DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - SA-ALC DEPOT MAINTENANCE

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DATA CALL SUPPLEMENT FOR JOINT CROSS SERVICE GROUP-DEPOT MAINTENANCE

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

Notes in the context of this data call:

1. Base your responses on workload as programmed for your activity. Unless otherwise specified, use workload mixes as programmed in the FYDP.
2. Direct Labor Hours (DLH) is the common unit of measure unless specifically noted otherwise in the question.
3. Information requested in this supplement may duplicate data requested by BRAC 95 data calls from the individual Military Departments. If this occurs, read both questions carefully to ensure that they are in fact asking for identical information, and if that is the case, transfer information from one data call to the other.
4. These questions should be passed up and down the chain of command without editing or rewriting. This standardized data call is designed to support an auditable process by having each activity (regardless of Military Department assigned) respond to the same question.
5. "Core" capability calculations are to be performed in accordance with Office of the Under Secretary of Defense (Logistics) Memorandum dated November 15, 1993 (Subject: Policy for Maintaining Core Depot Maintenance Capability).
6. Capacity and utilization index calculations will be performed in accordance with the Defense Depot Maintenance Council approved update to DoD 4151.15H (Depot Maintenance Capacity/Utilization Index Measurement) dated December 5, 1990.
7. All calculations will assume a one shift, 40 hour work week.
8. Workload, capabilities, and capacities will be measured by commodity groups. A detailed breakout of the JCSG-DM commodity groups is contained in the following box. Insert the commodity groups applicable to your depot maintenance activity into the tables whenever a specific break out is requested by the question. Individual Military Departments in their Service specific data calls, may measure data in different commodity groups or categories, but for the Joint Cross Service analysis, these commodity groups must be utilized.

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

Commodity Groups List

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

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

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

4. Missiles and Missile Components
   Strategic
   Tactical / MLRS

5. Amphibians
   Vehicles
   Components (less GTE)

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

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

8. Automotive / Construction Equipment

9. Tactical Vehicles
   Tactical Automotive Vehicles
   Components

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

JOINT CROSS SERVICE - DEPOT MAINTENANCE

Table of Acronyms

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

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

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

Table 1.1.a: **Capacity Index**

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
(1C1) Acft, Fixed - Transport (C-5)	1495932	1,542,093	1,544,089	1,657,957	1,573,488
(1C4) Acft, Fixed - Trainer (T-38)	524781	387,923	294,203	122,209	105
(2B) Acft Comp - Acft Structure	114,909	93,049	81,058	89,521	90,441
(2C) Acft Comp - Hydraulic/Pneudraulic	2,557	2,900	2,860	3,197	3,525
(2D) Acft Comp - Instruments	12,095	13,811	9,727	13,297	12,496
(2E) Acft Comp - Landing Gear	6,493	6,333	7,805	8,063	8,297
(2G) Acft Comp - Avionics/Electronics	122,728	119,028	124,756	96,722	97,274
(2H) - Acft Comp - APUs	299,783	292,218	307,243	287,709	288,076
(2I) Acft Comp/Other	219460	234785	247002	265062	287674
(2J) Manuf/Fabrication	295301	297755	423064	411738	417010
(3A) Engines (GTEs) - Acft	4,773,595	4,947,819	5,049,301	4,985,091	5,000,818
(4A) Missiles- Strategic - Nuclear	104,118	107,017	107,000	108,711	108,734
(10C) Ground Gen/Purp - Munitions/Ordnance	2,435	2,416	3,150	3,029	3,003

(12A) S/W - Tactical Systems	21066	19013	20231	20016	20240
(12B) S/W - Spt Eqt	151,693	179,518	186,361	202,113	207,414
(13C) Spec Interest Item - TMDE Eqt	635,095	651,441	650,372	680,998	684,940
TOTAL	8,782,041	8,897,119	9,058,222	8,955,433	8,803,535

