts | 220 | Variable depending on size and shape of part | No, would add a minimum of 3 additional flowdays |
| LART/238 | Four 84" Aqueous Power Washers | PENAIR HD-1 | Pressurized Spray Booths | 180 | 15 min. | No, would add a minimum of 3 flowdays to process |
| LART/238 | One 36" Aqueous Power Washer | Stoddard Solvent | Pressurized Spray Booth | 180 | 30 min. | No, would add a minimum of 3 flow days to process |

| OFFICE SYMBOL | PROCESS NAME | CHEMICAL/MEDIA USED | METHOD | TEMP. IF APPLICABLE | AVERAGE TIME TO PROCESS | COULD PROCESS BE DONE IN ANOTHER BUILDING? IF NO, WHY NOT? |
|---|---|---|---|---|---|---|
| LART/238 | Aqueous immersion cleaning tank 2000 gallons | Alkakino Cleaner | Immersion Tank | 160-180 | 30 min. | No, process is used to support Phosphoric Acid Anodize process, no time between clean and anodize ops. |
| LART/238 | Deionized Water immersion tank 2000 gallons | Deionized Water | Immersion Tank | 180 | 30 min. | No, process is used to support Phosphoric Acid Anodize Process , no time between clean and anodize ops. |
| LART/268 | NZE 24231I | Perchlorethyene | Tubing and Cable cleaner, Near Zero Emmisions Vessel | 80 | 20 min. | No, Vessel is designed to emmit near zero ozone depleting chemicals |
| LART/100C | One 36" Aqueous power washer | Aqueous Cleaning Agent Detergent 8 | Pressurized Spray Booth | 180 | 15 min. | No,would add a minimum of 3 flow days to process |
| LART/5N | Dip Tank 10 Gallon | Isopropyl Alcohol | Immersion Tank | 70 | 10 min. | No, would add a minimum of 3 flowdays to process |
| LART/5D | Dip Tank 10 Gallon | Isopropyl Alcohol | Immersion Tank | 70 | 10 min. | No, would add a minimum of 3 flow days to process |
| LART/100C | Dip Tank 10 Gallon | Isopropyl Alcohol | Immersion Tank | 70 | 10 min. | No, would add a minimum of 3 flow days to process |
| LART/5D | Dishwasher | Deionized Water | Pressure Washer | 140 | 20 min. | No, would add a minimum of 3 flow days to process |
| LART/214 | Dip Tank 10 Gallon | Isopropyl Alcohol | Immersion Tank | 70 | 10 min. | No, would add a minimum of 3 flow days to process |
| LITBA Bldg. 214 | CHEMICAL CLEAN | ALCOHOL | | N/A | 40 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITBA Bldg. 214 | CHEMICAL CLEAN | FREON | IMMERSION | N/A | 40 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITBA Bldg. 214 | CHEMICAL CLEAN | STODDARD SOLVENT PD-680 | TANK | N/A | 3-7 DAYS | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITBA Bldg. 214 | CHEMICAL CLEAN | STODDARD SOLVENT PD-680 | ULTRASONIC | N/A | 3-7 DAYS | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITBA Bldg. 214 | CHEMICAL CLEAN | STODDARD SOLVENT PD-680 | IMMERSION | N/A | 3-7 DAYS | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITBA Bldg. 214 | CHEMICAL CLEAN | STODDARD SOLVENT PD-680 | TANK | N/A | 5 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITBA Bldg. 751 | CHEMICAL CLEAN | ISOPROPYL ALCOHOL | AGITATION | N/A | 5 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITBA Bldg. 751 | CHEMICAL CLEAN | FREON | TANK | NA | 5 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |

# OO-ALC CLEA , PROCESSES

| OFFICE SYMBOL | PROCESS NAME | CHEMICAL/MEDIA USED | METHOD | TEMP. IF APPLICABLE | AVERAGE TIME TO PROCESS | COULD PROCESS BE DONE IN ANOTHER BUILDING? IF NO, WHY NOT? |
|---|---|---|---|---|---|---|
| LITBA Bldg. 751 | CHEMICAL CLEAN | TRICHLOROETHANE | AGITATION | N/A | 5 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITBB Bldg. 5 | CHEMICAL CLEAN | FREON | TANK | N/A | 5 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITBB Bldg. 5 | CHEMICAL CLEAN | ALCOHOL | AGITATION | N/A | 5 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITBB Bldg. 5 | CHEMICAL CLEAN | DICHLOROMETHANE | TANK | N/A | 5 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITCN Bldg. 2005 | BLAST CLEAN | PLASTIC MEDIA | GLOVE BOX BLAST CABINET | N/A | 10 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITCN Bldg. 2005 | BLAST CLEAN | GLASS MEDIA | GLOVE BOX BLAST CABINET | N/A | 10 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITCH Bldg. 2013 | AQUEOUS 40" POWER WASHER | DARACLEAN 232 | PRESSURIZED SPRAY BOOTH | 180 | 10 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITCN Bldg. 2013 | CHEMICAL CLEAN | ISOPROPYL ALCOHOL | ULTRASONIC IMMERSION TANK | N/A | 20 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITCN Bldg. 2013 | STEAM CLEAN | STEAM | SPRAY STEAM | 220 | 20 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITCN Bldg. 2013 | CHEMICAL CLEAN | NITRIC ACID | ULTRASONIC IMMERSION TANK | N/A | 20 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITCN Bldg. 2013 | RINSE | DI-IONIZED WATER | SPRAY WATER | N/A | 10 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITCN Bldg. 2013 | RINSE | DE-IONIZED WATER | DIP TANK | N/A | 10 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITCN Bldg. 2013 | CHEMICAL CLEAN | ISOPROPYL ALCOHOL | ULTRASONIC IMMERSION TANK | N/A | 10 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITCH Bldg. 1915 | AQUEOUS POWER WASHER " 84 | DARACLEAN 232 | PRESSURIZED SPRAY BOOTH | 180 | 15 MIN. | NO, WOULD ADD A MINIMUM OF 10 FLOWDAYS TO THE PROCESS |
| LITCH Bldg. 1915 | SPRAY CLEANING BOOTH | DRY CLEANING SOLVENT | ENCLOSURE | N/A | 10 TO 15 MIN. | NO, WOULD ADD A MINIMUM OF 10 FLOWDAYS TO THE PROCESS |
| LITCH Bldg. 1915 | BLAST CLEANING | PLASTIC BLAST MEDIA | BLAST BOOTH AND GLOVE BOX BLAST CABINETS | N/A | VARIABLE | NO, WOULD ADD A MINIMUM OF 20 FLOWDAYS TO THE PROCESS |
| LITCH Bldg. 1913 | MART POWER WASHER | DARACLEAN 232 | PRESSURIZED SPRAY BOOTH | 180 | 10 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITCH Bldg. 1917 | MART POWER WASHER | DARACLEAN 232 | PRESSURIZED SPRAY BOOTH | 180 | 10 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |

| OFFICE SYMBOL | PROCESS NAME | CHEMICAL/MEDIA USED | METHOD | TEMP. IF APPLICABLE | AVERAGE TIME TO PROCESS | COULD PROCESS BE DONE IN ANOTHER BUILDING? IF NO, WHY NOT? |
|---|---|---|---|---|---|---|
| LITCH Bldg. 1913 | RUST IMMERSION CLEANING TANK | RUST STRIPPER | IMMERSION TANK | 180 | 20 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITCH Bldg. 1913 | RINSE IMMERSION CLEANING TANK | WATER | IMMERSION TANK | 180 | 10 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITCH Bldg. 1913 | BLAST CLEAN | PLASTIC | WALK-IN BLAST BOOTH HOOD WITH AIR SUPPLY | N/A | VARIABLE | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITCH Bldg. 1917 | BLAST CLEAN | PLASTIC | STAND UP BLAST BOOTH AND GLOVE BOX BLAST CABINETS | N/A | VARIABLE DEPENDING ON SHAPE AND SIZE OF PART | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LITD2 Bldg. 509 | AQUEOUS JET WASHER | BIB BLUE | PRESSURIZED SPRAY BOOTH | 180 | 15 MIN. | NO, WOULD ADD A MINIMUM OF 3 FLOWDAYS TO THE PROCESS |
| LMSMAC | Aqueous Washer 48" | PD 680 Stodard Solvent | Pressurized Spray Booth | 180 | 10 min. | No, would add a minimum of 3 flowdays to the process |
| LMSMAC | Aqueous Immersion Cleaning Tank/60 Gal | 1.1.1. Trichlorethane | Immersion Tank | 180 | 10 min. | No, would add a minimum of 3 flowdays to the process |
| LMSMT | Hotsy Tub | Simple Green Degreaser | Pressure Spray Tub | 85 | 30 min. | No, would add a minimum of 3 flowdays to the process |
| LMSMT | Hotsy Tub | Simple Green Degreaser | Pressure Spray Tub | 85 | 30 min. | No, would add a minimum of 3 flowdays to the process |
| LMSMT | Aqueous Power Washer | P.D.680 Type II | Immersion Tank | N/A | 10 min. | No, would add a minimum of 3 flowdays to the process |
| LMSMT | Aqueous Power Washer | P.D.680 Type II | Immersion Tank | N/A | 10 min. | No, would add a minimum of 3 flowdays to the process |
| LMSMT | Aqueous Power Washer | P.D.680 Type II | Immersion Tank | N/A | 10 min. | No, would add a minimum of 3 flowdays to the process |
| LMSMT | Aqueous Power Washer | P.D.680 Type II | Immersion Tank | N/A | 10 min. | No, would add a minimum of 3 flowdays to the process |
| LMSMT | Sonic Cleaner | Freon Solvent* | Immersion Tank | 120 | 110 min. | No, would add a minimum of 3 flowdays to the process |
| LMSMT | Blast Booth | Polybead Blast, Garnet Blast | Drive Through Booth | N/A | Variable Depending on shape and size of part | No, there is no minimum of time between the blast and paint operations |

| OFFICE SYMBOL | PROCESS NAME | CHEMICAL/MEDIA USED | METHOD | TEMP. IF APPLICABLE | AVERAGE TIME TO PROCESS | COULD PROCESS BE DONE IN ANOTHER BUILDING? IF NO, WHY NOT? |
|---|---|---|---|---|---|---|
| LMSMT | Blast Clean | Polybead Blast | Stand up Blast Booth and Glove Box Blast Cabinet | N/A | Variable Depending on shape and size of part | No, there is no minimum of time between the blast and paint operations |
| LAOS/220 | A/C Cleaning prior to strip | B&B 1879G | Spray on, Hand scrub | Ambient | 2 hrs | Yes, requires industrial drain and would add flowtime |
| LAOS/220 | A/C Cleaning after strip | B&B 1879G | Spray on, Hand scrub | Ambient | 2 hrs | No, must be near strip booths in 220 |
| LAOA/LAOB/LAOC/LAOF/LAOT/225/1/233 | A/C & Parts spot cleaning | 1,1,1, Trichloroethane | Hand Clean | Ambient | 5-15 min. | No, must be done during A/C maintenance in dock |
| LAOS/220/270 | A/C & Parts Cleaning prior to paint | B&B 1879G | Spray on, Hand scrub | Ambient | 1.5 hrs | No, must be done in sequence during prep for paint in dock where painting will occur |
| LAOS/220/270 | A/C & Parts Cleaning prior to paint | Water | 3000 psi spray | 180 | 2 hrs | No, must be done in sequence during prep for paint in dock where painting will occur |
| LAOS/220/270 | A/C & Parts Cleaning prior to paint | MEK | Hand wipe | Ambient | 1 hr | No, must be done in sequence during prep for paint in dock where painting will occur |
| LAOS/220 | Parts depotting | polysulfate | Dip Tank | Ambient | 8 hrs | No, requires environmental controls and would add flowtime |
| LAOS/220 | Parts Cleaning | water/B&B 1879G | Spray on, Hand scrub, 3000 psi water blast | Ambient | 15 min. | No, unique facility requirements and would add flowtime |
| LAOS/220 | Sealant Removal | water | 15,000 psi spray | Ambient | 30 min. | No, unique facility requirements |
| LAOS/220 | Paint Equipment Cleaning | MEK, Poly thinner | Hand clean, Auto gun cleaner | Ambient | 15 min. | No, must be cleaned where painting takes place |

Technical Repair Center: Foundry Process Consolidation Study Combined Report

A

# FOUNDRY PROCESS

# CONSOLIDATION STUDY

# COMBINED REPORT

8 DEC 94

BY: DONALD RIVERS - TEAM LEAD
SA-ALC/TIME DSN 945-4661

# FOUNDRY PROCESS
# COORDINATION SHEET

**TEAM LEAD**

DONALD RIVERS, SA-ALC/TIME, DSN 945-4661 DATE

**MEMBERS**

GREG HUGHES, OC-ALC/LIPE, DSN 336-7246 DATE

MIKE HARBERTSON, OO-ALC, DSN 458-2195 DATE

KIRSTEN ULOWETZ, SM-ALC/TIME, DSN 633-2704 DATE

LARRY DAMRON, WR-ALC/TIMP, DSN 468-5141 DATE

**SA-ALC POINT OF CONTACT**

RICHARD BARBOSA, SA-ALC/FMPF,DSN 945-4211 DATE

**SENIOR PLANNER**

JOHN STALLINGS, SA-ALC/FMP,DSN 945-4211 DATE

## A. EXECUTIVE SUMMARY:

### SCOPE

This study is to determine the potential for consolidation of all foundry workload within the command. Foundry consists of Sand and Investment Casting Processes. Sand castings include aluminum, drop hammer dies, form dies and plating anodes which are provided by all of the ALC's. Investment castings consist of aluminum, ferrous alloys, stainless steel and other exotic alloys which are all provided by OO-ALC. All centers provide drop hammer, form dies and plating anodes as required for their particular workload. SA-ALC provides a variety of high grade aircraft quality aluminum castings and SM-ALC is currently prototyping a large x-ray quality marine gear box housing. OO-ALC provides high quality Investment castings for a variety of customer requirements. Sand casting at both OC-ALC and WR-ALC is miniscule in magnitude.

**FOUNDRY WORKLOAD DISTRIBUTION**

| DEPOT | FY95 DPSH SAND CAST | FY95 DPSH INVEST CAST | SAND % | INVEST % |
|---|---|---|---|---|
| OC-ALC | 251 | | 1.0 | |
| OO-ALC | 2818 | | 11.3 | |
| OO-ALC | | 5636 | | 100 |
| SA-ALC | 14442 | | 58.0 | |
| SM-ALC | 7045 | | 28.3 | |
| WR-ALC | 335 | | 1.4 | |
| | | TOTAL | 100% | 100% |

Sand casting is performed primarily at Hill, McClellan and Kelly foundries as can be seen from the above table. Investment casting is provided by the foundry at Hill AFB.

**METHODOLOGY/PROCESS:** Methodology and Processes used for this study are per AFMC guidance and are detailed further throughtout this report.

**MODEL APPROACH:** The COBRA Model was used to obtain Personnel, moving and equipment relocation cost data.

**OPTIONS: (SCENARIOS):** Foundry capability exists in some form at all of the ALCs. However, there are three centers which have been identified as sites for consolidation: OO-ALC, SA-ALC and SM-ALC. This selection is based upon OO-ALC's Excellent Investment Casting Foundry, SA-ALC's Excellent Sand Casting Foundry and SM-ALC's developing Sand Casting Foundry.

1. **Foundry Consolidation at OO-ALC:** Foundry consolidation is possible at OO-ALC using the existing Investment Casting capability and thru modification of an available existing facility to accomodate Sand Casting. The present Investment Casting capability is more than adequate to support the Command's maximum requirement of 5712 DPSH FY96 of annual workload on a single shift basis having capacity to support workload of 48,552 DPSH FY96 on a two shift basis.. However, the existing Sand Casting capability is inadequate to support the Command's 24,891 DPSH annual workload requirement. A modification project of an existing facility costing $108,972 will be required to accomodate sand casting workload since the present Sand Foundry is inadequate. Total relocation costs to consolidate all Foundry workload to OO-ALC is $877,000. It would require in excess of 100 years to amortize the cost of consolidation.

2. **Foundry Consolidation at SA-ALC:** Foundry consolidation is possible at SA-ALC using the existing Sand Casting capability and thru modification of an available existing facility to accommodate Investment Casting. The Sand Casting Foundry can perform the annual workload requirement of 24,891 DPSH on a single shift having annual capacity to provide 77,112 DPSH on a two shift basis. However, modification of an existing facility costing $868,893 is required to provide capability for Investment Casting which does not now exist. Total relocation cost for workload consolidation at SA-ALC is $1,752,000. Amortization is in excess of 100 years for this consolidation.

3. **Foundry Consolidation at SM-ALC:** Foundry consolidation is possible at SM-ALC using the existing Sand Casting capability and thru modification of an available existing facility to accommodate Investment Casting. The Sand Casting Foundry can perform the annual workload requirement of 24,891 DPSH on a two shift basis having annual capacity to provide up to 48,552 DPSH on a two shift basis. However, modification of an existing facility costing $925,838 is required to provide Investment Casting capability which does not now exist. A 60,000 SF Sand Casting Foundry costing $40 million is currently under construction/modification as a joint Air Force, Commercial and Environmental Protection Agency project. The CERP (Casting Emission Reduction Program) will provide automotive castings for Emission Testing purposes using existing SM-ALC foundry personnel on a part time basis. Consolidation costs to relocate workload to SM-ALC is $2,208,000 requiring in excess of 100 years to amortize.

4. **Sand Foundry Consolidation at SA-ALC or SM-ALC and Investment Foundry Consolidation at OO-ALC:** No facilitiy modification costs would be required if Sand

Casting were consolidated at one site and Investment Casting were consolidated at a second site. Both SA-ALC and SM-ALC have capacity to provide total Command Sand Casting requirements on a single shift basis without any facility modifications. Also, OO-ALC can provide total Command Investment Casting requirements on a single shift basis without any facility modification. Sand foundry consolidation costs (personnel and other costs) are $571,000 for SA-ALC and $975,000 for SM-ALC. Either consolidation site would require in excess of 100 years to amortize.

B. INTRODUCTION:

TASK: Foundry Process Study team was tasked to provide Options for Consolidation of Foundry workload which make sense to the Command.

ASSUMPTIONS:

1. That all support activities will exist/remain at gaining consolidation site.

2. That SA-ALC and SM-ALC have complete Sand Casting capabilities and that OO-ALC has the only complete Investment Casting capability.

3. That unique equipment would be evaluated for relocation to a process consolidation site.

WORKLOAD DESCRIPTION: Foundry workload is divided into Sand Casting and Investment Casting based upon presently existing organic foundry capabilities at various centers. Hill AFB has an Investment Foundry which has been very successful in providing a variety of small to medium sized investment castings. Hill AFB also has a small Sand Foundry which provides drop hammer dies and plating anodes. Kelly AFB has the largest Sand Foundry which provides high grade aluminum sand castings, plastic drop hammer dies and plating anodes. Kelly provided in excess of 18,000 T-38 Flight Control Castings, a variety of castings for Navy requirements and is currently supplying several castings in production of 800 F16 Crew entry ladders, The foundry is currently running 12 hours per day and 7 days per week to expedite ladder manufacturing at the customers request. McClellan AFB has a Sand Foundry which historically has provided drop hammer dies, plating anodes and other castings. Currently prototyping of some large x-ray quality Marine Gearbox Housing Castings is underway. Small foundries at Robbins AFB and Tinker AFB produce limited quantities of plating anodes, drop hammer dies, form dies and other castings. Workload has declined at all ALC foundries in recent years to the extent that there is excess foundry capacity at all three sites under consideration. The magnitude of excess capacity is such that either Kelly or McClellan Sand Foundries or Hill 's Investment Foundry can provide the combined casting requirements using only a single shift.

## C. ANALYSIS:

**METHODOLOGY/PROCESS USED:** The Foundry Process Consolidation team used TDY site Visits to the Primary Consolidation Sites as required for evaluation of Options. All attempts were made to use the same data base for data input/usage and per AFMC guidance and direction. Microsoft Software was used for the evaluation process. The Cobra Model was used to obtain Personnel and Equipment relocation costs for this study.

**DATA COLLECTED/CALCULATED/DERIVATIVES:** Full data collection was employed by the three major ALC's foundry members as per the guidance. Since Tinker AFB and Robbins AFB workload was miniscule ( .33 PEs combined), only their annual Workload hours was provided for the study. Workload and Capacity data was factored by the combined annual yield to obtain annual requirements based upon the FY95 BES PLA workload. The PLA data was decoded to foundry work by specific PCNs since the RCC's typically performed other than foundry work. The ratio of foundry to other work within an RCC was utilized to prorate various costs: utility costs and operating costs, etc. Flowtime tables were established based upon typical workload and knowledge of the foundry processes. Facility modifications costs for Sand Casting were estimated based upon the original cost to modify the SA-ALC foundry. Facility costs for Investment Casting are based upon actual contract costs to modify facilities for the Hill AFB Investment Foundry. The COBRA Model was used to obtain Personnel, moving and equipment relocation costs based upon the FY98 BES PLA and a combined command yield factor of 1340 DPSH per PE. The individual ALC reports were certified based on a combined annual yield of 1139 as directed. The combined yield factor was changed to 1340 after the reports were certified. The data for this report has been adjusted accordingly.

# FOUNDRY PROCESS COBRA MODEL SUMMARY

REALIGNS FOUNDRY WORKLOAD TO ONE OF THREE ALCs

| | ONE-TIME COST | ROI YEAR |
|---|---|---|
| **ONE SITE CONSOLIDATION** | | |
| SCENARIO #1 | | |
| MOVES WORKLOAD TO SA-ALC | $1,752,000 | 100+ |
| SCENARIO #2 | | |
| MOVES WORKLOAD TO SM-ALC | $2,208,000 | 100+ |
| SCENARIO #3 | | |
| MOVES WORKLOAD TO OO-ALC | $ 877,000 | 100+ |
| **TWO SITE CONSOLIDATION** | | |
| SAND CASTING | | |
| MOVES TO SA-ALC | $ 571,000 | 100+ |
| MOVES TO SM-ALC | $ 975,000 | 100+ |
| INVESTMENT CASTING | | |
| REMAINS AT OO-ALC | $ 0 | |

**MODELING STRATEGY:** The COBRA Model was used for evaluation of the various options/scenarios previously identified.

1. **SOFTWARE SPREADSHEET:** Spreadsheet data using Microsoft software.

2. **PROCESS FLOW DIAGRAM:** Individual Process Flow diagrams are an attachment to each ALC Foundry Study.

3. **PERT CHARTS:** Pert Charts have not been used for this analysis.

OPTIONS:

1. PROS:

- **Single Site Consolidation**

  - Minimum PEs for Overhead Staffing

- **Two Sites Consolidation**

  - Eliminate Facility Modification Costs Entirely

  - Reduce Relocation costs compared to Single Site

  - Reduce PEs for Overhead Staffing

  - Reduce Risk of Single Site Wartime Sabotage

2. CONS:

- **Single Site Consolidation**

  - Increased Risk of Single Site Wartime Sabotage

- **Two Sites Consolidation**

  - Increased PEs for Overhead Staffing

3. COST/FLOWTIME/PERSONNEL IMPACTS:

- **COST IMPACTS:** No Option provides an acceptable return on investment. Two consolidation sites is more cost effective than a single site consolidation.

- **FLOWTIME IMPACTS:** Flowtime is increased by 2 to 4 weeks as the result of consolidation.

- **PERSONNEL IMPACTS:** Personnel requirements are reduced due to consolidation. Loss of the SM-ALC foundry could result in loss of foundry personnel required to support the CERP Foundry project presently under construction/modification at McClellan AFB. Reference issues and concerns.

1. DATA: See individual ALC Team Reports.

2. **VERIFICATION SHEETS:** See Attached Verification/Certification Sheets for each Center.

3. **TEAM MEMBERS:** See Foundry Process Coordination Sheet.

DATA COLLECTION: SPREADSHEET: See Attached Foundry Consolidation Study Spreadsheet.

ISSUES/CONCERNS:

1. That primary options to consider might require MCPs.

2. Sand and Investment Foundry at SA-ALC might require an MCP to provide facility, floor space, and special provisions to relocate the OO-ALC Investment Casting capability to SA-ALC.

3. Sand and Investment Foundry at SM-ALC might require an MCP to provide facility, floorspace, and special provisions to relocate the OO-ALC Investment Casting capability to SM-ALC.

4. Sand and Investment Foundry at OO-ALC might require an MCP to provide facility, floorspace, and special provisions to relocate required equipment from SA-ALC to develop Sand Casting capability at OO-ALC.

5. That in event the McClellan AFB Foundry were closed due to consolodation, their existing foundry personnel would still be required to operate the new $40 Million CERP (Casting Emission Reduction Program) Foundry under development at McClellan AFB. Part of the agreement for this project is that SM-ALC Foundry Personnel will provide the total Foundry workload support. See the SM-ALC study for additional information regarding the CERP .

# FOUNDRY CONSOLIDATION STUDY

| CRITERIA | SA-ALC SAND | SM-ALC SAND | OO-ALC SAND | OO-ALC INVEST | WR-ALC SAND | OC-ALC SAND | TOTAL SAND | TOTAL INVEST |
|---|---|---|---|---|---|---|---|---|
| **WORKLOAD:** | | | | | | | | |
| FY95 DPSH | 14442 | 7045 | 2818 | 5636 | 335 | 251 | 24891 | 5636 |
| FY96 DPSH | 14637 | 7140 | 2856 | 5712 | 340 | 254 | 25227 | 5712 |
| FY97 DPSH | 14432 | 7040 | 2816 | 5632 | 335 | 250 | 24873 | 5632 |
| FY98 DPSH | 13735 | 6700 | 2680 | 5360 | 319 | 239 | 23672 | 5360 |
| **CAPACITY:** | | | | | | | | |
| FY95 DPSH | 76086 | 47906 | 14090 | 47906 | N/A | N/A | 160626 | 47906 |
| FY96 DPSH | 77112 | 48552 | 14280 | 48552 | N/A | N/A | 162792 | 48552 |
| FY97 DPSH | 76032 | 47872 | 14080 | 47872 | N/A | N/A | 160512 | 47872 |
| FY98 DPSH | 72360 | 45560 | 13400 | 45560 | N/A | N/A | 152760 | 45560 |
| **EXCESS CAPACITY:** | 206% | 93% | N/A | 750% | | | | |
| **UTILIZATION (2 SHIFTS):** | 18.9% | 13% | 16% | 11% | | | | |
| **FLOW TIME (WEEKS):** | | | | | | | | |
| PATTERN MANUFACTURING | 1 - 15 | 2 - 4 | 1 - 15 | N/A | | | | |
| INJECTION MOLD MANUFACTURE | N/A | N/A | N/A | 1 - 3 | | | | |
| ALUMINUM CASTING | 1 - 2 | 1 - 2 | 1 - 2 | N/A | | | | |
| DROP HAMMER DIES (PLASTIC) | 2 - 3 | N/A | N/A | N/A | | | | |
| DROP HAMMER DIES (KIRKSITE) | 6 - 9 | 3 - 7 | 3 - 7 | N/A | | | | |
| INVESTMENT CASTING | N/A | N/A | N/A | 1.1 - 4.5 | | | | |

| CRITERIA | SA-ALC SAND | SM-ALC SAND | OO-ALC SAND | OO-ALC INVEST | WR-ALC SAND | OC-ALC SAND | TOTAL SAND | TOTAL INVEST |
|---|---|---|---|---|---|---|---|---|
| **CONSOLIDATION IMPACT (WEEKS):** | | | | | | | | |
| PRODUCTION TIME INCREASE | 1 - 2 | 1 - 2 | 1 - 2 | 1 - 2 | | | | |
| TRANSPORTATION TIME INCREASE | 1 - 2 | 1 - 2 | 1 - 2 | 1 - 2 | | | | |
| **OPERATING COSTS:** | | | | | | | | |
| TRANSPORTATION | $43054 | $53019 | $19410 | $19409 | | | $115483 | $19409 |
| UTILITIES | $31484 | $6880 | $7038 | $56609 | | | $45402 | $56609 |
| HAZARDOUS WASTE FY94 | $274 | NOT AVAIL | N/A | N/A | | | $274 | |
| TOTAL MANUFACTURING COSTS = | $1088678 | $465118 | $241853 | $311286 | | | $1795649 | $311286 |
| **PERSONNEL:** | | | | | | | | |
| UMD AUTHORIZED PEs | 20 | 5 | 2 | 4 | | | 27 | 4 |
| FY95 BES PLA PEs | 10 | 5 | 2 | 4 | | | 17 | 4 |
| **EQUIPMENT:** | | | | | | | | |
| EQUIPMENT CA-CRL | $1979761 | $993213 | $74268 | $1689000 | | | $3047242 | $1689000 |
| DEPRECIATION/MONTH | $7128 | $2580 | $0 | $3618 | | | $9708 | $3168 |
| PROGRAMMED INVESTMENT | $0 | $49000 | $0 | $0 | | | $49000 | $0 |
| EQUIPMENT TURN-IN | $201881 | $0 | $0 | $0 | | | $201881 | $0 |
| | | | | | | | | |

| CRITERIA | SA-ALC SAND | SM-ALC SAND | OO-ALC SAND | OO-ALC INVEST | WR-ALC SAND | OC-ALC SAND | TOTAL SAND | TOTAL INVEST |
|---|---|---|---|---|---|---|---|---|
| **FOUNDRY CAPACITY SF:** | | | | | | | | |
| SAND CASTING SF | 12606 | 6320 | 3567 | | | | | |
| PATTERN SHOP SF | 3156 | 562 | 3456 | | | | | |
| INVESTMENT CASTING SF | 660 | 755 | | 7858 | | | | |
| PRODUCTION SUPPORT SF | 3110 | 2945 | | | | | | |
| TOTAL = | 19532 | 10582 | 7023 | 7858 | | | | |
| **ADDITIONAL SPACE REQUIRED (EXISTING VACANT SPACE) SF:** | | | | | | | | |
| SAND CASTING | 0 | 0 | 4200 | N/A | | | | |
| INVESTMENT CASTING | 7198 | 7103 | N/A | 0 | | | | |
| **EQUIPMENT RELOCATION :** | | | | | | | | |
| SAND CASTING EQUIPMENT | $0 | $0 | $595396 | | | | | |
| INVESTMENT CASTING EQUIPMENT | $596634 | $596634 | $0 | | | | | |
| **FACILITY MODIFICATION:** | | | | | | | | |
| SAND CASTING | | | $108972 | | | | | |
| INVESTMENT CASTING | $868893 | $925838 | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

# OC-ALC

# FOUNDRY PROCESS

# CONSOLIDATION STUDY

14 NOV 1994

BY: GREG HUGHES
OC-ALC/LIPE
DSN 336-7246

# TRC STUDY

PURPOSE: To document the sources, methods, and conclusions related to **FOUNDRY TRC/PROCESS STUDY**. The team lead requested the amount of workload, facilities, and equipment at OC-ALC.

SOURCE: Point of contact for supplied information is Greg Hughes, OC-ALC/LIPEB, DSN 336-7246. FY94 actual workload data has been researched from Bill Richey, OC-ALC/LIPEPM, DSN 336-2647 from actual sheet metal manufacture job requests. Foundry layout and equipment data were provided by Mark Lucash, OC-ALC/LIPEB, DSN 336-7246

METHOD: Attachments include workload spreadsheet, foundry layout, and melting furnace characteristics.

CONCLUSION: OC-ALC performed 251 hours of foundry work in FY94 in this TRC category. The foundry almost entirely supports the manufacture of kirksite dies for the sheet metal shop manufacture process. The foundry at OC-ALC consists of three metal melting furnaces and misc equipment to support sand casting of sheet metal dies. The foundry occupies 28[illegible]4 square feet of space in bldg. 3001.

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

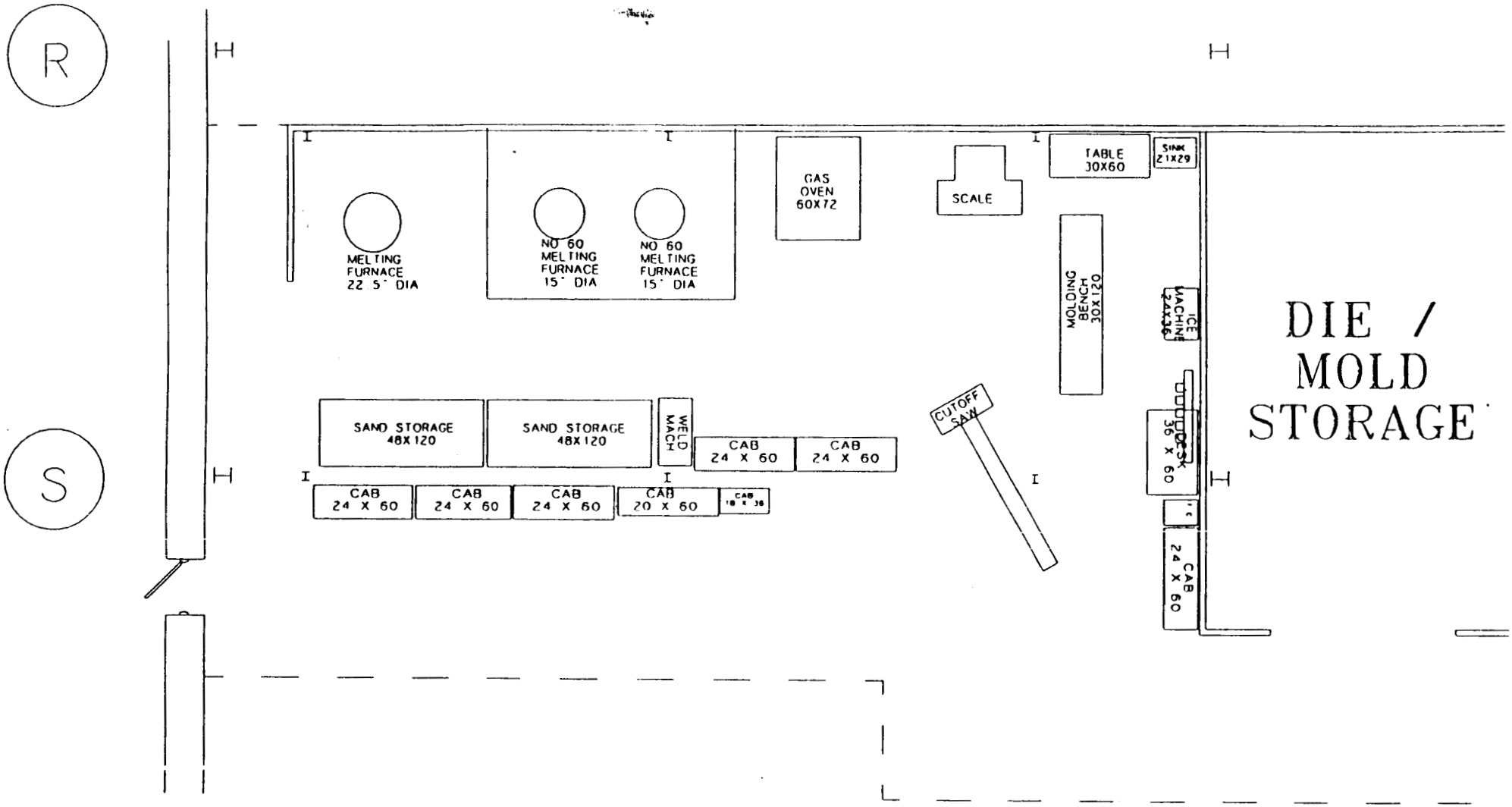
Preparer: Jack Srnec Date: 14 Nov 94
JACK SRNEC, OC-ALC/LIP
DSN 336-7096

TRC Focal Point Reviewer: Edna L. McDaniel Date: 14 Nov 94
EDNA McDANIEL, OC-ALC/FMPP
DSN 339-3345

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

MAJCOM Reviewer: _____ Date: _____

| SHEET METAL PART NO. | MFG JOB # | FY94 ACTUAL HOURS | TYPE | MISC |
|---|---|---|---|---|
| 3P22003-211 | M7261K | 14 | KIRKSITE | MIL-Z-7068 |
| 3P22003-231 | M3078K | 4 | KIRKSITE | |
| 3P22003-232 | M2889K | 4 | KIRKSITE | |
| 35-10701-103 | NONE | 12 | KIRKSITE | |
| 35-10701-827 | M5352K | 24 | KIRKSITE | |
| 35-10701-828 | M6738K | 12 | KIRKSITE | |
| 35-10701-829 | M2405K | 24 | KIRKSITE | |
| 35-10701-830 | NONE | 12 | KIRKSITE | |
| 35-10701-172 | M2132K | 14 | KIRKSITE | |
| 35-10702-829 | NONE | 8 | KIRKSITE | |
| 35-10702-837 | M3916K | 8 | KIRKSITE | |
| 35-10702-838 | M4328K | 8 | KIRKSITE | |
| 35-10702-840 | M9135K | 8 | KIRKSITE | |
| 35-15322-31 | M8910K | 8 | KIRKSITE | |
| 35-8221-551 | NONE | 10 | KIRKSITE | |
| 35-8697-801 | M2523K | 16 | KIRKSITE | |
| 35-8697-802 | M3961K | 12 | KIRKSITE | |
| 35-8697-504 | M3202K | 12 | KIRKSITE | |
| 5-96330-23 | M2306K | 8 | KIRKSITE | |
| 65-3475-5 | (947)00510C | 8 | KIRKSITE | |
| 69-3690-1 | M2844K | 9 | KIRKSITE | |
| 90-5041-3 | M2069K | 8 | KIRKSITE | |
| L2100029-013 | M8333K | 8 | ALUMINUM | |
| | | 251 | | |




BLDG. 3001
FOUNDRY
2854 SQ. FT.

D043A STOCK NUMBER INTERROGATION DATE 11/03/94
SELECTED DATA

| IC | | INC | | | INC | |
|---|---|---|---|---|---|---|
| I NSN 4430 002407540 | | Y PN ( 0001 ) | 33-60 | | | |
| . NOUN FURNACE,METAL MELTI | | Y CAGE | 06688 | | 3 TYPE CARGO | Z |
| . TYPE OF II | 4 | Y RNCC 3 | RNVC 2 | | 3 AMC 0 | AMSC 0 |
| I SOS | FLZ | A DEMIL | A | | 3 DSOR(S) | |
| 3 LEVEL/AUTH | 22 | A I/S IND | N | | 3 RIMCS PRIORITY | |
| 3 AF MOE FGG4 | NIMSC F | E ITEM STD CD | 5 | | 3 RIMCS CONTROL | |
| 3 EF/DT 00000 | MOE/STAT 0 | E ISC SN ( 01 ) | | | 3 SHIP TO | #1 |
| 3 IMC | D | H PHRASE CD ( 00 ) | | | 3 #2 | #3 |
| I UNIT PRICE | 1194.00 | H PHR DATA | | | H EMC | 4 |
| I UNIT/ISSUE | EA | H PHR DATA | | | H FREEZE CODE | * |
| I QUP | 1 | A ESDC | HMIC N | | H PROCURE SOURCE | 5 |
| I PVC | N | H SECURITY CD | U | | A PMIC A | ADPEC |
| I PVC DATE | 85020 | H CATLG AGENT | TU | | B O/S MOE EF/DT N STA | |
| I BUDGET CODE | M | H AF IM | TG | | | |
| I FUND CODE | | H MGR DSG CD | T3H | | | |
| I ERRC CODE | U | H EQUIP SPEC | PE | | | |
| I AAC | J | IM: SMITH CAROLE | | | | |
| I SHELF LIFE | 0 | LKJMD/AV 468-6628 | | | | |

ENTER OPTION "C" CONT, "E" END, "HIS" HISTORY, "CR" CROSS REF, "SNUD", C
"?" HELP, OR "CAGE", DEFAULT IS "C")

043A STOCK NUMBER INTERROGATION DLSC STOCK NUMBER 4430 002407540
SEGMENT M - CLEAR TEXT CHARACTERISTICS DATE 11/03/94

| RC REQUIREMENTS STATEMENT | CLEAR TEXT REPLY |
|---|---|
| ME ITEM NAME | FURNACE,METAL MELTING,OIL BURNING |
| T GENERAL CHARACTERISTICS ITEM DESCRIPTION | ACCOMMODATES NO. 60 CRUCIBLE; 1 BURNER TORCH; 1800 DEG F MAX TEMP; W/ELEC MTR BLOWER AC 220V 3 PHASE 60 HZ |

D043A STOCK NUMBER INTERROGATION DATE 11/03/94
SELECTED DATA

```
NC                          INC                                INC
H NSN  4430 002348296       Y PN ( 0001 )    321
A NOUN FURNACE,METAL MELTI  Y CAGE           06688              G TYPE CARGO          Z
A TYPE OF II   4            Y RNCC  3        RNVC  2            B AMC   0     AMSC    0
H SOS          FLZ          A DEMIL          A                  B DSOR(S)
B LEVEL/AUTH   22           A I/S IND        N                  S RIMCS PRIORITY
B AF MOE FGG4  NIMSC F      E ITEM STD CD    5                  S RIMCS CONTROL
B EF/DT 00000  MOE/STAT 0   E ISC SN ( 01 )                     S SHIP TO    #1
B IMC          D            H PHRASE CD ( 00 )                 S #2         #3
H UNIT PRICE     1289.00    H PHR DATA                         H EMC                 4
H UNIT/ISSUE   EA           H PHR DATA                         H FREEZE CODE         *
H QUP          1            A ESDC           HMIC N            H PROCURE SOURCE      5
H PVC          N            H SECURITY CD    U                 A PMIC  A      ADPEC 0
H PVC DATE     85020        H CATLG AGENT    TU                B O/S MOE EF/DT N STA
H BUDGET CODE  M            H AF IM          TG
H FUND CODE                 H MGR DSG CD     T3H
H ERRC CODE    U            H EQUIP SPEC     PE
H AAC          J            IM:  SMITH CAROLE
H SHELF LIFE   0               LKJMD/AV 468-6628
 ENTER OPTION "C" CONT, "E" END, "HIS" HISTORY, "CR" CROSS REF, "SNUD", C
                              "?" HELP, OR "CAGE", DEFAULT IS "C")
```

D043A STOCK NUMBER INTERROGATION DLSC STOCK NUMBER 4430 002348296
SEGMENT M - CLEAR TEXT CHARACTERISTICS DATE 11/03/94

| RC | REQUIREMENTS STATEMENT | CLEAR TEXT REPLY |
|---|---|---|
| ME | ITEM NAME | FURNACE,METAL MELTING,GAS BURNING |
| XT | GENERAL CHARACTERISTICS ITEM DESCRIPTION | 22.5 IN. ID OF POT 21.5 IN. DEEP; TILTING MANUAL OPERATION; MAX TEMP A/A; EQUIP W/ELEC MTR BLOWER 220V AC 3 PHASE 60 HZ |

# OO-ALC

# FOUNDRY PROCESS

# CONSOLIDATION STUDY

7 DEC 94

BY: Mike Harbertson
OO-ALC/LILB
DSN 458-2195

TRC/PROCESS ASSESSMENT

PURPOSE: To document the methods, sources, and scope of analysis related to the TRC/Process being studied.

TRC/PROCESS: Investment Casting / Sand Foundry #19

SOURCES: See Attached Package

METHOD:

ISSUES/CONCERNS:

I certify that the information provided is accurate and complete.