1. Capacity Utilization, continued

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

Table 1.2.a: **Utilization Index**

COMMODITY GROUP	INDEX (%)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
(1C1) Acft, Fixed - Transport (C-5)	84	65	47	51	52
(1C4) Acft, Fixed - Trainer (T-38)	66	88	78	43	88
(2B) Acft Comp - Acft Structure	71	61	58	60	63
(2C) Acft Comp - Hydraulic/Pneudraulic	96	88	87	95	96
(2D) Acft Comp - Instruments	64	57	56	54	54
(2E) Acft Comp - Landing Gear	70	66	53	57	55
(2G) Acft Comp - Avionics/Electronics	90	81	88	81	81
(2H) Acft Comp - APUs	60	55	55	51	51
(2I) Acft Comp - Other	80	76	71	67	65
(2J) Manuf/Fabrication	43	41	40	37	36
(3A) Engines (GTEs) - Acft	79	74	69	68	68
(4A) Missiles- Strategic - Nuclear	98	92	97	94	92
(10C) Ground Gen/Purp - Munitions/Ordnance	99	93	98	95	93
(12A) S/W - Tac Sys	122	98	83	81	79
(12B) S/W - Spt Eqt	96	92	84	88	86
(13C) Spec Interest Item - TMDE Eqt	74	69	70	70	70
TOTAL	78	72	65	64	64

1. Capacity Utilization, continued

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

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

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
(1C1) Acft, Fixed - Transport (C-5)	3250896	3250896	3250896	3250896	3250896
(1C4) Acft, Fixed - Trainer (T-38)	795123	795123	795123	795123	795123
(2B) Acft Comp - Acft Structure	161844	161844	161844	161844	161844
(2C) Acft Comp - Hydraulic/Pneudraulic	3672	3672	3672	3672	3672
(2D) Acft Comp - Instruments	24230	24230	24230	24230	24230
(2E) Acft Comp - Landing Gear	15085	15085	15085	15085	15085
(2G) Acft Comp - Avionics/Electronics	141768	141768	141768	141768	141768
(2H) Acft Comp -APUs	558624	558624	558624	558624	558624
(2I) Acft Comp - Other	442575	442575	442575	442575	442575
(2J) Manuf/Fabrication	1057660	1057660	1057660	1057660	1057660
(3A) Engines (GTEs) Acft	7317828	7317828	7317828	7317828	7317828
(4A) Missiles-Strategic - Nuclear	199618	199618	199618	199618	199618
(10C) Ground Gen/Purp - Munitions/Ordnance	5544	5544	5544	5544	5544
(12A) S/W - Tac Sys	25620	25620	25620	25620	25620
(12B) S/W - Spt Eqt	241179	241179	241179	241179	241179
(13C) Spec Interest Item - TMDE Eqt	978486	978486	978486	978486	978486

TOTAL	15219752	15219752	15219752	15219752	15219752

CAPACITY

2. Plant Replacement Value

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

Table 2.1: **Expenditures and Equipment Values**

PRV	**$ K**				
	FY 1995	**FY 1996**	**FY 1997**	**FY 1998**	**FY 1999**
Facilities	687,332	703,210	719,665	736,145	753,150
Equipments	712,013	732,791	754,955	777,119	800,668
TOTAL	1,399,345	1,436,001	1,474,620	1,513,264	1,553,818

CAPACITY

3. Programmed Workload

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

Table 3.1.a: **Programmed Workload**

COMMODITY GROUP	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
(1C1) Acft, Fixed - Transport (C-5)	121,932	107,373	82,297	99,455	91,440
(1C4) Acft, Fixed - Trainer (T-38)	21,405	21,879	15,127	3,502	5
(2B) Acft Comp - Acft Structure	4,844	4,083	3,728	3,967	4,274
(2C2) Acft Comp - Hydraulic/Pneudraulic	180	196	213	232	264
2D Acft Comp - Inst	938	994	845	924	887
(2E) Acft Comp - Landing Gear	555	520	527	584	598
(2G) Acft Comp - Avionics/Electronics	17,050	13,472	17,451	10,540	11,303
2H Acft Comp-APUs	17,970	18,365	18,012	18,005	18,079
(2I) Acft Comp - Other	8,857	8,679	8,588	8,701	8,817
(2J) Mfg & Fabrication	5,766	6,219	7,688	7,492	7,501
(3A) Engines (GTEs) - Acft	709,666	752,053	767,214	799,313	775,775
(4A) Missiles-Strategic - Nuclear	6,736	6,675	7,164	7,181	7,193
(10C) Ground Gen/Purp - Munitions/Ordnance	151	145	203	193	191
(12A) S/W - Tactical	1,315	1,332	1,273	1,274	1,274
(12B) S/W - Spt Eqt	12,073	14,008	13,773	13,779	13,830

(13C) Spec Interest Item - TMDE Eqt	36,642	36,729	37,127	37,597	37,924
TOTAL	966,080	992,722	981,230	1,012,759	979,355

Table 3.1.b: **Programmed Workload**

COMMODITY GROUP	**DLHs**				
	FY 1995	**FY 1996**	**FY 1997**	**FY 1998**	**FY 1999**
(1C1) Acft, Fixed - Transport (C-5)	1,259,851	1,005,992	730,532	852,596	821,402
(1C4) Acft, Fixed - Trainer (T-38)	348,564	340,712	230,584	52,244	92
(2B) Acft Comp - Acft Structure	81,144	56,325	47,274	53,577	56,665
(2C) Acft Comp - Hydraulic/Pneudraulic	2,455	2,565	2,499	3,047	3,387
(2D) Acft Comp - Instruments	7,718	7,847	5,411	7,133	6,692
(2E) Acft Comp - Landing Gear	4,532	4,209	4,164	4,570	4,574
(2G) Acft Comp - Avionics/Electronics	110,269	96,285	109,958	78,563	78.565
(2H) Acft Comp - APUs	179,543	159,335	168,357	147,747	147,747
(2I) Acft Comp - Other	303,095	302,182	343,071	331,840	340,031
(2J) Mfg & Fabrocation	126,775	122,719	168,236	153,309	152,036
(3A) Engines (GTEs) - Acft	3,793,072	3,664,729	3,494,121	3,394,225	3,395,521
(4A) Missiles-Strategic - Nuclear	102,231	98,733	103,973	102,145	99,937
(10C) Ground Gen/Purp - Munitions/Ordnance	2,416	2,248	3,096	2,880	2,792
(12A) S/W - Tactical	25,773	18,608	16,776	16,181	15,909
(12B) S/W - Spt Eqt	145,542	164,826	156,537	178,731	177,415
(13C) Spec Interest Item - TMDE Eqt	472,891	448,011	452,719	477,926	477,618
TOTAL	6,839,096	6,372,607	5,869,072	5,703,405	5,628,347

NOTE 1: Small discrepancies in the total may occur due to rounding.

CAPACITY

4. Service Centers of Excellence

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

a. SA-ALC is the Air Force Center of Excellence for **Aircraft Engines and Engine-Related workloads**. State-of-the-art inspections, repair and test technologies to ensure engine availability, safety, reliability and quality are all functions of SA-ALC's effort at maintaining engine excellence. Programs planned for the near future will keep SA-ALC on the leading edge of aircraft engine technology. Programmed production data for FY93, showing direct labor efficiency (DLE), follows:

The SA-ALC is also the Center of Excellence for the repair of ***Engine-Related Exchangeables***. A major factor in our performance excellence is the vast industrial complex in which tasks are accomplished. A modern facility, it is complete with precision tooling and state of the art equipment, secured with on-site fire and police protection, and staffed with trained, experienced, dedicated craftsmen. SA-ALC has, on site, every link in the repair chain and is constantly striving to make each link stronger. Finally, SA-ALC plans to continue to set the standard of excellence for others to follow throughout the future.

PROGRAMMED COMPONENTS PRODUCED IN FY93: 63,724
FY93 DPAH: 2,595,785 ***FY93 DPSH:*** 2,414,080 ***DLE:*** 93%

- ***INDUSTRIAL FACILITY UPGRADES SINCE FY88***

-- Our large facility encompasses 13 modern buildings and each one has automated sprinkler systems. The **majority** of our 1.2 million square feet of repair and overhaul complex is environmentally controlled. The 651st Air Base Group provides police and security, while the on-base fire department is less than five minutes from our outermost structure. Every shop contains the right combinations of precision tooling and equipment. This totally self-contained complex is a forerunner in the demanding aerospace engine industry.

1) ***Phase II of Retirement for Cause (RFC) Facility*** - Construction increased floor space by 3,000 square feet to accommodate mission required Eddy Current inspection system. The upgrade houses 18 additional inspection stations bringing the system to a total of 25 stations, each capable of inspecting all existing F100 engine parts, and will be able to inspect the critical rotating parts of the advanced F100-229 engine planned for future workload.

2) ***Vertical Assembly/ Disassembly Engine Elevators*** - This maintenance upgraded 12 pits, providing our craftsmen the equipment to vertically assemble/disassemble F100 engines, rather than using the horizontal assembly/ disassembly. This frees up floor space on the shop floor, provides maximum safety for employees by enabling them to always work at floor level, and reduces risk of damage to the engine. Because the engine is more accessible to technicians at any one time, and because 'hard-to-reach' areas have been eliminated, engine productivity has been increased.

3) ***Dust Collectors for Plating and Mechanical Cleaning*** - The 'wet scrubber' concept for removing dust from the work environment has been replaced with an efficient, environmentally safe dry cartridge filtration system. The improved dry cartridge system is completely pneumatic with no mechanical parts to water. The dust is collected and transported through pneumatic tubes to a central location, protecting the work environment for the craftsmen and expensive assets and material.