Preparer: Michael E Harbertson Date: 6 Dec 94

FMPB Reviewer: [illegible] Date: 6 Dec 94

OO-ALC TRC Certifier: N/A Date:

THOMAS H. BROWNING, Ch
Business Enhancement Division
Financial Management Directorate

# OO-ALC FOUNDRY CONSOLIDATION REPORT

## 1. WORKLOAD:

1a. Sand Foundry Workload is to be based on the FY95 BES FLA. The FY95 BES FLA shows 19.0 PEs for LILPPW which includes Welding, Heat Treat, Sand Foundry and Flame Spray. The Unit Manning Document (UMD) shows two positions Authorized/Assigned for the Foundry. The FY95 Sand Foundry Workload is as follows:

Workload = PEs (work Positions) x average command yield

Average Command Yield = 1409 FY95, 1428 FY96, 1408 FY97, and FY98 1139

SAND FOUNDRY WORKLOAD:

| | | | | |
|---|---|---|---|---|
| FY95 | 2.00 PEs | x 1409 | = | 2818 DPSH |
| FY96 | 2.00 PEs | x 1428 | = | 2856 DPSH |
| FY97 | 2.00 PEs | x 1408 | = | 2816 DPSH |
| FY98 | 2.00 PEs | x 1139 | = | 2278 DPSH |

1b. Investment Casting Foundry Workload is to be based on the FY95 BES FLA. The FY95 BES FLA shows 16.00 PEs for LILPMT which includes Tool & Die and Investment Casting. The UMD shows four positions Authorized/Assigned for Investment Casting. This equates to 3 Patternmakers (4616) and 1 Moldmaker (3414). The FY95 Investment Casting Workload is as follows:

INVESTMENT CASTING WORKLOAD:

| | | | | |
|---|---|---|---|---|
| FY95 | 4.00 PEs | x 1409 | = | 5636 DPSH |
| FY96 | 4.00 PEs | x 1428 | = | 5712 DPSH |
| FY97 | 4.00 PEs | x 1408 | = | 5632 DPSH |
| FY98 | 4.00 PEs | x 1139 | = | 4556 DPSH |

## 2. CAPACITY:

Capacity is the measure of a facility's ability to perform workload based upon equipment and workstations available. The capacity is to be based upon workstation positions using the G029 sizing model. There is no G029 sizing model for either the sand or investment foundry. Based on process knowledge and experience it has been determined there are five available or existing work stations for the Sand Foundry and 17 available workstations for Investment Casting. The capacity is calculated using a 2 shift basis. Capacity is calculated as follows:

Capacity = PEs (Work stations) x average command yield

Avg Command Yield = 1409 FY95, 1428 FY96, 1408 FY97 and FY98 1139

2a. Sand Foundry Capacity:

FY95 10 PEs (Workstations) x 1409 = 14,090 DPSH
FY96 10 PEs (Workstations) x 1428 = 14,280 DPSH
FY97 10 PEs (Workstations) x 1408 = 14,080 DPAH
FY98 10 PEs (Workstations) x 1139 = 11,390 DPSH

2b. Investment Casting Capacity:

FY95 34 PEs (Workstations) x 1409 = 47,906 DPSH
FY96 34 PEs (Workstations) x 1428 = 48,552 DPSH
FY97 34 PEs (Workstations) x 1408 = 47,872 DPSH
FY98 34 PEs (Workstations) x 1139 = 38.726 DPSH

3. UTILIZATION:

Utilization is the ratio between workload (PEs assigned x Average Command Yield) and the capacity of the facility (PEs"Workstations" x Average Command Yield) for a two shift operation.

3a. Sand Foundry Utilization:

2818 DPAH/14,090 DPAH = .16 or 16%

3b. Investment Casting Utilization:

5635 DPAH/47,906 DPAH = .11 or 11%

4. FLOWDAYS:

There is no system to identify flowdays for the sand foundry or the investment casting facility since it is unprogrammed workload. Flowdays will be identified based on qualified personnel experience and judgement. The following Models depict typical flowdays experienced by the sand foundry and investment casting facilities for various type workloads.

PROCESS FLOW (Sand Foundry)

PROCESS FLOW:

| Pattern Mfg/Prototype | Flow Time | |
|---|---|---|
| - Mfg Pattern | 24 - 480 Hours | |
| - Prototype Time | 16 - 80 Hours | |
| - Pattern Adjustment | 0 - 24 Hours | |
| | --- | |
| | 40 - 584 Hours | 1 - 15 weeks |

PROCESS FLOW:

| Aluminum Casting | Flow Time | |
|---|---|---|
| - Mfg Mold | 1 - 4 Hours | |
| - Melt/Pour | 2 - 4 Hours | |
| - Shake Out | 2 - 4 Hours | |
| - Trim | 2 - 4 Hours | |
| - Grind | 2 - 4 Hours | |
| - Sandblast | 1 - 2 Hours | |
| - X-ray | 8 - 16 Hours | |
| - Solution Heat Treat | 8 - 16 Hours | |
| - Straighten | 2 - 4 Hours | |
| - Age | 16 - 24 Hours | |
| | 44 - 82 Hours | 1 to 2 weeks |

PROCESS FLOW:

| Drop Hammer Die | Flow Time - (Kirksite/Kirksite/Lead) | |
|---|---|---|
| - Mfg Splash | 16 - 24 Hours | |
| - Mfg Spotting Master | 16 - 24 Hours | |
| - Mfg Punch Pattern | 16 - 24 Hours | |
| - Mfg Mold/Pour Punch | 8 - 12 Hours | |
| - Spot Grind Punch | 75 -100 Hours | |
| - Parallel Machine Punch | 8 - 16 Hours | |
| - Tap Punch | 4 - 8 Hours | |
| - Mfg Die Pattern | 8 - 16 Hours | |
| - Mfg Die Mold/Pour | 8 - 12 Hours | |
| - Spot Grind Die to Punch | 75 -100 Hours | |
| - Parallel Machine Die | 8 - 16 Hours | |
| | 242 -352 Hours | 6 to 9 weeks |

PROCESS FLOW (Investment Casting)

PROCESS FLOW:

| Mold Mfg/Prototype | Flow Time | |
|---|---|---|
| -Mfg Mold | 24 - 130 Hours | |
| -Wax Injection | 2 - 4 Hours | |
| -Gating | 1 - 2 Hours | |
| -Shell | 10 - 18 Hours | |
| -Dewax | 1 - 2 Hours | |
| -Metal Pour | 1 - 2 Hours | |
| -Shell Removal | 1 - 2 Hours | |
| -Cut Off | 1 - 1 Hours | |
| -Grinding | 1 - 1 Hours | |
| -Heat Treat | 1 - 12 Hours | |
| -X-Ray | 1 - 2 Hours | |
| -TesT Bars | 2 - 4 Hours | |
| | 46 - 180 Hours | 1.15 - 4.5 Weeks |

5. CONSOLIDATION IMPACT (FLOWDAYS):

It is expected that normal production time will be increased by one to two weeks due to scheduling adjustments. It is also expected it will require an additional one to two weeks for packaging and shipping to an external customer. There are some major concerns that are impossible to validate at this time. (1) If the customer needs a splash mold manufactured for a drop hammer die, what additional procedures, costs, and time delays will accompany the requirement to meet those needs such as TDY efforts, packaging and shipping costs? If the product needed was a critical item the additional delays and costs could impact the ability of the Air Force to meet its mission. (2) Plating shop support requirements are as equally important for meeting mission requirements. Plating anodes need to be manufactured on a regular basis and often their manufacture cannot be preplanned. If foundry capabilities are totally removed from the ALC's, critical work stoppages may result.

| | | |
|---|---|---|
| Normal Production Impact/Flowdays (increase) | = | 1 - 2 Weeks |
| Transportation Time/Flowdays (increase) | = | 1 - 2 Weeks |
| MICAP/Work Stoppage Production Impact/Flowdays | = | UNKNOWN |

6. COST OF OPERATIONS:

TRANSPORTATION:

Transportation costs are computed based upon 2 Level Maintenance and Federal Express 2 day shipping rates. The table below is an estimate of shipping costs based on typical casting produced in the foundry/casting facilities.

TRANSPORTATION COSTS

| PART FAMILIES CATEGORIES | DROP HAMMER DIES | SMALL CASTINGS Brake Clips | MEDIUM CASTINGS F-16 Vent Doors, Oxygen Brackets | TOTAL |
|---|---|---|---|---|
| Avg Weight Ea (Lb) | 6000 | .2 | 1.0-3.5(2.25avg) | |
| Quantity Per Year | 7 | 15,313 | 550 | |
| Shipping $ Per Lb | .78 | .88 | .83 | |
| Handling Fee | $35 | $7.50 | $7.50 | |
| Type of Shipment | Two Day Freight | Overnight | Overnight | |
| Qty Per Shipment | 1 | 250 | 10 | |
| Number of Shipments | 7 | 61 | 55 | |
| Subtotal Shipping $ for All Items | $32,830 | $3153 | $1439 | SHIPPING $37,422 |
| Packing Costs $ Per Cubic Foot | $2.70 | $4.12 | $4.12 | |
| Fragility Rating | Over 110 g | 85-110 gs | 85-110 gs | |
| Approximate Cubic Foot Per Shipment | 18 | 1.5 | 3.0 | |
| Number of Shipments | 7 | 61 | 55 | |
| Subtotal Cubic Foot | 126 | 91.5 | 165 | |
| Subtotal Packaging $ for all items | $340 | $377 | $680 | PACKING $1397 |
| Cost to Ship/Pack All Items Per year | $33,170 | $3530 | $2119 | TOTAL PACKING/SHIPPING |
| Grand Total | | | | $38,819 |

UTILITY COST: Sand Foundry Utility costs (Bldg 507) are based upon average annual facility consumption data (provided by CE) x's the PE direct labor ratio of Sand Foundry personnel compared to other direct labor personnel of that facility. The ration is 2/192 or one percent. This means was chosen for lack of a better method because actual process consumption cannot be validated. Investment Casting's utility costs

will be calculated the same way except for natural gas usage. It can be accurately calculated by actual equipment meter readings. There are 3 PEs for Investment Casting and 3 personnel working in the other half of the facility working Flame Spray operations. The ratio will then be 3/6 or 50 percent.

Sand Foundry Utility Costs (Bldg 507)

| | |
|---|---|
| Electric Power | $6382 |
| Steam Consumption | $539 |
| Natural Gas | $117 |
| Water and Sewer | N/A |
| TOTAL | $7038 |

Investment Casting Utility Costs (Bldg 511)

| | |
|---|---|
| Electric Power | $19,998 |
| Steam Consumption | $14,857 |
| Natural Gas (actual) | $21,754 |
| Water and Sewer | N/A |
| TOTAL | $56,609 |
| GRAND TOTAL | $63,647 |

HAZARDOUS WASTE: (EM) - There was no hazardous waste generated during FY94 by the Sand Foundry or Investment Casting Facility.

Hazardous Waste Cost FY94 N/A

MATERIAL/OPERATING COSTS: Material cost will be based on data from the FY 94 BGL-R03, RCC OPERATING COST REPORT. A proportional percentage of the costs will be determined based on the total direct labor PEs assigned (UMD/PLA) to the RCC compared to the number of direct labor PEs (UMD/PLA) actually assigned to the specific process. The Sand Foundry RCC, MANFPW, PLA authorizes 19 PEs. Two are foundry workers which constitutes 11 percent of the RCC manning. The Investment Casting RCC, LILFMT, PLA authorizes 16 PEs. Three are casting personnel which constitutes 19 percent of the RCC manning.

| COST TYPE | SAND FOUNDRY(11%) | INVESTMENT CASTING(19%) |
|---|---|---|
| DIRECT COST | $110,975 | $104,605 |
| INDIRECT COST | $73,712 | $150,701 |
| SHOP SUPPORT | $15,570 | $9,403 |
| G&A COST | $41,596 | $46,577 |
| TOTAL | $241,853 | $311,286 |

| | |
|---|---|
| TOTAL SAND FOUNDRY | $241,853 |
| TOTAL INVESTMENT CASTING | $311,286 |
| GRAND TOTAL | $553,139 |

7. EQUIPMENT:

7a. Sand Foundry: Equipment account #'s 139FC and 128FC.
Equipment depreciation: N/A

| NSN | NOUN | QTY | UNIT COST | TOTAL COST | DEP REMAIN | DEP/MO |
|---|---|---|---|---|---|---|
| 4430002030422 | FURNACE | 2 | $18,906 | $37,812 | N/A | |
| 4430 PC20 | FURNACE | 1 | $1,291 | $1,291 | N/A | |
| 4430 PB70 | FURNACE | 1 | $3,307 | $3,307 | N/A | |
| 4430 PE30 | CRUCIBLE | 1 | $6,742 | $6,742 | N/A | |
| 3405003519704 | BAND SAW | 1 | $20,537 | $20,537 | N/A | |
| 3680 PML250 | SAND MULLER | 1 | $4,579 | $4,579 | N/A | |
| | | TOTAL | | $74,268 | | |

7b. Investment Casting: Equipment account # 139MC. Equipment depreciation listed in the table below.

| | NSN | NOUN | ACQUISITION DATE | ACQUISITION COST | YR MFG | MO DEPR USE | MONS DEPR | DEPR TO DATE | DEPR REM |
|---|---|---|---|---|---|---|---|---|---|
| MC | 3405F2W3620 | CONTOUR SAW | 87202 | 25,600 | 87 | 240 | 080 | 16,750.46 | 8,850 |
| 139MC | 3419NCCZ23489 | ABRASIVE GRINDER | 93223 | 15,000 | 90 | 180 | 045 | 5,616.92 | 9,383 |
| 139MC | 3442012427859 | HYDRAULIC PRESS | 89037 | 61,593 | 88 | 240 | 074 | 27,008.63 | 34,584 |
| 139MC | 3680012665910 | H2O BLAST CLEANR | 93231 | 90,000 | 83 | 120 | 120 | 90,000.00 | 0 |
| 139MC | 3680PH30-N3 | WAX INJECT PRES | 87202 | 44,800 | 87 | 120 | 081 | 30,348.26 | 14,452 |
| 139MC | 3680PH30-N3 | WAX INJECT PRES | 93231 | 69,400 | 83 | 120 | 120 | 69,400.00 | 0 |
| 139MC | 4310PS02 | AIR COMPRESS SYS | 87202 | 15,360 | 87 | 120 | 080 | 10,239.84 | 5,120 |
| 139MC | 4320PL856371F | BURN OUT FURNACE | 87202 | 24,960 | 87 | 180 | 090 | 16,395.16 | 8,565 |
| 139MC | 4320PL856371F | ABR BLAST MACH | 87202 | 67,200 | 87 | 180 | 086 | 44,141.04 | 23,059 |
| 139MC | 4430 | COND.BRKDOWN MCH | 87202 | 16,000 | 87 | 120 | 081 | 11,572.10 | 4,428 |
| 139MC | 4430 | STUCCOING SYSTEM | 87202 | 140,800 | 87 | 120 | 080 | 93,866.48 | 46,934 |
| 139MC | 4430 | DEWAXING SYSTEM | 87202 | 79,360 | 87 | 120 | 080 | 52,906.48 | 26,454 |
| 139MC | 4430 | AIR MAKEUP UNIT | 87202 | 30,720 | 87 | 120 | 080 | 20,479.84 | 10,240 |
| 139MC | 4430005414636 | INERT GAS OVEN | 87202 | 22,912 | 87 | 120 | 080 | 15,274.48 | 7,638 |
| 139MC | 6630PTHERMATEST | THERM ANALYSIS | 86365 | 15,042 | 86 | 060 | 060 | 15,042.00 | 0 |
| 139MC | NSN NEEDED | REFRIDGE DRYER | 93223 | 37,200 | 83 | 120 | 120 | 37,200.00 | 0 |
| | | TOTAL | | $755,947 | | | | $556,241.69 | $199,707 |

c. Programmed Investment: There are no programmed investments at this time for the Investment Casting or Sand Foundry facilities.

d. **Equipment Disposal:** There are no plans to turn in any Sand Foundry or Investment Casting Equipment at this time.

8. **FACILITIES CAPACITY/SQUARE FOOTAGE:** Square footage is calculated on production areas only and does not include areas such as office space, storage areas, employee break rooms, etc. Total floor space is based on real property records and facility layouts.

| Facility | Square Footage |
|---|---|
| Sand Foundry (Bldg 507) | 3567 |
| Pattern Shop (Bldg 265) | 3456 |
| Total | 7023 |
| Investment Casting (Bldg 511) | 7218 |
| Investment Casting (Bldg 510) | 640 |
| Total | 7858 |
| Total OO-ALC Square Footage | 14,881 |

9. **ADDITIONAL SPACE REQUIREMENT:** Ogden ALC has the only fully operational production Investment Casting facility and presently does not need any additional facility expansion (square footage) or equipment to support current known Air Force requirements. However, Ogden ALC's Sand Foundry presently has limited capabilities and would require additional floor space and a transfer of some of SA-ALC's equipment to achieve full sand foundry capabilities and accommodate consolidation for a single Foundry Process Center. Ogden ALC presently has a total of 7023 square feet dedicated for the sand foundry and pattern making operations. It was agreed by Ogden ALC and SA-ALC that Odgen would need 4200 square feet of additional space to accommodate the necessary Sand Foundry equipment that would be transferred from SA-ALC to complete sand foundry capabilities.

ADDITIONAL SPACE REQUIRED AT OGDEN ALC

| | |
|---|---|
| INVESTMENT CASTING | 0 SF |
| SAND FOUNDRY | 4200 SF |

10. EQUIPMENT RELOCATION:

a. **Investment Casting:** Ogden ALC does not require any equipment relocation from another center for total consolidation of Investment Casting.

EQUIPMENT RELOCATION INVESTMENT CASTING = $ 0

b. **Sand Foundry:** Ogden ALC will require some equipment relocation from SA-ALC to complete total Sand Foundry capabilities.

SA-ALC EQUIPMENT TO BE RELOCATED TO OGDEN ALC

| NOUN | QTY | ACQ YEAR | COST |
|---|---|---|---|
| --90/150# ALUM FURNACE | 1 | 1791 | $106,900 |
| --80 ALUM/50 STL FURN | 1 | 1984 | $115,180 |
| --400# ALUM HOLDING LADLE | 1 | 1984 | $22,676 |
| --GREEN SAND MOLDING SYS | 1 | 1984 | $257,948 |
| --PEP SET SAND SYSTEM | 1 | 1984 | $79,172 |
| --SNAGGING GRINDER | 1 | 1984 | $13,520 |
| | | Total | $595,396 |

11. FACILITY MODIFICATION: There are no facility modification requirements for consolidation of Investment Casting capabilities at OO-ALC. However there will be facility modification costs required for Ogden ALC to accept some specific foundry equipment from SA-ALC. The cost basis for facility modification for Ogden ALC to accommodate the necessary foundry equipment from SA-ALC, to establish complete sand foundry capabilities, is based on actual costs expended (information provided by SA-ALC) to install the below listed equipment and modify/renovate their foundry facility.

| | |
|---|---|
| -PROVIDE PITS FOR GREEN SAND SYSTEM | $16,519 |
| -PROVIDE TWO EACH 1200 AMP 480 VOLT POWER DISTRIBUTION/BUS DUCTS | $38,386 |
| -PROVIDE TEN TON BRIDGE CRANE | $24,602 |
| -PROVIDE FURNACE VENT SYS 3EA @ $2395 | $7,185 |
| -PROVIDE ROOF EXHAUST SYS 3EA @ $1485 | $4,455 |
| -PROVIDE ELECTRONIC FIRE DET SYSTEM | $4,075 |
| -PROVIDE 20 TON AIR CONDITIONING | $13,750 |
| Total | $108,972 |

# DATA SUMMARY

1. WORKLOAD:

Sand Foundry Workload:

FY95 2.00 PEs x 1409 = 2818 DPSH
FY96 2.00 PEs x 1428 = 2856 DPSH
FY97 2.00 PEs x 1408 = 2816 DPSH
FY98 2.00 PEs x 1139 = 2278 DPSH

Investment Casting Workload:

FY95 4.00 PEs x 1409 = 5636 DPSH
FY96 4.00 PEs x 1428 = 5712 DPSH
FY97 4.00 PEs x 1408 = 5632 DPSH
FY98 4.00 PEs x 1139 = 4556 DPSH

2. CAPACITY:

2a. Sand Foundry Capacity:

FY95 10 PEs (Workstations) x 1409 = 14,090 DPSH
FY96 10 PEs (Workstations) x 1428 = 14,280 DPSH
FY97 10 PEs (Workstations) x 1408 = 14,080 DPAH
FY98 10 PEs (Workstations) x 1139 = 11,390 DPSH

2b. Investment Casting Capacity:

FY95 34 PEs (Workstations) x 1409 = 47,906 DPSH
FY96 34 PEs (Workstations) x 1428 = 48,552 DPSH
FY97 34 PEs (Workstations) x 1408 = 47,872 DPSH
FY98 34 PEs (Workstations) x 1139 = 38.726 DPSH

3. UTILIZATION:

3a. Sand Foundry Utilization:

2818 DPAH/14,090 DPAH = .16 or 16%

3b. Investment Casting Utilization:

5635 DPAH/47,906 DPAH = .11 or 11%

4. FLOWDAYS:

Sand Foundry:

| | | |
|---|---|---|
| a. | Pattern Mfg/Prototype | 1-15 Weeks |
| b. | Aluminum Casting | 1-2 Weeks |
| c. | Drop Hammer Die (Kirksite/Lead) | 6-9 Weeks |

Investment Casting:

| | | |
|---|---|---|
| a. | Mold Mfg/Prototype | 1-5 Weeks |

5. CONSOLIDATION IMPACT FLOWDAYS:

| | | |
|---|---|---|
| a. | Normal Production-Increase | 1-2 Weeks |
| b. | Transportation Time-Increase | 1-2 Weeks |
| c. | MICAP/Work Stoppage-Increase | Unknown |

6. COST OF OPERATION:

Transportation-

| | | |
|---|---|---|
| a. | Shipping | $37,422 |
| b. | Packing | $1,397 |
| | Total | $38,819 |

UTILITY COST:

| | | |
|---|---|---|
| Sand Foundry | Total | $7,038 |
| Investment Casting | Total | $56,609 |
| | Total | $63,647 |

HAZARDOUS WASTE FY94: Total 0

MATERIAL/OPERATING COSTS:

| | | |
|---|---|---|
| Sand Foundry | Total | $241,853 |
| Investment Casting | Total | $311,286 |
| | Total | $553,139 |

7. EQUIPMENT:

| | | | |
|---|---|---|---|
| a. | Sand Foundry | Total | $74,268 |
| b. | Investment Casting | Total | $755,947 |
| | | Total | $830,215 |

c. Programmed Investment Total 0

d. Equipment Disposal Total 0

8. FACILITY CAPACITY/SQUARE FOOTAGE:

| | | |
|---|---|---|
| Sand Foundry (Bldg 507) | Total | 3567 |
| Pattern Shop (Bldg 265) | Total | 3456 |
| | Total | 7023 |

| | | |
|---|---|---|
| Investment Casting (Bldg 511) | Total | 7218 |
| Investment Casting (Bldg 510) | Total | 640 |
| | Total | 7858 |

Total OO-ALC Sq Ft Total 14,881

9. ADDITIONAL SPACE REQUIREMENT:

Additional Space Required at Ogden ALC

| | | |
|---|---|---|
| a. Investment Casting | Total | 0 |
| b. Sand Foundry | Total | 4200 |
| | Total | 4200 |

10. EQUIPMENT RELOCATION:

SA-ALC Equipment to be relocated at Ogden ALC

| | | |
|---|---|---|
| a. Investment Casting | Total | 0 |
| b. Sand Foundry | Total | $595,396 |
| | Total | $595,396 |

11. FACILITY MODIFICATION:

| | | |
|---|---|---|
| Investment Casting | Total | 0 |
| Sand Foundry | Total | $108,972 |
| | Total | $108,972 |

## CONCLUSION

1. Ogden ALC presently has a complete fully operational Investment Casting facility. The facility can support all known current Air Force requirements without any additional costs or production delays. However, to establish complete Sand Foundry capabilities at Ogden ALC would require equipment relocation costs and facility modification costs.

# Investment Capability Facility At Hill AFB

## Purpose

The purpose of this paper is to document and make known the costs and special features of the investment casting facility as it exists at the present time in building 511, OO-ALC, Hill AFB, Utah. It contains some background and history of the 10 year project to establish a functional investment casting capability with the ability to take full advantage of the special capabilities of this unique process. The goal is to allow the reader to gain practical knowledge of the task with associated costs that would be involved in relocating and reestablishing full function of the investment casting facility at another location thus preserving the Air Force's technologic investment as now established. Most costs mentioned are "real world" having been actually experienced rather than estimates or guesses.

## Background

The present casting facility is a compact full capability installation for producing small to medium sized aerospace quality castings in any air melt alloy. The facility and equipment acquisition as well as training of existing personnel and establishing of process details was accomplished under the direction of one project engineer which is rare in the government for such a long project. The project started in early 1984. Facility acquisition involved extensive modification of an existing building which included an addition as well as increased electrical service. Some production areas were outfitted with special environmental control equipment.

## The Process

The section is not intended to be a detailed explanation of the investment casting process. The intent is to point out some fundamental differences between sand and investment casting. It is hoped that the reader will gain enough knowledge to intelligently make some basic technical decisions.

Should investment casting be integrated with a sand foundry? To the uninformed a foundry is a foundry. However there are some fundamental differences between sand and investment casting. In fact there is only one similarity that is molten metal is prepared and poured in both cases. Even this similarity is deceiving since the way the melt interfaces with hot fired ceramic investment molds is different than with sand casting. In the case of steel casting the ceramic molds are poured at about 1900 degrees F. Molten steel is poured above this temperature. Both the mold and the metal have a narrow temperature window for success. The pouring technique involves hand snatching of the hot mold from the burnout furnace at the moment the metal reaches pouring temperature while another person brings the melting crucible by hand into motion. The pour is made in a tightly choreographed sequence of motions with only a few seconds available for completion. This technique is needed to allow the metal and mold temperatures windows to coincide for a successful casting. This technique is quite different from that used in sand casting.

The mold making techniques for investment casting use ceramic materials bound with colloidal silica rather than clay or chemical binders used in sand casting. Patterns are produced using machined molds similar to those used in plastic injection molding machines. Laboratory

process controls are totally different along with materials and manufacturing techniques and skills. Other fundamental differences can be discussed if needed at a later time.

Early in the project management had the notion that it was logical to integrate the facility with Hill's sand foundry. Study and investigation by engineering established the necessity to not do this. In fact investigation of private sector foundries revealed that there were virtually no mixing of the two process. The logical first premise is that the investment casting operation *should be physically distinct and separate from a sand foundry operation.* There is no technical reason the two processes should be consolidated. If collocation is mandated by management the two facilities should be distinct. It would be unwise to attempt to mingle a sand operation with an investment operation.

## Requirements and Costs of the Hill Capability

The following are equipment, facility and other requirements and costs. The requirements are real and tangible as testified by our working facility further tempered with added lessons learned by some mistakes. Costs can be documented by copies of contracts actually executed as well as in other ways. None of the costs were generated by dubious model manipulations.

**Industrial Process Equipment** (1984-1988 dollars)
>5K$ total $1513K
<5K$ total $ 176K

**Building Modifications** (1987-1989 dollars)
There are many important features of the building necessary for success. We had some immovable restraints to work around. The following areas are minimums that we made work. Larger areas in some cases would be desirable.

Main area addition 4800 sq ft (main dirty, hot area)
Smaller area addition 1189 sq ft (support equipment for shell fluidizing air)
Modification of existing areas 1566 sq ft (wax room)

These areas were done on a minor construction projects total cost (1987 & 1989 dollars) **$459K**

Other building areas used 1496 sq ft modified in-house cost unknown

**Building outside areas**
Outside the building there needs to be room for installation of several pieces of equipment An emergency natural gas powered electric generator (slurry tanks can't stop turning for more than about 20 minutes or they set up), two dust collectors, a cooling tower, and dry type heat exchanger. This area needs to total about 2000 square feet, positioned in a way so the outside equipment can be plumbed, wired and ducted to support their respective equipment. The location is important so duct and pipe runs are not too different than they are now since the blowers and pumps are sized for certain run lengths. The area needs also to have sufficient area for forklift access for removal of dust from the dust collectors.

**Things to consider about the building.** The main area has one pit and a bus trench network in the floor. The shell room has a pit to accommodate a battery of ceramic slurry tanks. There must be a room about 30' X 40' next to the shell room to support the fludizing air system. This needs to have a sound deadening lining to absorb the sound of a 150hp blower. In addition this room requires an outside area nearby for a cooling tower that is part of this system. The wax room (where the wax patterns are molded and gated) needs to be held at a stable 68-72 degrees F. This is required so the gated patterns do not undergo thermal shock or dimensional changes when they go into the shell room for ceramic mold manufacture. The wax room needs ventilation over the wax benches and very good general ventilation to satisfy BIO since molten wax releases a considerable amount of fumes.

The next item is the most critical of all. It caused much trouble until the problem was solved. The shell room must be maintained at 68-72 degrees F at a stable relative humidity of about 53%. We found that 53% works well but the key is to have this stable without deviation of more than plus or minus 3 percentage points. This must be maintained 24 hours a day. We lost a lot of shells and a lot of work from deviations from this range. The problem is further compounded with the influx of sand fluidizing air, dust in the air that plugs filters and the necessity to maintain a constant discernable flow of circulating air to allow the shells to cure. The original building supplied through civil engineering had a conventional packaged air conditioning system. This system was unreliable and otherwise inadequate. It cannot be over emphasized that a specially designed, highly reliable system is needed. We finally went out on our own to acquire a system specially designed for our shell room. This cost **$306K**. It has been in operation for about a year continuously without deviation or failure. It is doubtful this system could be moved and reinstalled successfully. This cost would have to be reincurred. The shell room also has metal paneled walls and ceiling with seal strips at all junctions. This room must be virtually air tight. Again it cannot be overemphasized the importance of a stable reliable environment in the shell room.

Roof penetrations for equipment installation done under contract ran **$24K**.

## Equipment installation

For a project of this magnitude an installation design needs to be accomplished before installation. This was done for use by Southwest Research and cost **$140K**.
Equipment installation was going to be done under contract. However TI (plant management) ended up doing this. We were charged for this. Southwest Research did do a formal cost estimated on the installation as we anticipated going contract. Their estimate was **$306K**. Please find attached a copy their estimate. This is probably about the same or a little more than TI charged. It took TI about a year to get everything installed!

## Other considerations

Some of the equipment is complex enough and sensitive enough that factory help to get it running again would be advisable. This would pertain especially to the gas fire equipment that would have to be tuned to a new altitude. The burnout furnace and autoclave boiler would have to be relined after an overland move. The boiler, autoclave and accumulator would all have to be hydro tested and recertified by Hartford. Factory help for our system ran about **$30K**. We had

about **$35K** worth of TDY and training from the American Foundrymen's Society and the Investment casting institute. This was for specific investment casting training. We also hired one key production worker with solid general investment casting experience to speedup the learning curve. Considerations of any costs with running power and natural gas to a new area will need to be investigated since the facility used quite a lot of electricity and natural gas.

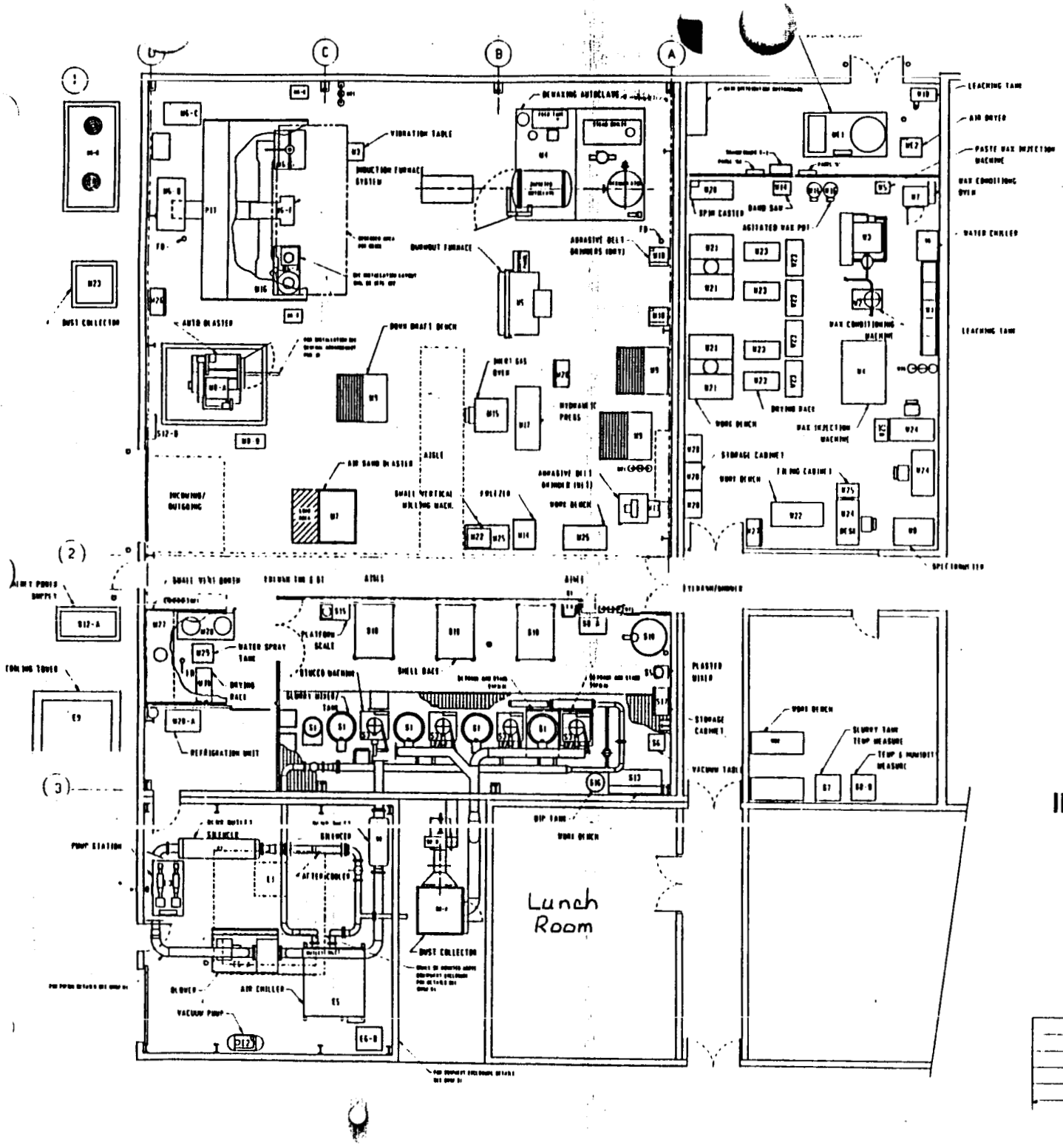
Another very important factor is support in manufacturing wax injection molds. These molds are very similar to multi part plastic injection molds. These molds have typically multi mating parts with slides and injector pins. A good tool and die person would not normally have this skill but could develop it. This is not pattern making but a specialized toolmaker's skill. We had some contract training for our tool makers. This cost about **$20K**. Our mold making shop is located next to the Hill's investment casting facility. It is also under the same manager. It very important that there be good report with the mold shop since the mold is the first step to success. Molds often have to be fine tuned and reworked as an acceptable first article developed. There can be no room for rivalry or animosity between the mold shop and the investment casting operation. An attitude of one shop blaming another as to why the first article molded wax patterns are not correct can really hobble the whole investment casting shop. There has to be a formal agreement on fast turnaround for initial manufacture and fine tuning of molds.

## Intangibles

With a fully prepared facility it would realistically be a minimum of a year and probably longer before the transplanted operation would be up to its present level. The impact on present customers and potential customers who are considering work would be detrimental. It may be very difficult to reestablish work and win back customers confidence.

## Final Note

It's not the grand idea that makes things work. It's attention to the myriad of details that makes a project successful and can reveal the true cost and wisdom (or lack of) in moving a operation of this complexity. Is "Consolidation of Foundry Process" just another grand dea?

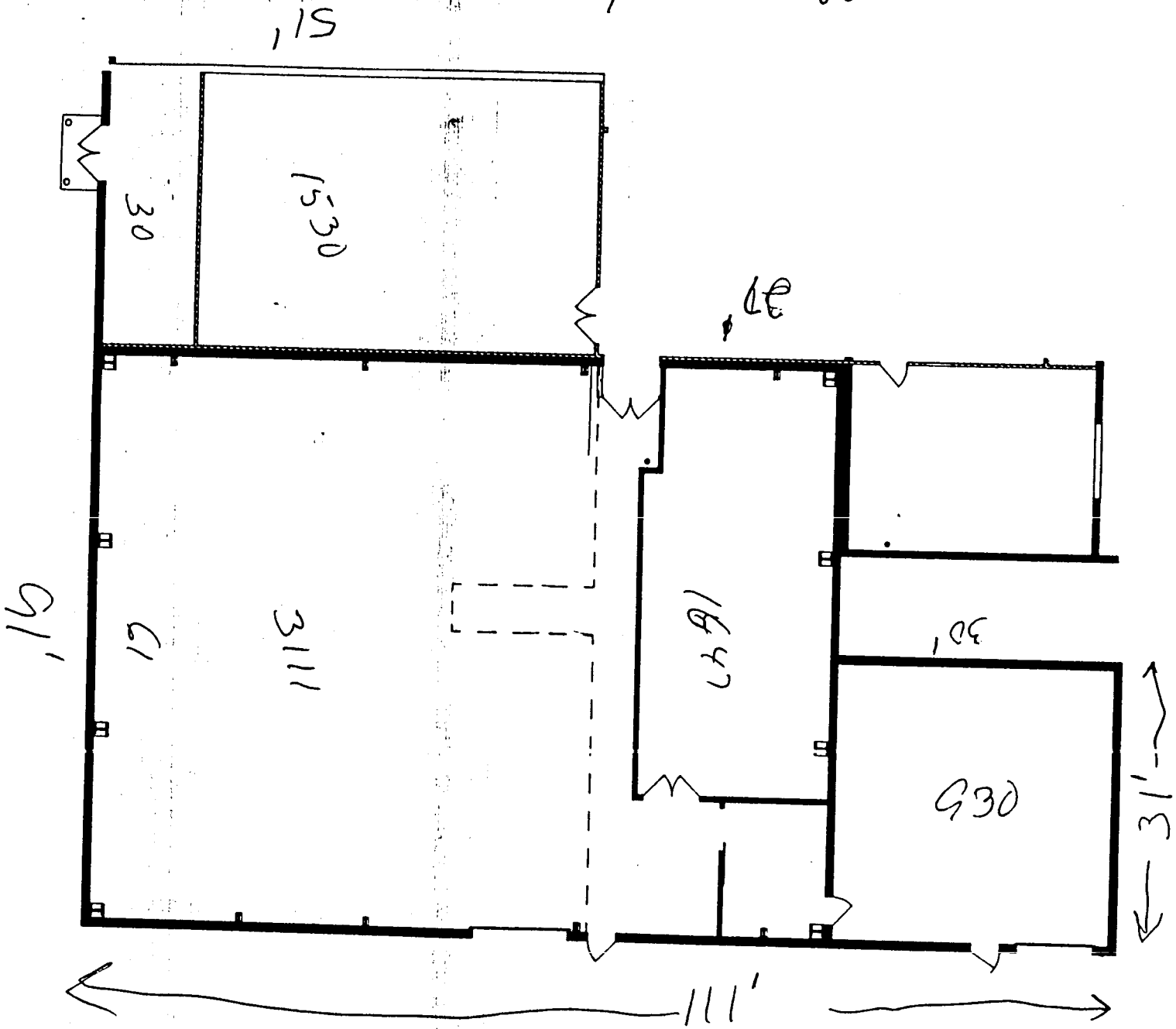



# BLDG 511
# INVESTMENT CASTING

DEPARTMENT OF THE AIR FORCE
OGDEN AIR LOGISTICS CENTER
WAR INDUSTRIAL PRODUCTS AND LANDING GEAR DIVISION

INVESTMENT CASTING FACILITY
EQUIPMENT INSTALLATION ARRANGEMENT

7218 Sqfeet




SCALE - 1/16" = 1'-0"

6 15/16

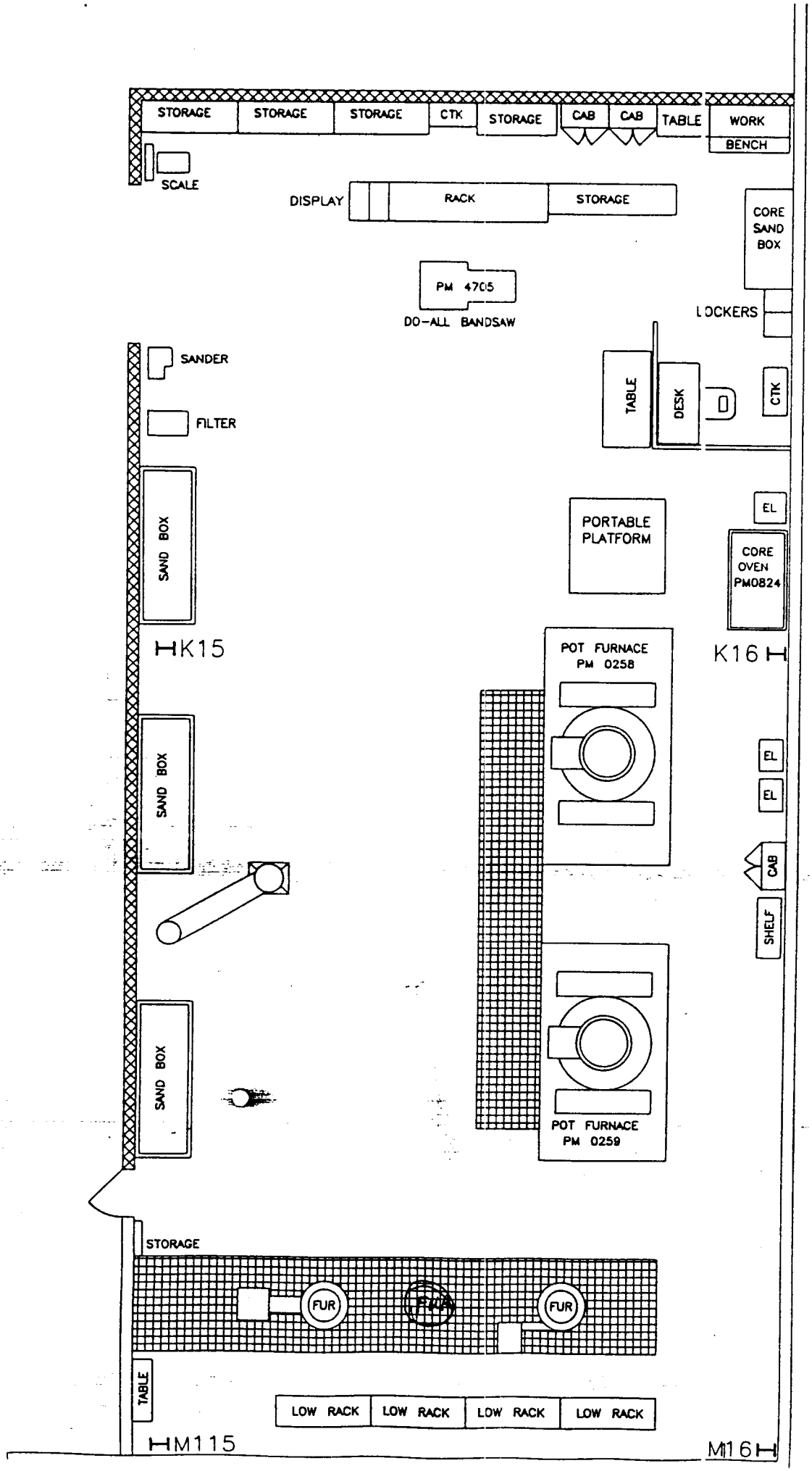

STORAGE
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TABLE
WORK
BENCH
SCALE
DISPLAY
RACK
STORAGE
CORE SAND BOX
PM 4705
DO-ALL BANDSAW
LOCKERS
SANDER
FILTER
TABLE
DESK
CTK
SAND BOX
PORTABLE PLATFORM
EL
CORE OVEN PM0824
K15
K16
POT FURNACE PM 0258
SAND BOX
EL
EL
CAB
SHELF
SAND BOX
POT FURNACE PM 0259
STORAGE
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TABLE
LOW RACK
LOW RACK
LOW RACK
LOW RACK
M115
M16

87'

3567 Sq ft

7/94

- MC -

G017 INDUSTRIAL EQUIPMENT MASTER LIST 07:13:40

| DIV | ACCT NO | NATIONAL STOCK NUMBER | SERIAL NUMBER | | NOMENCLATURE | BLDG NO | ACQUISITION DATE | COST | YR MFG | IDS | DOCUMENT NUMBER | MO USEF | MOS DEPR | DEPR. TO DATE | June | July | Sept 94 | Oct 94 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LIL | 139MC | 3405PZW3620 | PM7479 | E1923 | CONTOUR SAW | 511 | 87202 | 25600.00 | 87 | I | 922730014 | 120 | 074 | 24 15786.62 | 213.31 | 213.31 | 213.31 | 55.30 |
| LIL | 139MC | 3419NCC223489 | PM7712 | E1921 | ABRASIVE GRINDER | 511 | 93223 | 15000.00 | 90 | I | 932330003 | 120 | 039 | 180 4983.32 | 123.65 | 123.65 | 123.65 | 69.50 |
| LIL | 139MC | 3442012427859 | PM7703 | E1868 | HYDRAULIC PRESS | 511 | 89037 | 61593.00 | 88 | I | 890380039 | 240 | 068 | 120 25758.65 | 208.33 | 208.33 | 208.33 | 208.33 |
| LIL | 139MC | 3680 PH30-N3 | PM7722 | E1775 | WAX INJECTION PRES | 511 | 87202 | 44800.00 | 87 | I | 922730005 | 120 | 075 | 28125.08 | 370.53 | 370.53 | 370.53 | 370.53 |
| LIL | 139MC | 3680 PH30-N3 | PM7759 | E1870 | WAX INJECTION PRES | 511 | 93231 | 69400.00 | 83 | I | 932330405 | 120 | 120 | 69400.00 | -0- | -0- | -0- | -0- |
| LIL | 139MC | 3680012665910 | PM7458 | E1924 | WATER BLAST CLEANR | 510 | 93231 | 90000.00 | 83 | I | 932330406 | 120 | 120 | 90000.00 | -0- | -0- | -0- | -0- |
| LIL | 139MC | 4310P502 | PM7720 | E1922 | AIR COMPRESS SYS | 511 | 87202 | 15360.00 | 87 | 0 | 922730016 | 120 | 074 | 9471.96 | 127.98 | 127.98 | 127.98 | 127.98 |
| LIL | 139MC | 4320PL856371F | PM8053 | E1795 | BURN OUT FURNACE | 511 | 87202 | 24960.00 | 87 | 0 | 922730010 | 120 | 074 | 180 15391.96 | 207.98 | 207.98 | 207.98 | 85.64 |
| LIL | 139MC | 4320PL856371F | PM8102 | E1799 | ABR BLAST MACHINE | 511 | 87202 | 67200.00 | 87 | 0 | 922730015 | 120 | 074 | 180 41439.96 | 559.98 | 559.98 | 559.98 | 230.58 |
| LIL | 139MC | 4430 | PM7721 | E1774 | COND.BREAKDOWN MCH | 511 | 87202 | 16000.00 | 87 | I | 922730004 | 120 | 075 | 10891.04 | 113.51 | 113.51 | 113.51 | 113.51 |
| LIL | 139MC | 4430 | | E1869 | STUCCOING SYSTEM | 511 | 87202 | 140800.00 | 87 | I | 922730007 | 120 | 074 | 86826.62 | 1173.31 | 1173.31 | 1173.31 | 1173.31 |
| LIL | 139MC | 4430 | PM8051 | E1796 | DEWAXING SYSTEM | 511 | 87202 | 79360.00 | 87 | I | 922730009 | 120 | 074 | 48938.62 | 661.31 | 661.31 | 661.31 | 661.31 |
| LIL | 139MC | 4430 | PM7765 | E1872 | AIR MAKEUP UNIT | 511 | 87202 | 30720.00 | 87 | I | 922730013 | 120 | 074 | 18943.96 | 255.98 | 255.98 | 255.98 | 255.98 |
| LIL | 139MC | 4430005414636 | PM8052 | E1867 | INERT GAS OVEN | 511 | 87202 | 22912.00 | 87 | I | 922730012 | 120 | 074 | 14129.02 | 190.91 | 190.91 | 190.91 | 190.91 |
| LIL | 139MC | 6630PTHERMATEST | | E1797 | THERM ANALYSIS | 511 | 86365 | 15042.00 | 86 | I | 871950015 | 060 | 060 | 145589.00 | -0- | -0- | -0- | -0- |
| LIL | 139MC | NSN NEEDED | PM7719 | E1800 | REFRIGERANT DRYER | 511 | 93223 | 37200.00 | 83 | 0 | 932330002 | 120 | 120 | ? 61525.30 | -0- | -0- | -0- | -0- |

JUNE = SAME AS MAY

COST ESTIMATE

SUMMARY SHEET

_BUDGET XX-FINAL __PRELIMINARY __OTHER PROJECT NUMBER:

NSTALLATION: HILL AFB

USING AGENCY: MANEF

ROJECT TITLE: INVESTMENT CA

DRAWING NUMBER:

RPRD BY: SKB DATE:

APPR BY:

DATE:

| DIVISION AND ITEM | UNIT COSTS __DIRECT MAT'L | UNIT COSTS __DIRECT LABOR | UNIT COSTS __DIRECT TOTAL | UNIT COSTS __CNTRCT MAT'L | UNIT COSTS __CNTRCT LABOR | EXTENSIONS TOTAL |
|---|---|---|---|---|---|---|
| RCHITECTURAL, TRUCTURAL, & SITEWORK DIVS. 2,3,4,5,9,13) | | | | | | $52,701 |
| ECHNICAL (DIVS.11,15) | | | | | | $247,913 |
| LECTRICAL (DIV. 16) | | | | | | $57,936 |
| OTAL PACKAGE | | | | | | $358,550 |

Equip Inst.