4) ***Loading Docks*** - Before the addition of this new drive-through facility, loading and unloading was done outside without benefit of a covered facility. Material was moved as needed by forklift across the shop floor and through congested work areas. Now, with the upgrade in place, shipping/receiving of assets and material is done in an area protected from the elements and away from heavy personnel traffic. The docks are weatherproofed, providing parts protection and employee safety.

5) ***Production Mezzanine*** - This addition of mezzanine work space opened up an area for bench work which, in turn, makes additional space available for heavy equipment on the floor level of the shop. The added 3400 square feet of work space is used for blending/polishing of F100 engine components.

- **NEW REPAIR TECHNOLOGIES IMPLEMENTED SINCE FY88**

1) ***Eddy Current Inspection Station for F100-229*** - Critical engine parts go through our closed-loop computer controlled Eddy Current inspection system in a procedure that provides part inspection at a faster rate with a greater accuracy (.0001 inch) than manual methods. Validation/verification of Tech Order Requirements from the F100-229 engine has been successfully prototyped at SA-ALC. The increase of our Eddy Current inspection capability to include this technologically advanced engine of the future will ensure the safe use of its rotating hardware up to its design life. Because we can now perform inspections faster and with greater accuracy, turnaround time will be reduced and customer service will be enhanced.

2) ***Robotic Shot Peening*** - This technology provides us the capability to do 'selective shot peening' as opposed to a 'shotgun effect' used in the past. Only needed areas are shot peened, reducing damage to the rest of the asset and to the equipment itself; thereby reducing both short-range costs on engine components and equipment.

3) ***Sutton Barrel*** - This controlled honing process removes material by rounding out sharp edges on the machined knife edges of fan airseals. The removal of these sharp edges provides increased reliability and improved quality by reducing the susceptibility of the airseal to failure.

4) ***Chromium Monitoring System*** - The addition of this technology to our repair process will ensure repeatability and consistency for a given dimensional requirement. This is just one of the many improvements we are constantly striving for -- an improvement not visibly apparent to our customer, but increasingly evident as assets are delivered consistently and reliably. For us, the improvement delivers longer rectifier life and reduced maintenance costs. To our customer, it delivers quality in a timely manner and that is what our customer have come to expect.

5) ***Laser Holography*** - Through the use of the improved technology of Laser Holography, bonding and delamination defects for the F100-100, -200, and -220 compressor stators can be detected, reducing the cost of an unscheduled repair, and the possibility of a mishap or loss of life. Incomplete bonding can result in abradable material releasing and causing Foreign Object Damage (FOD) to the high speed compressor.

6) ***High-Speed Grinder*** - This machine automatically measures and grinds blades to an accuracy of 0.0001 inches. This precision provides an improved air flow and, subsequently, increased fuel efficiency for the engine. Blade rub into the case and downstream resultant damages are eliminated as are stalls and stagnation's, both usually due to inappropriate clearances.

7) ***Laser Cutter*** - This technologically advanced equipment provides increased capability to cut F100 augmentor liners and T56 combustors for patching and material replacement. Able to cut thin wall sheet metal components to .001 inch, with minimal material removal, this valuable link in our repair chain reduces costs in material and increases accuracy. One of the features of this cutter is its versatility. It can be used on very thin materials and cut up to 50 inches per minute, and maintain its accuracy of plus or minus .001 inch.

8) ***Water-jet Cutter*** - This environmentally safe cutter provides a means to cut materials at a speed of up to seven inches per minute (dependent on thickness). If the material being cut is very thin, the water-jet cutter cuts at 5-7 inches per minute. Two-inch thick aluminum can be cut at 3-4 inches per minute, and up to two-inch thick stainless steel can be cut at .2 inches per minute, making this a versatile tool adaptable to the needs of the user. It is used in the repair and manufacturing of fixtures for our internal customers and is another example of 'downstream' benefits for our external customers. As we are able to improve and streamline our repair processes, we are able to pass the savings in time and material on to our customers.

9) ***Five Axis Machining Center*** - The ability of this five axis machining center to locate and machine the bosses/ports required to modify/upgrade F100-100, -200, engine front and

rear fan ducts for modification to the -220 configuration enhances our effort to provide customers in the field with a more reliable engine. This versatile equipment has other engine hardware applications, as it can maintain tolerances of .001 inch.

10) *Inventory Tracking System (ITS)* - This computerized inventory management system is used to track work in process inventories throughout the manufacturing/repair processes. Its many features include the capability to collect capacity planning data and provide management visibility of resource constraints. The evolution to a formal tracking system is at approximately 20% of goal and will continue to be developed and improved in the future. This tracking system enables us to "get engines out the door", which is the bottom line for us and our customer. It improves our delivery forecasts as it tracks parts and processes to keep us apprised of where we are in the repair cycle.

- ***INDUSTRIAL FACILITY AND TECHNOLOGY UPGRADES PROGRAMMED THROUGH FY97***

-- SA-ALC has a team of superior craftsmen and managers who stand at the top of the aerospace industry utilizing one of the most complete, self-contained aerospace repair centers in the world. We will continue to march into the future encountering and solving problems, using proven methods, but always looking for improved processes to accomplish our goal of quality production, on schedule, with minimal risk to our customer.

1) ***Engine Sprayed Abradable Compressor Tip Shrouds (ESACTS)*** - The parameter, fixtures and equipment necessary to remove, spray, finish machine, and inspect the abradable material used on high compressor stators will be developed by the set Engine Repair System contract. The implementation of this previously proprietary process will enable repair that will make SA-ALC the only DoD repair facility with this capability. Our customers will benefit from their engines possessing increased reliability and durability, since the alloy PWA279 used in this process will improve compressor efficiency. There will be less chance for FOD, greater durability and improved engine performance.

2) ***High Temperature Graphite Polymide*** - This technology will develop the capability to repair the graphite polymide external augmentor flaps on the F100-PW-229. The system can be modified to repair F117 (C-17 engine), and F119 (Advanced Tactical Fighter engine) composite parts. The development of a portable composite curing system is the unique aspect of this project. The 'bladder pack' technology will eliminate the need for a large, expensive autoclave and allow composite repairs to be performed in a safer, more cost efficient manner. The payoff for our customer is that previously condemnable assets can now be repaired and returned to serviceable, reducing customer investment of new buys.

3) *Upgrade Cleaning Area* - Perform Pareto analysis to deterine most critical clearning processes. Develop conceptual drawings for improvement of cleaning area to include sodium bicarbonate cleaning, waterjet cleaning, CO^2 blating and vibratory cleaning. This effort reduces production costs, allowing us to pass savings to our customers. It enhances our efforts to meet or exceed the goals set forth by the environmental regulations.

4) *Close Loop Dimensional Manufacturing* - Establishes a dimensional inspection area to determine serviceability of engine components and networks with numerical computer control equipment for process control. This will enhance statistical process control and will reduce machining variations, improving quality and reducing costs.

5) *Combustion Rework Cell* - The cell will include water-jet stripping, grit blasting removal and plasma spray application of the Thermal Barrier Coating (TBC) on the F100-PW-220 combustion chamber.

6) *Computer-Aided Engine Component Balancer* - The system will automate static balancing of compressor and turbine disks. It will determine optimum blade placement on the disk after weighing and sorting of blades, resulting in greater operating efficiency and a reduction in flowtime for repair.

7) *Jet Engine Part Marking* - Older techniques of marking engine parts are inadequate because part numbers and serial numbers are sometimes obliterated/removed during repair processes. The Dot Peen method will be used to perform this function. Parameters for marking different material parts will be developed to ensure there is no life debit incurred as a result of material deformation. This will reduce replacement factors, thus reducing costs to customer.

8) *Automated Fluorescent Penetrant Inspection System* - This environmentally safe system will afford San Antonio ALC the capability to detect smaller flaw sizes with increased reliability and to inspect hard to reach areas, such as inside a drum rotor. It is versatile and can be used on all engine workloads from T56 to TF39 and throughout the F100 series, including the future repair of F117 and F119. Inspection capability for whole field is .070" and focused is .040".

9) *Non-Contact Dimensional Inspection System* - Fulfilling a need to measure critical engine component dimensions with improved accuracy, this less expensive system will perform dimensional inspection of parts faster than existing contact methods with the accuracy and repeatability of CNC coordinate measuring machines. It is applicable to all engine workloads and will allow for high throughput for blade and vane inspection.

10) *Industrial Area Improvement Project* - Designed to provide greater throughput, this movement toward group technology/modular repair centers will reduce flowtime and reduce operating expense.