PAGE 1 OF 1

SOUTHWEST RESEARCH INSTITUTE
6220 CULEBRA ROAD
POSTAL DRAWER 28510
SAN ANTONIO, TEXAS 78284

FOR MANEF REVIEW
CONTRACT No. F42650-87-D0026

S. BRAUER 8-17-88

# GENPLUS

DIVISION OF CUMMINS INTERMOUNTAIN, INC.

11/16/94

*GenPlus Division of Cummins Intermountain, Inc.*
*1033 South 400 West*
*Salt Lake City, Utah 84101*
*801-524-1384 Phone*
*801-524-1359 Fax*

Hill Air Force Base
HAFB, Utah
Attn: Craig Wood
Fax: 801-777-2931
Phone: 801-777-3251

Cummins/Onan model 35 EK engine generator set, Natural Gas, rated **35 KW**, 44 KVA, stand by power, 277/480 volts, 3 phase, 4 wire, 0.8 power factor, 60 hertz, 1800 RPM, rated 25.6 KW at 8,500 feet elevation and 104°F Ambient with equipment, controls, and accessories as listed on the equipment materials list. Price includes an Onan OT70, 70 A., 3 phase, 277/480 Volt, 3 Pole, 4 Wire, NEMA 1 Enclosure, with accessories as listed

**Engineering Esitmate . . . . . $12,300.00 NET**

Delivery 8-12 Weeks ARO
Freight pre-paid and allowed to the jobsite-customer to off-load.
Terms Net 10th Prox. on approved credit.

Terms are net 10th EOM. Any unpaid balance will be charged a service fee of 2% per month. Price excludes any applicable sales tax. This quotation is made for acceptance within Thirty (30) days. We fully guarantee all claims made in this quotation. We cannot assume responsibility for delays in delivery caused by strikes, fire, floods, or other delays beyond our reasonable control.

OFFEROR TO COMPLETE BLOCKS 13,15,21,22, & 27.

| 2. CONTRACT NO. | 3. AWARD/EFFECTIVE DATE | 4. SOLICITATION NUMBER | 5. SOLICITATION TYPE | 6. SOLICITATION ISSUE DATE |
|---|---|---|---|---|
| F42650-93C0064 | | F42650-93-R-A387 | [ ] SEALED BID [X] NEGOTIATED (RFP) | 93 FEB 05 |

7. ISSUED BY CODE

DEPARTMENT OF THE AIR FORCE
SOLICITATION DIVISION/BLDG 1287
OGDEN LOGISTICS CENTER
HILL AIR FORCE BASE, UT 84056-5000

POC: VALERIE MILLIS/PKOCS/(801)777-0189 NO COLLECT CALLS

8. THIS ACQUISITION IS
[X] UNRESTRICTED
[ ] SET ASIDE % FOR
[ ] SMALL BUSINESS
SIC 2585 SIZE STANDARD 750
[ ] LABOR SURPLUS AREA CONCERNS
[ ] COMBINED SMALL BUSINESS & LABOR SURPLUS AREA CONCERNS
[ ] OTHER

SOLICITATION: SEALED OFFERS WILL BE RECEIVED AT THE ISSUING OFFICE UNTIL 02:00 PM ON 93 MAR 05
OFFERS ARE SUBJECT TO LATE PROPOSAL PROVISIONS INCORPORATED HEREIN. ALL OFFERS ARE SUBJECT TO SUCH
PROVISIONS, REPRESENTATIONS, CERTIFICATIONS AND SPECIFICATIONS AS ARE ATTACHED OR INCORPORATED BY REFERENCE.

9. ITEM TO BE PURCHASED (BRIEF DESCRIPTION)
[ ] PRODUCTS [ ] SERVICES ENVIRONMENTAL CONTROL SYSTEM

10. OFFER IS ACCEPTED BY THE GOVERNMENT WITHIN _____ CALENDAR DAYS (60 CALENDAR DAYS UNLESS OFFEROR INSERTS A DIFFERENT PERIOD) FROM THE DATE SET FORTH IN BLK 9 ABOVE. THE CONTRACTOR AGREES TO HOLD ITS OFFERED PRICES FOR THE ITEMS SOLICITED HEREIN AND TO ACCEPT ANY RESULTING CONTRACT SUBJECT TO TERMS AND CONDITIONS STATED HEREIN

11. ADMINISTERED BY CODE F02029
CO-ALC/PKOCS
6038 ASPEN AVE/BLDG 1287
HILL AFB, UT 84056-5805
SCD: C

12. CONTRACTOR OFFEROR CODE FACILITY CODE

Mechanical Service & Systems, Inc.
1021 South 400 West
Midvale, Utah 84047
TELEPHONE NO
CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER

14. PAYMENT WILL BE MADE BY CODE FMFMA
ACCOUNTING & FINANCE OFFICE
CO-ALC/FMFMA
HILL AFB, UT 84056-5260
SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK

15. DISCOUNT FOR PROMPT PAYMENT 30

16. AUTHORITY FOR USING OTHER THAN FULL AND OPEN COMPETITION [ ] 10 U.S.C. 2304 (c)( ) [ ] 41 U.S.C. 253 (c)( )

| 18. SCHEDULE OF SUPPLIES/SERVICES | 19. QUANTITY | 20. UNIT | 21. UNIT PRICE | 22. AMOUNT |
|---|---|---|---|---|
| Shell Room Environmental Controll | | | ENTER PRICES IN SECTION B USE TYPEWRITER OR BLACK INK | |

MAILING DATE JUN 28 1993

23. ACCOUNTING AND APPROPRIATION DATA
SEE SECTION G

24. TOTAL AWARD AMOUNT FOR GOVT USE ONLY
$310,347.00

25. CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN COPIES TO THE ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND DELIVER ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY CONTINUATION SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED HEREIN.

26. [X] AWARD OF CONTRACT: YOUR OFFER ON SOLICITATION NUMBER SHOWN IN BLOCK 4 INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN IS ACCEPTED AS TO ITEMS: 0001 & 0002

27. NAME OF OFFEROR/CONTRACTOR

28. UNITED STATES OF AMERICA (SIGNATURE OF CONTRACTING OFFICER)
Valerie E. Millis

| 29. NAME OF SIGNER (TYPE OR PRINT) | DATE SIGNED | NAME OF CONTRACTING OFFICER | DATE SIGNED |
|---|---|---|---|
| Richard G. Cowley, President | 5/6/93 | VALERIE E. MILLIS | 25 JUN 1993 |



STANDARD FORM 1447 (5-88)
Prescribed by GSA
FAR (48 CFR) 53.215-1(a)

PART I - THE SCHEDULE
SECTION B
SUPPLIES OR SERVICE AND PRICES/COSTS

| ITEM | SUPPLIES/SERVICES | QTY | UNIT | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 0001 | INSTALL ROOF PENETRATIONS<br>PR NR: F6MANE-9255-0301<br>PR LI: 0001<br>ACRN: AA | 1 | JB | $_____ | $ 11,214.00 |
| 0002 | INSTALL BLOWER PLATFORM<br>PR NR: F6MANE-9255-0301<br>PR LI: 0002<br>ACRN: AA | 1 | JB | $_____ | $ 4,383.00 |
| 0003 | ACCOMPLISH BLOWER/ VENTILLATION SYSTEM INTERFACE<br>PR NR: F6MANE-9255-0301<br>PR LI: 0003<br>ACRN: AA | 1 | JB | $_____ | $ 8,338.00 |

Roof Work

Total $23,935.00

CONTRACT PERFORMANCE: Contractors are hereby put on notice that the delivery schedule is a critical element of the solicitation and any resulting contract. Failure to comply with the contract schedule may constitute breach and could result in the Government exercising its contractual rights, including contract termination.

C-5X. SPECIFICATIONS, STANDARDS AND/OR ATTACHMENTS

In accordance with general wage decision and technical specificaitons attached hereto.

E-18. INSPECTION OF CONSTRUCTION (JUL 1986) FAR 52.246-12
(IAW FAR 46.312)

G-1X. ACCOUNTING AND APPROPRIATION DATA

AA: 57X4922.050 629 6303 55593N 000000 00000 504400

H-4. NOTIFICATION OF DEBARMENT/SUSPENSION STATUS (APR 1987) AF FAR SUP 52.209-9001

The Contractor shall provide immediate notice to the Contracting Officer in the event of being suspended, debarred or declared ineligible by any Department or other Federal Agency, or upon receipt of a notice of proposed debarment from a DOD Agency, during the performance of this contract.
(IAW AF FAR SUP 9.490)

H-22. REQUIRED INSURANCE

Reference FAR clause entitled "Insurance . . ." the Contractor shall, at its own expense, procure and thereafter maintain the following kinds of insurance with respect to performance under the contract.

a. Workmen's Compensation and Employers Liability Insurance as required by law except that if this contract is to be performed in a State which does not require or permit private insurance, then compliance with the statutory or administrative requirements in any such State will be satisfactory. The required Workmen's Compensation insurance shall extend to cover employer's liability for accidental bodily injury or death and for occupational disease with a minimum liability limit of $100,000.

PC

6017 INDUSTRIAL EQUIPMENT MASTER LIST 07:13:40

| V | ACCT NO | NATIONAL STOCK NUMBER | SERIAL NUMBER | | NOMENCLATURE | BLDG NO | ACQUISITION DATE | COST | YR MFG | IOS | DOCUMENT NUMBER | MO USEF | MOS DEPR | DEPR. TO DATE | June | July | Sept 84 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| L | 139PC | 3416001B64083 | PM0142 | E1771 | ENGINE LATHE | 511 | 72300 | 60297.00 | 62 | 1 | 723150253 | 240 | 240 | 60297.00 | -0- | -0- | -0- | -0- | |
| | 39PC | 3416001B64083 | PM0320 | E1768 | ENGINE LATHE | 511 | 79081 | 60295.00 | 52 | 1 | 790870014 | 180 | 180 | 60295.00 | -0- | -0- | -0- | -0- | |
| L | 139PC | 3433009023341 | 7MC180 | E1766 | METALIZING OUTFIT | 511 | 80119 | 33200.00 | 68 | 1 | 801420006 | 180 | 180 | 704518.00 | -0- | -0- | -0- | -0- | |
| L | 139PC | 3433009023341 | CM6369857 | | METALIZING OUTFIT | 511 | 82260 | 70152.00 | 62 | 1 | 822710126 | 180 | 180 | 70152.00 | -0- | -0- | -0- | -0- | |
| L | [redacted] | [redacted] | [redacted] | [redacted] | [redacted] | [redacted] | [redacted] | [redacted] | [redacted] | [redacted] | [redacted] | [redacted] | [redacted] | [redacted] | -0- | -0- | -0- | -0- | |
| L | [redacted] | [redacted] | PM0256 | E1926 | MELTING FURNACE | [redacted] | 78300 | 18910.00 | 77 | 1 | 891320004 | 120 | 120 | 18910.00 | -0- | -0- | -0- | -0- | |
| L | 139PC | 4940-PVD-4 | PM6973 | E1773 | VAPOR DEGREASER | 511 | 86172 | 23875.02 | 86 | 1 | 863410002 | 120 | 095 | 18575.65 | 211.93 | 211.94 | 211.94 | 211.93 | |
| L | 139PC | 4940001418471 | PM7439 | E1770 | FLAME SPRAY BOOTH | 511 | 88325 | 59885.00 | 88 | 1 | 883340001 | 120 | 070 | 34921.75 | 499.25 | 499.24 | 499.24 | 499.25 | |
| L | 139PC | 4940001418471 | PM7302 | E1765 | FLAME SPRAY BOOTH | 511 | 88325 | 59885.00 | 88 | 1 | 883340002 | 120 | 070 | 34921.75 | 499.25 | 499.24 | 499.24 | 499.25 | |
| L | 139PC | 4940FFS2 | FFS2 | | FLAME SPRAY ROOM | 511 | 85001 | 79189.70 | 83 | 1 | 932330407 | 120 | 109 | 72376.40 | 619.30 | 619.30 | Removed. | gone | |

[redacted]

#1

#2 NOTHING in GO-17. why is That saw call out twice under SAME S

#3 NOTHING IN GO-17 - Item is ONLY $4578.73 should NOT BE ON HIGH DOLLA

#4 SAME AS #3

#5 SAME AS #3

128 ACCOUNT is Low DOLLAR.

I Thing 2-3-4-5 Are ON Low DOLLAR & NOT tracked : GO-17

- COST MODEL FOR EQUIPMENT INSTALLATION: BASIS - COST DATA FOR PROCUREMENT OF COMPLETE 4430P FOUNDRY SYSTEM

| | |
|---|---|
| - ORIGINAL COMPLETE SYSTEM COST | $1,839,000.00 |
| - CORRECTED COST AFTER VACUUM FURNACE TURN-IN | $1,650,087.43 |
| - INSTALLATION PORTION OF CONTRACT | $330,373.00 |
| - DEDUCTION OF 5% FOUNDATION/PITS | $16,518.65 |
| - NET INSTALLATION COST | $313,854.35 |
| - NET EQUIPMENT COST (-INSTALLATION) | $1,508,627.00 |
| - INSTALLATION % OF EQUIPMENT | 20.8% |

AN INSTALLATION MODEL IS DERIVED FROM THE ABOVE DATA. FROM THIS MODEL INSTALLATION COSTS FOR EQUIPMENT RELOCATION/REINSTALLATIONCAN BE CALCULATED AS 20.8% OF EQUIPMENT COSTS. FOR THIS STUDY ALL COSTS ARE ORDER OF MAGNITUDE DUE TO VERY LIMITED TIME CONSTRAINTS.

- CAPACITY SF 19,532 PER REAL PROPERTY COST RECORDS
  COST/VALUE $870,832 BLDG #338 - FOUNDRY

| | OO-ALC | SA-ALC | SM-ALC |
|---|---|---|---|
| COMPLETE SAND CASTING | NO | YES | YES |
| -EXISTING SF SPACE | 3567 SF | 15776 SF | 7075 SF |
| -ADDED SPACE REQ'D - SF (USE EXISTING VACATED SPACE) | 4200 SF | 0 | 0 |
| -ADDED EQUIPMENT REQ'D | | | |
| -FROM SA-ALC FOUNDRY | | | |
| --80/150# ALUM FURNACE | $106,900 | | |
| --80 ALUM/50 STEEL FURNACE | 115,180 | | |
| --400# ALUM HOLDING LADLE | 22,676 | | 22,676 |
| --GREEN SAND MOLDING SYSTEM | 257,948 | | |
| --PEP SET SAND SYSTEM | 79,172 | | |
| --SNAGGING GRINDER | 13,520 | | |
| | --- | | --- |
| | $595,396 | | $22,676 |
| --EQUIPMENT DEPRECIATION | $2,119/MO* | | $86/MO** |
| --EQUIPMENT TRANSPORTATION | | | |
| --EQUIPMENT INSTALLATION | $123,842+ | | $280++ |

--EQUIPMENT DEPRECIATION
* $6229.01 X 595,396/1,650,087.43 = $2119/MO
** $6229.01 X 22,676/1,650,087.43 = $86/MO

--EQUIPMENT TRANSPORTATION

--EQUIPMENT INSTALLATION: SA-ALC EQUIPMENT INSTALL AT OO-ALC
$595,396 X .208 (INSTALL FACTOR) = $123,842

-FACILITY MODIFICATION REQUIREMENTS (BASIS SA-ALC FACILITY)
[MODIFY EXISTING VACATED FACILITIES]

| | OO-ALC | SA-ALC | SM-ALC |
|---|---|---|---|
| -PITS FOR GREEN SAND SYS | $16,519 | | |
| -POWER DISTRIBUTION SYS | $38,386 | | |
| -BRIDGE CRANE -10 TON | $24,602 | | |
| -FURNACE VENTILATION | $ 7,185 | | |
| -ROOF EXHAUST SYS | $ 4,455 | | |
| -FIRE DETECTION SYSTEM | $ 4,075 | | |
| -20 TON AIR CONDITIONING | $13,750 | | |
| | --- | --- | --- |
| TOTAL | $108,972 | $0 | $0 |

# WR-ALC

# FOUNDRY PROCESS

# CONSOLIDTION STUDY

22 NOV 1994

BY: LARRY DAMRON
WR-ALC/TINMP
DSN 468-5145

**TRC Process Study Certification**
**(for approval of individual data sources)**

*Process Study:* Foundry

**PURPOSE:** To document the sources, methods, and conclusions related to Foundry. TRC/Process Study of WR-ALC.

**SOURCE:** Point of contact for supplied information is Larry D. Damron, WR-ALC/TINMP, DSN 468-5145. FY 94 actual workload data is included. Foundry layout and equipment is shown.

**METHOD:** Attachments include G017: Industrial Equipment Master List, CA/CRL: Custodian Auth/Receipt Products, Foundry Layout, Hazardous Material Disposal Cost, G029: Labor Summary for 4L skill code, 1 PLA.

**CONCLUSION:** WR-ALC performed 235.20 hours of foundry work from 01 Jan - 30 Sep 94 in the TRC category. This work has an attached data sheet. Approximately 100 hours for pouring lead anodes to support the plating shop was also worked. The anode work does not have backup data. The primary function of the foundry is for kirksite drop hammer dies and lead anode work. We have one foundry person who assists our heat treater in the same area. The heat treater is required to have someone in the area for safety reasons.

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

**Preparer: (sign)** Larry D. Damron **Date:** 22 Nov 94
LARRY D. DAMRON, TINMP, 6-5145

**Team Leader:** DON RIVERS, TIME, 6-4661 **Date:** 22 Nov 94

WR-ALC/FMP C. Lynn Matthews 11/22/94

| COST ESTIMATE | ☒ BUDGET ☒ FINAL | ☐ PRELIMINARY ☐ OTHER | PROJECT NUMBER HIL 227-6 |
|---|---|---|---|
| INSTALLATION HILL AIR FORCE BASE, UTAH | | USING AGENCY | |
| PROJECT TITLE INVESTMENT CASTING - BLDG. 511 | | DRAWING NUMBER | |
| PREPARED BY T. MARTIN / D. MARX | DATE 2-20-86 | APPROVED BY | DATE |

| DIVISION AND ITEM | QUANTITY AND UNIT | UNIT COSTS ☐ DIRECT ☐ CONTRACT MT'L | LABOR | TOTAL | EXTENSIONS MT'L | LABOR | TOTAL |
|---|---|---|---|---|---|---|---|
| MECHANICAL: BASE BLDG. PACKAGE | | | | | | | |
| PLUMBING TRENCHING | 300 LF | 1.01 | 1.90 | 2.91 | 303 | 570 | 873 |
| WASTE PIPING 4" Ø | 300 LF | 6.67 | 9.06 | 15.73 | 2002 | 2719 | 4721 |
| VENT PIPING 2" Ø | 256 LF | 3.52 | 8 | 11.52 | 903 | 2049 | 2951 |
| 1/2" COPPER PIPING | 217 LF | 1.10 | 4.43 | 5.53 | 238 | 963 | 1202 |
| 3/4" COPPER PIPING | 78 LF | 1.85 | 5.27 | 7.11 | 143 | 412 | 555 |
| FLOOR DRAINS | 7 EA | 56 | 32 | 88 | 392 | 224 | 616 |
| FLOOR CLEANOUT | 4 EA | 48 | 30 | 78 | 192 | 120 | 312 |
| STEAM PIPING 2 1/2" | 270 LF | 9.16 | 9.06 | 18.22 | 2474 | 2447 | 4921 |
| CONDENSATE 1" | 270 LF | 2.75 | 4.93 | 7.68 | 742 | 1333 | 2075 |
| STEAM PIPING 1 1/4" | 54 LF | 3.72 | 5.31 | 9.03 | 201 | 287 | 488 |
| TRAPS 1 1/4" | 6 EA | 85 | 13.67 | 98.67 | 510 | 82 | 592 |
| STEAM CONTROL VALVES | 6 EA | 129.83 | 16.67 | 146.50 | 779 | 100 | 879 |
| CHECK VALVES | 6 EA | 30 | 9.35 | 39.35 | 180 | 56 | 236 |
| UNIT HEATERS - 10 MBH HORIZ. | 2 EA | 190 | 27 | 217 | 380 | 54 | 434 |
| 20 MBH VERT. | 4 EA | 210 | 32 | 242 | 840 | 128 | 968 |
| PIPING INSULATION W/JACKET | 900 LF | 1.14 | 2.28 | 3.42 | 1026 | 2052 | 3078 |
| FIRE SPRINKLER SYSTEM (WET) | 5022 SF | .84 | 1.32 | 2.16 | 4218 | 6629 | 10847 |
| MECHANICAL BASE BLDG PACKAGE SUBTOTAL: | | | | | | | $35,748 |

A-G004C-DCY-PL-8ER

LONG RANGE
PLANNED LABOR APPLICATION SUMMARY-
REPORT SEQUENCE - RCC,RGC,PSEUDO CODE

>CAPABILITIES< TODAYS DATE 10/14/94 PAGE
AS OF FY 95 QTR 1 MON

| RCC | R R / M G PSEUDO / B C | *** PCN ** | PROJECTED DIRECT STANDARD HOURS CURYR (95) | BGTYR (96) | YR 3 (97) | YR 4 (98) | YR 5 (99) | PROJECTED PERSONNEL EQUIVALENTS C YR | B YR | YR 3 | YR 4 | YR 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SECTION TOTAL | | MNFJ | 201 | 232 | 223 | 223 | 223 | .15 | .17 | .15 | .15 | .15 |
| TOT LAB EFF // IND FAC | | | .923 | .965 | .931 | .931 | .931 | .369 | .349 | .378 | .378 | .378 |
| MNFNT | A A JAPO | 551 | 193 | 184 | 186 | 186 | 186 | .13 | .12 | .13 | .13 | .13 |
| MNFNT | Z A JBFZ | 551 | 249 | 239 | 237 | 462 | 462 | .17 | .16 | .16 | .31 | .31 |
| MNFNT | P A JBRA | 551 | 220 | 212 | 211 | 211 | 211 | .15 | .14 | .14 | .14 | .14 |
| MNFNT | B A JBRF | 551 | 953 | 923 | 920 | 920 | 920 | .65 | .63 | .62 | .62 | .62 |
| MNFNT | B A JBRH | 551 | 107 | 104 | 105 | 105 | 105 | .07 | .07 | .07 | .07 | .07 |
| MNFNT | A A JBRJ | 551 | 55 | 52 | 52 | 52 | 52 | .04 | .04 | .04 | .04 | .04 |
| MNFNT | A A JBRL | 551 | 137 | 132 | 132 | 132 | 132 | .09 | .09 | .09 | .09 | .09 |
| MNFNT | P A JBRR | 551 | 273 | 265 | 263 | 263 | 263 | .18 | .18 | .18 | .18 | .18 |
| MNFNT | B A JBRU | 551 | 406 | 398 | 395 | 395 | 395 | .27 | .27 | .27 | .27 | .27 |
| MNFNT | Z A JBSX | 551 | 273 | 265 | 263 | 263 | 263 | .18 | .18 | .18 | .18 | .18 |
| MNFNT | A A JDXT | 551 | 273 | 265 | 263 | 263 | 263 | .18 | .18 | .18 | .18 | .18 |
| MNFNT | A A JGDL | 551 | 166 | 159 | 157 | 157 | 157 | .11 | .11 | .11 | .11 | .11 |
| MNFNT | A A JGSH | 551 | 229 | 211 | 209 | 209 | 209 | .15 | .14 | .14 | .14 | .14 |
| MNFNT | A A JGTX | 551 | 193 | 184 | 186 | 186 | 186 | .13 | .12 | .13 | .13 | .13 |
| MNFNT | A A JGTZ | 551 | 9519 | 8244 | 8893 | 9463 | 9463 | 6.42 | 5.58 | 6.00 | 6.38 | 6.38 |
| MNFNT | A A JHJR | 551 | 123 | 198 | 157 | 157 | 157 | .10 | .11 | .11 | .11 | .11 |
| MNFNT | A A JHJL | 551 | 137 | 132 | 132 | 132 | 132 | .09 | .09 | .09 | .09 | .09 |
| MNFNT | A A JMLJ | 551 | 494 | 477 | 473 | 473 | 473 | .33 | .32 | .32 | .32 | .32 |

| RCC | N R M G B C | PSEUDO PCN | *** PCN ** | PROJECTED DIRECT STANDARD HOURS YR A | YR B | YR C | YR A | YR B | PROJECTED PERSONNEL EQUIV. C YR | B YR | YR 3 | YR 4 | B |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MNFNT | Z A | JNSV | 551 | 220 | 212 | 211 | 211 | 211 | .15 | .15 | .14 | .14 | .14 |
| MNFNT | A A | JNSZ | 551 | 220 | 212 | 211 | 211 | 211 | .15 | .14 | .14 | .14 | .14 |
| MNFNT | Z A | JSHY | 551 | 220 | 212 | 211 | 211 | 211 | .15 | .14 | .14 | .14 | .14 |
| MNFNT | P A | JWJN | 551 | 4 | 872 | 867 | 867 | 867 | .00 | .59 | .58 | .58 | .58 |
| MNFNT | E B | UBOS | 556 | 166 | 159 | 157 | 157 | 157 | .11 | .11 | .11 | .11 | .11 |
| MNFNT | A B | JBQZ | 556 | 166 | 159 | 157 | 157 | 157 | .11 | .11 | .11 | .11 | .11 |
| MNFNT | A B | JCFH | 556 | 166 | 159 | 157 | 157 | 157 | .11 | .11 | .11 | .11 | .11 |
| MNFNT | Z B | JFEX | 556 | 74 | 76 | 74 | 74 | 74 | .05 | .05 | .05 | .05 | .05 |
| MNFNT | A B | JGEV | 556 | 166 | 159 | 157 | 157 | 157 | .11 | .11 | .11 | .11 | .11 |
| MNFNT | T B | JHWG | 556 | 80 | 80 | 80 | 80 | 80 | .05 | .05 | .05 | .05 | .05 |
| MNFNT | Z B | JVBI | 556 | 84 | 80 | 79 | 79 | 79 | .06 | .06 | .05 | .05 | .05 |
| MNFNT | E B | JYGM | 556 | 84 | 81 | 79 | 79 | 79 | .06 | .06 | .05 | .05 | .05 |
| MNFNT | U J | DBWB | 154 | 819 | 793 | 787 | 787 | 787 | .56 | .54 | .53 | .53 | .53 |
| MNFNT | A J | EFVC | 254 | 454 | 478 | 473 | 473 | 473 | .33 | .32 | .32 | .32 | .32 |
| MNFNT | U J | EIIQ | 254 | 103 | 71 | 66 | 66 | 66 | .07 | .05 | .04 | .04 | .04 |
| MNFNT | A J | FIDG | 354 | 653 | 640 | 642 | 642 | 642 | .44 | .43 | .43 | .43 | .43 |
| MNFNT | A J | UDCZ | 554 | 220 | 212 | 211 | 211 | 211 | .15 | .14 | .14 | .14 | .14 |
| MNFNT | A J | UDEP | 554 | 68 | 62 | 62 | 62 | 62 | .04 | .04 | .04 | .04 | .04 |
| MNFNT | N J | JEZP | 554 | 1360 | 1320 | 1314 | 1314 | 1314 | .92 | .90 | .89 | .89 | .89 |
| [illegible] | [illegible] | [illegible] | 554 | 7887 | 7659 | 7619 | 7620 | 7620 | 5.32 | 5.19 | 5.14 | 5.14 | 5.14 |

| RCC | RGC | PSEUDO | *** PCN ** PON | PROJECTED DIRECT STANDARD HOURS CURYR | BGTYR | YR 3 | YR 4 | YR 5 | PROJECTED PERSONNEL EQUIVALENTS CURYR | BGTYR | YR 3 | YR 4 | YR 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MNFNT | A J | JGFO | 554 | 3537 | 3432 | 3416 | 3416 | 3416 | 2.39 | 2.33 | 2.30 | 2.30 | 2.30 |
| MNFNT | A J | JGQV | 864 | 55 | 53 | 52 | 52 | 52 | .04 | .04 | .04 | .04 | .04 |
| MNFNT | A J | JGSW | 554 | 55 | 52 | 52 | 52 | 52 | .04 | .04 | .04 | .04 | .04 |
| MNFNT | A J | JJHB | 554 | 2124 | 2082 | 2048 | 2048 | 2048 | 1.43 | 1.40 | 1.38 | 1.38 | 1.38 |
| MNFNT | A J | JTED | 564 | 270 | 264 | 263 | 263 | 263 | .18 | .18 | .18 | .18 | .18 |
| MNFNT | A J | JWGN | 554 | 13060 | 11877 | 12608 | 10009 | 10009 | 8.82 | 7.91 | 6.51 | 6.75 | 6.75 |
| MNFNT | A J | JXHC | 554 | 11156 | 10830 | 10769 | 10770 | 10770 | 7.52 | 7.34 | 7.27 | 7.27 | 7.27 |
| MNFNT | A L | DUKV | 156 | 55 | 53 | 52 | 52 | 52 | .04 | .04 | .04 | .04 | .04 |
| MNFNT | A L | FIDK | 368 | 220 | 212 | 211 | 211 | 211 | .9 | .14 | .14 | .14 | .14 |
| MNFNT | A L | HLAG | 456 | 39 | 12 | 10 | 10 | 10 | .03 | .01 | .01 | .01 | .01 |
| MNFNT | A L | JADO | 556 | 656 | 635 | 63 | 63 | 63 | .45 | .43 | .43 | .43 | .43 |
| MNFNT | A L | JCBU | 868 | 109 | 1096 | 1082 | 1082 | 1082 | .74 | .72 | .71 | .71 | .71 |
| MNFNT | U L | JCPN | 556 | 39 | 37 | 38 | 38 | 38 | .03 | .03 | .03 | .03 | .03 |
| MNFNT | B L | JEEB | 556 | 382 | 370 | 367 | 367 | 367 | .26 | .25 | .25 | .25 | .25 |
| MNFNT | M L | JFNE | 868 | 55 | 53 | 52 | 52 | 52 | .04 | .04 | .04 | .04 | .04 |
| MNFNT | W L | JFXO | 556 | 107 | 104 | 105 | 105 | 105 | .07 | .07 | .07 | .07 | .07 |
| MNFNT | U L | JHJD | 556 | 30 | 28 | 26 | 28 | 28 | .02 | .02 | .02 | .02 | .02 |
| MNFNT | J N | JHCK | 657 | 188 | 180 | 167 | 167 | 167 | .11 | .11 | .11 | .11 | .11 |
| MNFNT | A N | JKUJ | 657 | 709 | 711 | 734 | 734 | 734 | .48 | .48 | .50 | .50 | .50 |
| MNFNT | A N | JKUL | 657 | 0 | 50 | 0 | 400 | 400 | .00 | .34 | .00 | .27 | .27 |

REPORT SEQUE[illegible] RGC,PSEUDO CODE

| RCC | R M G | PSEUDO | PCN | PROJECTED DIRECT STAND[illegible] CURYR | BGTYR | YR 3 | YR 4 | YR 5 | PROJECTED PERSONNEL EQUI[illegible] CYYR | BYYR | YR 3 | YR 4 | YR 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MNFNT | W P | JFHM | 556 | 127 | 128 | 127 | 127 | 127 | .08 | .09 | .09 | .09 | .09 |
| MNFNT | W P | JFNP | 556 | 1573 | 1588 | 1607 | 1607 | 1607 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| MNFNT | W P | JFNR | 556 | 5980 | 5949 | 6072 | 6072 | 6072 | 4.04 | 4.03 | 4.10 | 4.10 | 4.10 |
| MNFNT | W P | JFNU | 556 | 127 | 125 | 127 | 127 | 127 | .08 | .09 | .09 | .09 | .09 |
| MNFNT | W P | JFNY | 556 | 60 | 64 | 64 | 64 | 64 | .04 | .04 | .04 | .04 | .04 |
| MNFNT | R P | JFXQ | 657 | 127 | 125 | 127 | 127 | 127 | .08 | .08 | .09 | .09 | .09 |
| MNFNT | W P | JGAF | 556 | 1284 | 1252 | 1278 | 1278 | 1278 | .85 | .85 | .86 | .86 | .86 |
| MNFNT | U P | JGBT | 556 | 258 | 251 | 257 | 257 | 257 | .17 | .17 | .17 | .17 | .17 |
| MNFNT | W P | JGRN | 556 | 2317 | 1818 | 2021 | 2021 | 2021 | 1.54 | 1.23 | 1.36 | 1.36 | 1.36 |
| MNFNT | R P | JGZT | 657 | 127 | 126 | 127 | 127 | 127 | .08 | .09 | .09 | .09 | .09 |
| MNFNT | R P | JTBA | 657 | 4576 | 4518 | 4639 | 4639 | 4639 | 3.09 | 3.08 | 3.13 | 3.13 | 3.13 |
| MNFNT | T R | FUQT | 556 | 273 | 264 | 263 | 263 | 263 | .18 | .18 | .18 | .18 | .18 |
| MNFNT | M R | JBDY | 556 | 107 | 105 | 105 | 105 | 105 | .07 | .07 | .07 | .07 | .07 |
| MNFNT | T R | JEEO | 556 | 494 | 478 | 473 | 473 | 473 | .33 | .32 | .32 | .32 | .32 |
| MNFNT | T R | JFHI | 556 | 107 | 105 | 105 | 105 | 105 | .07 | .07 | .07 | .07 | .07 |
| MNFNT | 1 R | JFJH | 556 | 338 | 331 | 328 | 328 | 328 | .23 | .22 | .22 | .22 | .22 |
| MNFNT | T R | JGBA | 556 | 107 | 105 | 105 | 105 | 105 | .07 | .07 | .07 | .07 | .07 |
| MNFNT | H R | JGHC | 556 | 93 | 93 | 92 | 92 | 92 | .06 | .06 | .06 | .06 | .06 |
| MNFNT | 9 R | JHAL | 556 | 55 | 53 | 52 | 52 | 52 | .04 | .04 | .04 | .04 | .04 |
| MNFNT | C R | JTBB | 556 | 819 | 794 | 787 | 787 | 787 | .56 | .54 | .53 | .53 | .53 |

PLANNED LABOR APPLICATION SUMMARY-
REPORT SEQUENCE - RCC,RGC,PSEUDO CODE

AS OF FY 95 QTR 1 MON 1

*** PCN **

| RCC | R R M G B C | PSEUDO | PCN | PROJECTED DIRECT STANDARD HOURS CURYR | BGTYR | YR 3 | YR 4 | YR 5 | PROJECTED PERSONNEL EQUIVALENTS C YR | B YR | YR 3 | YR 4 | YR 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MNFNT | F S | FKZZ | 356 | 39 | 12 | 10 | 10 | 10 | .03 | .01 | .01 | .01 | .01 |
| MNFNT | A H | JXXX | 000 | 1204 | 1203 | 1203 | 1203 | 1203 | .81 | .82 | .81 | .81 | .81 |
| RCC TOTAL | | | MNFNT | 79250 | 78043 | 78040 | 78038 | 78038 | 53.45 | 52.93 | 52.74 | 52.72 | 52.72 |
| TOT LAB EFF // IND FAC | | | | .930 | .930 | .930 | .930 | .930 | .310 | .310 | .310 | .310 | .310 |
| SECTION TOTAL | | | MNFN | 79250 | 78043 | 78040 | 78038 | 78038 | 53.45 | 52.93 | 52.74 | 52.72 | 52.72 |
| TOT LAB EFF // IND FAC | | | | .930 | .930 | .930 | .930 | .930 | .310 | .310 | .310 | .310 | .310 |
| MNFPE | K L | JHRH | 556 | 76 | 0 | 0 | 0 | 0 | .04 | .00 | .00 | .00 | .00 |
| MNFPE | W P | JFNR | 556 | 70 | 66 | 65 | 65 | 65 | .04 | .04 | .03 | .03 | .03 |
| MNFPE | W P | JFNU | 556 | 381 | 360 | 358 | 358 | 358 | .21 | .19 | .18 | .18 | .19 |
| MNFPE | R P | JFXQ | 657 | 1528 | 1419 | 1421 | 1421 | 1421 | .82 | .76 | .76 | .76 | .78 |
| MNFPE | W P | JGAF | 556 | 45 | 48 | 48 | 48 | 48 | .03 | .03 | .03 | .03 | .03 |
| MNFPE | U P | JGBT | 556 | 86 | 83 | 82 | 82 | 82 | .05 | .05 | .04 | .04 | .04 |
| MNFPE | R P | JTBA | 657 | 2404 | 2728 | 2751 | 2751 | 2751 | 1.29 | 1.47 | 1.47 | 1.47 | 1.47 |
| MNFPE | A R | JHTS | 556 | 330 | 300 | 294 | 294 | 294 | .18 | .18 | .18 | .16 | .16 |
| MNFPE | C R | JTBB | 556 | 551 | 600 | 583 | 583 | 583 | .36 | .32 | .31 | .31 | .31 |
| RCC TOTAL | | | MNFPE | 5581 | 5604 | 5602 | 5602 | 5602 | 3.02 | 3.02 | 2.99 | 2.99 | 2.99 |
| TOT LAB EFF // IND FAC | | | | .930 | .930 | .930 | .930 | .930 | .041 | .041 | .040 | .040 | .040 |
| SECTION TOTAL | | | MNFP | 5581 | 5604 | 5602 | 5602 | 5602 | 3.02 | 3.02 | 2.99 | 2.99 | 2.99 |
| TOT LAB EFF // IND FAC | | | | .930 | .930 | .930 | .930 | .930 | .041 | .041 | .040 | .040 | .040 |
| MNFST | B A | JBFW | 591 | 264 | 262 | 257 | 260 | 260 | .18 | .19 | .18 | .18 | .18 |

# SA-ALC

# FOUNDRY PROCESS

# CONSOLIDATION STUDY

**5 DEC 1994**

**BY: Donald D. Rivers**
**SA-ALC/TIME**
**DSN 945-4661**

FOR OFFICIAL USE ONLY

TRC/PROCESS CONSOLIDATION
CERTIFICATION WORKSHEET
FOUNDRY PROCESS STUDY

INSTALLATION: SA-ALC

PURPOSE: To document the sources, methods and conclusions related to the Foundry Consolidation Study.