11) *Environmentally-Sensitive Process Improvements:*

One priority at SA-ALC has always been to be a good neighbor, and we live that ideal by remaining in complete compliance with local, state and federal standards in our environment. Through our many years of experience, SA-ALC has developed an active program to minimize the volume and toxicity of waste. The Center will continue ongoing research to find cleaner, more environmentally safe, methods to accomplish our important task with the lowest possible risk to our neighbors and our environment.

a. High Pressure Aqueous Stripping (Water-jet) - This system will enable the removal of various coatings from engine components by using highly pressurized water in lieu of hazardous chemicals. This will eliminate utilization and disposal of hazardous chemicals.

b. Chemical Rejuvenation - This process will allow chemicals used to clean parts to be rejuvenated for prolonged use. This will eliminate the need for immediate disposal of the chemical whenever its composition is deemed to be weakened.

c. Bearing Cleaning - Replaces freon cleaning with aqueous solution to reduce ozone depletion.

d. Part Washer Arqueous Cleaner - Replaces perchloroethelene and vapor degreasers to reduce hazardous waste disposal.

e. Waterbased Masking - Will reduce all solvent based maskant, thereby reducing hazardous chemical disposal requirements..

f. Chromium Plating - High velocity oxy fuel, plasma, electroless nickel and brush plating. These procedures will reduce the need for chrome plating.

g. Ivadizer, Electroless Nickel, Zinc Nickel, Sermetel - Replaces Cadmium plating. Cadmium is a heavy metal toxic to the central nervous system and dangerous to the environment.

h. Vapor Liquid Incinerator System - Incinerates spent calibration fluid, JP5/JP8 and their vapors. This system will eliminate the disposal of 250,000 gallons per year of hazardous waste.

12) *Secondary Power F-15/F-16:*

a. Test Cell Facility Upgrade - Replaces electric starter with shop air pneumatic starter, thereby reducing operational costs and improving reliability and maintainability of the starter system.

*b. **Plastic Bead Blast*** - This upgrade replaced sand blast rework of airseals, resulting in a smoother surface finish. This upgrade requires less rework while reducing the possibility of part structural damage.

*c. **Glass Bead Blast*** - This environmentally-conscious technology will eliminate chemical paint strippers, reducing volatile organic compound emissions and hazardous waste disposal.

b. As the Department of Defense (DoD) Center of Excellence for ***Gas Turbine Engines (GTEs),*** SA-ALC continues to refine processes to produce the finest GTEs anywhere in the world. GTEs are auxillary power units thatprovide compressed air and/or electrical current to airborne or ground based systems, such as thePatriot Missile Launcher. SA-ALC repairs approximately 1,000 GTEs annually. GTE repairs for mission support of the C-141, C-130 and other critical aircraft continue to be very cost effective. In addition to airborne units, the center repairs GTEs in support of ground cart systems and missile launchers. The Patriot engine repair program has been in existence since 1992 in SA-ALC facilities. The program consists of complete overhaul, turbine engine repairs resulting from "Turbine Bursts" and modifications of gearboxes for field replacement. Construction of a new 132,949 sq ft, $16.5M Gas Turbine Engine Repair Facility (Building (Bldg) 331) was completed in September 1993.

- SA-ALC has been recognized by its customers for the superior work in the GTE arena. To quote John E. McClure, Chief, Depot Production Division of the HQ US Army Aviation and Troup Command, "As a result of your many technical abilities and the professionalism of your staff, the initial prototype effort and actual production (of the GTE for the PATRIOT Missile system) was started ahead of schedule. You have since identified numerous required corrections/changes to the Army technical manuals, physically fabricated spare parts, refurbished several parts and are developing new procedures to expand the number of parts being fabricated or refurbished. All of you efforts to include the application of two depot level Material Changes to the engine which you began applying in 1993 will mean improved reliability, maintainability and supportability." Despite this high degree of customer satisfaction, SA-ALC has adopted a continuous improvement philosophy that stresses teamwork and innovation in every facet of the GTE repair process.

c. SA-ALC is the AFMC Center of Excellence for ***Transport Aircraft*** workloads. These include C-5 and C-17 aircraft.

- *C-5 Aircraft Programmed Depot Maintenance (PDM)*

-- SA-ALC has been the designated depot Source of Repair (SOR) for C-5 aircraft for over 20 years. During this period, more than 630 of these vital transport aircraft have received depot level inspections, maintenance, and modifications during various PDM, Speedline, and

Drop-in programs at SA-ALC. The Center's readiness to support USAF mission contingencies was demonstrated during Operations Desert Shield/Desert Storm when ten C-5 aircraft were surged for the liberation of Kuwait.

-- More than 20 years in the making, SA-ALC aircraft facilities offer the best environment in the industry for C-5 PDM. Building 375 is the main hangar in which C-5 aircraft are worked. The building is 2,000 feet long and 300 feet wide and will accommodate mulitple mixes of C-5, T-38 or TF39 Quick Engine Change (QEC) bays that can include up to six C-5 aircraft, 40 T-38 or 26 TF39 QEC bays. Supporting back shops and adjacent ramp facilities are established with modern equipment and industrial processes for accomplishing complex off-aircraft maintenance operations.

-- Since FY89, SA-ALC has produced 83 C-5 PDM aircraft involving more than two-million manhours of work. Twenty-four (24) aircraft were produced in FY93, and 13 have been produced so far in FY94. Ten C-5 PDM aircraft and two Speedline aircraft are currently in work receiving major modifications/repairs on their landing gear, avionics, and structural systems. (The Speedline contract was awarded to SA-ALC after competition with private industry. To date, all Speedline aircraft have been delivered on or ahead of schedule.)

- ***C-17 Analytical Condition Inspection (ACI)***

-- SA-ALC is preparing to support the C-17 ACI program, which will include in-depth inspections of various aircraft areas that are susceptible to high stress and corrosion. The ACI program is scheduled to begin in FY97. SA-ALC is also the designated depot source of repair for approximately 300 C-17 components, most of which are structural. Depot repair of components could begin as soon as the capability is in place and the need arises.

d. SA-ALC is the Center of Excellence for ***Paint and Corrosion Control for Large-Bodied Aircraft.*** The Strip and Paint facilities supporting transport and smaller aircraft include Bldgs 379 and 365. Bldg 379 is a one-of-a-kind aircraft hangar. The 76,500 square foot building was designed as an Aircraft Corrosion Control Facility, utilizing plastic media blasting for paint stripping cargo size aircraft, i.e,. C-5 or smaller aircraft. This environmentally clean process eliminated the need to use toxic chemical strippers, thus reducing volatile organic compounds by more than 50 tones annually. The facility provides a safer working environment, reduces operational manhours, improves flow times, reduces material and disposal costs, and increases corrosion control capability. Bldg 365 is a hangar designed to totally enclose a C-5 aircraft for aircraft corrosion control. It supports washing, chemical treating and painting for the entire C-5 or smaller aircraft. The facility is connected to the base industrial waste treatment plant for disposal of all chemical waste as required by current environmental standards. The facility has recently been upgraded to include temperature and humidity control system, lighting and ventilation, wall and ceiling insulation, and renovated office, storage and locker rooms. Also included is a breathing air system, air powered personnel lifting devices and a telescoping overhead crane. Safety considerations such as personnel restraint, access and egress, and equipment guarding have received particular attention in the production environment.

e. SA-ALC is a Service Center of Excellence for ***Fuel Accessories***. When an aircraft component fails in service, it is replaced on the flight line and returned to the depot for repair through the supply system. At the depot, the item is repaired and then tested to make sure it operates within prescribed performance limits. Testing of these fuel accessories has been accomplished on aging, manually operated test stands (10 to 45 years old) with special designs dedicated to a single item or a group of items. This has created a proliferation of peculiar equipment with limited adaptability to new workload. To improve on this situation, SA-ALC embarked on a program to replace that special equipment with a system that encompassed a wide range of technical capabilities and provided improvements over existing technologies and design philosophies. The Advanced Fuel Accessories Test System (AFATS) is a unique system of equipment, designed for reduced energy cost, improved testing reliability, improved production flexibility, increased throughput and capability to support future workloads. Test stations are fully automated and test a large suite of different engine and airframe fuel accessories (pumps, valves, fuel controls, atomizers, etc.), using MIL-C-7024 Calibration Fluid (CalFluid). Noise producing supply pumps are remotely located in separate pump rooms. Pump modules provide CalFluid to a group of Test Stations and produce only that amount of flow required at any time by all the Test Stations served. This reduces energy consumption. Testing reliability is improved through "smart automation", which will not allow an item to be certified unless it passes all applicable tests. Built in Adjustment Diagnostics assists the operator in identifying which adjustment to make, how much to adjust and which tool to use. Fault Isolation tells the operator that the item cannot be calibrated and what repairs are needed or parts needing replacement. Flexibility is improved by having a large number of Test Stations with the capability to test a large group of Fuel Accessories. Interface Test Adapters eliminate the need for manually connecting the fuel accessory to the test stand. Productivity improvement, which translates to customer cost savings, ranges from 25% to 45% test time reduction. This means reduced numbers of test stands and personnel needed for existing workloads or increased capacity to accept new and different workloads. The system is partially operational now, with additional capability and capacity to be added in July 1994, January 1995, July 1996 and incrementally thereafter.