SOURCE: Don Rivers, Foundry Process Engineer, SA-ALC/TIME, DSN 945-4661, provided all data input. This information was prepared based on personal knowledge of Foundry facilities, process , equipment and costs.

METHOD: FY95 workload of 14442 DPSH was calculated based on the FY95 BES PLA. Foundry workload capacity was calculated to be 76,086 DPSH based on a common average yield of 1409 DPSH, two shifts, and 27 PEs per shift based on a Foundry Capacity Model developed by Don Rivers. The Foundry Model is based on experience in which 50PEs were required on a two shift basis to produce castings for T38 Flight Controls. Utilization was calculated to be 18.9% as the ratio of FY95 Workload to FY95 Capacity. Cost of manufacturing was calculated to be $1,088,678 based upon the annual summary of the G035A RCC Operating Cost Report. Personnel authorizations of 20 PEs was obtained from the MAJCOM Unit Manning Document. The actual required 10.25 PEs was based on decoding of various PCNs as Foundry related from the FY95 BES PLA. The CA-CRL listing was adjusted to $1,979,761.49 equipment inventory on hand to reflect actual versus programmed costs and previous equipment turn-in. Foundry floorspace of 19,532 SF is identified in Civil Engineering Real Property Records. The Foundry has adequate space for Sand Casting Consolidation but requires an additional 7198 SF of floorspace for Investment Casting Consolidation. Facility modifications costing $868,193 will be required to accomodate relocation of Investment casting equipment costing $596,634 from OO-ALC to SA-ALC.

CONCLUSION: SA-ALC has sufficient capacity for total Sand Casting Foundry Consolidation, but would require some facility modification to provide for Investment Casting Foundry Consolidation.

I Certify that the above information is accurate and complete to the best of my knowledge and belief.

Preparer: Donald Rivers Date: 6 Dec 94
DONALD RIVERS, SA-ALC/TIME
DSN 945-4661

TRC Focal Point Reviewer: R. G. Barbosa Date: 6 Dec 94
RICHARD BARBOSA, SA-ALC/FMPF
DSN 945-4211

I Certify that the above information is accurate and complete to the best of my knowledge and belief.

MAJCOM REVIEWER: _____ Date: _____

| | |
|---|---|
| **WORKLOAD** | |
| FY95 | 14,442 DPSH |
| FY96 | 14,637 DPSH |
| FY97 | 14,432 DPSH |
| FY98 | 11,675 DPSH |
| **CAPACITY (PRODUCTION OUTPUT)** | |
| FY95 | 76,086 DPSH |
| FY96 | 77,112 DPSH |
| FY97 | 76,032 DPSH |
| FY98 | 61,506 DPSH |
| **UTILIZATION** | 18.9% |
| **FLOWTIME** | |
| PATTERN MANUFACTURING | 1 - 15 WEEKS |
| ALUMINUM CASTING | 1 - 2 WEEKS |
| DROPHAMMER DIES (PLASTIC) | 2 - 3 WEEKS |
| DROPHAMMER DIES (KIRKSITE) | 6 - 9 WEEKS |
| **CONSOLIDATION IMPACT** | |
| PRODUCTION TIME | 1 - 2 WEEKS |
| TRANSPORTATION TIME | 1 - 2 WEEKS |
| **OPERATING COSTS** | |
| TRANSPORTATION | $43,054 |
| UTILITIES | $31,484 |
| HAZARDOUS WASTE | $274 |
| MATERIAL | $62,404 |
| MANUFACTURING | $1,088,678 |
| **PERSONNEL** | |
| UMD AUTHORIZED | 20 PEs |
| FY95 BES PLA | 10 PEs |
| **EQUIPMENT** | |
| CA-CRL | $1,979,761.49 |
| EQUIPMENT DEPRECIATION/MONTH | $7128 |
| **FOUNDRY CAPACITY SF** | |
| SAND CASTING | 12,606 SF |
| PATTERNSHOP SF | 3,156 SF |
| INVESTMENT CASTING | 660 SF |
| PRODUCTION SUPPORT | 3110 SF |
| TOTAL | 19,532 SF |
| **ADDITIONAL SPACE*** | |
| SAND CASTING | 0 SF |
| INVESTMENT CASTING | 7198 SF |

| | |
|---|---|
| EQUIPMENT RELOCATION | |
| SAND CASTING | $0 |
| INVESTMENT CASTING | $596,634 |
| FACILITY MODIFICATION | |
| SAND CASTING | $0 |
| INVESTMENT CASTING | $868,193 |

*REUSE EXISTING VACATED SPACE - NO NEW CONSTRUCTION

SA-ALC FOUNDRY PROCESS CONSOLIDATION STUDY

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# SA-ALC FOUNDRY PROCESS CONSOLIDATION REPORT

1. INTRODUCTION: The SA-ALC Sand Foundry is the largest and has the most advanced technology in the command. It is the only one in the command who has a pattern shop and pattern makers dedicated exclusively to the fabrication of complex patterns. Pattern makers have demonstrated knowledge and expertise to provide pattern gating and risering designs to obtain stringent x-ray quality per customer design criteria. Also, it is the only foundry who manufactures all plastic drophammer dies for sheet metal stampings. The foundry specializes in high grade x-ray quality aluminum sand castings. Products have included in excess of 18,000 critical T-38 flight controls, 2300 Navy castings from Phalanx weapons systems to Torpedo Test Stand Castings. The foundry is currently working 12 hour days and 7 days per week to complete 800 F16 crew entry ladders. The customer has requested the ladders be completed well ahead of the original schedule.

2. WORKLOAD: Workload is to be based on the FY95 BES PLA. The FY95 BES PLA shows 18.06 PEs for MNPFA Foundry/Rubber Shop. The Breakout for Foundry equates to 10.25 PEs based on decoding of PCNs per the PLA listing. The FY95 workload is as follows:

Workload = PEs (work Positions) x average command yield

Average Command Yield = 1409 FY95, 1428 FY96, 1408 FY97 & 1139 FY98

FOUNDRY WORKLOAD:

| | | | | |
|---|---|---|---|---|
| FY95 | 10.25 PEs | x 1409 | = | 14,442 DPSH |
| FY96 | 10.25 PEs | x 1428 | = | 14,637 DPSH |
| FY97 | 10.25 PEs | x 1408 | = | 14,432 DPSH |
| FY98 | 10.25 PEs | X 1139 | = | 11,675 DPSH |

3. CAPACITY. Capacity is the measure of a facility's ability to perform workload based upon equipment and space available. The capacity as based upon workstation positions using the G029 sizing model shows 44 positions for the RCC (Foundry and Rubber Shop). However, during manufacture of T-38 flight controls we were actually staffed at 50 PEs, primarily on the first shift. A capacity model has been developed for this study which shows 27 positions as experienced during peak production of T-38 flight controls. It has been agreed that a 2 shift basis will be used to determine capacity constraints for this study.

Capacity = PEs (Work positions) x average command yield

PEs = 27 one shift or 54 for 2 shifts per the above Model

Avg Command Yield = 1409 FY95, 1428 FY96, 1408 FY97 & 1139 FY98

Capacity = 54 x 1409 = 76,086 DPSH FY95
= 54 X 1428 = 77,112 DPSH FY96
= 54 X 1408 = 76,032 DPSH FY97
= 54 X 1139 = 61,506 DPSH FY98

4. UTILIZATION. Utilization is the ratio between workload and the capacity of the facility.

Utilization = 14,442 DPSH/76,086 DPSH = .189 or 18.9%

5. FLOWDAYS. There is no system to identify flowdays for the foundry since it is unprogrammed workload. Flowdays are identifed based on qualifed personnel experience and judgement. The following Models depict typical flowdays experienced by the foundry for various type workloads.

## PROCESS FLOW

PROCESS FLOW:

| Pattern Mfg/Prototype | Flow Time | |
|---|---|---|
| - Mfg Pattern | 24 - 480 Hours | |
| - Prototype Time | 16 - 80 Hours | |
| - Pattern Adjustment | 0 - 24 Hours | |
| | --- | |
| | 40 - 584 Hours | 1 - 15 weeks |

PROCESS FLOW:

| Aluminum Casting | Flow Time | |
|---|---|---|
| - Mfg Mold | 1 - 4 Hours | |
| - Melt/Pour | 2 - 4 Hours | |
| - Shake Out | 2 - 4 Hours | |
| - Trim | 2 - 4 Hours | |
| - Grind | 2 - 4 Hours | |
| - Sandblast | 1 - 2 Hours | |
| - X-ray | 8 - 16 Hours | |
| - Solution Heat Treat | 8 - 16 Hours | |
| - Straighten | 2 - 4 Hours | |
| - Age | 16 - 24 Hours | |
| | --- | |
| | 44 - 82 Hours | 1 to 2 weeks |

PROCESS FLOW:

| Drop Hammer Die | Flow Time - Plastic Die | |
|---|---|---|
| - Mfg Splash | 16 - 24 Hours | |
| - Mfg Master Pattern | 16 - 24 Hours | |
| - Mfg/Assemble Box | 4 - 8 Hours | |
| - Mfg Aluminum Plates | 4 - 8 Hours | |
| - Pour Punch Core | 8 - 8 Hours | |
| - Pour Punch Shell | 8 - 8 Hours | |
| - Parallel Mach Punch | 4 - 8 Hours | |
| - Pour Die Core | 8 - 8 Hours | |
| - Pour Die Shell | 8 - 8 Hours | |
| - Parallel Machine Die | 4 - 8 Hours | |
| - Grind Polish Die Set | 4 - 8 Hours | |
| | --- | |
| | 84 -120 Hours | 2 to 3 weeks |

| Drop Hammer Die | Flow Time -(Kirksite/Kirksite) |
|---|---|
| - Mfg Splash | 16 - 24 Hours |
| - Mfg Spotting Master | 16 - 24 Hours |
| - Mfg Punch Pattern | 16 - 24 Hours |
| - Mfg Mold/Pour Punch | 8 - 12 Hours |
| - Spot Grind Punch | 75 -100 Hours |
| - Parallel Machine Punch | 8 - 16 Hours |
| - Tap Punch | 4 - 8 Hours |
| - Mfg Die Pattern | 8 - 16 Hours |
| - Mfg Die Mold/Pour | 8 - 12 Hours |
| - Spot Grind Die to Punch | 75 -100 Hours |
| - Parallel Machine Die | 8 - 16 Hours |
| | --- |
| | 242 -352 Hours 6 to 9 weeks |

6. CONSOLIDATION IMPACT - FLOWDAYS. There is no major impact to foundry production based upon consolidation. It is expected that production time will increase by 1 to 2 weeks due to scheduling adjustments. It is also expected that it will require an additional 1 to 2 weeks for packaging and shipping time to external customers.

PRODUCTION IMPACT/FLOWDAYS = 1 - 2 WEEKS

TRANSPORTATION TIME/FLOWDAYS = 1 - 2 WEEKS

7. COST OF OPERATIONS.

a. TRANSPORTATION - Transportation costs are computed based upon 2 Level Maintenance and Federal Express Shipping rates. The attached table is an estimate of shipping costs based on typical castings produced in the foundry. Shipping costs are $37,266 and Packaging costs are $5788. Total transportation costs are estimated to be $43,054.

b. UTILITY COST. Utility cost is based upon the G035A report. The cost basis is factoring the Foundry and Rubber Shop as a percentage of the total utility cost for the entire industrial complex. On this basis the Foundry and Rubber Shop RCC (MNPFA) is $55,464.29 for FY94. The Foundry represents 56.76% of total workload based upon 10.25 PEs of the RCC total of 18.06 PEs.

FOUNDRY UTILITY COST = $55,469.29 x .5676= $31,484.37

----------UTILITY DATA PER AG035A-HF3-MM-8BV REPORT----------

| | OCT 93 | NOV 93 | DEC 93 | JAN 94 | FEB 94 | MAR 94 |
|---|---|---|---|---|---|---|
| MNPFA HOURS | 3208.0 | 3170.5 | 3060.3 | 3458.9 | 3070.7 | 3554.7 |
| TOTAL HOURS | 556334.2 | 524298.0 | 490537.0 | 526534.1 | 488850.1 | 545041.9 |
| TOTAL COST | 828553 | 847353 | 735755 | 710143 | 704424 | 637942 |
| MNPFA % | .005777 | .006047 | .006239 | .006569 | .006281 | .006521 |
| MNPFA COST | 4777.58 | 5124.06 | 4590.13 | 4665.06 | 4424.82 | 4160.58 |

| | APR 94 | MAY 94 | JUN 94 | JUL 94 | AUG 94 | SEP 94 |
|---|---|---|---|---|---|---|
| MNPFA HOURS | 3115.3 | 3142.5 | 3625.7 | 3251.2 | 3950.5 | 3502.6 |
| TOTAL HOURS | 461317.9 | 495692.2 | 515808.8 | 475073.5 | 567587.3 | 509494.4 |
| TOTAL COST | 847510 | 712579 | 360929 | 677135 | 692720 | 798413 |
| MNPFA % | .006753 | .006339 | .007029 | .006844 | .006960 | .006875 |
| MNPFA | 5723.27 | 4517.48 | 2537.03 | 4634.02 | 4821.44 | 5488.82 |

TOTAL MNPFA (FOUNDRY/RUBBER SHOP) UTILITY COST = $55,464.29

c. HAZARDOUS WASTE (EM) - Foundry waste generated as of 1 Nov 94 per Kelly AFB HW Disposal Contract DLA200-92-R-0039 $274.40 for FY94 from Kelly AFB Environmental Management Information System.

d. MATERIAL COST. Material cost is taken from the RCC Operating Cost Report annual summary (A-G035A-HF3-MM-8BV). Material costs have been adjusted for the Foundry by removing the Rubber Shop portion. Foundry constitutes 56.76% of the total manning based on 10.25 PEs for Foundry and 18.06 PEs for the RCC. An adjustment has been made due to reduction of the PLA by 13%. The FY95 PLA was reduced from 20.75 PEs to 18.06 PEs for the RCC. Total material cost is $62,404 based upon FY94 RCC operating costs.

e. COST OF MANUFACTURING. Cost of manufacturing is based on the RCC Operating Cost Report annual summary (A-G035A-HF3-MM-9BV). The data has been adjusted to reflect Foundry costs only: 56.76% of total RCC cost based on 10.25 PEs Foundry and 18.06 PEs total RCC manning for Foundry and Rubber Shop. An adjustment has been made due to a reduction of the PLA by 13%. The FY 95 PLA has been reduced from 20.75 PEs to 18.06 PEs.

FY94 COST OF OPERATIONS

| FOUNDRY COST TYPE | ACTUAL COST |
|---|---|
| TOTAL DIRECT COST | $426,888 |
| TOTAL INDIRECT COST | 173,534 |
| TOTAL SHOP SUPPORT | 336,379 |
| TOTAL G-A COST | 151,877 |
| TOTAL RCC COST | $1,088,678 |

8. PERSONNEL: Personnel authorizations shown are based upon the Unit Manning Document MAJCOM ID: 1M and are compared to the FY95 BES PLA actual requirements.

FOUNDRY PERSONNEL

| SKILL | | | UMD AUTHORIZED | FY95 BES PLA |
|---|---|---|---|---|
| 4373 | FOREMAN | S10 | 1 | 1 |
| 4373 | LEADER | L10 | 1 | 1 |
| 4616 | PATTERNMAKER | W14 | 5 | 3 |
| 4616 | PATTERNMAKER | W11 | 1 | 0 |
| 4373 | MOLDER | W10 | 8 | 5 |
| 4373 | MOLDER | W08 | 3 | 0 |
| 4373 | MOLDER | W05 | 1 | 0 |
| | | | 20 | 10 |

9. EQUIPMENT.

a. CA-CRL. The current CA-CRL listing shows foundry equipment on-hand as $2,729,912.06 based upon purchase cost of a major foundry equipment system for $2,400,000 (Programmed Cost). The actual cost of this equipment was $1,839,000. This cost was later reduced to $1,650,087.43 (Depreciation Cost Basis) due to turn-in of some equipment. The adjusted CA-CRL equipment cost is $1,979,761.49.

CURRENT CA-CRL EQUIPMENT INVENTORY = $1,979,761.49

b. EQUIPMENT DEPRECIATION. There are two items listed in the CA-CRL for the foundry which show depreciation as follows:

| NSN | NOUN | COST | DEP REMAIN | DEP/MO | YEAR |
|---|---|---|---|---|---|
| 4430PFURNSYS | FURNACE SYS | 1650087.43 | 274077.65 | 6229.01 | 1984 |
| 4430000013152409 | FURNACE | 106900.00 | 65644.63 | 899.23 | 1991 |
| | | | TOTAL | $7128.24 | |

c. PROGRAMMED INVESTMENT: There are no programmed investments for the foundry.

d. EQUIPMENT DISPOSAL: There are three items of equipment which would be turned in resulting from foundry consolidation:

| NOUN | QTY | ACQ YEAR | COST |
|---|---|---|---|
| FURNACE | 1 | 1984 | $149,801 |
| AUTOCLAVE | 1 | 1984 | 28,000 |
| LADLE PREHEATER | 1 | 1984 | 24,080 |
| | | TOTAL | $201,881 |

10. FOUNDRY CAPACITY SF. The Foundry Bldg 338 has total floorspace of 19,532 SF based upon Real Property Records. Space is utilized as follows:

| | |
|---|---|
| SAND CASTING | 12,606 SF |
| INVESTMENT CASTING | 660 SF |
| PATTERN SHOP | 3,156 SF |
| SUPPORT SPACE | 3,110 SF |
| TOTAL BLDG 338 | 19,532 SF |

11. ADDITIONAL SPACE REQUIREMENT. SA-ALC has an excellent Sand Casting Foundry which requires no additional floorspace for total sand casting foundry consolidation. However, additional space is required for Investment Casting Foundry Consolidation. OO-ALC has an excellent Investment Casting capability occupying 7858 SF of floorspace. SA-ALC would require transfer of most of OO-ALC's Investment Casting Equipment to accomodate consolidation for a single Foundry Process Center. SA-ALC would require an additional 7198 SF of Floorspace for Investment Casting Consolidation (660 SF existing space).

ADDITIONAL SPACE REQUIRED

| | |
|---|---|
| SAND CASTING | 0 SF |
| INVESTMENT CASTING | 7198 SF |

12. EQUIPMENT RELOCATION. SA-ALC does not require any equipment relocation from another center for total consolidation of Sand Casting. SA-ALC will require relocation of considerable equipment from OO-ALC to consolidate Investment Casting capability which does not now exist:

EQUIPMENT RELOCATION SAND CASTING = $ 0

EQUIPMENT RELOCATION INVESTMENT CASTING = $596,634

SA-ALC EQUIPMENT RELOCATION FROM OO-ALC

| NOUN | QTY | ACQ YEAR | COST |
|---|---|---|---|
| WAX INJ PRESS | 1 | 1983 | 69,400 |
| WATER BLASTER | 1 | 1983 | 90,000 |
| AIR COMP FLUID BEDS | 1 | 1987 | 15,360 |
| BURNOUT FURNACE | 1 | 1987 | 24,900 |
| ABRASIVE BLAST MACH | 1 | 1987 | 67,200 |
| WAX CONDITIONING EQUIP | 1 | 1987 | 16,000 |
| STUCCOING SYSTEM | 1 | 1987 | 140,800 |
| DEWAXING AUTOCLAVE SYS | 1 | 1987 | 79,360 |
| RECERTIFY AUTOCLAVE BOILER | 1 | 1987 | 30,000 |
| INERT GAS OVEN | 1 | 1987 | 22,912 |
| CONTOUR (ABRASIVE) SAW | 1 | 1987 | 25,600 |
| THERMAL ANALYSIS SYS | 1 | 1986 | 15,042 |
| | | | $596,634 |

13. FACILITY MODIFICATION. There are no facility modification requirements for consolidation of Sand Casting at SA-ALC. Facility modification to relocate Investment Casting Equipment from OO-ALC to SA-ALC would require an MCP which is prohibited for this study. The cost basis for SA-ALC Investment casting modifications to an existing vacated facility are based upon actual costs required by OO-ALC to modify their Investment Casting facilities:

FACILITY MODIFICATION FOR SAND CASTING = $0

FACILITY MODIFICATION FOR INVESTMENT CASTING = $868,193

SA-ALC FACILITY MODIFICATION FOR OO-ALC EQUIPMENT

| | |
|---|---|
| -MODIFY EXISTING FACILITY/INSTALL ALL INVESTMENT CASTING EQUIPMENT | $358,550 |
| -MODIFY WAX ROOM | 95,141 |
| -TEMPERATURE/HUMIDITY CONTROL SYSTEM | 310,347 |
| -AIR MAKEUP UNIT | 30,720 |
| -REFRIGERANT DRYER (HUMIDITY CONTROL) | 37,200 |
| -ROOF PENETRATIONS | 23,935 |
| -EMERGENCY GENERATOR | 12,300 |
| TOTAL | $868,193 |

SA-ALC FOUNDRY CONSOLIDATION SUMMARY

CI + CUST [illegible] — 4/0



FY95 REVISED PLA AS OF 11/ 4/1994 LATEST

| DIV | RCC | PCN | MGR | CARRY IN HOURS | NEEDED $$$ | RAW CUST ORDERS HOURS | PA $$$ | FUNDED INPUT HOURS | OUTPUT DPSHs | FY95 DPAHs | CARRY OUT | FY95 ILF | FY95 EFF | FY95 PEs | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MNP | MNPCA | UJFJRK | LDP | 0 | 0 | 0 | 17856 | 144 | 0 | 0.00 | 144 | 0.408 | 0.890 | 0.00 | |
| | MNPCA | UJFJRL | LDP | 0 | 0 | 0 | 327978 | 2603 | 2130 | 2,393.26 | 237 | 0.408 | 0.890 | 1.62 | |
| | MNPCA | UJFKCB | LPF | 0 | 6313 | 80 | 6313 | 80 | 72 | 80.90 | 0 | 0.408 | 0.890 | 0.05 | |
| | MNPCA | UJFLIF | LDP | 0 | 0 | 0 | 2875 | 25 | 21 | 23.60 | 2 | 0.408 | 0.890 | 0.02 | |
| | MNPCA | UJFLIG | LDP | 392 | 0 | 0 | 32545 | 283 | 255 | 286.52 | 392 | 0.408 | 0.890 | 0.19 | |
| | MNPCA | UJFLII | LDP | 883 | 0 | 0 | 348565 | 3031 | 2736 | 3,074.16 | 873 | 0.408 | 0.890 | 2.08 | |
| | MNPCA | UJFLIK | LDP | 367 | 0 | 0 | 513360 | 4464 | 4024 | 4,521.35 | 359 | 0.408 | 0.890 | 3.06 | |
| | MNPCA | UJFMDK | LPF | 0 | 6313 | 80 | 6313 | 80 | 72 | 80.90 | 0 | 0.408 | 0.890 | 0.05 | |
| | MNPCA | UJFMDL | LPF | 0 | 6313 | 80 | 6313 | 80 | 72 | 80.90 | 0 | 0.408 | 0.890 | 0.05 | |
| | MNPCA | UJFNHK | LAD | 103 | 38336 | 496 | 38336 | 496 | 448 | 503.37 | 103 | 0.408 | 0.890 | 0.34 | |
| | MNPCA | UJFOUY | LDP | 0 | 0 | 0 | 18354 | 138 | 125 | 140.45 | 0 | 0.408 | 0.890 | 0.10 | |
| | MNPCA | UJFOVA | LPE | 141 | 30319 | 207 | 5712 | 39 | 253 | 284.27 | 125 | 0.408 | 0.890 | 0.19 | |
| | MNPCA | UJFQXG | LPF | 154 | 218432 | 2178 | 189348 | 1888 | 1471 | 1,652.81 | 431 | 0.408 | 0.890 | 1.12 | |
| | MNPCA | UJFRVY | LPE | 523 | 624305 | 2513 | 533379 | 2147 | 3672 | 4,125.84 | 578 | 0.408 | 0.890 | 2.79 | |
| | MNPCA | ULFCBN | LDP | 25 | 0 | 0 | 10578 | 123 | 132 | 148.31 | 0 | 0.408 | 0.890 | 0.10 | |
| | MNPCA | ULFCXG | LDP | 321 | 0 | 0 | 53483 | 677 | 435 | 488.76 | 515 | 0.408 | 0.890 | 0.33 | |
| | MNPCA | ULFKSJ | LDP | 0 | 0 | 0 | 75 | 1 | 0 | 0.00 | 1 | 0.408 | 0.890 | 0.00 | |
| | MNPCA | ULFMYM | LDP | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0.408 | 0.890 | 0.00 | |
| | MNPCA | WPFIRN | LPE | 4 | 2049 | 34 | 2049 | 34 | 30 | 33.71 | 4 | 0.408 | 0.890 | 0.02 | |
| | MNPCA | WPFIRT | LPF | 6 | 5303 | 88 | 5303 | 88 | 80 | 89.89 | 6 | 0.408 | 0.890 | 0.06 | |
| | MNPCA | WPFIXH | LAD | 18 | 707 | 12 | 707 | 12 | 12 | 13.48 | 18 | 0.408 | 0.890 | 0.01 | |
| | MNPCA | WPFIZA | LAS | 2 | 1868 | 31 | 1868 | 31 | 28 | 31.46 | 1 | 0.408 | 0.890 | 0.02 | |
| | MNPCA | WPFJOL | LDP | | 8677 | 144 | 8677 | 144 | 128 | 143.82 | 0 | 0.408 | 0.890 | 0.10 | |
| | MNPCA | ZAFEGF | LAD | 17 | 7524 | 55 | 7524 | 55 | 46 | 51.69 | 26 | 0.408 | 0.890 | 0.03 | |
| | MNPCA | | | 8,163 | 2,889,781 | 23622 | 7,123,058 | 55,155 | 52,286 | 58,748.31 | 10,956 | 0.408 | 0.890 | 39.77 | |
| F | MNPFA | 1RFKIL | LDE | 13655 | 0 | 0 | 378550 | 5650 | 5693 | 6,396.63 | 12980 | 0.430 | 0.890 | 4.40 | MFG PC LAND |
| RS | MNPFA | AJFKFQ | LPF | 687 | 355677 | 3261 | 307905 | 2823 | 4009 | 4,504.49 | 681 | 0.430 | 0.890 | 3.10 | 100 FTD MOD |
| RS | MNPFA | BLFLWJ | LPF | 115 | 0 | 0 | 0 | 0 | 94 | 105.62 | 10 | 0.430 | 0.890 | 0.07 | PT ANGUARD |
| RS | MNPFA | MFFIBS | LPF | 756 | 172098 | 2993 | 172098 | 2993 | 2882 | 3,238.20 | 548 | 0.430 | 0.890 | 2.23 | F100 SHUDI |
| F | MNPFA | NMFKPF | FMI | | 124646 | 1582 | 111251 | 1412 | 1272 | 1,429.21 | 0 | 0.430 | 0.890 | 0.98 | RESEARCH NAV |
| F | MNPFA | NPFJJR | FMI | | 1014 | 13 | 936 | 12 | 12 | 13.48 | 0 | 0.430 | 0.890 | 0.01 | NAVY 0009 |
| F | MNPFA | NPFKGQ | FMI | 523 | 151574 | 2517 | 151614 | 2516 | 2254 | 2,543.82 | 523 | 0.430 | 0.890 | 1.75 | MFG PROTO-M |
| F | MNPFA | NPFLTN | FMI | 0 | 178129 | 2956 | 178129 | 2956 | 2660 | 2,988.76 | 0 | 0.430 | 0.890 | 2.05 | NAVY |
| SPLIT 50/50 | MNPFA | RPFRXC | FMI | 523 | 106671 | 1751 | 106732 | 1752 | 1576 | 1,770.79 | 523 | 0.430 | 0.890 | 1.22 | MFG-655F( |
| RS | MNPFA | UJFCVG | LDP | 31 | 0 | 0 | 48332 | 281 | 254 | 285.39 | 31 | 0.430 | 0.890 | 0.20 | 5930 YP MIST |
| RS | MNPFA | UJFGWV | LDP | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0.430 | 0.890 | 0.00 | 2915 MIS TR |
| RS | MNPFA | UJFHDT | LPF | 83 | 55599 | 631 | 56658 | 545 | 427 | 479.78 | 154 | 0.430 | 0.890 | 0.33 | 2840 P MISTR |
| RS | MNPFA | UJFHNS | LDP | 22 | 0 | 0 | 9315 | 69 | 59 | 66.29 | 26 | 0.430 | 0.890 | 0.05 | 2835 YP MIST |
| RS | MNPFA | UJFISR | LPF | 11 | 1821 | 21 | 1821 | 21 | 20 | 22.47 | 2 | 0.430 | 0.890 | 0.02 | 2915 PT MIST |
| RS | MNPFA | UJFJRA | LDP | 16 | 0 | 0 | 1356 | 6 | 13 | 14.61 | 8 | 0.430 | 0.890 | 0.01 | GTCP 36-5 |
| RS | MNPFA | UJFJRB | LDP | 8 | 0 | 0 | 504 | 4 | 4 | 4.49 | 8 | 0.430 | 0.890 | 0.00 | GTCP 85-10 |
| RS | MNPFA | UJFJRD | LDP | 14 | 0 | 0 | 6572 | 53 | 30 | 33.71 | 33 | 0.430 | 0.890 | 0.02 | GTCP 85-180 |
| RS | MNPFA | UJFJRH | LDP | 0 | 0 | 0 | 4514 | 37 | 28 | 31.46 | 6 | 0.430 | 0.890 | 0.02 | GTE |
| RS | MNPFA | UJFJRL | LDP | 0 | 0 | 0 | 9702 | 77 | 63 | 70.79 | 7 | 0.430 | 0.890 | 0.05 | GTE |
| RS | MNPFA | UJFKCB | LPF | 0 | 6313 | 80 | 6313 | 80 | 72 | 80.90 | 0 | 0.430 | 0.890 | 0.06 | F100 23/C P7 |

NOTE: FOUNDRY = 10.25 PE'S OF 18.06 TOTAL PES (MNPFA)
= 56.75% OF

FY95 REVISED PLA AS OF 11/ 4/1994

| DIV | RCC | PCN | MGR | CARRY IN | NEEDED $$$ | RAW CUST ORDERS | PA $$$ | FUNDED INPUT | OUTPUT DPSHs | FY95 DPAHs | CARRY OUT | FY95 ILF | FY95 EFF | FY95 PEs | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 'S | MNP | MNPFA | UJFLIF | LDP | 0 | 0 | 0 | 3105 | 27 | 22 | 24.72 | 3 | 0.430 | 0.890 | 0.02 | C141 GTE |
| RS | | MNPFA | UJFLII | LDP | 32 | 0 | 0 | 114310 | 994 | 898 | 1,008.99 | 29 | 0.430 | 0.890 | 0.69 | GTE CON |
| RS | | MNPFA | UJFLIK | LDP | 0 | 0 | 0 | 33695 | 293 | 264 | 296.63 | 0 | 0.430 | 0.890 | 0.20 | GTE C130 |
| RS | | MNPFA | UJFMDK | LPF | 0 | 6313 | 80 | 6313 | 80 | 72 | 80.90 | 0 | 0.430 | 0.890 | 0.06 | 2915 PT F1 |
| RS | | MNPFA | UJFMDL | LPF | 0 | 6313 | 80 | 6313 | 80 | 72 | 80.90 | 0 | 0.430 | 0.890 | 0.06 | F-100 |
| RS | | MNPFA | ULDYCM | OC | 0 | 11970 | 160 | 3292 | 44 | 40 | 44.94 | 0 | 0.430 | 0.890 | 0.03 | B1B |
| F | | MNPFA | WPFIXH | LAD | 200 | 7777 | 132 | 7777 | 132 | 120 | 134.83 | 200 | 0.430 | 0.890 | 0.09 | C5 |
| F | | MNPFA | WPFIZA | LAS | 34 | 34348 | 570 | 34348 | 570 | 460 | 516.85 | 92 | 0.430 | 0.890 | 0.36 | MISC XE T-38 |
| | | | | | --- | --- | --- | --- | --- | --- | --- | --- | AAAAAA | AAAAAA | --- | |
| | | MNPFA | | | 16,710 | 1,230,363 | 16827 | 1,761,555 | 23,507 | 23,380 | 26,269.56 | 15,964 | 0.430 | 0.890 | 18.06 | |
| | | | | | | | | | | | | | | | | FOUNDRY = 10.25 |
| | | MNPMA | 1RFKIL | LDE | 2817 | 0 | 0 | 85559 | 1277 | 1295 | 1,427.78 | 2665 | 0.414 | 0.900 | 0.97 | OF 18.06 |
| | | MNPMA | 6RFHXS | NWC | | 4330 | 65 | 4263 | 64 | 56 | 62.22 | 0 | 0.414 | 0.900 | 0.04 | |
| | | MNPMA | 6RFLSF | FMI | | 285024 | 4279 | 285024 | 4279 | 3851 | 4,278.89 | 0 | 0.414 | 0.900 | 2.91 | |
| | | MNPMA | 6RFLSH | FMI | 100 | 999949 | 15012 | 999949 | 15012 | 13512 | 15,013.33 | 100 | 0.414 | 0.900 | 10.21 | |
| | | MNPMA | AEFAXH | LPF | 29 | 27092 | 57 | 27092 | 57 | 53 | 58.89 | 29 | 0.414 | 0.900 | 0.04 | |
| | | MNPMA | AJFKFD | LPE | 3 | 10388 | 87 | 10388 | 87 | 79 | 87.78 | 15 | 0.414 | 0.900 | 0.06 | |
| | | MNPMA | AJFKFO | LPF | 2551 | 2069507 | 11528 | 1638206 | 9404 | 10373 | 11,525.56 | 3118 | 0.414 | 0.900 | 7.84 | |
| | | MNPMA | AJFKJZ | LPF | 27 | 17264 | 142 | 16955 | 139 | 126 | 140.00 | 27 | 0.414 | 0.900 | 0.10 | |
| | | MNPMA | ANFJKD | FMI | 14 | 1436 | 19 | 907 | 12 | 12 | 13.33 | 14 | 0.414 | 0.900 | 0.01 | |
| | | MNPMA | AWFXXX | * | | 0 | | 0 | 0 | 488 | 542.22 | 0 | 0.414 | 0.900 | 0.37 | |
| 01 | | MNPMA | DPFKJJ | FMI | 171 | 0 | 0 | 0 | 0 | 0 | 0.00 | 171 | 0.414 | 0.900 | 0.00 | |
| | | MNPMA | FMFLTC | FMI | | 281438 | 3572 | 251133 | 3188 | 2868 | 3,186.67 | 0 | 0.414 | 0.900 | 2.17 | |
| | | MNPMA | HKFKLA | LDP | 0 | 0 | 0 | 69690 | 606 | 545 | 605.56 | 0 | 0.414 | 0.900 | 0.41 | |
| | | MNPMA | HKFKLJ | LDP | 0 | 0 | 0 | 41400 | 360 | 130 | 144.44 | 216 | 0.414 | 0.900 | 0.10 | |
| | | MNPMA | HKFLBK | LDP | 116 | 0 | 0 | 23690 | 206 | 280 | 311.11 | 10 | 0.414 | 0.900 | 0.21 | |
| | | MNPMA | HKFLBL | LDP | 26 | 0 | 0 | 0 | 0 | 23 | 25.56 | 0 | 0.414 | 0.900 | 0.02 | |
| | | MNPMA | JMFHIU | FMI | | 44989 | 571 | 44989 | 571 | 515 | 572.22 | 0 | 0.414 | 0.900 | 0.39 | |
| | | MNPMA | JMFLSX | FMI | | 1970 | 25 | 1970 | 25 | 21 | 23.33 | 0 | 0.414 | 0.900 | 0.02 | |
| | | MNPMA | KNFLEK | FMI | | 61189 | 787 | 52870 | 680 | 612 | 680.00 | 0 | 0.414 | 0.900 | 0.46 | |
| | | MNPMA | KNFLSP | FMI | 8 | 12207 | 157 | 10885 | 140 | 128 | 142.22 | 8 | 0.414 | 0.900 | 0.10 | |
| | | MNPMA | KPFLKE | FMI | 757 | 58950 | 788 | 58950 | 788 | 708 | 786.67 | 757 | 0.414 | 0.900 | 0.53 | |
| | | MNPMA | MFFIBS | LPF | 567 | 129088 | 2245 | 129088 | 2245 | 2162 | 2,402.22 | 411 | 0.414 | 0.900 | 1.63 | |
| | | MNPMA | NKFFUO | LDP | 43 | 0 | 0 | 9744 | 27 | 112 | 131.11 | 0 | 0.414 | 0.900 | 0.09 | |
| | | MNPMA | NKFFUP | LDP | 0 | 0 | 0 | 7068 | 57 | 50 | 55.56 | 1 | 0.414 | 0.900 | 0.04 | |
| | | MNPMA | NKFLRL | LPE | 15 | 121879 | 1679 | 121879 | 1679 | 1269 | 1,410.00 | 294 | 0.414 | 0.900 | 0.96 | |
| | | MNPMA | NPFLTN | FMI | 0 | 712575 | 11825 | 712514 | 11824 | 10640 | 11,822.22 | 0 | 0.414 | 0.900 | 8.04 | |
| | | MNPMA | OMFLTE | FMI | | 50268 | 638 | 23952 | 304 | 272 | 302.22 | 0 | 0.414 | 0.900 | 0.21 | |
| | | MNPMA | PPFMJR | FMI | 0 | 120520 | 2000 | 120520 | 2000 | 1800 | 2,000.00 | | 0.414 | 0.900 | 1.36 | |
| | | MNPMA | QPFMBJ | LDI | 75 | 0 | 0 | 0 | 0 | 4 | 4.44 | 71 | 0.414 | 0.900 | 0.00 | |
| | | MNPMA | RPFRXC | FMI | 3381 | 687909 | 11292 | 687909 | 11292 | 10164 | 11,293.33 | 3381 | 0.414 | 0.900 | 7.68 | |
| | | MNPMA | TRFLZM | LAS | 772 | 0 | 0 | 0 | 0 | 344 | 382.22 | 388 | 0.414 | 0.900 | 0.26 | |
| | | MNPMA | UJDFBL | OC | 45 | 17774 | 126 | 13542 | 95 | 88 | 97.78 | 45 | 0.414 | 0.900 | 0.07 | |
| | | MNPMA | UJDKYH | OC | 214 | 103295 | 568 | 80010 | 440 | 396 | 440.00 | 214 | 0.414 | 0.900 | 0.30 | |
| | | MNPMA | UJFAXI | LDI | 58 | 0 | 0 | 22044 | 132 | 159 | 176.67 | 14 | 0.414 | 0.900 | 0.12 | |
| | | MNPMA | UJFGVM | LPE | 1 | 4201 | 36 | 7890 | 68 | 61 | 67.78 | 1 | 0.414 | 0.900 | 0.05 | |
| | | MNPMA | UJFGWV | LDP | 161 | 0 | 0 | 98196 | 588 | 639 | 710.00 | 39 | 0.414 | 0.900 | 0.48 | |

FY95 REVISED PLA AS OF 10/12/1994

| GR DIV | RCC | PCN | CARRY IN | NEEDED $$$ | RAW CUST ORDERS | PA $$$ | FUNDED INPUT | OUTPUT DPSHs | CARRY OUT | FY95 ILF | FY95 EFF | FY95 PEs | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| )P MNP | [redacted] | | | | | | | | | | | | GTCP 36-5( |
| | [redacted] | | | | | | | | | | | | GTCP 85-10( |
| RS | [redacted] | | | | | | | | | | | | GTCP 85-12 |
| | [redacted] | | | | | | | | | | | | GTE |
| | [redacted] | | | | | | | | | | | | GTE |
| | [redacted] | | | | | | | | | | | | F100 2840 P7 |
| | [redacted] | | | | | | | | | | | | 100 FTD MC |
| | MNPFA | NPFKGQ | 727 | 151674 | 2517 | 151614 | 2516 | 2516 | 727 | 0.371 | 0.890 | 1.86 | MFG FRCTC |
| | MNPFA | 1RFKIL | 13655 | 0 | 0 | 378550 | 5650 | 6325 | 12980 | 0.371 | 0.890 | 4.68 | MFG PC ITEM |
| | MNPFA | NMFKPF | | 124646 | 1582 | 111251 | 1412 | 1412 | 0 | 0.371 | 0.890 | 1.05 | RESEARCH - N |
| RS | [redacted] | | | | | | | | | | | | C-141 GTE |
| | [redacted] | | | | | | | | | | | | GTE COMM |
| | [redacted] | | | | | | | | | | | | GTE C-130 |
| | MNPFA | NPFLTN | 0 | 301300 | 5000 | 301300 | 5000 | 5000 | 0 | 0.371 | 0.890 | 3.70 | NAVY |
| | [redacted] | | | | | | | | | | | | PT ANGUARD |
| | [redacted] | | | | | | | | | | | | .015 PT (FIX |
| | [redacted] | | | | | | | | | | | | FDC |
| | MNPFA | RPFRXC | 623 | 106671 | 1751 | 106732 | 1752 | 1752 | 623 | 0.371 | 0.890 | 1.30 | MFG-GSSF |
| ½ F + ½ RS | MNPFA | | 17,014 | 1,353,448 | 18,871 | 1,842,538 | 25,551 | 28,015 | 14,550 | | | 20.75 | .065 FOUN |
| | | | | | | | | | | | FOUNDRY | 12.43 | .065 R. SH |
| = | MNPMA | UJDFBL | 53 | 17774 | 126 | 13542 | 96 | 96 | 53 | 0.357 | 0.900 | 0.07 | SPLIT: 7 MO |
| | MNPMA | UJDKYH | 225 | 103285 | 568 | 80010 | 440 | 440 | 225 | 0.357 | 0.900 | 0.32 | LYNN-DON |
| | MNPMA | ULDUJG | 0 | 4638 | 62 | 1197 | 16 | 16 | 0 | 0.357 | 0.900 | 0.01 | |
| | MNPMA | AEFAXH | 29 | 27220 | 57 | 27220 | 57 | 58 | 28 | 0.357 | 0.900 | 0.04 | |
| | MNPMA | UJFAXI | 58 | 0 | 0 | 22044 | 132 | 176 | 14 | 0.357 | 0.900 | 0.13 | |
| | MNPMA | ULFCBN | 0 | 0 | 0 | 31906 | 371 | 371 | 0 | 0.357 | 0.900 | 0.27 | |
| | MNPMA | ULFFIE | 0 | 0 | 0 | 34122 | 363 | 363 | 0 | 0.357 | 0.900 | 0.26 | |
| | MNPMA | NKFFUO | 43 | 0 | 0 | 9744 | 87 | 130 | 0 | 0.357 | 0.900 | 0.09 | |
| | MNPMA | NKFFUP | 0 | 0 | 0 | 7068 | 57 | 56 | 1 | 0.357 | 0.900 | 0.04 | |
| | MNPMA | UJFGVM | 1 | 4201 | 36 | 821 | 7 | 19 | -11 | 0.357 | 0.900 | 0.01 | |
| | MNPMA | UJFGWV | 161 | 0 | 0 | 98196 | 588 | 710 | 39 | 0.357 | 0.900 | 0.51 | |
| | MNPMA | UJFHBX | 1 | 4637 | 26 | 4014 | 22 | 21 | 2 | 0.357 | 0.900 | 0.02 | |
| | MNPMA | UJFHDX | 3313 | 0 | 0 | 1139896 | 7702 | 10973 | 42 | 0.357 | 0.900 | 7.95 | |
| | MNPMA | UJFHEB | 2490 | 0 | 0 | 987000 | 5875 | 7508 | 857 | 0.357 | 0.900 | 5.44 | |
| | MNPMA | JMFHIU | | 44989 | 571 | 44989 | 571 | 571 | 0 | 0.357 | 0.900 | 0.41 | |
| | MNPMA | UJFHNS | 45 | 0 | 0 | 38880 | 288 | 271 | 62 | 0.357 | 0.900 | 0.20 | |
| | MNPMA | UJFHSC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.357 | 0.900 | 0.00 | |
| | MNPMA | 6RFHXS | | 4330 | 65 | 4263 | 64 | 64 | 0 | 0.357 | 0.900 | 0.05 | |
| | MNPMA | WPFIAN | 122 | 1550180 | 28997 | 1550172 | 28996 | 28996 | 122 | 0.357 | 0.900 | 21.02 | |
| | MNPMA | WPFIAN | 148 | 0 | 0 | 0 | 0 | 26 | 122 | 0.357 | 0.900 | 0.02 | |
| | MNPMA | MFFIBS | 567 | 129065 | 2245 | 129065 | 2245 | 2401 | 411 | 0.357 | 0.900 | 1.74 | |
| | MNPMA | ULFIPI | 0 | 0 | 0 | 1350 | 18 | 18 | 0 | 0.357 | 0.900 | 0.01 | |
| | MNPMA | ULFIRA | 56 | 0 | 0 | 0 | 0 | 57 | -1 | 0.357 | 0.900 | 0.04 | |
| | MNPMA | UJFIRD | 7 | 7174 | 55 | 7174 | 55 | 51 | 11 | 0.357 | 0.900 | 0.04 | |
| | MNPMA | WPFIRN | 89 | 46159 | 766 | 46159 | 766 | 766 | 89 | 0.357 | 0.900 | 0.56 | |
| | MNPMA | WPFIRT | 496 | 444659 | 7379 | 444659 | 7379 | 7379 | 496 | 0.357 | 0.900 | 5.35 | |

FY95 REVISED PLA AS OF 10/12/1994

| ;R DIV | RCC | PCN | CARRY IN | NEEDED $$$ | RAW CUST ORDERS | ·PA $$$ | FUNDED INPUT | OUTPUT DPSHs | CARRY OUT | FY95 ILF | FY95 EFF | FY95 PEs | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| )P MNP | MNPCA | UJFJRE | 0 | 0 | 0 | 893024 | 3784 | 3440 | 344 | 0.356 | 0.890 | 2.52 | |
| | MNPCA | UJFJRG | 194 | 0 | 0 | 126620 | 974 | 1168 | 0 | 0.356 | 0.890 | 0.86 | |
| | MNPCA | UJFJRH | 0 | 0 | 0 | 330986 | 2713 | 2214 | 499 | 0.356 | 0.890 | 1.62 | |
| | MNPCA | UJFJRJ | 0 | 0 | 0 | 36356 | 298 | 272 | 26 | 0.356 | 0.890 | 0.20 | |
| | MNPCA | UJFJRK | 0 | 0 | 0 | 17856 | 144 | 0 | 144 | 0.356 | 0.890 | 0.00 | |
| | MNPCA | UJFJRL | 0 | 0 | 0 | 327978 | 2603 | 2366 | 237 | 0.356 | 0.890 | 1.73 | |
| | MNPCA | UJFKCB | 0 | 6313 | 80 | 6313 | 80 | 80 | 0 | 0.356 | 0.890 | 0.06 | |
| | MNPCA | AJFKFD | 92 | 322997 | 2705 | 322997 | 2705 | 2686 | 111 | 0.356 | 0.890 | 1.97 | |
| | MNPCA | AJFKFQ | 180 | 93176 | 854 | 80676 | 740 | 1168 | -248 | 0.356 | 0.890 | 0.86 | |
| | MNPCA | AJFKJZ | 296 | 186273 | 1527 | 161570 | 1325 | 1202 | 419 | 0.356 | 0.890 | 0.88 | |
| | MNPCA | HKFKLA | 0 | 0 | 0 | 28980 | 252 | 251 | 1 | 0.356 | 0.890 | 0.18 | |
| | MNPCA | HKFKLJ | 0 | 0 | 0 | 7590 | 66 | 26 | 40 | 0.356 | 0.890 | 0.02 | |
| | MNPCA | MLFKME | 0 | 0 | 0 | 10425 | 139 | 139 | 0 | 0.356 | 0.890 | 0.10 | |
| | MNPCA | ULFKSJ | 0 | 0 | 0 | 75 | 1 | 0 | 1 | 0.356 | 0.890 | 0.00 | |
| | MNPCA | HKFLBK | 46 | 0 | 0 | 11845 | 103 | 149 | 0 | 0.356 | 0.890 | 0.11 | |
| | MNPCA | HKFLBL | 8 | 0 | 0 | 0 | 0 | 8 | 0 | 0.356 | 0.890 | 0.01 | |
| | MNPCA | UJFLIF | 0 | 0 | 0 | 2875 | 25 | 23 | 2 | 0.356 | 0.890 | 0.02 | |
| | MNPCA | UJFLIG | 392 | 0 | 0 | 32545 | 283 | 283 | 392 | 0.356 | 0.890 | 0.21 | |
| | MNPCA | UJFLII | 883 | 0 | 0 | 348565 | 3031 | 3041 | 873 | 0.356 | 0.890 | 2.23 | |
| | MNPCA | UJFLIK | 367 | 0 | 0 | 513360 | 4464 | 4472 | 359 | 0.356 | 0.890 | 3.28 | |
| | MNPCA | NKFLRL | 43 | 340995 | 4698 | 340995 | 4698 | 3945 | 796 | 0.356 | 0.890 | 2.89 | |
| | MNPCA | BLFLWJ | 11 | 0 | 0 | 0 | 0 | 10 | 1 | 0.356 | 0.890 | 0.01 | |
| | MNPCA | TRFLZM | 14 | 0 | 0 | | | | 14 | 0.356 | 0.890 | 0.00 | |
| | MNPCA | UJFMDK | 0 | 6313 | 80 | 6313 | 80 | 80 | 0 | 0.356 | 0.890 | 0.06 | |
| | MNPCA | UJFMDL | 0 | 6313 | 80 | 6313 | 80 | 80 | 0 | 0.356 | 0.890 | 0.06 | |
| | MNPCA | EAFMKZ | 27 | 8345 | 61 | | 61 | 62 | 26 | 0.356 | 0.890 | 0.05 | |
| | MNPCA | ULFMYM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.356 | 0.890 | 0.00 | |
| | MNPCA | UJFNHK | 103 | 38336 | 496 | | 496 | 496 | 103 | 0.356 | 0.890 | 0.36 | |
| | MNPCA | UJFOUY | 0 | 0 | 0 | 18354 | 138 | 138 | 0 | 0.356 | 0.890 | 0.10 | |
| | MNPCA | UJFOVA | 141 | 30376 | 207 | 5735 | 39 | 280 | -100 | 0.356 | 0.890 | 0.21 | |
| | MNPCA | UJFQXG | 154 | 218429 | 2178 | 189370 | 1888 | 1633 | 409 | 0.356 | 0.890 | 1.20 | |
| | MNPCA | UJFRVY | 523 | 624285 | 2513 | 533374 | 2147 | 4080 | -1410 | 0.356 | 0.890 | 2.99 | |
| | MNPCA | RPFRXC | 62 | 10661 | 175 | 10722 | 176 | 176 | 62 | 0.356 | 0.890 | 0.13 | |
| | MNPCA | AWFXXX | | | | | | 2208 | | 0.356 | 0.890 | 1.62 | |
| | MNPCA | | 8,211 | 2,889,578 | 23,622 | 6,796,006 | 53,222 | 56,326 | 7,315 | | | 41.26 | |
| RS | [redacted] | | | | | | | | | | | | B-1B |
| | [redacted] | | | | | | | | | | | | 5930 YP MIST |
| | [redacted] | | | | | | | | | | | | 2915 MISTR |
| | [redacted] | | | | | | | | | | | | 2840 PT MIS |
| | [redacted] | | | | | | | | | | | | 2835 YP MI |
| | [redacted] | | | | | | | | | | | | F100 SAUDI |
| | [redacted] | | | | | | | | | | | | 2915 PT MI |
| F | MNPFA | WPFIXH | 200 | 7777 | 132 | | 132 | 132 | 200 | 0.371 | 0.890 | 0.10 | C-5 |
| F | MNPFA | WPFIZA | 34 | 34348 | 570 | | 570 | 512 | 92 | 0.371 | 0.890 | 0.38 | MISC XE T-3 |
| F | MNPFA | NPFJJR | | 1014 | 13 | 936 | 12 | 12 | 0 | 0.371 | 0.890 | 0.01 | NAVY 9999 |

FOUNDRY CAPACITY: BLDG 338 PERSONNEL EQUIVALENTS* (CAPACITY)

| | POSITION | | NO PE'S* | CURRENT PE'S |
|---|---|---|---|---|
| 01 | - FOUNDRY SUPERVISOR | | 1 | 1 |
| 02 | - FOUNDRY WORKLEADER | | 1 | 1 |
| 03 | - PATTERNMAKERS | | 6 | 3 |
| | - MOLDERS (JOB POSITIONS) | | 19 | 5 |
| 04 | -- DROP HAMMER DIES | 2 | | |
| 05 | -- COREMAKERS | 2 | | 1 |
| 06 | -- GREEN SAND MOLDS | 3 | | 1 |
| 07 | -- REPSET(NO-BAKE) MOLDS | 2 | | 1 |
| 08 | -- FURAN MOLDS/CORES | 1 | | |
| 09 | -- MELTERS | 2 | | 1 |
| 10 | -- CUT-OFF (BANDSAW) | 2 | | |
| 11 | -- GRIND/CLEAN/TRIM | 3 | | 1 |
| 12 | -- SAND BLAST/ANODES | 1 | | |
| 13 | -- CASTING STRAIGHTENING | 1 | | |
| | TOTAL PE'S | | 27 | 10 |

* CAPACITY IS BASED ON PERSONNEL DISTRIBUTION BY JOB TYPE DURING PRODUCTION OF T-38 FLIGHT CONTROL CASTINGS WHICH REQUIRED UP TO 50 FOUNDRY PERSONNEL ON A 2 SHIFT BASIS DURING PEAK PRODUCTION EFFORT. DATA SUBMITTED BY DON RIVERS HAVING 23 YEARS AS FOUNDRY PROJECT MANAGER DURING FOUNDRY FACILITY/EQUIPMENT UPGRADE PROGRAM AND CURRENT FOUNDRY PROCESS ENGINEER.

SUBMITTED BY: DONALD D. RIVERS,SA-ALC/TIME,DSN 945-4661

[redacted]

AG029RCC-CAXAC

CAPACITY ANALYSIS SUMMARY
CURRENT YEAR (FY94)
RCC AND DIRECTORATE

| | QTR | DIV | RCC | NUMB PMSI | CAPACITY INDEX DPAH | FUNDED WORKLOAD DPAH | WKLD UTIL % | MISSION REQMTS DPAH | MISN UTIL % | USED CAPACITY DPAH | RESERVE CAPACITY DPAH | EXCE CAPACI DP |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 21 | MN | MNMEA | 0 | 0 | | | 0 | | 0 | 0 | |
| | | | MNMCA | 19 | 29,151 | 25,128 | 86 | 20,821 | 71 | 25128 | 0 | 4,0 |
| | | | MNITA | 22 | 33,754 | 74,844 | 222 | 138,617 | 381 | 33754 | 0 | |
| FOUNDRY | | * | [redacted] | [redacted] | [redacted] | [redacted] | [redacted] | [redacted] | [redacted] | [redacted] | [redacted] | [redacted] |
| | | | MNMEA | 98 | 84,284 | 17,092 | 20 | 15,384 | 18 | 17092 | 0 | 67,2 |
| | | | MNMCA | 76 | 116,603 | 42,677 | 37 | 35,705 | 31 | 42677 | 0 | 73,9 |
| | | | MNMCA | 77 | 118,137 | 62,560 | 53 | 52,808 | 45 | 62560 | 0 | 55,5 |
| | | | MNPMA | 126 | 193,316 | 52,038 | 27 | 42,505 | 22 | 52038 | 0 | 141,2 |
| | | | MNITC | 21 | 32,219 | 36,641 | 114 | 63,679 | 198 | 32219 | 0 | [illegible] |
| | | | MNMVC | 32 | 49,096 | 21,625 | 44 | 15,888 | 32 | 21625 | 14,258 | 13,21 |
| | | | MNMMC | 43 | 65,973 | 29,778 | 45 | 15,705 | 24 | 29778 | 0 | 36,15 |
| | | | MNMND | 18 | 27,617 | 24,489 | 89 | 15,596 | 56 | 24489 | 0 | 23,12 |
| | | | MNMPE | 6 | 9,206 | 12,061 | 131 | 8,059 | 88 | 9206 | 0 | [redacted] |
| | | | MNITE | 21 | 32,219 | 49,975 | 155 | 63,123 | 196 | 32219 | 0 | [redacted] |
| | | | MNTAE | 36 | 55,233 | 57,297 | 104 | 56,951 | 103 | 55233 | 0 | [redacted] |
| | | | MNTAC | 39 | 58,902 | 54,278 | 92 | 33,931 | 58 | 54278 | 0 | 4,02 |
| | | MN | | 634 | 972,717 | 598,636 | | 607,914 | | 530,449 | 14,258 | 428,01 |
| | | * | MNPFA | 44 | 67,507 | 38,153 | 57 | 21,347 | 32 | 38,153 | 0 | 29,35 |

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A-G029-BLD-CA-XBC CAPACITY ANALYSIS BY BLDG, RCC
CURRENT YEAR (FY94)

| | BLDG | DIV | RCC | FC | WORK POS | CAPACITY INDEX DPAH | WORKLOAD DPAH | WKLD UTIL % | MISSION REQMTS DPAH | REQM UTIL % | CAPACITY USED DPAH | RESERVE CAPACITY DPAH | EXCESS CAPACITY DPAH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FOUNDRY | 00338 | MN | MNPFA | 1 | 18 | 27,617 | 15,605 | 57 | 8,731 | 32 | 15,605 | 0 | 12,012 |
| | | | | 2 | 2 | 3,069 | 1,717 | 56 | 961 | 31 | 1,717 | 0 | 1,352 |
| | | | MNPFA | | 20 | 30,686 | 17,322 | | 9,692 | | 17,322 | 0 | 13,364 |
| | | MN | | | 20 | 30,686 | 17,322 | | 9,692 | | 17,322 | 0 | 13,364 |
| | 00338 | | | | 20 | 30,686 | 17,322 | | 9,692 | | 17,322 | 0 | 13,364 |

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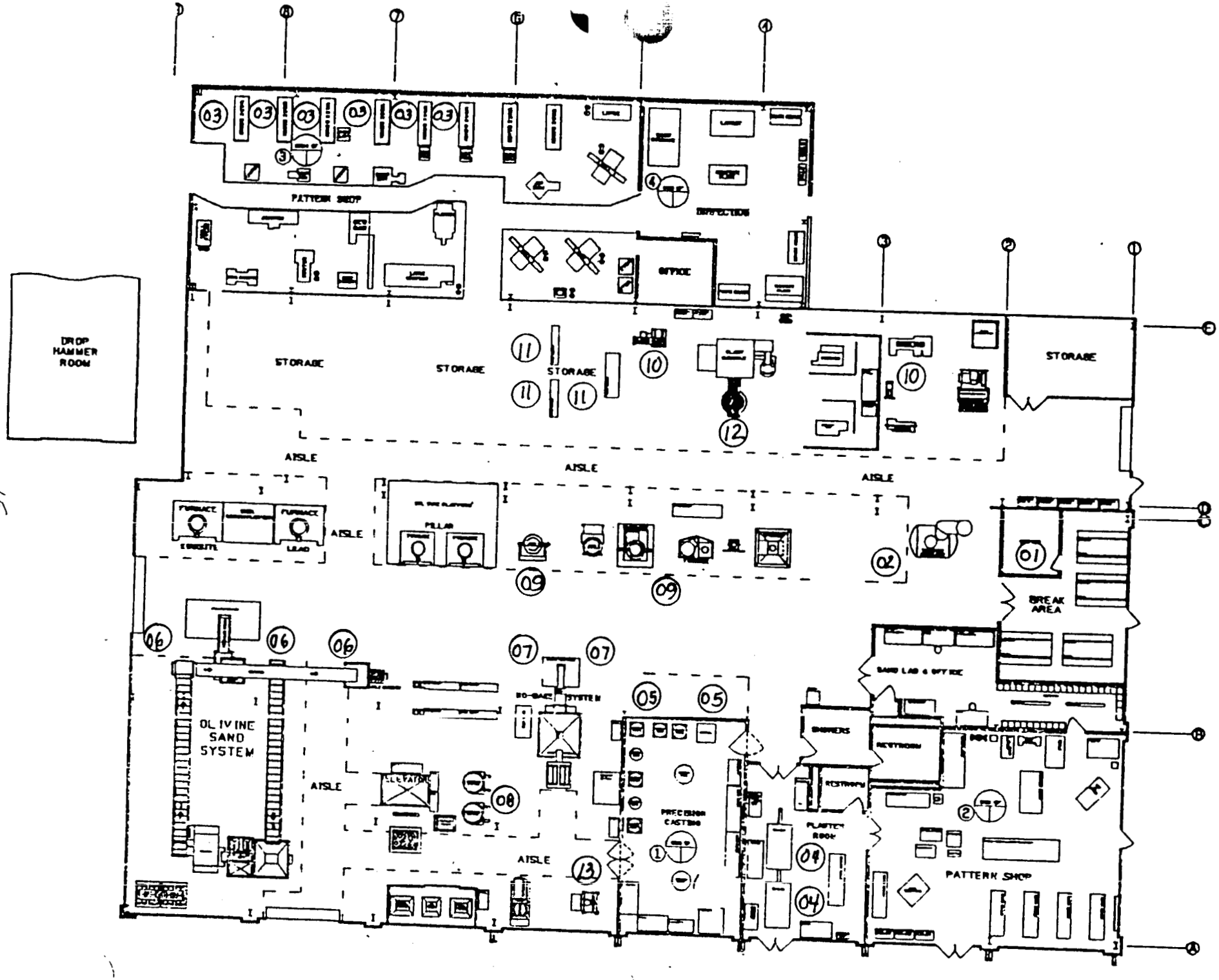
DROP HAMMER ROOM
PATTERN SHOP
OFFICE
STORAGE
STORAGE
STORAGE
STORAGE
AISLE
AISLE
AISLE
AISLE
AISLE
AISLE
FURNACE
FURNACE
PILLAR
OLIVINE SAND SYSTEM
ELEVATOR
PRECISION CASTING
PLASTER ROOM
ENGINEERS
RESTROOM
RESTROOM
SAND LAB & OFFICE
BREAK AREA
PATTERN SHOP

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ACFC . RCC OPERATING COST REP[illegible] [illegible]ERFORMING FUNDED A-G035A-HF3-MM-8BV

SAALC MONTHLY FUNDED PROCESS DATE AS OF 30 SEP 1994 PAGE 243A

| RCC MNPFA | BUDGET DPSH/COSTS | ACTUAL DPAH/COSTS | FLEX/BUD DPEH/COSTS | BUDGET RATE | ACTUAL RATE | ACT/BUD EXP/VAR | FLEX-BUD/YTD DPEH/COST | BUD YTD DPSH/COST | ACT YTD DPAH/COST |
|---|---|---|---|---|---|---|---|---|---|
| ACTIVITY HOURS | .0 | 3,502.8 | 1,818.8 | | | | 23,452.7 | .0 | 40,110.9 |
| DRCT CIV LAB | 0 | 85,458 | 37,558 | 20.65 | 46.99 | 85,458 | 498,524 | 0 | 810,577 |
| DRCT MIL LAB | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| DIRECT LAB OTH | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| DIRECT EXP MAT | 0 | 38,551 | 3,565 | 1.96 | 21.20 | 38,551 | 36,503 | 0 | 53,898 |
| OTHER DIR COST | 0 | 0 | 200 | .11 | .00 | 0 | 1,943 | 0 | 0 |
| DR EXC RSD MAT | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| OTHER RSD COST | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| TOT DIRECT COST | 0 | 124,009 | 41,323 | .00 | 68.18 | 124,009 | 536,970 | 0 | 864,475 |
| INDRCT CIV LAB | 0 | 10,447 | 20,298 | 11.16 | 5.74 | 10,447 | 234,848 | 0 | 148,755 |
| INDRCT MIL LAB | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| IND MATL U6100 | 0 | 2,909 | 4,401 | 2.42 | 1.60 | 2,909 | 53,446 | 0 | 24,543 |
| IND MATL U6300 | 0 | 1,201 | 0 | .00 | .66 | 1,201 | 0 | 0 | 9,084 |
| ENG FUEL U6511 | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| EQUIP U66/80 | 0 | 470 | 0 | .00 | .26 | 470 | 0 | 0 | 9,296 |
| SHOP EXP DEPREC | 0 | 20,333 | 10,731 | 5.90 | 11.18 | 20,333 | 208,285 | 0 | 146,690 |
| INDIRECT OTHER | 0 | 455 | 1,691 | .93 | .25 | 455 | 20,012 | 0 | 13,048 |
| TOTAL INDIRECT | 0 | 35,815 | 37,121 | .00 | 19.69 | 35,815 | 516,591 | 0 | 351,416 |
| SPEC FUEL U6510 | 0 | 0 | 18 | .01 | .00 | 0 | 236 | 0 | 0 |
| SHP SUP CV LAB | 0 | 56,939 | 32,356 | 17.79 | 31.31 | 56,939 | 488,067 | 0 | 509,402 |
| SHP SUP ML LAB | 0 | 0 | 1,728 | .95 | .00 | 0 | 22,222 | 0 | 0 |
| SHOP SUPPORT MATL U6100 | 0 | 2,090 | 764 | .42 | 1.15 | 2,090 | 9,791 | 0 | 13,134 |
| SHOP SUPPORT MATL U6300 | 0 | 51 | 1,928 | 1.06 | .03 | 51 | 24,802 | 0 | 2,313 |
| SHOP SUP EQUIP U66XX/U8000 | 0 | 1,426 | 2,728 | 1.50 | .78 | 1,426 | 35,064 | 0 | 48,514 |
| DEFECTIVE WORK & SPOILAGE U6800 | 0 | 0 | 18 | .01 | .00 | 0 | 236 | 0 | 0 |

S ONTHLY FUNDED PROCESS DATE AS OF 30 SEP 1994 8

| RCC MNPFA | BUDGET DPSH/COSTS | ACTUAL DPAH/COSTS | FLEX/BUD DPEH/COSTS | BUDGET RATE | ACTUAL RATE | ACT/BUD EXP/VAR | FLEX-BUD/YTD DPEH/COST | BUD YTD DPSH/COST | ACT YTD DPAH/COST |
|---|---|---|---|---|---|---|---|---|---|
| FLT FUEL U6511 | 0 | 91 | 55 | .03 | .05 | 91 | 704 | 0 | 700 |
| GRND FUEL U6512 | 0 | 38 | 182 | .10 | .02 | 38 | 2,287 | 0 | 512 |
| SHOP SUP U7000 | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 275 |
| SHOP SUPPORT MISC MATERIAL | 0 | 11,686 | 1,091 | .60 | 6.43 | 11,686 | 10,781 | 0 | 3,370- |
| SHOP SUP DEPREC | 0 | 9 | 0 | .00 | .00 | 9 | 0 | 0 | 2,294 |
| SHOP SUP OTHER | 0 | 19,849 | 9,585 | 5.27 | 10.91 | 19,849 | 124,234 | 0 | 107,415 |
| TOT SHOP SUPPORT | 0 | 92,179 | 50,453 | .00 | 50.68 | 92,179 | 718,404 | 0 | 681,189 |
| TOT PROD OVRHEAD | 0 | 127,994 | 87,574 | .00 | 70.37 | 127,994 | 1,234,995 | 0 | 1,032,605 |
| G-A CIV LABOR | 0 | 12,952 | 6,002 | 3.30 | 7.12 | 12,952 | 74,257 | 0 | 121,684 |
| G-A MIL LABOR | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| OFFICE SUPPLIES U6400 | 0 | 229 | 55 | .03 | .13 | 229 | 646 | 0 | 6,964 |
| OFFICE EQUIPMNT U6700 | 0 | 504 | 146 | .08 | .28 | 504 | 1,645 | 0 | 6,554 |
| G-A U7500 | 0 | 0 | 382 | .21 | .00 | 0 | 3,707 | 0 | 0 |
| MISC G-A MATL | 0 | 0 | 91- | .05- | .00 | 0 | 881- | 0 | 2,283- |
| G-A OTHER | 0 | 13,107 | 9,785 | 5.38 | 7.21 | 13,107 | 120,081 | 0 | 168,661 |
| G-A DEPREC | 0 | 809 | 1,564 | .86 | .44 | 809 | 25,047 | 0 | 5,980 |
| TOTAL G-A COSTS | 0 | 27,601 | 17,843 | .00 | 15.18 | 27,601 | 224,502 | 0 | 307,560 |
| TOTAL RCC COST | 0 | 279,604 | 146,740 | .00 | 153.73 | 279,604 | 1,998,467 | 0 | 2,204,840 |
| G072A ADJ OPER | | 0 | | | .00 | | | | |
| G072A ADJ G-A E | | 0 | | | .00 | | | | |

MATERIAL $126,372

FY 94 FOUNDRY 56.76% = $71,729

MATERIAL FY95 (13% REDUCTION) = $62,404

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ACFC ( ) R C C O P E R A T I N G C O S T R E P O R T PERFORMING FUNDED A-G035A-HF3-M[illegible]-8BV

SAALC MONTHLY FUNDED PROCESS DATE, AS OF 30 SEP 1994 PAGE 243A

| RCC MNPFA | BUDGET DPSH/COSTS | ACTUAL DPAH/COSTS | FLEX/BUD DPEH/COSTS | BUDGET RATE | ACTUAL RATE | ACT/BUD EXP/VAR | FLEX-BUD/YTD DPEH/COST | BUD YTD DPSH/COST | ACT YTD DPAH/COST |
|---|---|---|---|---|---|---|---|---|---|
| ACTIVITY HOURS | .0 | 3,502.6 | 1,818.8 | | | | 23,452.7 | .0 | 40,110.9 |
| DRCT CIV LAB | 0 | 85,458 | 37,558 | 20.65 | 46.99 | 85,458 | 498,524 | 0 | 810,577 |
| DRCT MIL LAB | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| DIRECT LAB OTH | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| DIRECT EXP MAT | 0 | 38,551 | 3,565 | 1.96 | 21.20 | 38,551 | 36,503 | 0 | 53,898 |
| OTHER DIR COST | 0 | 0 | 200 | .11 | .00 | 0 | 1,943 | 0 | 0 |
| DR EXC RSD MAT | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| OTHER RSD COST | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| TOT DIRECT COST | 0 | 124,009 | 41,323 | .00 | 68.18 | 124,009 | 536,970 | 0 FY94 | 864,475 |
| INDRCT CIV LAB | 0 | 10,447 | 20,298 | 11.16 | 5.74 | 10,447 | 234,848 | 0 | 148,755 |
| INDRCT MIL LAB | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| IND MATL U6100 | 0 | 2,909 | 4,401 | 2.42 | 1.60 | 2,909 | 53,446 | 0 | 24,543 |
| IND MATL U6300 | 0 | 1,201 | 0 | .00 | .66 | 1,201 | 0 | 0 | 9,084 |
| ENG FUEL U6511 | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| EQUIP U66/80 | 0 | 470 | 0 | .00 | .26 | 470 | 0 | 0 | 9,296 |
| SHOP EXP DEPREC | 0 | 20,333 | 10,731 | 5.90 | 11.18 | 20,333 | 208,285 | 0 | 146,690 |
| INDIRECT OTHER | 0 | 455 | 1,691 | .93 | .25 | 455 | 20,012 | 0 | 13,048 |
| TOTAL INDIRECT | 0 | 35,815 | 37,121 | .00 | 19.69 | 35,815 | 516,591 | 0 FY94 | 351,418 |
| SPEC FUEL U6513 | 0 | 0 | 18 | .01 | .00 | 0 | 236 | 0 | 0 |
| SHP SUP CV LAB | 0 | 56,939 | 32,356 | 17.79 | 31.31 | 56,939 | 488,067 | 0 | 509,402 |
| SHP SUP ML LAB | 0 | 0 | 1,728 | .95 | .00 | 0 | 22,222 | 0 | 0 |
| SHOP SUPPORT MATL U6100 | 0 | 2,090 | 764 | .42 | 1.15 | 2,090 | 9,791 | 0 | 13,134 |
| SHOP SUPPORT MATL U6300 | 0 | 51 | 1,928 | 1.06 | .03 | 51 | 24,802 | 0 | 2,313 |
| SHOP SUP EQUIP U66XX/U8000 | 0 | 1,426 | 2,728 | 1.50 | .78 | 1,426 | 35,064 | 0 | 48,514 |
| DEFECTIVE WORK & SPOILAGE U6800 | 0 | 0 | 18 | .01 | .00 | 0 | 236 | 0 | 0 |

FY94 FOUNDE 56.76%

490,676

FY95 = 426,888 13% Rxxx

199,464

FY95 = 193,534

ACF RCC OPERATING COST REP R PERFORMING FUNDED A-G035A-HF3-MM-8BV

S. MNTHLY FUNDED PROCESS DATE AS OF 30 SEP 1994

| RCC MNPFA | BUDGET DPSH/COSTS | ACTUAL DPAH/COSTS | FLEX/BUD DPEH/COSTS | BUDGET RATE | ACTUAL RATE | ACT/BUD EXP/VAR | FLEX-BUD/YTD DPEH/COST | BUD YTD DPSH/COST | ACT YTD DPAH/COST |
|---|---|---|---|---|---|---|---|---|---|
| FLT FUEL U6511 | 0 | 91 | 55 | .03 | .05 | 91 | 704 | 0 | 700 |
| GRND FUEL U6512 | 0 | 38 | 182 | .10 | .02 | 38 | 2,287 | 0 | 512 |
| SHOP SUP U7000 | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 275 |
| SHOP SUPPORT MISC MATERIAL | 0 | 11,888 | 1,091 | .60 | 6.43 | 11,688 | 10,781 | 0 | 3,370- |
| SHOP SUP DEPREC | 0 | 9 | 0 | .00 | .00 | 9 | 0 | 0 | 2,294 |
| SHOP SUP OTHER | 0 | 19,849 | 9,585 | 5.27 | 10.91 | 19,849 | 124,234 | 0 | 107,415 |
| TOT SHOP SUPPORT | 0 | 92,179 | 50,453 | .00 | 50.68 | 92,179 | 718,404 | 0 | FY94 881,189 386,64 |
| TOT PROD OVRHEAD | 0 | 127,994 | 87,574 | .00 | 70.37 | 127,994 | 1,234,995 | 0 | 1,032,605 FY95 = 336,37 |
| G-A CIV LABOR | 0 | 12,952 | 6,002 | 3.30 | 7.12 | 12,952 | 74,257 | 0 | 121,884 |
| G-A MIL LABOR | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| OFFICE SUPPLIES U6400 | 0 | 229 | 55 | .03 | .13 | 229 | 646 | 0 | 6,964 |
| OFFICE EQUIPMNT U6700 | 0 | 504 | 146 | .08 | .28 | 504 | 1,645 | 0 | 6,554 |
| G-A U7500 | 0 | 0 | 382 | .21 | .00 | 0 | 3,707 | 0 | 0 |
| MISC G-A MATL | 0 | 0 | 91- | .05- | .00 | 0 | 881- | 0 | 2,283- |
| G-A OTHER | 0 | 13,107 | 9,785 | 5.38 | 7.21 | 13,107 | 120,081 | 0 | 168,661 |
| G-A DEPREC | 0 | 809 | 1,564 | .86 | .44 | 809 | 25,047 | 0 | FY95 = 5,980 151,877 |
| TOTAL G-A COSTS | 0 | 27,601 | 17,843 | .00 | 15.18 | 27,601 | 224,502 | 0 | FY94 807,580 174,571 |
| TOTAL RCC COST | 0 | 279,604 | 146,740 | .00 | 153.73 | 279,604 | 1,996,467 | | FY94 2,204,840 1,251,35 |
| G072A ADJ OPER | | 0 | | | .00 | | | | |
| G072A ADJ G-A E | | 0 | | | .00 | | | | FY 95 = 1,088,678 |

FOUNDRY % = 10.25 PE'S (FOUNDRY) ÷ 18.06 PES FOUNDRY & RUBBER SHOP

= 10.25 ÷ 18.06 = .5676

FY 94 = 20.75 PES
FY 95 = 18.06 PES OR 13% REDUCTION

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# WASTE GENERATED - FOUNDRY SHOP

## FY94

## *KELLY AFB HW DISPOSAL CONTRACT DLA200-92-R-0039*

| TE CODE | WASTE DESCRIPTION | CLIN | QUANTITY (LBS) | DISP COST (LB) | TOTAL DISP COST |
|---|---|---|---|---|---|
| 110450 | OIL, WASTE | 6126RC | 391.51 | $0.15 | $58.73 |
| | | 6126RE | 8.33 | $0.15 | $1.25 |
| 112860 | GLYCOL ETHERS | 6120AC | 41.00 | $0.65 | $26.65 |
| 179450 | EMPTY CONTAINERS | 1203BD | 95.00 | $0.63 | $59.85 |
| 914980 | LACQUER THINNER | 3132JA | 52.00 | $0.65 | $33.80 |
| 952070 | PAINT SLUDGE | 3132GA | 30.00 | $0.61 | $18.30 |
| 979130 | LEAD CONTAMINATED WASTE, SOLID | 5510BA | 29.00 | $1.64 | $47.56 |
| 982820 | SULFONIC ACID IN METHANOL | 1304BA | 18.00 | $1.57 | $28.26 |
| | TOTAL | | | | $274.40 |

*DATA OBTAINED FROM KELLY AFB ENVIRONMENTAL MANAGEMENT INFORMATION SYSTEM*

REPORT PREPARED BY: MARK STOUGH, ENVIRONMENTAL ENGINEER/SA-ALC/EMC

6. COST OF OPERATIONS.

a. TRANSPORTATION. Transportation costs are computed based upon 2 Level Maintenance and Federal Express Shipping rates. The Table below is an estimate of shipping costs based on typical castings produced in the Foundry. Shipping costs are $37,266 and Packaging costs are $5788. Total transportation costs are estimated to be $43,054.

## TRANSPORTATION COSTS

| PART FAMILIES / CATEGORIES | DROP HAMMER DIES | SAND CASTING SMALL | SAND CASTING MEDIUM | SAND CASTING LARGE | F16 LADDER CASTINGS | TOTAL |
|---|---|---|---|---|---|---|
| Average Weight Each | 6000 | 1 | 25 | 120 | 22 | |
| Quantity Per Year | 2 | 2400 | 400 | 20 | 795 | |
| Shipping $ Per Lbs | .78 | .88 | .83 | .78 | .83 | |
| Handling Fee | $35 | $7.50 | $15 | $35 | $25 | |
| Typeof Shipment | 2 Day Freight | Overnight | Ovenight | Ovenight | Overnight | |
| Quantity Per Shipment | 1 | 200 | 20 | 10 | 35 | |
| Number of Shipments | 2 | 12 | 20 | 2 | 23 | SHIPPING |
| **Subtotal Shipping $ for All Items** | $9430 | $2202 | $8600 | $1942 | $15092 | $37,266 |
| Packaging Costs $ Per Cubic Foot | $2.70 | $4.12 | $4.12 | $4.12 | $4.12 | |
| Fragility Rating | Over 110 g | 85 - 110 gs | 85-110 gs | 85 - 110 gs | 85 - 110 gs | |
| Approx Cubic Feet Per Shipment | 18 | 8 | 20 | 40 | 35 | |
| Number of Shipments | 2 | 12 | 20 | 2 | 23 | |
| Subtotal Cubic Feet | 36 | 96 | 400 | 80 | 805 | PACKING |
| **Subtotal Packaging $ for all Items** | 97 | 396 | 1648 | 330 | 3317 | $5788 |
| Cost to Ship/Pack All Items Per Year | 9527 | 2598 | 10248 | 2272 | 18409 | |
| GRAND TOTAL = | | | | | | $43,054 |

PAS NR-KD-TYP DET O/L ILC INSTL-LOC-NAME ILK ISC OED PSC PSR ARR UDC CCP CBP MET SUB PAL CBP MET SUB PAL APK
FGCX 0000 SAA CE TIOO MBPB KELLY AFB TX ZIP/APO 944 U Y 3 A KH KH KH F F1 78241-0000

OSC AND TITLE / AMI POS-NR / AFS TITLE / PNC / UTC — FAC AND TITLE / AFSC / PR-AFS/SEI — SEI GRD MNT EFF — *** *** *** EFF TRU AMT RGR PEC / PR-AMT — C E C — ASF OCC — A R E P L I DFC — R Y S L C R — Y N R — DTY — M F E C S T — R C L A — H S P A R S R T I — A M R S M K — R R R

FTIMPA ACCESS/TOOLING SEC 276000 INDSTRL PROD PRDTN
1M 0157354 ACFT METAL TECH JMAN 2A751 3431 W09 XXXXX 944 999 1 W09 78211A 20 99999 S K541 A 94 99 A R RH
T194051
FTIFMSQM940803

OSC RECAP 944 951 952 953 954 961 962 963 964 971 972 973 974 981 982 983 984 991 992 993 994 001
CIV 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 43
AGG 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 43

FTIMPF FOUNDRY/MOULD PROC 276000 INDSTRL PROD PRDTN
1M 0067630 FOREMAN 2A771 4373 S10 XXXXX 944 999 1 S10 78211A 20 99999 K541 A 94 99 339 A 1 R

1M 0067631 FOREMAN 2A774 4360 964 S09 XXXXX 944 999 1 S09 78211A 20 99999 K541 A 94 99 339 A 1 R
T194055
FTIOMA940810

1M 0067632 LEADER 2A771 4373 L10 XXXXX 944 999 1 L10 78211A 20 99999 K541 A 94 99 430 A R

1M 0067633 LEADER 2A774 4360 L09 XXXXX 944 999 1 L09 78211A 20 99999 K541 A 94 99 430 A R

1M 0067634 PATTERNMAKER 2A751 4616 W14 XXXXX 944 999 1 W14 78211A 20 99999 K541 A 94 99 834 A R

1M 0157355 PATTERNMAKER 2A751 4616 W14 XXXXX 944 999 1 W14 78211A 20 99999 K541 A 94 99 834 A R

1M 0157356 PATTERNMAKER 2A751 4616 W14 XXXXX 944 999 1 W14 78211A 20 99999 K541 A 94 99 834 A R

| PAS | NR-KD-TYP | DET | O/L | ILC | INSTL-LOC-NAME | ILK | ISC | OED | PSC | PSR | ARR | UDC | CCP | CBP | MET | SUB | PAL | CBP | MET | SUB | PAL | APN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | ZIP/APO | | | | | | | ----CURRENT---- | | | ---PROJECTED--- | | | | |
| FGKX | 0000 SAA CE | | TI00 | MBPB | KELLY | AFB | TX | 944 78241-0000 | U | Y | 3 | A | KH | KH | KH | | F | F1 | | | | |

| OSC AMI | AND TITLE POS-NR PNC | AFS TITLE UTC | FAC AND TITLE AFSC PR-AFS/SEI | SEI | GRD EFF | MNT | *** EFF PR-AMT | *** TRU | *** AMT | RGR | PEC | CE C | ASF ---- OCC | AE L | AP I | DFC | RS C | YL R | YN R | DTY | MES T | FCT | RLA | HPS CRK | SAR T | AMS I | RMK | ARR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FTIMPF | | FOUNDRY/MOULD PROC | 276000 | | INDSTRL PROD PRDTN | | | | | | | | | | | | | | | | | | | | | | | |
| 1M | 0157365 | ACFT METAL TECH JMAN | 2A751 4373 | | W10 | XXXXX | 944 | 999 | 1 | W10 | 78211A | | 20 | 99999 | | | K541 | A | 94 | 99 | | A | | | | | R | |
| 1M | 0087636 | FAB PARACHUTE JMAN | 2A754 4360 | | W09 | XXXXX | 944 | 999 | 1 | W09 | 78211A | S | 20 | 99999 | | | K541 | A | 94 | 99 | | A | | | | | R | R2 |
| 1M | 0087637 | FAB PARACHUTE JMAN | 2A754 4360 | | W09 | XXXXX | 944 | 999 | 1 | W09 | 78211A | | 20 | 99999 | | | K541 | A | 94 | 99 | | A | | | | | R | |
| 1M | 0087638 | FAB PARACHUTE JMAN | 2A754 4360 | | W09 | XXXXX | 944 | 999 | 1 | W09 | 78211A | | 20 | 99999 | | | K541 | A | 94 | 99 | | A | | | | | R | |
| 1M | 0157367 | FAB PARACHUTE JMAN | 2A754 4360 | | W09 | XXXXX | 944 | 999 | 1 | W09 | 78211A | | 20 | 99999 | | | K541 | A | 94 | 99 | | A | | | | | R | |
| 1M | 0157368 | FAB PARACHUTE JMAN | 2A754 4360 | | W09 | XXXXX | 944 | 999 | 1 | W09 | 78211A | | 20 | 99999 | | | K541 | A | 94 | 99 | | A | | | | | R | |
| 1M | 0157369 | FAB PARACHUTE JMAN | 2A754 4360 | | W09 | XXXXX | 944 | 999 | 1 | W09 | 78211A | | 20 | 99999 | | | K541 | A | 94 | 99 | | A | | | | | R | |
| 1M | 0157370 | FAB PARACHUTE JMAN | 2A754 4360 | | W09 | XXXXX | 944 | 999 | 1 | W09 | 78211A | | 20 | 99999 | | | K541 | A | 94 | 99 | | A | | | | | R | |
| 1M | 0157373 | FAB PARACHUTE JMAN | 2A754 4360 | | W09 | XXXXX | 944 | 944 | 1 | W09 | 78211A | | 20 | 99999 | | | K541 | A | 94 | 99 | | A | | | | | R | |
| 1M | 0157374 | FAB PARACHUTE JMAN | 2A754 4360 | | W09 | XXXXX | 944 | 944 | 1 | W09 | 78211A | | 20 | 99999 | | | K541 | A | 94 | 99 | | A | | | | | R | |
| 1M | 0157375 | FAB PARACHUTE JMAN | 2A754 4360 | | W09 | XXXXX | 944 | 944 | 1 | W09 | 78211A | | 20 | 99999 | | | K541 | A | 94 | 99 | | A | | | | | R | |

T194-051
FTIFMSDM940803

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PREPARED 04 AUG 02 — EXTENDED UNIT MANPOWER DOCUMENT — PCN STE11-310
LIST SEQ NR: 05 REPORT SEQ NR: 41 — MAJCOM ID: 1M — MANPOWER FILE PART: A

| PAS | NR-KD-TYP | DET | O/L | ILC | INSTL-LOC-NAME | ILK | ISC | OED | PSC | PSR | ARR | UDC | CCP | CBP | MET | SUB | PAL | CBP | MET | SUB | PAL | APN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | ----CURRENT---- | | | | ---PROJECTED--- | | | | |
| FGKX | 0000 SAA CE | | | TIOO | MBPB KELLY | AFB | TX | ZIP/APO 944 78241-0000 | U | Y | 3 | A | KH | KH | KH | F | F1 | | | | | |

| OSC AND TITLE / AMI POS-NR AFS TITLE / PNC UTC | FAC AND TITLE / AFSC SEI / PR-AFS/SEI | GRD MNT / EFF | *** *** *** / EFF TRU AMT RGR PEC / PR-AMT | C E C | ASF OCC | A R E P L I | DFC | R Y S L C R | Y N R | DTY | M F R H S A M R A E C L P A R S M R / S T A S R T I K R / CRIC |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FTIMPF FOUNDRY/MOULD PROC 276000 INDSTRL PROD PRDTN | | | | | | | | | | | |
| 1M 0157357 PATTERNMAKER | 2A751 4616 | W14 | XXXXX 944 999 1 W14 78211A 20 99999 | | | | K541 | A | 94 | 99 | 834 A R |
| 1M 0157358 PATTERNMAKER | 2A751 4616 | W14 | XXXXX 944-964 1 W14 78211A 20 99999 | | | | K541 | A | 94 | 99 | 834 A R |
| 1M 0131120 PATTERNMAKER | 2A751 4616 | W11 | XXXXX 944 999 1 W11 78211A 20 99999 | | | | K541 | A | 94 | 99 | 834 A R |
| 1M 0067635 ACFT METAL TECH JMAN | 2A751 4373 | W10 | XXXXX 944 999 1 W10 78211A 20 99999 | | | | K541 | A | 94 | 99 | A R |
| 1M 0157359 ACFT METAL TECH JMAN | 2A751 4373 | W10 | XXXXX 944 999 1 W10 78211A 20 99999 | | | | K541 | A | 94 | 99 | A R |
| 1M 0157360 ACFT METAL TECH JMAN | 2A751 4373 | W10 | XXXXX 944 999 1 W10 78211A 20 99999 | | | | K541 | A | 94 | 99 | A R |
| 1M 0157361 ACFT METAL TECH JMAN | 2A751 4373 | W10 | XXXXX 944 999 1 W10 78211A 20 99999 | | | | K541 | A | 94 | 99 | A R |
| 1M 0157362 ACFT METAL TECH JMAN | 2A751 4373 | W10 | XXXXX 944 999 1 W10 78211A 20 99999 | | | | K541 | A | 94 | 99 | A R |
| 1M 0157363 ACFT METAL TECH JMAN | 2A751 4373 | W10 | XXXXX 944 999 1 W10 78211A 20 99999 | | | | K541 | A | 94 | 99 | A R |
| 1M 0157364 ACFT METAL TECH JMAN | 2A751 4373 | W10 | XXXXX 944 999 1 W10 78211A 20 99999 | | | | K541 | A | 94 | 99 | A R |

954
FTIPOMN2940810

24

| PAS | NR-KD-TYP | DET | O/L | ILC | INSTL-LOC-NAME | ILK | ISC | OED | PSC | PSR | ARR | UDC | CCP | CBP | MET | SUB | PAL | CBP | MET | SUB | PAL | APN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | ----CURRENT---- | | | | ---PROJECTED--- | | | | |
| | | | | | | | | ZIP/APO | | | | | | | | | | | | | | |
| FGKX | 0000 SAA CE | | TI00 | MBPB | KELLY | AFB | TX | 944 78241-0000 | U | Y | J | A | KH | KH | KH | | F | F1 | | | | |

| OSC AND TITLE / AMI POS-NR / PNC | AFS TITLE / UTC | FAC AND TITLE / AFSC / PR-AFS/SEI | SEI | GRD | MNT | *** EFF / PR-AMT | *** TRU | *** AMT | RGR | PEC | CEC | ASF ---- OCC | AEL | RPI | DFC | RSC | YLR | YNR | DTY | MES | FCT | RLA | HSP CRK | ARS | AMT | RIK | AR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FTIMPF | FOUNDRY/MOULD PROC | 276000 | | | | INDSTRL PROD PRDTN | | | | | | | | | | | | | | | | | | | | | |
| 1M 0067639 | ACFT METAL TECH JMAN | 2A751 4373 | | W08 | XXXXX | 944 | 999 | 1 | W08 | 78211A | 20 | 99999 | | | K541 | A | 94 | 99 | | | A | | | | | R | |
| 1M 0157376 | ACFT METAL TECH JMAN | 2A751 4373 | | W08 | XXXXX | 944 961 | ~~999~~ 964 944 | 1 | W08 | 78211A | 20 | 99999 | | | K541 | A | 94 | 99 | | | A | | | | | R | |
| 1M 0157377 | ACFT METAL TECH JMAN | 2A751 4373 | | W08 | XXXXX | 944 961 | ~~999~~ 964 944 | 1 | W08 | 78211A | 20 | 99999 | | | K541 | A | 94 | 99 | | | A | | | | | R | |
| 1M 0067641 | ACFT METAL TECH JMAN | 2A751 4373 | | W05 | XXXXX | 944 | 944 | 1 | W05 | 78211A | 20 | 99999 | | | K541 | A | 94 | 99 | | | A | | | | | R | |

T1414-055
FTIPPM/12940810

244

| OSC RECAP | 944 | 951 | 952 | 953 | 954 | 961 | 962 | 963 | 964 | 971 | 972 | 973 | 974 | 981 | 982 | 983 | 984 | 991 | 992 | 993 | 994 | 001 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 26 | | | 26 | 27 | | | 27 | 24 | | | | | | | | | | | | 24 |
| CIV | 32 | ~~28~~ | ~~28~~ | ~~28~~ | ~~28~~ | ~~28~~ | ~~28~~ | ~~28~~ | ~~28~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ |
| AGG | 32 | ~~28~~ | ~~28~~ | ~~28~~ | ~~28~~ | ~~28~~ | ~~28~~ | ~~28~~ | ~~28~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ | ~~27~~ |
| | | 26 | | | 26 | 27 | | | 27 | 24 | | | | | | | | | | | | 24 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FTIMPM | MACHINE SHOP MFG | 276000 | | | | INDSTRL PROD PRDTN | | | | | | | | | | | | | | | | | | | | | |
| 1M 0067642 | CLERK TYPIST | | 3A051 0322 | | G03 | XXXXX | 944 | 999 | 1 | G03 | 78211A | 10 | 99999 | | | K541 | A | 94 | 99 | 108 | | A | | | | R | |
| 1M 0067643 | CHIEF | | 2A790 3414 | | S14 | XXXXX | 944 | 999 | 1 | S14 | 78211A | 20 | 99999 | | | K541 | A | 94 | 99 | 083 | | A | | 1 | | R | |
| 1M 0067644 | FOREMAN | | 2A771 3414 | | S11 | XXXXX | 944 | 999 | 1 | S11 | 78211A | 20 | 99999 | | | K541 | A | 94 | 99 | 339 | | A | | 1 | | R | |
| 1M 0157378 | FOREMAN | | 2A771 3414 | | S11 | XXXXX | 944 | 999 | 1 | S11 | 78211A | 20 | 99999 | | | K541 | A | 94 | 99 | 339 | | A | | 1 | | R | |

| CKNOWLEDGMENT OF AMENDMENTS The offeror acknowledges receipt of amend the Solicitation for offers and related ts numbered and dated as follows | AMENDMENT NO | DATE | AMENDMENT NO | DATE |
|---|---|---|---|---|
| | F41800-83-R0378-0001 | 83 JUL 13 | F41800-83-R0378-0003 | 83 AUG 25 |
| | F41800-83-R0378-0002 | 83 AUG 22 | | |

SECTION B - SUPPLIES/SERVICES AND PRICES

HEDULE

| ITEM NO | SUPPLIES/SERVICES | QUANTITY | UNIT | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 01 | Foundry Furnace System, to include all equipment, material, installation, drawings, testing and training in accordance with attached specifications and drawings. | | | | |
| 0101 | Induction Furnace (Air Melting) System 1 - 350 KW, 2,000#/500#/600#<br>Offering:<br>Manufacturer's Name: Pillar<br>Brand<br>No. | 1 | EA | $149,801. | $ 149,801.00 |
| 0102 | Induction Furnace (Air Melting) System 2 - 100 KW, 80#/80#/50#<br>Offering:<br>Manufacturer's Name: Pillar<br>Brand<br>No. | 1 | EA | $115,180. | $ 115,180,00 |
| | Induction Furnace (Vacuum), 125 KW, 200#/100#/50#<br>Offering:<br>Manufacturer's Name: Retech, Inc.<br>Brand<br>No. | 1 | EA | $331,844. | $ 331,844.00 |
| 0104 | Furnace Electric, 5000 Kirksite/8000 Lead 100#/50#<br>Offering:<br>Manufacturer's Name: Lindbergh<br>Brand 61-RHYT 1800-100<br>No. | 2 | EA | $ N/A | $110,965.00 |
| 0105 | Electric Ladle, Tilting, 400# Alum<br>Offering:<br>Manufacturer's Name: Controlled Energy Corp.<br>Brand<br>No. ELA00T | 1 | EA | $22,676. | $ 22,676.00 |
| 0106 | Furnace, Box, Gas Fired, 2,000°F<br>Offering:<br>Manufacturer's Name: Pacific Kiln & Insulations Co., Inc.<br>Brand<br>No. | 1 | EA | $18,933. | $18,933.00 |

CONTRACT NO. F41800-83-C0341 RFP F41800-83-R0378

STANDARD FORM 36 JULY 1966
GENERAL SERVICES ADMINISTRATION
PROC REG 41 CFR 1-16.101

REF NO OF DOC BEING CONT'D PAGE OF

# CONTINUATION SHEET

NAME OF OFFEROR OR CONTRACTOR: St. Louis Conveyor Co., Inc.

| ITEM NO. | SUPPLIES/SERVICES | QUANTITY | UNIT | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 000107 | Gas Ladle Preheater<br>Offering:<br>Manufacturer's Name: Fuel Equipment Co.<br>Brand<br>No. | 1 | EA | $24,088. | $24,088.00 |
| 000108 | Green Sand Molding System<br>Offering:<br>Manufacturer's Name: St. Louis Conveyor Co., Inc.<br>Brand<br>No. | 1 | EA | $257,948. | $257,948.0 |
| 000109 | No Bake Sand System<br>Offering:<br>Manufacturer's Name: Dependable Fordath<br>Brand<br>No. | 1 | EA | $79,172. | $79,172.00 |
| 00110 | Precision Investment Casting System<br>Offering:<br>Manufacturer's Name: Various<br>Brand<br>No. | 1 | EA | $109,076. | $109,076.0 |
| 000111 | Backdraft Grinding Booth<br>Offering:<br>Manufacturer's Name: Hawley-Bahnson<br>Brand<br>No. | 1 | EA | $8,750. | $8,750.00 |
| 000112 | Acoustical Booth<br>Offering:<br>Manufacturer's Name: United Accoustical<br>Brand<br>No. | 1 | EA | $12,092. | $12,092.00 |
| 000113 | Snagging Grinder<br>Offering:<br>Manufacturer's Name: Fox Grinders, Inc.<br>Brand Fox<br>No. G-60 | 1 | EA | $13,520. | $13,520.00 |

NDARD FORM 26, JULY 1966
ERAL SERVICES ADMINISTRATION
PROC REG (41 CFR) 1-16.101

# CONTINUATION SHEET

NAME OF CONTRACTOR
St. Louis Conveyor Company, Inc.

| ITEM | SUPPLIES/SERVICES | QUANTITY | UNIT | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 00114 | Abrasive Wheel Cutoff Machine<br>Offering:<br>Manufacturer's Name: Beachmont-Tabor<br>Brand Tabor<br>No. X-200 | 1 | EA | $39,739. | $39,739.00 |
| 00115 | Dust Collector<br>Offering:<br>Manufacturer's Name: Air-Con, Inc.<br>Brand<br>No. | 1 | EA | $8,484. | $8,484.00 |
| 00116 | Heli Arc Welder<br>Offering:<br>Manufacturer's Name: Linde<br>Brand Heli Arc TIG<br>No. UCC-305 | 1 | EA | $3,356. | $3,356.00 |
| 00117 | Arbor Saw<br>Offering:<br>Manufacturer's Name: Powermatic<br>Brand<br>No. Model 72 | 1 | EA | $4,564. | $4,564.00 |
| 00118 | Drill Press<br>Offering:<br>Manufacturer's Name: Rockwell International<br>Brand Rockwell<br>No. 15-127 with 65-863 Stand | 1 | EA | $5,039. | $5,039.00 |
| 00119 | Band Saw<br>Offering:<br>Manufacturer's Name: DoAll<br>Brand<br>No. 2613-1H | 1 | EA | $26,736. | $26,736.00 |
| 00120 | Pattern-Making Mill<br>Offering:<br>Manufacturer's Name: Bridgeport<br>Brand<br>No. Model 2J | 1 | EA | $20,866. | $20,866. |

STANDARD FORM 36, JULY 1966
GENERAL SERVICES ADMINISTRATION
REG. 41 CFR 1-16.101

REF NO OF DOC BEING CONT'D PAGE OF

# CONTINUATION SHEET

St. Louis Conveyor Co., Inc.

| ITEM NO | SUPPLIES/SERVICES | QUANTITY | UNIT | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 000121 | Lathe | 1 | EA | $38,022. | $38,022.00 |
| | Offering:<br>Manufacturer's Name: LeBlond Makino<br>Brand Regal<br>No. 19" swing | | | | |
| 000122 | Belt Grinder | 1 | EA | $3,225. | $3,225.00 |
| | Offering:<br>Manufacturer's Name:<br>Brand<br>No. McMaster Carr #8701A12 | | | | |
| 000123 | Abrasive Belt Finishing Machine | 1 | EA | $1,389. | $1,389.00 |
| | Offering:<br>Manufacturer's Name: Rockwell Internationl<br>Brand Rockwell<br>No. Model 31-550 | | | | |
| 4 | Steel Storage Cabinets | 1 | EA | $ 14,194. | $ 14,194.00 |
| | Offering:<br>Manufacturer's Name: Various<br>Brand<br>No. | | | | |
| 000125 | Elevator Lift Modification | 1 | JB | $4,263. | $ 4,263.00 |
| 000126 | Security Partitions | 1 | JB | $2,104. | $ 2,104.00 |
| 000127 | Industrial Lunch Tables | 4 | EA | $N/A | $ 1,675.00 |
| 000128 | Material Handling Equipment | 1 | LT | $24,602. | $ 24,602.00 |
| 000129 | Testing Equipment | 1 | LT | $19,249. | $ 19,249.00 |
| 000130 | Installation | 1 | JB | $330,373. | $ 330,373.00 |
| 000131 | System Drawings | 1 | LT | $26,694. | $ 26,694.00 |
| 000132 | Operators Manuals | 1 | LT | $2,966. | $ 2,966.00 |
| 33 | Performance Testing | 1 | JB | $N/C | $ N/C |
| 34 | Operator's Training | 1 | JB | $7,415. | $ 7,415.00 |
| | Total Items 000101 thru 000134 | | | | $1,839,000. |

PREPARED 9-SEP 94 9:27 REAL PROPERTY REPLACEMENT COST AS OF: 9 SEP 94 PCN SF022-004

VERSION 4.02.001.000 93/06/02 ERCICALC ERXX08J

INSTALLATION: KELLYAIRFORCEBASE (MBPB) BUILDING COST INDEX AS OF: 30 SEP 92 CMD: MTC

| FAC NR | I N | T C D | C C | CM CD | A D | BM RD | CATEGORY CODE | CATEGORY DESCRIPTION | AREA VACANT | AREA OUT-NL | AREA OUT-LS | AREA TOTAL | UM | OTHER AMOUNT | UM | RENT PAID | RENT RECD | COST/ EST-VAL | REPLACE COST(000) | YR CM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00255 | 1 | P | 1 | E | 1M | | 813231 | ELEC SUBSTATION | 0 | 0 | 0 | 0 | | 45 | KV | 0 | 0 | 4.79 | 1 | 57 |
| 00259 | 1 | S | 1 | A | 81 | | 441628 | SHED SUP EQUIP DEP | 0 | 4000 | 0 | 4000 | SF | 0 | | 0 | 0 | 600.00 | 1 | 80 |
| 00294 | 1 | P | 3 | A | 1M | | 441257 | HAZARD STOR, DEP | 0 | 0 | 0 | 282 | SF | 0 | | 0 | 0 | 35.86 | 1 | 76 |
| 00295 | 1 | S | 1 | E | 1M | | 690252 | BILLBOARD | 0 | 0 | 0 | 0 | | 1 | EA | 0 | 0 | 553.46 | 1 | 73 |
| 00296 | 1 | P | 1 | A | 1M | | 219947 | BE STOR SHED | 0 | 0 | 0 | 1041 | SF | 0 | | 0 | 0 | 223.38 | 1 | 58 |
| 00297 | 1 | P | 1 | A | 1M | | 219947 | BE STOR SHED | 0 | 0 | 0 | 50 | SF | 0 | | 0 | 0 | 5.76 | 1 | 58 |
| 00298 | 1 | P | 1 | A | 1M | | 211254 | SHP ACFT & ENG DEP | 0 | 0 | 0 | 2188 | SF | 0 | | 0 | 0 | 1797.05 | 2 | 90 |
| 00300 | 1 | P | 1 | B | | | 218868 | LAB, PME | 0 | 0 | 0 | 41190 | SF | 0 | | 0 | 0 | 14993.71 | 30 | 76 |
| 00301 | 1 | P | 1 | A | 1M | | 211152 | SHP ACFT GEN PURP | 0 | 0 | 0 | 93155 | SF | 0 | | 0 | 0 | 32884.32 | 71 | 75 |
| 00302 | 1 | P | 1 | A | 1M | | 211152 | SHP ACFT GEN PURP | 0 | 0 | 0 | 2097 | SF | 0 | | 0 | 0 | 956.21 | 1 | 83 |
| 00303 | 1 | P | 1 | A | 1M | | 211152 | SHP ACFT GEN PURP | 0 | 0 | 0 | 166500 | SF | 0 | | 0 | 0 | 82534.19 | 90 | 88 |
| 00304 | 1 | S | 1 | A | 1M | | 211152 | SHP ACFT GEN PURP | 0 | 0 | 0 | 7000 | SF | 0 | | 0 | 0 | 2103.28 | 2 | 90 |
| 00305 | 1 | S | 3 | B | | | 217712 | SHP, AVIONICS | 0 | 0 | 0 | 30819 | SF | 0 | | 0 | 0 | 4609.34 | 63 | 43 |
| 00306 | 1 | S | 3 | B | | | 610675 | LOG FCLTY DEP OPS | 0 | 0 | 0 | 16484 | SF | 0 | | 0 | 0 | 4480.85 | 62 | 43 |
| 00307 | 1 | S | 1 | A | 1M | | 441628 | SHED SUP EQUIP DEP | 0 | 0 | 0 | 293 | SF | 0 | | 0 | 0 | 9.00 | 1 | 80 |
| 00308 | 1 | P | 1 | B | | | 217712 | SHP, AVIONICS | 0 | 0 | 0 | 191559 | SF | 0 | | 0 | 0 | 32861.24 | 217 | 53 |
| 00309 | 1 | P | 1 | B | | | 890123 | AIR COND PLT BLDG | 0 | 0 | 0 | 4597 | SF | 0 | | 0 | 0 | 10492.03 | 70 | 53 |
| 00310 | 1 | P | 1 | B | | | 141621 | MAT PROCESS, DEP | 0 | 0 | 0 | 70238 | SF | 0 | | 0 | 0 | 2585.36 | 44 | 32 |
| 00311 | 1 | P | 1 | A | 1M | | 730839 | TRAFFIC CHK HSE | 0 | 0 | 0 | 32 | SF | 0 | | 0 | 0 | 104.41 | 1 | 79 |
| 00312 | 1 | P | 1 | B | | | 211254 | SHP ACFT & ENG DEP | 0 | 0 | 0 | 28670 | SF | 0 | | 0 | 0 | 5229.15 | 67 | 42 |
| 00313 | 1 | P | 1 | A | 1M | | 841169 | BLDG WTR SUP | 0 | 0 | 0 | 333 | SF | 0 | | 0 | 0 | 258.44 | 2 | 52 |
| 00314 | 1 | P | 1 | A | 1M | | 841169 | BLDG WTR SUP | 0 | 0 | 0 | 2618 | SF | 0 | | 0 | 0 | 884.49 | 9 | 42 |
| 00315 | 1 | P | 1 | A | 1M | | 441257 | HAZARD STOR, DEP 0 | 0 | 0 | 0 | 411 | SF | 0 | | 0 | 0 | 9.51 | 1 | 37 |
| 00316 | 1 | P | 1 | A | 1M | | 851168 | WST TRMT BLDG | 0 | 0 | 0 | 850 | SF | 0 | | 0 | 0 | 3888.81 | 4 | 38 |
| 00318 | 1 | P | 1 | E | 1M | | 813231 | ELEC SUBSTATION | 0 | 0 | 0 | 0 | | 750 | KV | 0 | 0 | 5.11 | 1 | 72 |
| 00320 | 1 | P | 1 | A | 1M | | 218868 | LAB, PME | 0 | 0 | 0 | 22796 | SF | 0 | | 0 | 0 | 8845.50 | 118 | 33 |
| 00321 | 1 | P | 2 | A | 1M | | 141765 | LAB, Q/C DEP | 0 | 0 | 0 | 5417 | SF | 0 | | 0 | 0 | 1389.85 | 24 | 33 |
| 00322 | 1 | P | 1 | A | 1M | | 890123 | AIR COND PLT BLDG | 0 | 0 | 0 | 3234 | SF | 0 | | 0 | 0 | 1700.69 | 29 | 39 |
| 00323 | 1 | P | 3 | B | | | 211254 | SHP ACFT & ENG DEP | 0 | 0 | 0 | 13815 | SF | 0 | | 0 | 0 | 5568.45 | 72 | 42 |
| 00324 | 1 | P | 2 | B | | | 211152 | SHP ACFT GEN PURP | 0 | 0 | 0 | 367235 | SF | 0 | | 0 | 0 | 37823.87 | 651 | 33 |
| 00325 | 1 | P | 1 | A | 1M | | 890123 | AIR COND PLT BLDG | 0 | 0 | 0 | 4580 | SF | 0 | | 0 | 0 | 11791.16 | 25 | 75 |
| 00326 | 1 | P | 1 | B | | | 610675 | LOG FCLTY DEP OPS | 0 | 0 | 0 | 39608 | SF | 0 | | 0 | 0 | 8587.76 | 112 | 42 |
| 00327 | 1 | P | 1 | E | 1M | | 813231 | ELEC SUBSTATION | 0 | 0 | 0 | 0 | | 1 | KV | 0 | 0 | 231.89 | 3 | 44 |
| 00328 | 1 | P | 1 | A | 1M | | 211154 | SHP A/M OPGL | 0 | 0 | 0 | 4971 | SF | 0 | | 0 | 0 | 848.85 | 11 | 42 |
| 00329 | 1 | P | 2 | B | | | 211251 | SHP TURBINE DEP | 0 | 0 | 0 | 214847 | SF | 0 | | 0 | 0 | 17493.39 | 225 | 42 |
| 00330 | 1 | P | 1 | A | 1M | | 725392 | SAN LATRINE | 0 | 0 | 0 | 1254 | SF | 0 | | 0 | 0 | 1058.89 | 1 | 82 |
| 00331 | 1 | P | 1 | A | 1M | | 211251 | SHP TURBINE DEP | 0 | 0 | 0 | 136532 | SF | 0 | | 0 | 0 | 148839.67 | 149 | 93 |
| 00332 | 1 | P | 1 | A | 1M | | 610675 | LOG FCLTY DEP OPS | 0 | 0 | 0 | 1254 | SF | 0 | | 0 | 0 | 940.49 | 1 | 82 |
| 00333 | 1 | P | 1 | B | | | 211254 | SHP ACFT & ENG DEP | 0 | 0 | 0 | 29941 | SF | 0 | | 0 | 0 | 11834.84 | 24 | 76 |
| 00334 | 1 | P | 1 | E | 1M | | 441628 | SHED SUP EQUIP DEP | 0 | 0 | 0 | 7000 | SF | 0 | | 0 | 0 | 2975.96 | 3 | 87 |
| 00336 | 1 | P | 1 | A | 1M | | 730839 | TRAFFIC CHK HSE | 0 | 0 | 0 | 31 | SF | 0 | | 0 | 0 | 96.28 | 1 | 79 |
| 00337 | 1 | S | 5 | A | 1M | | 211152 | SHP ACFT GEN PURP | 0 | 0 | 0 | 640 | SF | 0 | | 0 | 0 | 48.53 | 1 | 66 |
| FOUNDRY 00338 | 1 | P | 1 | B | | | 221229 | PROD ACFT COMP MFG | 0 | 0 | 0 | 19532 | SF | 0 | | 0 | 0 | 9708.32 | 10 | 84 |
| 00339 | 1 | P | 1 | A | 1M | | 211152 | SHP ACFT GEN PURP | 0 | 0 | 0 | 4038 | SF | 0 | | 0 | 0 | 1461.83 | 10 | 53 |

28 JUN 94 KELLY AFB /S 2053 01 CUSTODIAN AUTO/RECEIPT PRODUCTS (RT[redacted] GV902/931119 94179 94179 PAGE 1

ORG TITLE PROD BR TIMC 8303 4 ORG CODE 210 | SHOP CODE ND | TYPE PRODUCT----CA/CRL | USING CMD : 1M

| DOC NBR | STOCK NUMBER | NOMENCLATURE | CE IC | I C | U C | UI | A-S-C | V-REG AUTH | NBR INUSE | UNSER CALIB | UNSER MAINT | DPLOY QNTY | BR CE | UNIT PRICE | S P | BASS CODE | UM | S A | DUE-OUT MEMO | FIRM | SRC | MSC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0001 | 3220 00 025 8350 | ROUT MACH PN434 | U | P | B | EA | 561880A | 1 | 1 | 0 | 0 | 0 | M | $12303.00 | | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | | BPU - | | | | ASL - | | | UTC - ZZZZZ0 | | | INCR - ZZ0ZZZ | | | | | SRD - ZZZ | | | |
| 0002 | 4430 01 266 2263 | ELCTR MELTING FU | M | P | B | EA | 561880A | 1 | 1 | 0 | 0 | 0 | M | $10245.00 | | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | | BPU - | | | | ASL - | | | UTC - ZZZZZ0 | | | INCR - ZZ0ZZZ | | | | | SRD - ZZZ | | | |
| 0004 | 3417 01 064 7112 | MILIN MACH SERI | U | P | B | EA | 561880A | 1 | 1 | 0 | 0 | 0 | M | $56902.35 | | | | | 0 | 0 | ND4 | |
| | EAID LOCATION - | | | BPU - | | | | ASL - | | | UTC - ZZZZZ0 | | | INCR - ZZ0ZZZ | | | | | SRD - ZZZ | | | |
| 0005 | 3220 00 159 8539 | SANDER MSP-TS-5 | U | P | B | EA | 561880A | 1 | 1 | 0 | 0 | 0 | 9 | $8650.48 | | | | | 0 | 0 | NF3 | |
| | EAID LOCATION - | | | BPU - | | | | ASL - | | | UTC - ZZZZZ0 | | | INCR - ZZ0ZZZ | | | | | SRD - ZZZ | | | |
| 0007 | 3220 00 204 4923 | WOOD SURFACER B | U | P | B | EA | 561880A | 1 | 1 | 0 | 0 | 0 | M | $13882.34 | | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | | BPU - | | | | ASL - | | | UTC - ZZZZZ0 | | | INCR - ZZ0ZZZ | | | | | SRD - ZZZ | | | |
| 0008 | 3680 00 332 7055 | SAND MULLER FOR | U | P | B | EA | 561880A | 4 | 3 | 0 | 0 | 0 | M | $7790.80 | | | | | 0 | 0 | ND4 | |
| | EAID LOCATION - | | | BPU - | | | | ASL - | | | UTC - ZZZZZ0 | | | INCR - ZZ0ZZZ | | | | | SRD - ZZZ | | | |
| SUB | 3680 PMX-250 | SAND MIXER,PORT | U | S | B | EA | 561880A | | 2 | 0 | 0 | 0 | 9 | $8241.00 | | | | | 0 | 0 | NF3 | |
| | EAID LOCATION - | | | BPU - | | | | ASL - | | | UTC - ZZZZZ0 | | | INCR - ZZ0ZZZ | | | | | SRD - ZZZ | | | |
| 0011 | 3220 00 215 8487 | SAW FLRNTD NR44 | U | P | B | EA | 561880A | 3 | 0 | 0 | 0 | 0 | 9 | $839.00 | | | | | 0 | 0 | NF3 | |
| | EAID LOCATION - | | | BPU - | | | | ASL - | | | UTC - ZZZZZ0 | | | INCR - ZZ0ZZZ | | | | | SRD - ZZZ | | | |
| SUB | 3220 00 204 4756 | SAW BAND W/WORK | U | S | B | EA | 561880A | | 1 | 0 | 0 | 0 | M | $3363.00 | | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | | BPU - | | | | ASL - | | | UTC - ZZZZZ0 | | | INCR - ZZ0ZZZ | | | | | SRD - ZZZ | | | |
| SUB | 3220 00 818 5443 | SAW BAND RN 488 | U | S | B | EA | 561880A | | 1 | 0 | 0 | 0 | 9A | $507.30 | | | | | C | 0 | XB3 | |
| | EAID LOCATION - | | | BPU - | | | | ASL - | | | UTC - ZZZZZ0 | | | INCR - ZZ0ZZZ | | | | | SRD - ZZZ | | | |
| 0013 | 4430 01 315 2409 | FURNACE SET,FOU | M | P | B | EA | 561880A | 1 | 1 | 0 | 0 | 0 | M | $106900.00 | A | | | | 0 | 0 | ND4 | |
| | EAID LOCATION - | | | BPU - | | | | ASL - | | | UTC - ZZZZZ0 | | | INCR - ZZ0ZZZ | | | | | SRD - ZZZ | | | |
| 0017 | 3220 00 490 9321 | SANDER DISK | U | P | B | EA | 561880A | 1 | 1 | 0 | 0 | 0 | M | $1660.00 | | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | | BPU - | | | | ASL - | | | UTC - ZZZZZ0 | | | INCR - ZZ0ZZZ | | | | | SRD - ZZZ | | | |
| 0019 | 3220 00 528 0606 | JOIN WDWRK 00-J | U | P | B | EA | 561880A | 2 | 0 | 0 | 0 | 0 | M | $5552.73 | | | | | C | 0 | NF4 | |
| | EAID LOCATION - | | | BPU - | | | | ASL - | | | UTC - ZZZZZ0 | | | INCR - ZZ0ZZZ | | | | | SRD - ZZZ | | | |
| SUB | 3220 00 245 9509 | JOINTER 1D37207 | U | S | B | EA | 561880A | | 1 | 0 | 0 | 0 | 9 | $244.28 | | | | | 0 | 0 | NF3 | |
| | EAID LOCATION - | | | BPU - | | | | ASL - | | | UTC - ZZZZZ0 | | | INCR - ZZ0ZZZ | | | | | SRD - ZZZ | | | |
| SUB | 3220 00 214 0798 | WOOD JOINTER X3 | U | S | B | EA | 561880A | | 1 | 0 | 0 | 0 | M | $500.00 | | | | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | | BPU - | | | | ASL - | | | UTC - ZZZZZ0 | | | INCR - ZZ0ZZZ | | | | | SRD - ZZZ | | | |

ORG TITLE PROD BR TINC 8303 4 ORG CODE 210 SHOP CODE ND TYPE PRODUCT----CA/CRL USING CMD : 1M

| DOC NBR | STOCK NUMBER | NOMENCLATURE | CE I U IC C C UI | A S C | V-REG AUTH | NBR INUSE | UNSER CALIB | UNSER MAINT | DPLOT QNTY | 3R CE | UNIT PRICE | $ 3ASS P-CODE | $ DUE-OUT UR A MEMO | FERM | ERC | NEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0023 | 3405 00 836 5792 | SAW BAND PR C12 | U P 3 | EA 561880A | 1 | 1 | 0 | 0 | 0 | 9 | $5723.71 | A | 0 | 0 | N04 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | | INCR - | ZZ0ZZZ | SRD - | ZZZ | |
| 0025 | 3405 01 100 0085 | METALBAND SAW-6 | U P 8 | EA 561880A | 1 | 1 | 0 | 0 | 0 | N | $33107.00 | | 0 | 0 | N04 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | | INCR - | ZZ0ZZZ | SRD - | ZZZ | |
| 0029 | 3413 00 222 0920 | GRINDMACHPEDW-6 | U P 8 | EA 561880A | 1 | 1 | 0 | 0 | 0 | 9 | $1530.10 | | 0 | 0 | NF3 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | | INCR - | ZZ0ZZZ | SRD - | ZZZ | |
| 0038 | 3680 PORT-1 | PNEUMATIC TRANS | U P 8 | EA 0400000 | 1 | 0 | 0 | 0 | 0 | 2 | $59535.00 | | 0 | 1 | NF3 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZZ | | | INCR - | ZZZZZZ | SRD - | ZZZ | |
| 0041 | 3680 00 493 0209 | CUTTER SAND 052 | U P 8 | EA 561980A | 1 | 1 | 0 | 0 | 0 | N | $4550.00 | | 0 | 0 | N04 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | | INCR - | ZZ0ZZZ | SRD - | ZZZ | |
| 0045 | 3950 P0300302053 | CRANE BRIDGE ST | U P 8 | EA 0480000 | 3 | 3 | 0 | 0 | 0 | 9 | $8844.05 | | 0 | 0 | NF3 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | | INCR - | ZZ0ZZZ | SRD - | ZZZ | |
| 0051 | 4430 PFURN-SYS | FOUD FURNACE SY | U P 8 | EA 0470000 | 1 | 1 | 0 | 0 | 0 | 2 | $3400000.00 | | 0 | 0 | NF3 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | | INCR - | ZZ0ZZZ | SRD - | ZZZ | |
| 0053 | 4440 00 004 3400 | DUSTCOLLECTOR44 | U P 8 | EA 561880A | 1 | 1 | 0 | 0 | 0 | 8 | $888.00 | | 0 | 0 | NF3 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | | INCR - | ZZ0ZZZ | SRD - | ZZZ | |
| 0055 | 4940 00 221 1020 | GLASSBLAST 8375 | U P 8 | EA 561880A | 2 | 0 | 0 | 0 | 0 | N | $5145.00 | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | | INCR - | ZZ0ZZZ | SRD - | ZZZ | |
| SUB | 4940 P0418032053 | ABRASIVE BLASTS | U S 8 | EA 561880A | | 1 | 0 | 0 | 0 | 8 | $6284.40 | | 0 | 0 | NF3 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | | INCR - | ZZ0ZZZ | SRD - | ZZZ | |
| SUB | 4940 00 178 0732 | CLEANMACH J1286 | U S 8 | EA 561880A | | 1 | 0 | 0 | 0 | N | $5052.00 | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | | INCR - | ZZ0ZZZ | SRD - | ZZZ | |
| 0057 | 5220 00 277 1731 | PLATESURE 48X72 | U P 8 | EA 561880A | 1 | 1 | 0 | 0 | 0 | A | $1468.25 | | 0 | 0 | NF4 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | | INCR - | ZZ0ZZZ | SRD - | ZZZ | |
| 0100 | 7490 00 368 7821 | SHREDDER FFS001 | U P 8 | EA 006A800 | 2 | 0 | 0 | 0 | 0 | 9 | $1754.90 | | 0 | 0 | NF3 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | | INCR - | ZZ0ZZZ | SRD - | ZZZ | |
| SUB | 3415 RM4-34001 | SHREDDER MACHIN | U S 3 | EA 006A800 | | 2 | 0 | 0 | 0 | 9 | $244.60 | | 0 | 0 | NF3 | |
| | EAID LOCATION - | | BPU - | | ASL - | | | UTC - | ZZZZZ0 | | | INCR - | ZZ0ZZZ | SRD - | ZZZ | |

SEE SHEET 33

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28 JUN 94 KELLY AFB /S 2053 01 CUSTODIAN AUTH/RECEIPT PRODUCTS (R14) 6V902/931119 94179 94179 PAGE 3

ORG TITLE PROD BR TIMC 8303 4 ORG CODE 210 SHOP CODE MD TYPE PRODUCT----CA/CRL USING CMD : 1R

I ACKNOWLEDGE RESPONSIBILITY FOR ALL PROPERTY
ON CUSTODY RECEIPT CONSISTING OF PAGE 1 THROUGH 3.
CUSTODIAN SIGNATURE..... DATE .....

CUSTODIAN TYPED/PRINTED NAME.....

I CERTIFY THAT I OR MY DESIGNATED REPRESENTATIVE
HAVE PERFORMED INVENTORY OF ALL PROPERTY
ON CUSTODY RECEIPT FOR CUSTODIAN ACCOUNT
AND ALL BALANCES AS INDICATED ON CUSTODIAN AUTH /
RECEIPT LIST DATED ARE CORRECT.
CUSTODIAN SIGNATURE.....

CUSTODIAN TYPED/PRINTED NAME.....

| | AUTHORIZED | IN-USE | SHORT | EXCESS ASC 000 |
|---|---|---|---|---|
| TOTAL UNITS | 30 | 29 | 0 | 0 |
| ~~TOTAL DOLLAR VALUE~~ | ~~$2,797,632.14~~ | ~~$2,720,434.04~~ $21,979,761.49 | ~~$.00~~ | ~~$.00~~ |

OUT OF BALANCE ERRORS 0

# EQUIPMENT PHYSICAL INVENTORY REPORT

| P C | CUST CODE | NATIONAL STOC NUMBER | NOUN | ACQ COST | DEPREC. TO DATE | ACQ DIFFERENCE | EXP-DEP MONTH | USF LIF | MTH DEP | RCC | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 210CU | 3408PT-30 | MULTIPALLET MACH | 984,315.00 - | 444958.76 = | 539,356.24 | 6,271.57 | 144 | 058 | TBCA | |
| | 210ND | 4430PFURN-SYS | FOUNDRY FURNACE SY | 1,650,087.43 - | 1376009.77 = | 274,077.66 | 6,229.01 | 144 | 100 | NPFA | ← Dan |
| C | 210ND | 3680PSLA-500 | STEREOLITHOGRAPHY | 420,000.00 - | 104999.70 = | 315,000.30 | 3,499.99 | 120 | 030 | NPFA | ← Steve |
| | 210NP | 3415011857536 | GEAR GRINDER Rad Ring | 603,996.00 - | 321237.31 = | 282,758.69 | 2,618.13 | 204 | 096 | NPBA | |
| | 210CU | 3415011372585 | CNC JIG GRIND SIP | 454,160.00 - | 235783.97 = | 218,376.03 | 2,481.53 | 180 | 092 | TBCA | |
| | 210NM | 3417012999716 | CNC COPY MILL WELVERINE | 683,980.00 - | 279228.73 = | 404,751.27 | 2,353.20 | 264 | 092 | NPMA | |
| | 210NP | 3417013097951 | CNC GEAR HOBBER PFAUTER | 260,098.12 - | 204408.16 = | 55,689.96 | 2,320.37 | 120 | 096 | TAGA | |
| | 210NP | 3410011938092 | EDM CNC WIRE AGIE | 263,500.00 - | 46112.33 = | 217,387.67 | 2,195.83 | 120 | 021 | NPBA | |
| | 210MR | 4430PKT65C240 | OVEN TRUCK-IN Rubber Shop | 257,880.00 - | 77975.13 = | 179,904.87 | 2,167.52 | 120 | 037 | TFCA | |
| | 210MR | 4430PKT65C240 | OVEN TRUCK-IN " | 257,880.00 - | 77975.13 = | 179,904.37 | 2,167.52 | 120 | 037 | TFCA | |
| (211 Acct) | 210NP | 6635NCD502764 | AUTO MEAS MACH GEAR | 329,670.00 - | 204708.28 = | 124,961.72 | 2,117.98 | 156 | 097 | TAGA | |
| | 210NO | 92-210NO | ITEMS 5-15K | 218,971.31 - | 42052.63 = | 176,918.68 | 1,862.29 | 120 | 025 | TAGA | |
| | 210CU | 3416P02141920 | ST-40N ATC M/C 198 BREAK | 432,435.00 - | 135502.48 = | 296,932.52 | 1,799.59 | 240 | 075 | TBCA | |
| | 210NQ | 3415011420958 | GRINDING STEPMASTR CINN | 318,332.00 - | 111807.50 = | 206,524.50 | 1,780.37 | 180 | 064 | TAGA | |
| | 210NQ | 3415011420958 | GRINDING STEPMASTR " | 318,332.00 - | 111807.50 = | 206,524.50 | 1,780.37 | 180 | 064 | TAGA | |
| | 210NQ | 3415011420958 | GRINDING STEPMASTR " | 318,332.00 - | 111807.50 = | 206,524.50 | 1,780.37 | 180 | 064 | TAGA | |
| | 210NQ | 3415011420958 | GRINDING STEPMASTR " | 318,332.00 - | 111807.50 = | 206,524.50 | 1,780.37 | 180 | 064 | TAGA | |
| | 210NP | 3414PFS180CNC | CNC GEAR SHAPER PFALLOWS | 173,975.00 - | 136724.68 = | 37,250.32 | 1,552.05 | 120 | 096 | NPBA | |
| | 210CU | 3415010489890 | 8-AXIS TOOL GRND HUFFMAN | 286,055.00 - | 162224.00 = | 123,831.00 | 1,547.37 | 180 | 100 | TBCA | |
| | 210NO | 3411PMP42DR | MF44 JIG BORING MA SIP | 381,961.00 - | 144462.21 = | 237,498.79 | 1,542.19 | 240 | 086 | TAGA | |
| | 210NO | 3411011954200 | CNC VTL GRAY | 385,670.00 - | 159207.74 = | 226,462.26 | 1,530.14 | 240 | 092 | TAGA | |
| C | 210CU | 3408010402322 | NC-MACHCNTR PN25HC Sgo | 731,480.00 - | 578173.15 = | 153,306.85 | 1,517.88 | 264 | 163 | NPXX | |
| C | 210CU | 3408010402822 | NC-MACHCNTR PN25HC " | 731,480.00 - | 578173.15 = | 153,306.85 | 1,517.88 | 264 | 163 | TBCA | |
| | 210CU | 3411011217483 | JIG BORING MACH SIP 54 | 379,642.00 - | 174064.30 = | 205,577.70 | 1,468.40 | 240 | 100 | NPBA | |
| Rubber | 210MR | 92-210MR | ITEMS 5-15K | 172,618.87 - | 33564.62 = | 139,054.25 | 1,463.72 | 120 | 025 | TFCA | |
| C | 210NQ | 3415007272319 | GRIND INT 30IN | 293,349.00 - | 245100.20 = | 48,748.80 | 1,433.76 | 180 | 146 | TAGA | |
| | 210NQ | 3415011156057 | CNC INT GRINDER CINN | 249,533.00 - | 78367.92 = | 171,165.08 | 1,402.98 | 180 | 058 | TAGA | |
| | 210CU | 3417001507121 | CNC 4-AX MACH CNTR 20VC | 311,330.00 - | 117748.69 = | 193,581.31 | 1,257.01 | 240 | 086 | TBCA | |
| ? → | 210CU | 3417001507121 | CNC 4-AX MACH CNTR 20VC | 311,330.00 - | 117748.69 = | 193,581.31 | 1,257.01 | 240 | 086 | TBCA | |
| | 210NQ | 3433009023341 | METAL SPRAY ROBOTI | 222,672.00 - | 101978.62 = | 120,693.38 | 1,219.12 | 180 | 081 | TAGA | ← Chmacro - Got off our account. |
| C | 210CU | 3411005288660 | GRAY VTL | 290,640.00 - | 104867.48 = | 185,772.52 | 1,183.26 | 240 | 083 | TBCA | |
| C | 210NO | 3416001864089 | L3S ENGINE LATHE Rowe Lathe | 90,908.83 - | 69103.40 = | 21,805.43 | 908.52 | 240 | 216 | TAGA | |
| | 210ND | 4430013152409 | FURNACE SET, FOUNDR | 106,900.00 - | 41255.32 = | 65,644.68 | 899.23 | 120 | 047 | NPFA | |
| | 210NQ | 3415007272318 | INTERNAL GRINDER Bell 172 | 157,851.00 - | 76083.06 = | 81,767.94 | 869.86 | 180 | 086 | TAGA | |
| | 210NQ | 3415007272318 | INTERNAL GRINDER Bell 172 | 157,851.00 - | 76083.06 = | 81,767.94 | 869.86 | 180 | 086 | TAGA | |
| N | 210CU | 3408010509215 | MACH CEN P10VO-125 CINN | 241,489.00 - | 138142.70 = | 103,346.30 | 861.21 | 240 | 120 | TBCA | CU NCSHOP |
| | 210CU | 3408010509215 | MACH CEN P10VO-125 CINN | 241,489.00 - | 142099.43 = | 99,389.57 | 849.48 | 240 | 123 | TBCA | |
| | 210CU | 6635011862505 | OPTICAL COMP SYST OPTI 30 | 129,573.00 - | 68502.33 = | 61,070.67 | 836.57 | 156 | 083 | TBCA | AIAA Conference |
| | 210NM | 3419011998592 | THREAD ROLLER LANDIS | 150,228.00 - | 77911.35 = | 72,316.65 | 821.77 | 180 | 092 | NPMA | |
| N | 210CU | 3408011023794 | NUM CON MACH II/IIKFT | 229,028.00 - | 131014.35 = | 98,013.65 | 816.77 | 240 | 120 | TBCA | NP T&F |
| | 210MR | 3620P02038320 | MIXER BANDURY INTR | 131,500.00 - | 86652.36 = | 44,847.64 | 815.39 | 120 | 065 | TFCA | |
| | 210NP | 3415002236734 | ROTARY SURF GRNDR CINN | 129,376.00 - | 71807.17 = | 57,568.83 | 702.05 | 180 | 098 | NPBA | NO Repair |
| | 210NQ | 3415002236734 | ROTARY SURF GRNDR CINN | 129,376.00 - | 73369.80 = | 56,006.20 | 700.06 | 180 | 100 | TAGA | NQ |
| Repair | 210CU | 5220010323767 | COORD MEASURE MACH Gaylor 1815 | 86,555.00 - | 59440.10 = | 27,114.90 | 616.22 | 144 | 100 | TBCA | |
| C | 210NO | 92-210NO | ITEMS 5-15K | 67,914.58 - | 13033.92 = | 54,880.66 | 577.68 | 120 | 025 | TAGA | MR Rubber |
| | 210NO | 3416011857705 | CNC LATHE METALLIST | 148,982.00 - | 68307.62 = | 80,674.38 | 576.24 | 240 | 100 | TAGA | |
| | 210NO | 3416011857705 | CNC LATHE " | 148,982.00 - | 68307.62 = | 80,674.38 | 576.24 | 240 | 100 | TAGA | ND Foundry |
| | 210NO | 3416011857705 | CNC LATHE " | 148,982.00 - | 68307.62 = | 80,674.38 | 576.24 | 240 | 100 | TAGA | |
| | 210CU | 3950P01932420 | BRIDGE CRANE 5 TON | 86,100.00 - | 31598.37 = | 54,501.63 | 536.13 | 156 | 058 | TBCA | IH Black Sho |
| | 210NQ | 3415002236319 | UNIVERSAL GRINDER LANDIS | 120,312.00 - | 72301.97 = | 48,010.03 | 545.56 | 180 | 092 | TAGA | |

- COST MODEL FOR EQUIPMENT INSTALLATION: BASIS - COST DATA FOR PROCUREMENT OF COMPLETE 4430P FOUNDRY SYSTEM

| | |
|---|---|
| - ORIGINAL COMPLETE SYSTEM COST | $1,839,000.00 |
| - CORRECTED COST AFTER VACUUM FURNACE TURN-IN | $1,650,087.43 |
| - INSTALLATION PORTION OF CONTRACT | $330,373.00 |
| - DEDUCTION OF 5% FOUNDATION/PITS | $16,518.65 |
| - NET INSTALLATION COST | $313,854.35 |
| - NET EQUIPMENT COST (-INSTALLATION) | $1,508,627.00 |
| - INSTALLATION % OF EQUIPMENT | 20.8% |

AN INSTALLATION MODEL IS DERIVED FROM THE ABOVE DATA. FROM THIS MODEL INSTALLATION COSTS FOR EQUIPMENT RELOCATION/REINSTALLATIONCAN BE CALCULATED AS 20.8% OF EQUIPMENT COSTS. FOR THIS STUDY ALL COSTS ARE ORDER OF MAGNITUDE DUE TO VERY LIMITED TIME CONSTRAINTS.

- CAPACITY SF 19,532 PER REAL PROPERTY COST RECORDS
  COST/VALUE $870,832 BLDG #338 - FOUNDRY

------SPREADSHEET 5 - PROCESS/CAPABILITY ANALYSIS----------

| | OO-ALC | SA-ALC | SM-ALC |
|---|---|---|---|
| COMPLETE SAND CASTING | NO | YES | YES |
| -EXISTING SF SPACE | 3567 SF | 15776 SF | 7075 SF |
| -ADDED SPACE REQ'D - SF (USE EXISTING VACATED SPACE) | 4200 SF | 0 | 0 |
| -ADDED EQUIPMENT REQ'D | | | |
| -FROM SA-ALC FOUNDRY | | | |
| --80/150# ALUM FURNACE | $106,900 | | |
| --80 ALUM/50 STEEL FURNACE | 115,180 | | |
| --400# ALUM HOLDING LADLE | 22,676 | | 22,676 |
| --GREEN SAND MOLDING SYSTEM | 257,948 | | |
| --PEP SET SAND SYSTEM | 79,172 | | |
| --SNAGGING GRINDER | 13,520 | | |
| | --- | | --- |
| | $595,396 | | $22,676 |
| --EQUIPMENT DEPRECIATION | $2,119/MO* | | $86/MO** |
| --EQUIPMENT TRANSPORTATION | | | |
| --EQUIPMENT INSTALLATION | $123,842+ | | $280++ |

--EQUIPMENT DEPRECIATION
* $6229.01 X 595,396/1,650,087.43 = $2119/MO
** $6229.01 X 22,676/1,650,087.43 = $86/MO

--EQUIPMENT TRANSPORTATION

--EQUIPMENT INSTALLATION: SA-ALC EQUIPMENT INSTALL AT OO-ALC
$595,396 X .208 (INSTALL FACTOR) = $123,842

-FACILITY MODIFICATION REQUIREMENTS (BASIS SA-ALC FACILITY)
[MODIFY EXISTING VACATED FACILITIES]

| | OO-ALC | SA-ALC | SM-ALC |
|---|---|---|---|
| -PITS FOR GREEN SAND SYS | $16,519 | | |
| -POWER DISTRIBUTION SYS | $38,386 | | |
| -BRIDGE CRANE -10 TON | $24,602 | | |
| -FURNACE VENTILATION | $ 7,185 | | |
| -ROOF EXHAUST SYS | $ 4,455 | | |
| -FIRE DETECTION SYSTEM | $ 4,075 | | |
| -20 TON AIR CONDITIONING | $13,750 | | |
| | --- | --- | --- |
| TOTAL | $108,972 | $0 | $0 |

# *SM-ALC*

# *FOUNDRY*

# *TRC CONSOLIDATION STUDY*

**2 DEC 94**

**BY: Kirsten M. Ulowetz**
**SM-ALC/TIME**
**DSN 633-2704**

# DATA CERTIFICATION WORKSHEET

**PURPOSE:** To document the sources, methods, and conclusions related to the Foundry TRC Consolidation Study. The objective of the study is to evaluate the costs and impacts of consolidating the foundries at the 5 Air Logistics Centers into a minimal number of foundries.

**SOURCE:** All sources of information are listed in the attached report, SM-ALC Foundry TRC Consolidation Study, 30 Nov 94. Computer system report numbers have been listed where appropriate and when information was obtained from shop experts it was noted.

**METHOD:** All methods used to manipulate the raw data have been discussed in the attached report and agreed to by the Foundry TRC team, made up of representatives from the ALCs.

**CONCLUSION:** The conclusions from the individual data elements are listed in the attached report. At this time, the Foundry TRC team does not plan on issuing a conclusion. The data from the options directed at the Business Board meeting, 26 Oct 94, at SM-ALC, will be presented only along with any special considerations.

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

PREPARER: Kirsten M. Ulowetz DATE: 30 Nov 94

Kirsten M. Ulowetz
SM-ALC/TIME
DSN 633-2704 or (916) 643-2704

TRC FOCAL POINT
REVIEWER: DATE: 1 Dec 94

Gary Gerick
SM-ALC/FMPB
DSN 633-4374 or (916) 643-4374

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

MAJCOM
Reviewer: _____ DATE: _____

## *SM-ALC FOUNDRY TRC CONSOLIDATION STUDY*
## EXECUTIVE SUMMARY

| | |
|---|---|
| **WORKLOAD** | |
| FY95 | 7,045 DPSH |
| FY96 | 7,140 DPSH |
| FY97 | 7,040 DPSH |
| FY98 | 5,695 DPSH |
| **CAPACITY (2 SHIFTS)** | |
| FY95 | 47,906 DPSH |
| FY96* | 48,552 DPSH |
| FY97* | 47,872 DPSH |
| FY98* | 38,726 DPSH |
| **UTILIZATION** | |
| 1 SHIFT | 26% |
| 2 SHIFTS | 13% |
| **FLOW TIME** | |
| PATTERN DESIGN/MFG | 2 - 14 WEEKS |
| SAND CASTING (AL) | 1 - 2 WEEKS |
| DROP HAMMER DIES & OTHER | 3 - 7 WEEKS |
| **COST** | |
| TRANSPORTATION | $ 53,019 |
| UTILITIES | $ 6,880 |
| PROGRAMMED INVESTMENT | $ 49,000 |
| MANUFACTURING/OPERATING | $465,118 |
| **PERSONNEL** | |
| AUTHORIZED/ASSIGNED | 5 PEs |
| **EQUIPMENT CA-CRL** | $993,213 |
| **EQUIPMENT DEPRECIATION/MONTH** | $2,580 |
| **FOUNDRY FACILITY SPACE** | 10,582 SF |

***THE *CASTING EMISSIONS REDUCTION PROGRAM (CERP) FOUNDRY OF THE FUTURE* WILL BY COMPLETED BY JUN 96 AND WILL ADD 60,000 SF OF CAPACITY TO SM-ALC. UP TO 200 CASTINGS PER HOUR CAN BE PRODUCED. THIS WILL SIGNIFICANTLY INCREASE AFMC'S FOUNDRY CAPABILITIES.**

## *SM-ALC FOUNDRY TRC CONSOLIDATION STUDY*

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## 1. INTRODUCTION:

a. The SM-ALC Foundry is one of the largest and best equipped facilities in the Command. The Foundry meets the higher California environmental requirements and is working with the EPA to develop the standards for Title 3 Maximum Achievable Control Technology (MACT) through the Casting Emissions Reduction Program (CERP - see section 10). No other foundries in the Command are held to as high an environmental standard as California nor are they in such an influential position with EPA and the U.S. foundry industry. When mandatory compliance with all of the Title 3 and Title 5 standards is required within the next 5 years, only SM-ALC's Foundry will not require major equipment and facility modifications. SM-ALC is well on the way to helping DOD and the other AFMC foundries achieve higher efficiency and environmental goals through CERP.

b. The CERP is congressionally mandated to McClellan AFB and relocation is non-negotiable. The FY94 Defense Appropriation Bill authorized and funded CERP with McClellan AFB specifically named. CERP is a national program sponsored by Congressman Vic Fazio who represents the district in which McClellan AFB is located.

c. The CERP is being operated through a Cooperative Research and Development Agreement (CRDA) between the United States Council for Automotive Research (USCAR) Environmental Research Consortium (made up of Chrysler Corporation, the Ford Motor Company, General Motors Corporation and Navistar) and McClellan AFB. CRDAs are authorized under the Stevenson-Wydler Technology Innovation Act and follow-on legislation. This law specifically requires federal labs to take a role in technical cooperation with industry. SM-ALC is the only ALC designated as a Federal Laboratory (the Air Force Advanced Manufacturing Technology Center) and has been successfully operating as such for 4 years.

d. SM-ALC has aggressively supported the President's objective of Dual Use and the CERP is an excellent example of DOD promoting the public interest. The successful accomplishment of CERP will develop materials and processes that will allow the U.S. automotive casting industry to be competitive while working to achieve a zero effect on the environment. The foundry industry is a cornerstone to the entire manufacturing industry. Domestic leadership of this basic industry is critical for U.S. competitiveness. Significant losses in the foundry industry could lead to millions of job losses in other manufacturing areas.

e. DOD, industry, and the taxpayer all gain as a result of the accomplishment of the Dual Use initiative, CERP at SM-ALC. DOD gains by enhancing SM-ALC's infrastructure and capabilities thus providing a more cost effective product to our military customers. Industry gains by developing cost competitive, environmentally safe foundry processes. The taxpayers gain by the broader application of the infrastructure to help the domestic economy. CERP at SM-ALC is a win-win situation for everyone involved.

2. **WORKLOAD:** The area under study is the Foundry which includes sand casting and pattern making capabilities in direct support of casting workloads. The RCC, MTMBA, contains the Foundry, Pattern Shop, and Heat Treat areas. The Pattern Shop provides support to various shops in addition to the Foundry. Only 20% of the Pattern Shop personnel have worked in direct support of the Foundry over the last year (which equates to 1 of the 5 pattern makers). Also the Heat Treat area is not included in this analysis. All figures from various reports have been adjusted down 25% to delete the percentage of workload for the Heat Treat area in that RCC. Please see attachment . for calculations of PEs for the Foundry workload. The Foundry FY95-98 workload is as follows:

| WORKLOAD HOURS<br>YEAR | PROJECTED DPSH USING CMD AVE YIELD | PEs USING CMD AVE YIELD | | PROJECTED DPSH FROM PLA, G004C | PEs FROM PLA, G004C |
|---|---|---|---|---|---|
| FY95 | = 7045 DPSH | 5 | | 5,578.5 | 4.14 |
| FY96 | = 7140 DPSH | 5 | | 5,736.37 | 4.03 |
| FY97 | = 7040 DPSH | 5 | | 6,087.75 | 4.13 |
| FY98 | = 5,695 DPSH | 5 | | 5,877 | 4.23 |

The Foundry TRC team decided to utilize the workload projections using the Command average yield and estimated number of PEs instead of the PLA out year data.

3. **CAPACITY:**

a. Capacity is a measure of a facility's ability to perform workload based upon equipment and space available and not currently available personnel. The capacity is based upon workstation positions and we will use the G029 sizing model. It has been agreed that a 2 shift basis will be used to determine capacity constraints for this study.

b. The work position break out and capacity for the Foundry is as follows:

| Workstations | Work Positions 1 Shift | Workstation Code |
|---|---|---|
| Pattern Lay-up / Plastic Facing for Casting (Included) | 2 | A03 |
| Pattern Lay-up / Plastic Facing Spt to Other Shops (Not Included in Study) | (8) | A03 |
| Die Grinding | 2 | A04 |
| Investment Casting | 3 | A06 |
| Casting | 4 | A07 |
| Mold Manufacture | 3 | A08 |
| Core Manufacture | 3 | A09 |
| | | |
| TOTAL WORK POSITIONS FOR FOUNDRY = | 17 | |

| CAPACITY PER YEAR<br>YEAR | CMD AVE YIELD | 1 SHIFT DPSH | 2 SHIFTS DPSH |
|---|---|---|---|
| FY95 | 1409 | 23,953 | 47,906 |
| FY96 | 1428 | 24,276 | 48,552 |
| FY97 | 1408 | 23,936 | 47,872 |
| FY98 | 1139 | 19,363 | 38,726 |

Work Positions = 17 for Single Shift or 34 for 2 shifts
Capacity Definition = PEs (Work Positions) x Yearly Command Yield

4. **UTILIZATION:** Utilization is the ratio between workload and the capacity of the facility and is computed by the G029 Depot Sizing Model. The workload in the total RCC was 16,330 hours. The hours associated with casting workload equals 6,124 ((= 16,330 x .75 for Heat Treat) x .50 for Pattern Shop).

Utilization (Considering 2 Shifts) = 6,124 Actual FY94 DPAH / 47,906 DPSH for FY95
= .13 or 13%

Utilization (Considering 1 Shift) = 6,124 Actual FY94 DPAH / 23,953 DPSH for FY95
= .26 or 26%

5. **FLOW DAYS:** Flow days have been identified based on qualified personnel experience and judgment. The rational for this is that the workload in the Foundry is essentially all unprogrammed. It has no MISTR component. Therefore, there is no standard system for tracking flow days. The following is a summary of the process flows:

| PATTERN DESIGN & MANUFACTURE PROCESS FLOW SUMMARY: | SYMBOL | MINIMUM HOURS: | MAXIMUM HOURS: |
|---|---|---|---|
| Develop MLOs | TIMMAA | - | - |
| Photo Etch Templates | TIMMAA | - | - |
| Cut and Set Up Templates | TIMMBA | 16 | 80 |
| Manufacture Master Pattern | TIMMBA | 16 | 298 |
| Manufacture Core Boxes | TIMMBA | 0 | 120 |
| Prototype Time | TIMMBA | 16 | 24 |
| Pattern Adjustment | TIMMBA | 0 | 24 |
| Pattern Complete | TIMMBA | 0 | 0 |
| | | | |
| **Total =** | **TIMMBA** | **48** | **546** |
| **Flow Weeks =** | **TIMMBA** | **2** | **14** |

| SAND CASTING (ALUMINUM) PROCESS FLOW SUMMARY: | SYMBOL | MINIMUM HOURS: | MAXIMUM HOURS: |
|---|---|---|---|
| Pattern Design/Manufacturing Process | TIMMBA | 48 | 546 |
| Sand Preparation | TIMMBA | .75 | 1 |
| Prep Cope/Drag | TIMMBA | 1 | 4 |
| Manufacture Cores | TIMMBA | 0 | 4 |
| Manufacture/Assemble Mold | TIMMBA | 1 | 2 |
| Metal Preparation | TIMMBA | 2 | 4 |
| Pour Castings | TIMMBA | 1 | 8 |
| Shake Out | TIMMBA | 2 | 4 |
| Remove Gates and Risers/Grind | TIMMBA | 2 | 4 |
| Cleaning/Blasting | TIMMBE | - | - |
| NDI | TIMS | - | - |
| Solution Heat Treating | TIMMBA - Heat Treat | - | - |
| Straighten | TIMMBA | .25 | .5 |
| Age | TIMMBA - Heat Treat | - | - |
| Test Bar Results from Lab to Foundry | TIELA | - | - |
| NDI Results to Foundry | TIMS | - | - |
| Casting Complete | TIMMBA | 0 | 0 |
| | | | |
| **Total Excluding Pattern Design/Mfg =** | **TIMMBA** | **10** | **31.5** |
| **Flow Weeks Excluding Pattern Design/Mfg =** | **TIMMBA** | **1** | **2** |
| | | | |
| **Grand Total =** | **TIMMBA** | **58** | **577.5** |
| **Flow Weeks for Grand Total =** | **TIMMBA** | **2** | **15** |

| DROP HAMMER (KIRKSITE) MANUFACTURE PROCESS FLOW SUMMARY: | SYMBOL | MINIMUM HOURS: | MAXIMUM HOURS: |
|---|---|---|---|
| Master Pattern Design/Manufacture Process | TIMMBA | 48 | 546 |
| Mfg Die Pattern (Casting) | TIMMBA | 16 | 40 |
| Mfg Punch Pattern (Casting) | TIMMBA | 16 | 40 |
| Metal Preparation (Kirksite) | TIMMBA | 2 | 4 |
| Sand Preparation | TIMMBA | .25 | .5 |
| Pour Die | TIMMBA | 8 | 24 |
| Pour Punch | TIMMBA | 8 | 24 |
| Machine Die Flat | TIMMAA | - | - |
| Machine Punch Flat | TIMMAA | - | - |
| Mfg Tracer Patterns | TIMMBA | 40 | 120 |
| Parallel Machine Die/Punch | TIMMAA | - | - |
| Drop Hammer Die Complete | TIMMBA | 0 | 0 |
| | | | |
| **Total Excluding Pattern Design/Mfg =** | TIMMBA | 90.25 | 252.5 |
| **Flow Weeks Excluding Pattern Design/Mfg =** | TIMMBA | 3 | 7 |
| | | | |
| **Grand Total =** | TIMMBA | 138.25 | 798.5 |
| **Flow Weeks for Grand Total =** | TIMMBA | 4 | 20 |

6. **COSTS:**

a. TRANSPORTATION: The 2 Level Maintenance transportation costs have been used to determine transportation costs for the different options. The following is an estimate of the transportation costs of the part families produced in the Foundry:

| TRANSPORTATION COSTS | | | | | |
|---|---|---|---|---|---|
| PART FAMILIES / CATEGORIES | Drop Hammer Dies and Other Kirksite Castings | Sand Castings - Small | Sand Castings - Medium | Sand Castings - Large | |
| Average Weight Each | 6000 | 5 | 30 | 80 | |
| Quantity Per Year | 9 | 130 | 130 | 14 | |
| Shipping $ per Lbs | $.78 | $.86 | $.78 | $.78 | |
| Handling Fee per lot | $35 | $15 | $35 | $35 | |
| Number of Lots per year/Number of Items per Lot | 9 lots / 1 item | 13 lots / 10 items | 13 lots / 10 items | 14 lots / 1 item | |
| Type of Shipment | 2-Day Freight | Over-Night | Over-Night | Over-Night | |
| Subtotal Shipping for one Item/Lot | $4,715 | $58.00 | $269.00 | $62.4 | |
| Subtotal Shipping for All Items | $42,435 | $754 | $3,497.00 | $873.6 | $47,560 |
| | | | | | |
| Packaging Costs $ per Cubic Foot | $2.70 | $4.12 | $4.12 | $4.12 | |
| Fragility Rating | Over 110 Gs | 85 - 110Gs | 85 - 110Gs | 85 - 110Gs | |
| Approx Cubic Feet (Dependent Upon Configuration) | 18 | 1 | 4.5 | 36 | |
| Subtotal Packaging for 1 Item | $48.6 | $4.12 | $18.54 | $148.32 | |
| Subtotal Packaging for All Items | $437.4 | $535.6 | $2,410.2 | $2,076.5 | $5,459 |
| | | | | | |
| **Cost to Ship/Pack 1 Item/Lot** | **$4,763.6** | **$99.20** | **$454.40** | **$210.72** | |
| **Cost to Ship/Pack All Items Per Year** | **$42,872.4** | **$1,289.60** | **$5,907.20** | **$2,950** | |
| **GRAND TOTAL =** | | | | | **$53,019** |

b. PROGRAMMED INVESTMENT COST: A No-Bake Sand System has had its pre-award survey (Nov 94) and will be completely installed by mid 95. The cost of this system is $314,000 (FY94) and it is being funded through the Pollution Prevention Program (PPP). The other programmed investment for the Foundry is a band saw in the FY97 Capital Purchase Program (CPP) for $49,000. There are no other planned capital investments for the Foundry through FY99.

c. UTILITY COSTS: Electrical power for the Foundry is estimated to be $6,880 per year. This figure excludes the Heat Treat Area and other areas within C bay of building 243. (The electrical cost for the year for C bay was estimated to be $20,230. A new meter was installed Mar 94 into C bay. Readings are not available prior to that month.)

d. HAZARDOUS WASTE: There are two waste streams for the Foundry which are number 0480, Shop Waste, and number 1026, Rags.

e. MANUFACTURING/OPERATING COSTS: Based upon the FY94 RCC Operating Cost report, the following were the cost categories for the Foundry. This data excludes the 4 Pattern Shop personnel that support for other shops and the Heat Treat area which has 2 PEs assigned to it. Therefore, the GO35A-HF3-MM-BBV report figures have been reduced for the Heat Treat area and the Pattern Shop.

| FOUNDRY OPERATING COSTS FY94:: TYPE: | FY94 BUDGETED COSTS | FY94 ACTUAL COSTS |
|---|---|---|
| Total Direct Cost | 208,196 | 196,787 |
| Total Prod Overhead | 213,883 | 197,443 |
| Total Indirect | 88,783 | 88,616 |
| Total Shop Support | 125,100 | 108,827 |
| Total G-A Cost | 53,914 | 70,888 |
| | | |
| TOTAL RCC COST | $475,993 | $465,118 |

7. **PERSONNEL:** The number and skill levels of the personnel assigned to the personnel are as follows:

| FOUNDRY PERSONNEL: ** | SERIES | GRADE | AUTHORIZED | ASSIGNED |
|---|---|---|---|---|
| Foreman | 5201 | S10 | 1 | 1 |
| Pattern makers in Spt of Foundry | 4616 | W14 | 1 | 1 |
| Pattern makers in Spt of Other Shops (Not Included in Study) | 4616 | W14 | (4) | (4) |
| Molders | 4373 | W10 | 4 | 4 |
| | | | | |
| Total for Foundry Including the Foreman = | | | 6 | 6 |

** **NOTE**:
The personnel from the Foundry shall be manning the ***CASTING EMISSIONS REDUCTION PROGRAM (CERP) FOUNDRY OF THE FUTURE***. Please section 10. The CERP Foundry of the Future will be ***completed in Jun 96 and must be manned on a part-time basis by SM-ALC foundry personnel*** as per the Cooperative Research and Development Agreement between SM-ALC and Ford, General Motors, Chrysler, and the other partners.

8. **EQUIPMENT:**

a. If sand casting operations were consolidated at SM-ALC there would be no equipment relocation required. The Foundry is very well equipped with a wide variety of metal processing equipment, sand systems, core making and pattern shop equipment. The increase of workload could be accommodated with the existing equipment.

b. If investment casting operations were consolidated at SM-ALC, equipment relocation from OO-ALC would be necessary. This equipment list was prepared and certified by the OO-ALC Foundry TRC study team member. The additional depreciation costs per month for the following equipment would be $3619. The equipment to be relocated is as follows:

| INVESTMENT CASTING EQUIPMENT REQUIRING RELOCATION FROM OO-ALC: NOUN | QTY | ACQUISITION YEAR | PURCHASE PRICE ($) |
|---|---|---|---|
| Wax Injection Press | 1 | 83 | 69,400 |
| Water Blast/Shell Remove | 1 | 83 | 90,000 |
| Air Compressor/Fluid Bed | 1 | 87 | 15,360 |
| Burnout Furnace | 1 | 87 | 24,960 |
| Abrasive Blast Machine | 1 | 89 | 67,200 |
| Wax Conditioning Machine | 1 | 89 | 16,000 |
| Stucco System | 1 | 89 | 140,800 |
| Dewaxing Autoclave System | 1 | 89 | 79,360 |
| Test/Recertify Boiler | 1 | 89 | 30,000 |
| Inert Gas Oven (High Temp Straighten) | 1 | 89 | 22,912 |
| Contour (Abrasive) Saw | 1 | 87 | 25,600 |
| Thermal Analysis System | 1 | 86 | 15,042 |
| | | | |
| Total | 12 | | $596,634 |

c. The equipment in use in the Foundry based on the CA-CRL totals $993,213. (This excludes the Heat Treat area.) The monthly equipment depreciation is $2,580 (the yearly figure is $30,961).

d. The SM-ALC equipment to be considered for the COBRA model relocation calculation is as follows:

| SAND CASTING EQUIPMENT TO BE RELOCATED TO ANOTHER ALC NOUN | QTY | ACQUISITION YEAR | PURCHASE PRICE |
|---|---|---|---|
| No-Bake Sand System Complete With Continuous Mixer, Sand Delivery System, Conveyors, Mechanical Reclaimer, and Dust Collection System. | 1 | 95 | $314,000 |
| 10,000 lb Kirksite Furnace | 1 | 75 | $ 16,110 |
| 5,000 lb Kirksite Furnace | 1 | 80 | $ 18,906 |
| 350 lb Stainless Steel Furnace | 1 | 87 | $90,000 |
| 600 lb Al Furnace | 1 | 90 | $ 27,790 |
| Porter Muller | 1 | 93 | $ 12,650 |
| Band Saw Metal | 1 | 90 | $ 49,786 |
| | | | |
| Total = | 7 | | $529,242 |

9. **FACILITY:**

a. The Foundry facility parameters are as follows:

| FACILITY SPACE CATEGORIES: | SQUARE FOOTAGE: |
|---|---|
| Production Casting Space | 7075 |
| Sand Casting = 6320 | |
| Investment Casting = 755 | |
| Pattern Shop in Spt of Foundry | 562 |
| Pattern Shop in Spt of Other Shops (Not Included in Study) | (2248) |
| Production Support Space | 2945 |
| Storage Space = 2,800 | |
| Foreman's Office = 145 | |
| | |
| **Total =** | **10,582 SF** |

b. If sand casting was consolidated at SM-ALC, no additional space would be required. If investment casting was consolidated at SM-ALC then an additional 7103 square feet (SF) would be required to match the existing OO-ALC facility. There is currently 755 SF of investment casting space at SM-ALC while the OO-ALC facility is 7658 SF. Based on the OO-ALC investment casting facility modification, prepare and certified by the OO-ALC Foundry TRC team member, the costs to modify SM-ALC facilities to match the OO-ALC facility are as follows:

| INVESTMENT CASTING FACILITY MODIFICATIONS AT SM-ALC | COST ($) |
|---|---|
| Modify Existing Facility/Install All Investment Casting Equipment | 358,550 |
| Modify Wax Room | 95,141 |
| Temperature/Humidity Control System | 310,347 |
| Air Makeup Unit (Pressure Equalize) | 30,720 |
| Refrigerant Dryer (Humidity Control) | 37,200 |
| Roof Penetrations | 23,935 |
| Construct 1647 SF Slurry Room in Existing Vacated Space at $35/SF | 57,645 |
| Emergency Generator | 12,300 |
| | |
| Total | $925,838 |

10. <u>CASTING EMISSIONS REDUCTION PROGRAM (CERP):</u>

a. The ***CERP FOUNDRY OF THE FUTURE*** is currently being designed and constructed adjacent to the existing Foundry at SM-ALC. This is through a Cooperative Research and Development Agreement (CRDA) between SM-ALC and Ford, General Motors, Chrysler, and other partners. The objective of this program is to reduce and/or eliminate emissions from foundry processes while developing ***highly cost efficient low and high volume processes for castings***. The foundry will be completed and ready to process work as of ***Jun 96***. SM-ALC has received $21.5 million to date for the program with $18.5 million of follow on funding (total $40 million). The 5 year program is now into its second year. The CERP is a congressionally mandated program and the FY94 Defense Appropriations Bill specifically named McClellan AFB. Relocation of CERP is non-negotiable.

b. The existing Foundry personnel are to man the ***FOUNDRY OF THE FUTURE*** per the agreement with the Big Three Auto makers (detailed in the CRDA). The new foundry is to be manned approximately 2 hours a day. The time shall be paid for through the CRDA. If the TRC study negatively impacts SM-ALC Foundry personnel, there will be a significant impact on the accomplishment of the CERP ***SM-ALC must have qualified Foundry personnel to operate the CERP foundry through 1998.***

c. The new 60,000 square foot foundry will have aluminum, gray iron, and ductile iron capabilities per the Big Three Auto makers' request. The foundry will be equipped with the best equipment and controllers the industry has to offer world-wide. A $2 million laboratory will be built on site to conduct quality testing and verification. Very significant gains in cost effectiveness and productivity will be realized by SM-ALC foundry personnel in the range of 50% to 90%.

d. The foundry industry is a cornerstone to the entire manufacturing industry. The last two decades have seen over 1000 U.S. foundries close or move offshore due to noncompetitive processes and environmental regulations. Domestic leadership of this basic industry is critical for U.S. competitiveness - particularly the domestic automotive industry and the defense industry. Cost-competitive, environmentally safe foundry processes are not currently available to meet the projected needs of the late 1990's. In particular, iron foundries are major emitters of hazardous air pollutants (HAPs) that are regulated under the Clean Air Act Amendments of 1990. HAP emissions from the iron foundries will be subject to Maximum Achievable control Technology (MACT) in the year 2000 under the Clean Air Act. It is anticipated that emissions from aluminum foundries will also be subject to stringent environmental requirement. Significant losses in the foundry industry could lead to millions of job losses in other manufacturing areas. It is critical to the U.S. that CERP succeed.

e. Consideration of the fact that SM-ALC shall have the premiere foundry in the country by Jun 96 must be taken under advisement. The foundry will be available 75% of the time for other workload. The remaining 25% will be used on developing highly cost

efficient low and high volume industrial casting processes to greatly benefit DOD and the United States industrial base.

## ATTACHMENT 1

**DETERMINATION OF THE NUMBER OF PEs FOR WORKLOAD CALCULATIONS:**

a. The 5 PEs in the workload table were computed from the FY95 BES PLA which shows that 10.76 PEs are projected for the entire RCC. The TIM Authorized versus Current Assigned report, 7 Nov 94, shows that 13 PEs are authorized and that there are 12 actual. Since the Heat Treat area is not to be included in this consolidation study, the PEs must be broken out between areas.

| WORK AREA | AUTHORIZED PEs | ACTUAL PEs |
|---|---|---|
| Foundry | 4 | 4 |
| Pattern Shop - Casting Spt | 1 | 1 |
| Pattern Shop - Other Shop Spt (Not Included in Study) | 4 | 4 |
| Heat Treat (Not Included in Study) | 3 | 2 |
| Foreman | 1 | 1 |
| | | |
| Total = | 13 | 12 |

b. There are 10 actual PEs in the Foundry. Again, note that in this report the Foundry will include that portion of the Pattern Shop which is in direct support of casting work. Based on the knowledge and experience of the shop foreman, 20% of the pattern makers time has been spent in support of casting work in the past year This is equivalent to 1 pattern maker. Also 25% of the RCC workload is in the Heat Treat area. The FY95 PE projection for the Foundry is 4 PEs ((= 10.76 PEs x .75 for Heat Treat) x .50 for Pattern Shop).

c. It must be noted that the workload for the RCC was approximately 33% higher than budgeted for FY94.

**Budgeted FY94 DPSH = 12,215 (from G004C)**
**Actual FY94 DPAH = 16,329.5 (from G035A)**
**Percentage Increase from Budgeted to Actual = 33%**

As we continue to target our customers' casting requirements, casting workload will continue this upward trend. Therefore, based on an expected increase in total workload for the RCC at approximately 33%, the projected number of PEs for the Foundry while considering the workload increase is 5.36 PEs (= 4 PEs x 1.33).

d. The PE projection is between 4.03, from the PLA, and 5.36 from current workload trends. Based upon the experience of shop personnel and engineering personnel, it has been determined to use 5 PEs as the basis for this study. The more accurate workload projection based upon 5 PEs is as follows for the Foundry:

| FOUNDRY WORKLOAD YEAR | GMD YIELD | CALCULATION | PROJECTED DPSH |
|---|---|---|---|
| FY95 | 1409 | 5 PEs x 1409 | = 7045 DPSH |
| FY96 | 1428 | 5 PEs x 1428 | = 7140 DPSH |
| FY97 | 1408 | 5 PEs x 1408 | = 7040 DPSH |
| FY98 | 1139 | 5 PEs x 1139 | = 5,695 DPSH |

FY95 Budget Plan for BES

Mike Pittman 3-5775



PLANNED LABOR APPLICATION SUMMARY- AS OF FY 94 QTR 3 MON 2

REPORT SEQUENCE - RCC,RGC,PSEUDO CODE

| RCC | R R M G B C | PSEUDO | *** PCN ** PCN | ******* PROJECTED DIRECT STANDARD HOURS ******* QTR 1 | QTR 2 | QTR 3 | QTR 4 | FY TOT | ****** PROJECTED PERSONNEL EQUIVALENTS ****** QTR1 | QTR2 | QTR3 | QTR4 | FY AVG |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MTMAG | W P | HREV | 446 | 99 | 99 | 99 | 99 | 396 | .29 | .29 | .29 | .29 | .29 |
| MTMAG | W P | HREW | 446 | 544 | 544 | 544 | 544 | 2176 | 1.57 | 1.57 | 1.57 | 1.57 | 1.57 |
| MTMAG | W P | JFNP | 546 | 1 | 1 | 1 | 1 | 4 | .00 | .00 | .00 | .00 | .00 |
| MTMAG | J R | HEEE | 446 | 123 | 123 | 123 | 123 | 492 | .36 | .36 | .36 | .36 | .36 |
| MTMAG | T R | HESK | 446 | 2824 | 2824 | 2824 | 2824 | 11296 | 8.16 | 8.16 | 8.16 | 8.16 | 8.16 |
| MTMAG | U R | HFNC | 446 | 493 | 493 | 493 | 493 | 1972 | 1.42 | 1.42 | 1.42 | 1.42 | 1.42 |
| MTMAG | H R | HFRI | 446 | 61 | 61 | 61 | 61 | 244 | .18 | .18 | .18 | .18 | .18 |
| MTMAG | T R | HFRL | 446 | 850 | 850 | 850 | 850 | 3400 | 2.46 | 2.46 | 2.46 | 2.46 | 2.46 |
| MTMAG | A W | HXXX | 000 | 240 | 240 | 240 | 240 | 960 | .69 | .69 | .69 | .69 | .69 |
| | RCC TOTAL | | MTMAG | 16566 | 16566 | 16566 | 16566 | 66264 | 47.88 | 47.88 | 47.88 | 47.88 | 47.88 |
| | TOT LAB EFF // IND FAC | | | .925 | .925 | .925 | .925 | .925 | .390 | .390 | .390 | .390 | .390 |
| | SECTION TOTAL | | MTMA | 50802 | 50801 | 50801 | 50801 | 203205 | 146.82 | 146.82 | 146.82 | 146.82 | 146.82 |
| | TOT LAB EFF // IND FAC | | | .925 | .925 | .925 | .925 | .925 | .390 | .390 | .390 | .390 | .390 |
| MTMBA | A A | HUUE | 441 | 326 | 326 | 326 | 326 | 1304 | .94 | .94 | .94 | .94 | .94 |
| MTMBA | A A | HBIR | 441 | 35 | 35 | 35 | 35 | 140 | .10 | .10 | .10 | .10 | .10 |
| MTMBA | A B | HEJZ | 446 | 13 | 13 | 13 | 13 | 52 | .04 | .04 | .04 | .04 | .04 |
| MTMBA | A H | HFOX | 446 | 54 | 54 | 54 | 54 | 216 | .16 | .16 | .16 | .16 | .16 |
| MTMBA | A J | GKTH | 144 | 2 | 2 | 2 | 2 | 8 | .01 | .01 | .01 | .01 | .01 |
| MTMBA | A J | HDIJ | 444 | 43 | 43 | 43 | 43 | 172 | .12 | .12 | .12 | .12 | .12 |
| MTMBA | A J | HLFK | 444 | 599 | 599 | 599 | 599 | 2396 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 |

Act

PLANNED LABOR APPLICATION SUMMARY- AS OF FY 94 QTR 3 MON 2

REPORT SEQUENCE - RCC,RGC,PSEUDO CODE

| RCC | RMB | RGC | PSEUDO | *** PCN ** PCN | ******* PROJECTED DIRECT STANDARD HOURS ******* QTR 1 | QTR 2 | QTR 3 | QTR 4 | FY TOT | ****** PROJECTED PERSONNEL EQUIVALENTS ****** QTR1 | QTR2 | QTR3 | QTR4 | FY AVG |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MTMBA | A | J | JDCU | 544 | 56 | 56 | 56 | 56 | 224 | .16 | .16 | .16 | .16 | .16 |
| MTMBA | A | J | JJRR | 544 | 25 | 25 | 25 | 25 | 100 | .07 | .07 | .07 | .07 | .07 |
| MTMBA | H | K | HBAY | 446 | 136 | 136 | 136 | 136 | 544 | .39 | .39 | .39 | .39 | .39 |
| MTMBA | A | N | HEOS | 647 | 137 | 137 | 137 | 137 | 548 | .40 | .40 | .40 | .40 | .40 |
| MTMBA | T | N | HFIB | 647 | 71 | 71 | 71 | 71 | 284 | .21 | .21 | .21 | .21 | .21 |
| MTMBA | R | P | HRAC | 647 | 799 | 799 | 799 | 799 | 3196 | 2.31 | 2.31 | 2.31 | 2.31 | 2.31 |
| MTMBA | W | P | HREW | 446 | 67 | 67 | 67 | 67 | 268 | .19 | .19 | .19 | .19 | .19 |
| MTMBA | A | R | HEOC | 446 | 246 | 246 | 246 | 246 | 984 | .71 | .71 | .71 | .71 | .71 |
| MTMBA | T | R | HESK | 446 | 912 | 912 | 912 | 912 | 3648 | 2.64 | 2.64 | 2.64 | 2.64 | 2.64 |
| MTMBA | D | R | HFVQ | 446 | 123 | 123 | 123 | 123 | 492 | .36 | .36 | .36 | .36 | .36 |
| MTMBA | A | W | HXXX | 000 | 75 | 75 | 75 | 75 | 300 | .22 | .22 | .22 | .22 | .22 |
| | RCC TOTAL | | | MTMBA | 3719 | 3719 | 3719 | 3719 | 14876 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 |
| | TOT LAB EFF // IND FAC | | | | .925 | .925 | .925 | .925 | .925 | .391 | .391 | .391 | .391 | .391 |
| MTMBB | A | A | HAUE | 441 | 215 | 215 | 215 | 215 | 860 | .62 | .62 | .62 | .62 | .62 |
| MTMBB | A | A | HBIR | 441 | 59 | 59 | 59 | 59 | 236 | .17 | .17 | .17 | .17 | .17 |
| MTMBB | A | A | HDVC | 441 | 29 | 29 | 29 | 29 | 116 | .08 | .08 | .08 | .08 | .08 |
| MTMBB | A | H | HFCF | 446 | 5 | 5 | 5 | 5 | 20 | .01 | .01 | .01 | .01 | .01 |
| MTMBB | A | J | DFAW | 144 | 18 | 18 | 18 | 18 | 72 | .05 | .05 | .05 | .05 | .05 |
| MTMBB | A | J | DLBP | 144 | 6 | 6 | 6 | 6 | 24 | .02 | .02 | .02 | .02 | .02 |
| MTMBB | A | J | HASC | 444 | 44 | 44 | 44 | 44 | 176 | .13 | .13 | .13 | .13 | .13 |

PLANNED LABOR APPLICATION SUMMARY-
REPORT SEQUENCE - RCC.RGC.PSEUDO CODE

| RCC | *** PCN ** R M B | R G C | PSEUDO | PCN | ******* PROJECTED DIRECT STANDARD HOURS ******* CURYR | BGTYR | YR 3 | YR 4 | YR 5 | ****** PROJECTED PERSONNEL EQUIVALENTS ****** C YR FY94 | B YR FY95 | YR 3 FY96 | YR 4 FY97 | YR 5 FY98 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MTMBA | N | R | HEGE | 446 | 0 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MTMBA | H | R | HECT | 446 | 12 | 0 | 0 | 0 | 0 | .01 | .00 | .00 | .00 | .00 |
| MTMBA | J | R | HEEE | 446 | 60 | 0 | 0 | 0 | 0 | .07 | .00 | .00 | .00 | .00 |
| MTMBA | A | R | HEOC | 446 | 1975 | 984 | 984 | 984 | 984 | 1.66 | .71 | .71 | .71 | .71 |
| MTMBA | N | R | HERP | 446 | 0 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MTMBA | T | R | HESK | 446 | 800 | 3648 | 3648 | 3648 | 3648 | .93 | 2.64 | 2.63 | 2.63 | 2.63 |
| MTMBA | E | R | HFEU | 446 | 6 | 0 | 0 | 0 | 0 | .01 | .00 | .00 | .00 | .00 |
| MTMBA | Z | R | HFMN | 446 | 0 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MTMBA | U | R | HFNN | 446 | 193 | 0 | 0 | 0 | 0 | .14 | .00 | .00 | .00 | .00 |
| MTMBA | M | R | HFRJ | 446 | 0 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MTMBA | T | R | HFRL | 446 | 9 | 0 | 0 | 0 | 0 | .01 | .00 | .00 | .00 | .00 |
| MTMBA | D | R | HFVO | 446 | 70 | 492 | 492 | 492 | 492 | .08 | .36 | .35 | .35 | .35 |
| MTMBA | Y | R | HGGU | 446 | 1 | 0 | 1 | 1 | 1 | .00 | .00 | .00 | .00 | .00 |
| MTMBA | T | R | JDFK | 546 | 0 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MTMBA | A | W | HOXX | 000 | 1187 | 300 | 300 | 300 | 300 | .49 | .22 | .22 | .22 | .22 |
| | RCC TOTAL | | | MTMBA | 12218 | 14876 | 15297 | 15234 | 15672 | 11.04 | 10.78 | 11.02 | 11.70 | 11.29 |
| TOT LAB EFF.// IND FAC | | | | | .784 | .925 | .925 | .925 | .925 | .348 | .391 | .390 | .390 | .390 |
| MTMBB | A | A | DWFQ | 141 | 3 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MTMBB | A | A | DWFX | 141 | 0 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |
| MTMBB | A | A | DWFY | 141 | 0 | 0 | 0 | 0 | 0 | .00 | .00 | .00 | .00 | .00 |

TOTAL P.37

TIM
AUTHORIZED VS CURRENT ASSIGNED
ALL fund codes
November 7, 1994

| SYMBOL | PAY PLAN | SERIES | GRADE | FUND CODE | PEC | AUTH | ACTUAL | DELTA |
|---|---|---|---|---|---|---|---|---|
| TIMMB | WS | 5201 | 14 | DMIF-D | 78211A | 1 | 1 | 0 |
| | WS | 5201 | 09 | DMIF-D | 78211A | 1 | 1 | 0 |
| ******** sum | | | | | | 2 | 2 | 0 |
| TIMMBA | WG | 3712 | 10 | DMIF-D | 78211A | 3 | 2 | -1 |
| | WG | 4373 | 10 | DMIF-D | 78211A | 4 | 4 | 0 |
| | WG | 4616 | 14 | DMIF-D | 78211A | 5 | 5 | 0 |
| | WS | 5201 | 10 | DMIF-D | 78211A | 1 | 1 | 0 |
| ******** sum | | | | | | 13 | 12 | -1 |
| TIMMBB | WG | 3703 | 10 | DMIF-D | 78211A | 8 | 8 | 0 |
| | WS | 3703 | 10 | DMIF-D | 78211A | 1 | 1 | 0 |
| | WG | 3707 | 11 | DMIF-D | 78211A | 1 | 1 | 0 |
| | WG | 3707 | 10 | DMIF-D | 78211A | 2 | 2 | 0 |
| ******** sum | | | | | | 12 | 12 | 0 |
| TIMMBC | WG | 3725 | 08 | DMIF-D | 78211A | 2 | 1 | -1 |
| | WG | 3725 | 07 | DMIF-D | 78211A | 2 | 2 | 0 |
| ******** sum | | | | | | 4 | 3 | -1 |
| TIMMBD | WG | 4605 | 10 | DMIF-D | 78211A | 3 | 2 | -1 |
| | WS | 4605 | 10 | DMIF-D | 78211A | 1 | 1 | 0 |
| | WG | 4607 | 09 | DMIF-D | 78211A | 3 | 3 | 0 |
| ******** sum | | | | | | 7 | 6 | -1 |
| TIMMBE | WG | 5423 | 07 | DMIF-D | 78211A | 10 | 11 | 1 |
| | WS | 5423 | 07 | DMIF-D | 78211A | 1 | 1 | 0 |
| | WG | 5706 | 05 | DMIF-D | 78211A | 1 | 1 | 0 |
| | WG | 7009 | 05 | DMIF-D | 78211A | 3 | 3 | 0 |
| ******** sum | | | | | | 15 | 16 | 1 |
| TIMMBF | WG | 3711 | 09 | DMIF-D | 78211A | 22 | 22 | 0 |
| | WL | 3711 | 09 | DMIF-D | 78211A | 2 | 2 | 0 |
| | WS | 3711 | 09 | DMIF-D | 78211A | 1 | 1 | 0 |
| | WG | 6501 | 05 | DMIF-D | 78211A | 2 | 2 | 0 |
| ******** sum | | | | | | 27 | 27 | 0 |
| TIMMBG | WG | 4102 | 09 | DMIF-D | 78211A | 13 | 12 | -1 |
| | WG | 4102 | 07 | DMIF-D | 78211A | 5 | 6 | 1 |
| | WL | 4102 | 09 | DMIF-D | 78211A | 1 | 1 | 0 |
| | WS | 4102 | 09 | DMIF-D | 78211A | 1 | 1 | 0 |
| ******** sum | | | | | | 20 | 20 | 0 |
| TIMMBO | GS | 0895 | 11 | DMIF-V | 78211A | 2 | 1 | -1 |

ACFC ( ) R C C O P E R A T I N G C O S T R E P O R T PERFORMING FUNDED A-G035A-HF3-MM-8BV

SMALC MONTHLY FUNDED PROCESS DATE AS OF 30 SEP 1994 PAGE 322A

| RCC MTMBA | BUDGET DPSH/COSTS | ACTUAL DPAH/COSTS | FLEX/BUD DPEH/COSTS | BUDGET RATE | ACTUAL RATE | ACT/BUD EXP/VAR | FLEX-BUD/YTD DPEH/COST | BUD YTD DPSH/COST | ACT YTD DPAH/COST |
|---|---|---|---|---|---|---|---|---|---|
| ACTIVITY HOURS | 1,251.9 | 876.0 | 594.0 | | | | 9,572.1 | 14,991.6 | 16,329.5 |
| DRCT CIV LAB | 33,538 | 27,086 | 15,913 | 26.79 | 45.60 | 6,452- | 257,051 | 402,420 | 440,705 |
| DRCT MIL LAB | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| DIRECT LAB OTH | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| DIRECT EXP MAT | 6,848 | 3,730 | 3,249 | 5.47 | 6.28 | 3,118- | 52,359 | 82,008 | 21,981 |
| OTHER DIR COST | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 5,206 |
| DR EXC RSD MAT | 864 | 0 | 410 | .69 | .00 | 864- | 6,603 | 10,344 | 0 |
| OTHER RSD COST | 426 | 0 | 202 | .34 | .00 | 426- | 3,254 | 5,100 | 0 |
| TOT DIRECT COST | 41,676 | 30,816 | 19,774 | 33.29 | 51.88 | 10,860- | 319,267 | 499,872 | 467,892 |
| INDRCT CIV LAB | 6,172 | 7,543 | 2,928 | 4.93 | 12.70 | 1,371 | 50,870 | 78,828 | 83,073 |
| INDRCT MIL LAB | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| IND MATL U6100 | 238 | 0 | 113 | .19 | .00 | 238- | 1,819 | 2,847 | 1,140 |
| IND MATL U6300 | 5,258 | 918 | 2,495 | 4.20 | 1.55 | 4,340- | 40,202 | 62,964 | 14,814 |
| ENG FUEL U6511 | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| EQUIP U66/80 | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 1,088 |
| SHOP EXP DEPREC | 4,857 | 4,222 | 2,305 | 3.88 | 7.11 | 635- | 37,269 | 58,371 | 50,575 |
| INDIRECT OTHER | 851 | 9,086 | 404 | .68 | 15.30 | 8,235 | 6,473 | 10,155 | 58,798 |
| TOTAL INDIRECT | 17,376 | 21,769 | 8,245 | 13.88 | 36.65 | 4,393 | 136,633 | 213,165 | 209,488 |
| SPEC FUEL U6513 | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| SHP SUP CV LAB | 12,206 | 10,626 | 5,792 | 9.75 | 17.89 | 1,580- | 93,814 | 147,385 | 168,831 |
| SHP SUP ML LAB | 250 | 289 | 119 | .20 | .49 | 39 | 2,174 | 3,340 | 5,667 |
| SHOP SUPPORT MATL U6100 | 0 | 74 | 0 | .00 | .12 | 74 | 0 | 0 | 2,377 |
| SHOP SUPPORT MATL U6300 | 0 | 1,383 | 0 | .00 | 2.33 | 1,383 | 0 | 0 | 37,917 |
| SHOP SUPP EQUIP U[illegible]8000 | 63 | 610 | 30 | | 1.03 | 547 | 479 | 750 | 9,150 |
| | | | | | | | | [illegible] | 0 |

ACFC ( ) R C C O P E R A T I N G C O S T R E P O R T PERFORMING FUNDED A-G035A-HF3-MM-BBV

SMALC MONTHLY FUNDED PROCESS DATE AS OF 30 SEP 1994 PAGE 3228

| RCC MTMBA | BUDGET DPSH/COSTS | ACTUAL DPAH/COSTS | FLEX/BUD DPEH/COSTS | BUDGET RATE | ACTUAL RATE | ACT/BUD EXP/VAR | FLEX-BUD/YTD DPEH/COST | BUD YTD DPSH/COST | ACT YTD DPAH/COST |
|---|---|---|---|---|---|---|---|---|---|
| FLT FUEL U6511 | 0 | 4 | 0 | .00 | .01 | 4 | 23 | 36 | 96 |
| GRND FUEL U6512 | 25 | 19 | 12 | .02 | .03 | 6- | 211 | 324 | 285 |
| SHOP SUP U7000 | 50 | 0 | 24 | .04 | .00 | 50- | 384 | 600 | 65 |
| SHOP SUPPORT MISC MATERIAL | 1,327 | 4,096 | 630 | 1.06 | 6.90 | 2,769 | 12,596 | 19,003 | 31,043- ? |
| SHOP SUP DEPREC | 1,189 | 107 | 564 | .95 | .18 | 1,082- | 11,269 | 17,010 | 1,923 |
| SHOP SUP OTHER | 11,029 | 992- | 5,233 | 8.81 | 1.67- | 12,021- | 67,374 | 111,588 | 64,067 |
| TOT SHOP SUPPORT | 26,164 | 16,216 | 12,416 | 20.90 | 27.30 | 9,948- | 188,535 | 300,360 | 259,335 |
| TOT PROD OVRHEAD | 43,540 | 37,985 | 20,661 | 34.78 | 63.95 | 5,555- | 325,168 | 513,525 | 468,823 |
| G-A CIV LABOR | 2,466 | 10,657 | 1,170 | 1.97 | 17.94 | 8,191 | 21,949 | 33,487 | 84,769 |
| G-A MIL LABOR | 0 | 0 | 0 | .00 | .00 | 0 | 19 | 24 | 1 |
| OFFICE SUPPLIES U6400 | 88 | 55 | 42 | .07 | .09 | 33- | 670 | 1,050 | 1,414 |
| OFFICE EQUIPMNT U6700 | 175 | 3 | 83 | .14 | .01 | 172- | 1,364 | 2,133 | 847 |
| G-A U7500 | 0 | 0 | 0 | .00 | .00 | 0 | 0 | 0 | 0 |
| MISC G-A MATL | 0 | 162 | 0 | .00 | .27 | 162 | 834 | 1,046 | 3,619 |
| G-A OTHER | 7,161 | 5,033 | 3,398 | 5.72 | 8.47 | 2,128- | 57,343 | 89,231 | 75,558 |
| G-A DEPREC | 138 | 182 | 65 | .11 | .31 | 44 | 1,713 | 2,476 | 2,919 |
| TOTAL G-A COSTS | 10,028 | 16,092 | 4,758 | 8.01 | 27.09 | 6,064 | 83,892 | 129,447 | 169,124 |
| TOTAL RCC COST | 95,244 | 84,893 | 45,193 | 76.08 | 142.92 | 10,351- | 728,327 | 1,142,844 | 1,105,839 |
| G072A ADJ OPER | | 3,518 | | | 5.92 | | | | |
| G072A ADJ G-A E | | 10- | | | .02- | | | | |

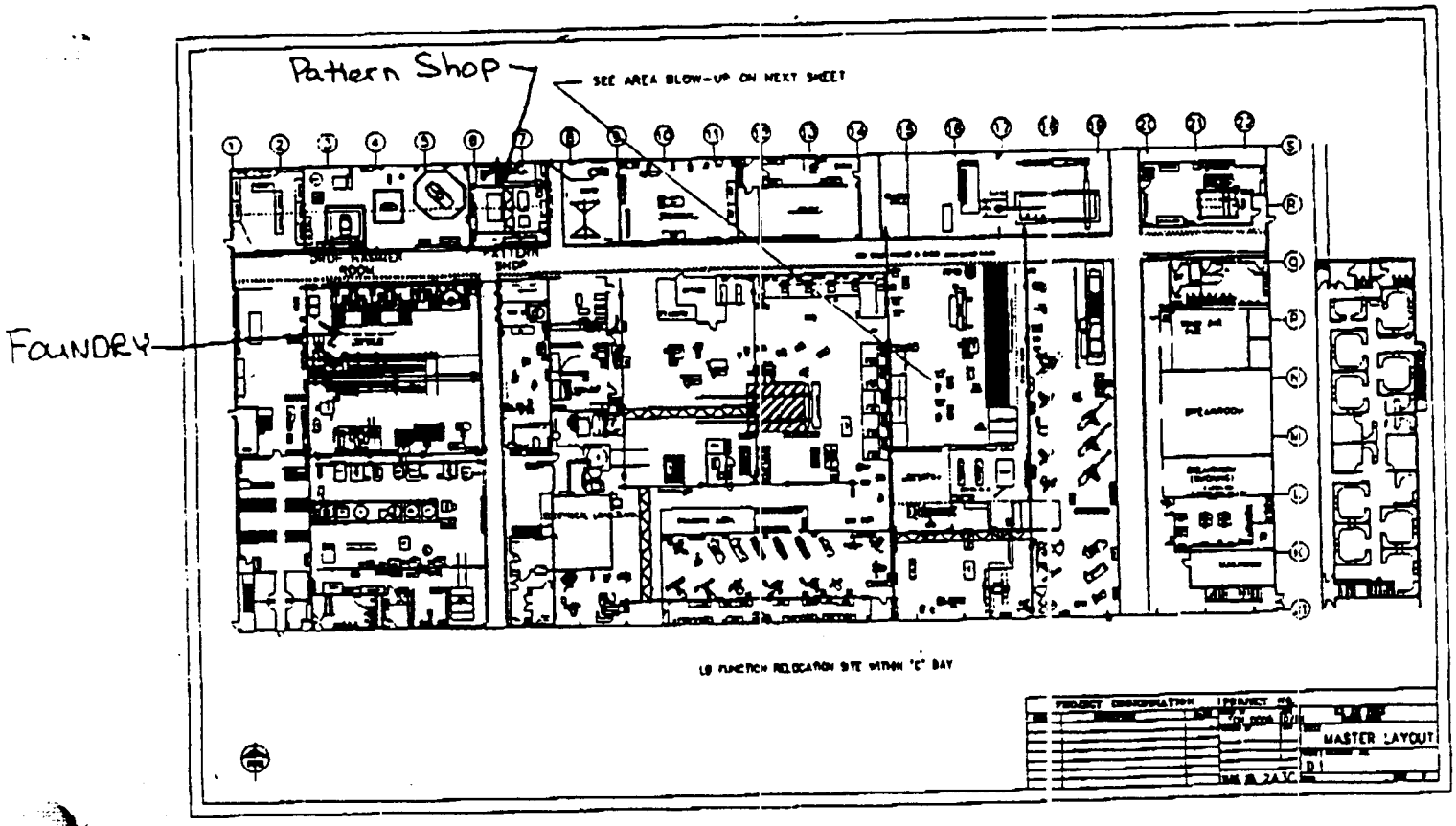
MATERIAL:

DIRECT EXP MAT + IND MATL U6100's U6300 + SHOP SUPPORT MATL U6100 + U6300 + MISC MATERIAL
$21,991 + 1,140 + 14,814 + 2,377 + 37,917 - 31,043 ?

+ OFFICE SUPPLIES U6400 + MISC G-A MATL = TOTAL RCC

FY97 CPP EQUIPMENT STATUS

| 9 | ANALYSIS NO | NOUN | NSN | SHOP | QTY | TOTAL COST | ENGINEER | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 019 | MA97RH165CC01X107 | MILL, OMNI 60 REHAB | 3408-01--82-7758 | TIMMAA | 1 | 400000 | MATTOX | |
| 006 | MA976E165CC01X107 | LATHE, VERTICAL TURRET | 3408 | TIMMAA | 1 | 350000 | MATTOX | |
| 018 | MA976E160BA02Z107 | FURNACE, VACUUM | 4940 | TIMMBA | 1 | 475000 | TORRES | |
| 009 | MA976E165AG01X107 | BENDER, TUBE | 3441 | TIMMAG | 1 | 495000 | TORRES | |
| 014 | MA976E161BX17X107 | SYSTEM, CAD/TEACH | 6635 | TIMSNRA | 2 | 140000 | BAILEY | |
| 010 | MA976E160BA01X107 | SAW, BAND | 3405 | TIMMBA | 1 | 49000 | TORRES | |
| 011 | MA976E161BH01X107 | SYSTEM, DATA CONTROL | 6635 | TIMSNMB | 1 | 370000 | BAILEY | |
| 012 | MA976E165AG10X107 | SAW, BAND | 3405 | TIMMAG | 1 | 50000 | TORRES | |
| 013 | MA976E166CD15X107 | SAW, BAND | 3405 | TIMSCE | 1 | 50000 | BAILEY | |
| 017 | MA976E166CC01X107 | SHEAR | 3445 | TIMSCC | 1 | 75000 | BAILEY | |
| 015 | MA976E161BD18X107 | STATIONARY UNIT | 6635 | TIMSNMA | 1 | 155000 | BAILEY | |
| | MA976E161BF19X107 | SYSTEM, X-RAY | 6635 | TIMSNRB | 2 | 180000 | BAILEY | |
| | MA976E166CD02X107 | BRAKE | 3441 | TIMSCE | 1 | 100000 | BAILEY | |
| 016 | MA976E166CD01X107 | SHEAR | 3445 | TIMSCE | 1 | 100000 | BAILEY | |
| 020 | MA976E160BB01X107 | SAW, BAND VERTICAL | 3405 | TIMMBB | 1 | 40000 | TORRES | |
| 021 | MA976E165AG02X107 | SAW, BAND | 3405 | TIMMAG | 1 | 49000 | TORRES | |
| 023 | MA976E166CC02X107 | PUNCH | 3445 | TIMSCE | 1 | 55000 | BAILEY | |
| *** Total *** | | | | | 19 | 3133000 | | |


Pattern Shop
SEE AREA BLOW-UP ON NEXT SHEET
FOUNDRY
PATTERN SHOP
LB FUNCTION RELOCATION SITE WITHIN "C" BAY
MASTER LAYOUT

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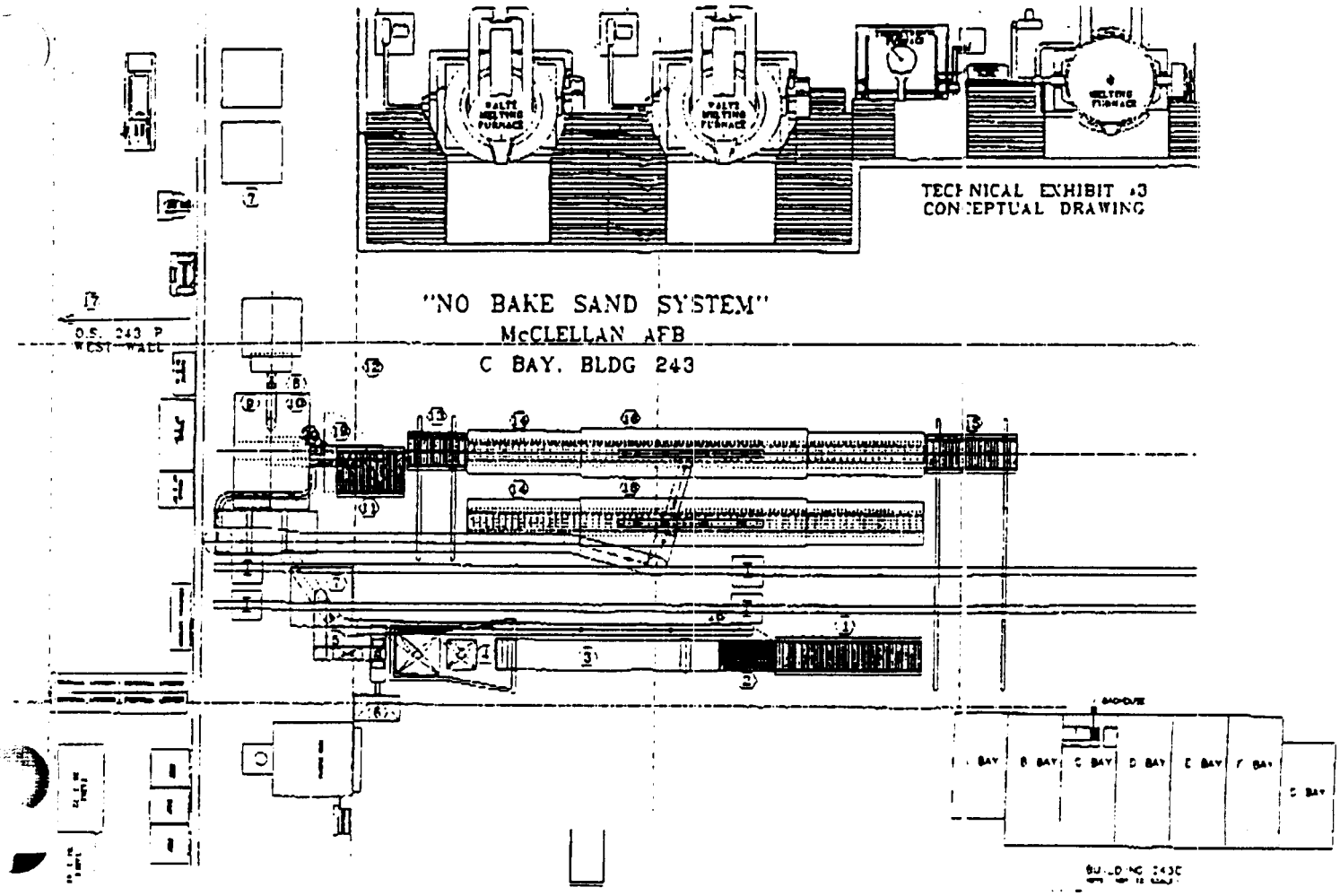
TECHNICAL EXHIBIT 3
CONCEPTUAL DRAWING
"NO BAKE SAND SYSTEM"
McCLELLAN AFB
C BAY, BLDG 243
O.S. 243 P
WEST WALL
A BAY
B BAY
C BAY
D BAY
E BAY
F BAY
G BAY

C4C8

CA/CRL REPORT

| | DOC | NSN | NOUN | UI | AUT | INU | COST | T.A. |
|---|---|---|---|---|---|---|---|---|
| | ==== | ========== | ========== | == | === | === | ========== | ======= |
| OBA | 0071 | 2340004330693 | BIKE,3 WHEEL, | EA | 3 | 3 | 239.07 | 006AA00 |
| OBA | 0050 | 3220000269214 | LATHE WOODWOR | EA | 1 | 1 | 28206.55 | 579F00A |
| OBA | 0031 | 3220001745289 | SAW BAND TI | EA | 1 | 1 | 12438.28 | 579CA0A |
| OBA | 0051 | 3220002044751 | MILL MACH UNI | EA | 1 | 1 | 85337.56 | 579F00A |
| OBA | 0116 | 3220002480892 | SNADER BELTMI | EA | 2 | 0 | 803.40 | 579CA0A |
| OBA | SUB | 3220002563957 | SANDER BELT | EA | | 2 | 1122.11 | 579CA0A |
| OBA | 0079 | 3220010670166 | SANDER DISK 3 | EA | 1 | 0 | 13670.00 | 579CA0A |
| OBA | 0112 | 3220010670166 | SANDER DISK 3 | EA | 1 | 0 | 13670.00 | 579CA0A |
| OBA | SUB | 3220002568315 | SNADER DISK-S | EA | | 1 | 11688.44 | 579CA0A |
| OBA | 0108 | 3405001482119 | SAW BAND 1613 | EA | 1 | 1 | 11670.00 | 579CA0A |
| OBA | 0001 | 3405002221329 | SAW BAND META | EA | 1 | 1 | 49786.00 | 579CA0A |
| OBA | 0037 | 3405003519704 | SAW BAND META | EA | 1 | 1 | 20537.00 | 579CA0A |
| OBA | 0036 | 3405010746108 | SAW BAND MET2 | EA | 1 | 0 | 10115.00 | 579DA0A |
| OBA | SUB | 3405F9000952047 | CUTOFF MACH A | EA | | 1 | 1841.62 | 579DA0A |
| OBA | 0048 | 3405012562399 | METAL CIRCULA | EA | 1 | 1 | 3000.00 | 579CD0A |
| OBA | 0072 | 3413001654136 | DRILL | EA | 1 | 1 | 532.76 | 403A000 |
| OBA | 0054 | 3413002222150 | DRILL MACH | EA | 1 | 1 | 21798.00 | 579F00A |
| OBA | 0110 | 3413002222150 | DRILL MACH | EA | 1 | 1 | 21798.00 | 579DA0A |
| OBA | 0007 | 3415002220920 | GRINDER MACHI | EA | 1 | 1 | 1530.10 | 579CA0A |
| OBA | 0073 | 3415002232001 | GRINDING MACH | EA | 1 | 1 | 422.86 | 579CD0A |
| OBA | 0002 | 3415F16-SDI | GRINDER,DISC | EA | 1 | 1 | 3445.00 | 579F00A |
| OBA | 0022 | 3419002236367 | MACH GRINDING | EA | 1 | 0 | 2304.00 | 579AB0A |
| | SUB | 3419006186586 | MACH GRINDING | EA | | 1 | 3130.00 | 579AB0A |
| | 0069 | 3419006186586 | MACH GRINDING | EA | 1 | 0 | 3130.00 | 579CA0A |
| | SUB | 3419000987157 | GRINDING MACH | EA | | 1 | 357.01 | 579CA0A |
| | 0004 | 3424000034556 | FURN VVFCBL30 | EA | 1 | 1 | 384008.00 | 579CD0A |
| OBA | 0025 | 3424000240197 | FURN 8100+405 | EA | 1 | 1 | 24355.00 | 579CA0A |
| OBA | 0006 | 3424001920808 | GENERATOR | EA | 1 | 0 | 44309.00 | 579CD0A |
| OBA | SUB | 3424F8-3000CFH | GENERATOR ELE | EA | | 1 | 127182.00 | 579CD0A |
| OBA | 0115 | 3424002044759 | FURNACE HEAT | EA | 1 | 1 | 9080.00 | 579CA0A |
| OBA | 0008 | 3424002044915 | FURNACE HEAT | EA | 1 | 1 | 13675.00 | 579CD0A |
| OBA | 0055 | 3424002044915 | FURNACE HEAT | EA | 1 | 0 | 13675.00 | 579AB0A |
| OBA | SUB | 3424008103274 | FURNACE HD | EA | | 1 | 2189.00 | 579AB0A |
| OBA | 1008 | 3424002044915 | FURNACE HEAT | EA | 0 | 1 | 13675.00 | 000 |
| OBA | 0009 | 3424002044916 | FURNACE HEAT | EA | 1 | 0 | 10500.00 | 579CD0A |
| OBA | SUB | 3424002330051 | FURNACE HEA 2 | EA | | 1 | 2100.00 | 579CD0A |
| OBA | 0114 | 3424002044916 | FURNACE HEAT | EA | 1 | 1 | 10500.00 | 579CA0A |
| OBA | 1114 | 3424002044916 | FURNACE HEAT | EA | 1 | 1 | 10500.00 | 579DA0A |
| OBA | 0010 | 3424002044917 | FURNACE HEAT | EA | 1 | 1 | 25352.00 | 579CD0A |
| OBA | 0014 | 3424002044917 | FURNACE HEAT | EA | 1 | 1 | 25352.00 | 579CA0A |
| OBA | 0011 | 3424002044918 | FURNACE HEAT | EA | 1 | 1 | 80366.00 | 579CD0A |
| OBA | 0012 | 3424002044920 | FURNACE HEAT | EA | 1 | 1 | 46300.00 | 579CD0A |
| OBA | 0013 | 3424002330062 | FURNACE HEA 4 | EA | 1 | 0 | 5855.00 | 579CD0A |
| OBA | SUB | 3424002330065 | FURNAC SUPERC | EA | | 1 | 8240.00 | 579CD0A |
| OBA | 0016 | 3424004811546 | FURNACE FG 24 | EA | 1 | 1 | 34299.00 | 579CD0A |
| OBA | 0017 | 3424004837795 | FURNACE ELE T | EA | 1 | 1 | 1200.00 | 579CD0A |
| OBA | 0042 | 3424011679690 | FURNACE,QUICK | CA | 1 | 1 | 450000.00 | 579CD0A |
| | 0020 | 3444002542125 | PRESS ARBOR | EA | 1 | 1 | 2923.75 | 579CD0A |
| | 0046 | 3620012142785 | PRESS WAX INJ | EA | 2 | 0 | 2930.02 | 579DA0A |

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CA/CRL REPORT

| | DOC | NSN | NOUN | UI | AUT | INU | COST | T.A. |
|---|---|---|---|---|---|---|---|---|
| 60BA | SUB | 3620FV-122-12TN | WAXINJECTIONP | EA | | 1 | 30375.00 | 579DA0A |
| 60BA | SUB | 3680010736363YR | INJECTOR WAX | EA | | 1 | 8264.27 | 579DA0A |
| 60BA | 0033 | 3680001735070 | LADLE CRANE | EA | 1 | 1 | 4676.33 | 579CA0A |
| 60BA | 0003 | 3680003132109 | SAND CONDITIO | EA | 1 | 1 | 1236.00 | 579CA0A |
| 60BA | 0039 | 3680003227055 | SAND CONDITIO | EA | 2 | 2 | 7790.00 | 579CA0A |
| 60BA | 0070 | 3680003227056 | SIFING MACHIN | EA | 1 | 1 | 699.82 | 579CA0A |
| 60BA | 0067 | 3680004301941 | FLASH MODING | EA | 4 | 4 | 109.36 | 579CA0A |
| 60BA | 0066 | 3680004302003 | FLASH MOLDING | EA | 6 | 6 | 101.65 | 579CA0A |
| 60BA | 0113 | 3680004811548 | MACH SHELL CO | EA | 1 | 1 | 1335.00 | 579CA0A |
| 60BA | 0077 | 3680008512200 | FLASK MOLD FO | EA | 4 | 4 | 75.00 | 579CA0A |
| 60BA | 0078 | 3680008512201 | FLASK MOLD FO | EA | 15 | 15 | 65.00 | 579CA0A |
| 60BA | 0118 | 3680008512202 | FLASK MOLD FO | EA | 15 | 15 | 70.00 | 579CA0A |
| 60BA | 0081 | 3680008512203 | FLASK MOLD FO | EA | 4 | 4 | 65.00 | 579CA0A |
| 60BA | 0074 | 3680010735290YR | UNIT FLUIDIZE | EA | 2 | 2 | 360.00 | 579CA0A |
| 60BA | 0106 | 3680010735291YR | TANK WAX MEL | EA | 1 | 1 | 1293.74 | 579CA0A |
| 60BA | 0080 | 3680010736364YR | TANK SLURRY | EA | 2 | 2 | 447.50 | 579CA0A |
| 60BA | 0076 | 3680010741107YR | MIXER 3+3 | EA | 2 | 2 | 587.00 | 579CA0A |
| 60BA | 0044 | 3680012367764 | RAMJO1TSQUEIM | EA | 1 | 1 | 12000.00 | 579CD0A |
| 60BA | 0047 | 3680012505507 | ROTO-RAIN SAN | EA | 1 | 1 | 7000.00 | 579CD0A |
| 60BA | 0060 | 3680NCC605402 | MULLER,PORTER | EA | 1 | 1 | 12650.00 | 579CD0A |
| 60BA | 0064 | 3930012364434 | PALLET TRUCK, | EA | 1 | 1 | 6773.00 | 012E000 |
| | 0201 | 3950PCS3436430H | HOIST | EA | 1 | 1 | 14570.00 | 579CA0A |
| | 0041 | 4110005401134 | REFRIGERAT MI | EA | 1 | 1 | 3672.24 | 579CD0A |
| | 0082 | 4110011864017 | FRREEZER.MECH | EA | 1 | 0 | 650.00 | 579CD0A |
| | SUB | 4110PTK82086FWR | FREEZER | EA | | 1 | 15681.94 | 579CD0A |
| | 0028 | 4430001482264 | FURNACE | EA | 2 | 2 | 32689.00 | 579CA0A |
| 60BA | 0117 | 4430001629355 | FURNACE METAL | EA | 1 | 0 | 458.83 | 579CA0A |
| 60BA | SUB | 4430001393284 | FURNACE SET | EA | | 1 | 3712.00 | 579CA0A |
| 60BA | 0101 | 4430002030420 | FURNACE METAL | EA | 2 | 1 | 18906.00 | 579CA0A |
| 60BA | SUB | 4430F002o642047 | FURNANCE META | EA | | 1 | 27790.00 | 579CA0A |
| 60BA | 0027 | 4430005162898 | OVEN TYPE2 | EA | 1 | 0 | 25150.00 | 579CD0A |
| 60BA | SUB | 4430002674822 | OVEN THES0166 | EA | | 1 | 6568.00 | 579CD0A |
| 60BA | 0104 | 4430008149034 | FURNACE METAL | EA | 1 | 1 | 60285.00 | 579CA0A |
| 60BA | 0111 | 4430010738292 | AUTOCLAVE | EA | 1 | 1 | 5985.00 | 579CA0A |
| 60BA | 0005 | 4430011226913 | FURNACE LIFT | EA | 1 | 1 | 60924.50 | 579CB0A |
| 60BA | 0045 | 4430011485611 | HOIST BOXTYPE | EA | 1 | 1 | 55000.00 | 579CD0A |
| 60BA | 0103 | 4430012095096 | FURNANCE TABL | EA | 1 | 1 | 4327.81 | 579CA0A |
| 60BA | 0056 | 4460001422278 | COLLECTOR D | EA | 1 | 0 | 1547.88 | 579F00A |
| 60BA | SUB | 4460F496D10001 | COLLECTOR DUS | EA | | 1 | 1547.88 | 579F00A |
| 60BA | 0053 | 4460002283131 | ROTO+CLONE | EA | 1 | 1 | 300.00 | 579CD0A |
| 60BA | 0102 | 4460010370269 | AIR CLEAN SH- | EA | 6 | 0 | 1792.45 | 579CA0A |
| 60BA | SUB | 4460F2500-C | AIR CLEANER | EA | | 6 | 1410.67 | 579CA0A |
| 60BA | 0107 | 4940013205391 | PAINT SHAKER | EA | 1 | 1 | 1700.00 | 579CA0A |
| 60BA | 0059 | 6110013181816 | CONTROLLER,W/ | EA | 2 | 2 | 1144.00 | 579CD0A |
| 60BA | 0083 | 6625012278089 | STRIP CHART R | EA | 3 | 0 | 5340.70 | 579CA0A |
| 60BA | SUB | 6625P0044942047 | STRIPCHARTREC | EA | | 3 | 5673.40 | 579CA0A |
| 60BA | 0052 | 6635005095238 | MACH HARD TES | EA | 1 | 1 | 442.00 | 579CD0A |
| | 0040 | 6635005146027 | TSTR HARD FHT | EA | 1 | 0 | 1437.10 | 579CD0A |
| | SUB | 6635P94700 | TESTER,HARDNE | EA | | 1 | 3095.00 | 579CD0A |

CA/CRL REPORT

| | DOC | NSN | NOUN | UI | AUT | INU | COST | T.A. |
|---|---|---|---|---|---|---|---|---|
| 60BA | 0032 | 6635006634576 | TESTER MATERI | EA | 1 | 1 | 4762.21 | 579CD0A |
| 60BA | 0030 | 6635010980361 | TESTER ELECTR | EA | 1 | 0 | 1305.00 | 579CD0A |
| 60BA | SUB | 6635000710033 | TEST ELECTRON | EA | | 1 | 1844.64 | 579CD0A |
| 60BA | 0049 | 6645001260286 | STOP WATCH | EA | 2 | 2 | 88.53 | 579CD0A |
| 60BA | 0105 | 6670005314605 | SCALE DIAL | EA | 1 | 0 | 2672.85 | 579CA0A |
| 60BA | SUB | 6670005266479 | SCALE DIAL 2 | EA | | 1 | 1426.00 | 579CA0A |
| 60BA | 0075 | 6670011558997 | SCALE,PLATFOR | EA | 1 | 0 | 700.76 | 403A000 |
| 60BA | SUB | 6670PWF1000-10 | SCALEPLATFORM | EA | | 1 | 599.00 | 403A000 |
| 60BA | 0100 | 6695004699311 | PYROMETER | EA | 2 | 0 | 1631.05 | 576AA0D |
| 60BA | SUB | 6695005080546 | PRYOMETER | EA | | 1 | 330.00 | 576AA0D |
| 60BA | SUB | 6695008226913 | PYROMETER | EA | | 1 | 704.92 | 576AA0D |
| 60BA | 0015 | 6695PDS-3000-S | PYROMETER | EA | 1 | 1 | 1995.00 | 579CD0A |
| 60BA | 0035 | 7910008917614 | CLEANER VACUU | EA | 2 | 0 | 916.81 | 006AA00 |
| 60BA | SUB | 7910PC88015-01 | VACUUM CLEANE | EA | | 2 | 2240.00 | 006AA00 |
| 60BA | 0150 | 7910PSS-956 | HVLV SYSTEM/V | EA | 1 | 0 | 30000.00 | 579CA0A |
| | | | | | 150 | 149 | 2180225.27 | |

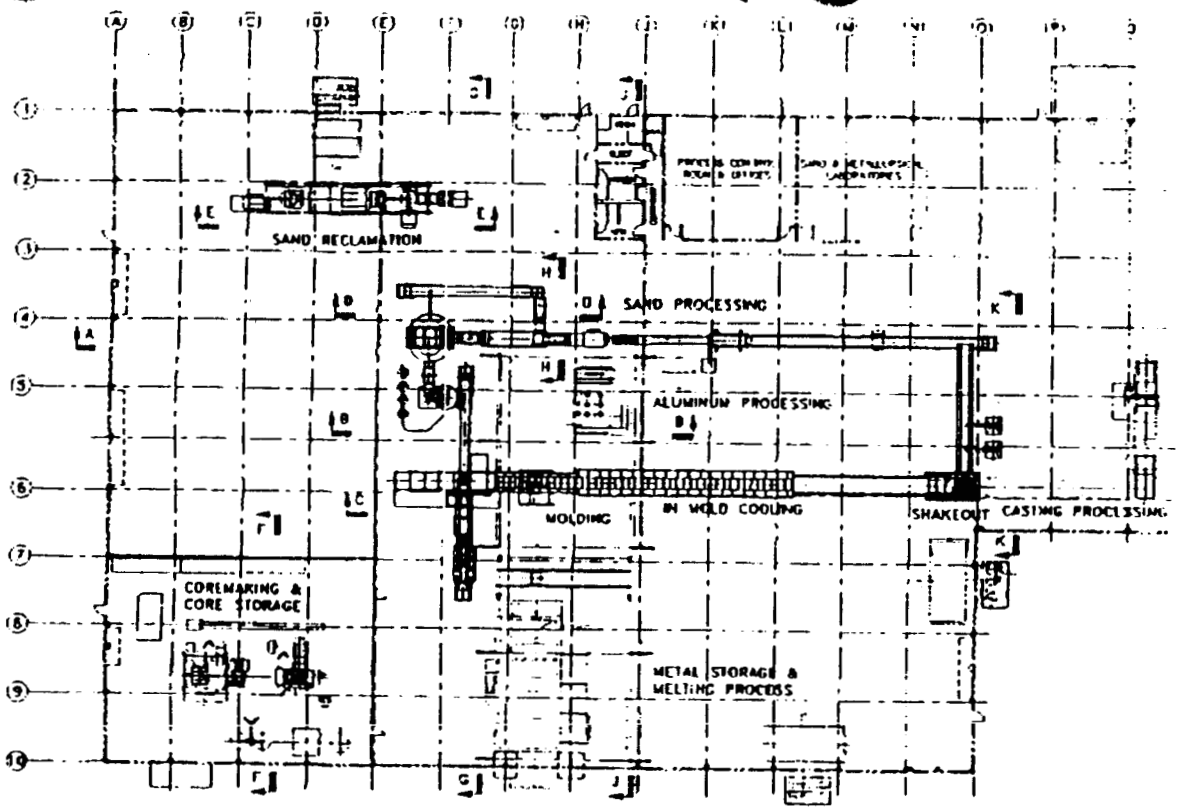
123 124 ± 993,212.63

MASTER SOIT EQUIPMENT LIST

| SERIAL | ACCT STOCK | NOMENCLATURE | UNIT COST | USE | MO DEPR | TOT DEPR | AMNT VALUE | RMN |
|---|---|---|---|---|---|---|---|---|
| [illegible] | 160BA [illegible] | FURNACE | [illegible] | 700 | 10.24 | 27450.00 | 1,049.47 | [illegible] |
| [illegible] | [illegible] | FURNACE,TILT-TYPE | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | 160BA [illegible] | FURNACE,TILT-TYPE | 16110.00 | 120 | 0.00 | 16109.00 | 1.00 | [illegible] |
| [illegible] | [illegible] | INDUCTION FURNACE | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | 160BA [illegible] | IRGEN VAC FURNACE | 200905.00 | 360 | 39.95 | 195190.58 | 5,794.12 | [illegible] |
| [illegible] | [illegible] | FURNACE | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | 160BA [illegible] | OIL QUENCH FURN | 440172.00 | 300 | -1391.86 | 152201.70 | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | 160BA [illegible] | GENERATOR ELECTRIC | 127160.00 | 300 | 492.89 | 18221.45 | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | 160BA [illegible] | HOIST BOX TYPE MEL | [illegible] | 120 | 458.00 | [illegible] | [illegible] | [illegible] |
| [illegible] | 160BA [illegible] | BAND-SAW-METAL-MBL | [illegible] | [illegible] | 297.44 | [illegible] | [illegible] | [illegible] |
| [illegible] | 160BA [illegible] | FURN [illegible] | 24555.00 | 204 | 121.04 | 6821.20 | [illegible] | [illegible] |
| [illegible] | [illegible] | FURN-HEAT-TREAT | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | 160BA [illegible] | WAX INJECTION PRES | 20275.00 | 180 | 51.51 | 27672.20 | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 136.77 | 5771.81 | [illegible] | [illegible] |
| [illegible] | 160BA [illegible] | MILL,MACH UNIV 105 | 27556.00 | 120 | 229.66 | 4597.30 | [illegible] | [illegible] |
| | 160BA | | 1227659.54 | | 4,221.62 | 620,227.11 | 607,496.47 | |
| | | | 1227659.54 | | 4,221.62 | 620,227.11 | 607,496.47 | |

2,580.08

Atch 10




CERP
B238 LAYOUT
"FOUNDRY OF THE
FUTURE"

11/1990