f. SA-ALC is the Service Center of Excellence for ***Automatic Test Equipment (ATE).***

- Collocation of the division which manages ATE, and the division which repairs ATE, improves response times to problems occurring in the field. Our facilities include approximately 200,000 square feet of air conditioned space for the repair and calibration of ATE. Some of the ATE supported are the F-15 Avionics Intermediate Station (AIS), F-16 AIS, F-111 AIS, B-1B, DATSA, AGETS, B-52 MIDATS, AN/USM-603-/607, LANTIRN, AWEST, ESTS, and A-10 IATS test stations. Equipment in our facilities, such as two Schlumberger 645 digital circuit combinational test systems, has provided the advanced in circuit testing capability of integrated circuits, and microprocessor chip components, as well as functional testing of circuit cards. Electrostatic Discharge (ESD) Flooring, provides for the protection of very sensitive electronic components. This reduces ESD damage and increases the reliability of the units repaired. A contract has recently been awarded to alter approximately 23,000 square feet in our repair facility. This project will install raised flooring which will permit flexible and efficient use of floor space, improve lighting, provide utilities and add electrical service. We are currently providing electronics training for 33 of our employees through the Texas A&M Extension Service, in order to insure the quality of the products we produce. The quality defect rate for the items we repair is approximately 2%.

- IN SUMMARY: SA-ALC electronics repair capabilities range from repair of circuit cards to entire bays and stand alone end items. We offer our customers a wide range of depot repair capabilities. Our capabilities, experience and training allow us to repair and refurbish virtually any of our customers most complex digital and analog systems and electronic workloads. We currently repair components with surface mount devices, various types of conformal coatings, and multi-layer boards. We have extensive experience in Environmental Stress Screening (ESS) - both vibration and temperature.

g. SA-ALC, as the Center of Excellence for ***Nuclear Components,*** provides repair and in-service test support for nuclear components known as Nuclear Ordnance Commodity Managed (NOCM) items at the Technology Repair Center (TRC) located in Bldg 1420. This worldwide mission involves test and repair of equipment involved in nuclear weapon handling, test, delivery, launch, firing, and weapon control. Items as diverse as munitions lift trailer components and delicate ICBM reentry vehicle (RV) microcircuits are repaired under one roof. SA-ALC has a 55,000 square foot facility that accommodates a wide variety of workloads. The majority of work performed is related to Minuteman and Peacekeeper ICBM programs, however, work critical to gravity and tactical nuclear weapons programs is also a significant portion of this TRCs mission. Nuclear delivery equipment such as trailers, launchers, racks and controllers in support of B-1, B-2 and B-52 bombers and fighter aircraft including the F-15, F-16, F-111 and NATO Tornado are repaired. Testing RV components to determine reliability utilizes specialized equipment such as an underground multi-use centrifuge (MUC), Ling shakers, drop tables and an anechoic chamber. Selected RV components are subjected to aging effects in an isothermal room. A 100,000 class clean room is available for specialized applications. Cutting edge virtual environment (VE) test technology is used in support of trailer controllers, F-15E weapon controllers and multi-system environmental stress screening (ESS). An array of automatic test stations run detailed tests of bomber and fighter NOCM avionics items to isolate reported faults. A total nuclear hardened cable repair and test capability resides at SA-ALC. Alternative is to replicate facilities or to locate contractors with expertise and security clearance.

h. SA-ALC is the Air Force Center of Excellence for ***Organic Manufacturing***. Highly skilled craftsmen and state-of-the-art equipment provide timely support to Air Force and interservice customers. Depot manufacturing workloads often generate because there are existing logistical problems to which the commercial sector either has not or cannot respond. In some cases, the manufacturing workload represents a new modification prototype, application of new technology or engineering development, or limited quantities of parts of an aging weapon system for which there is no longer a commercial source.

- The SA-ALC ***Rubber Products Shop*** has, by far, the greatest rubber forming capability in the Air Force. SA-ALC is the Air Force Center of Excellence and has the only Air Force facility with the capability for developing and custom compounding any rubber formulation to meet the physical requirements of the customer. This shop is also unique in the wide variety of forming methods that allow the manufacture and/or repair of an even greater variety of parts. Notable among these is the capabiltiy to mold and bond rubber onto metal parts such as aircraft jet engine fan cases to form new air seals. This capability is a central requirement for jet engine overhaul and must be transferred or replicated in the event of transfer of the work.

- SA-ALC is the Center of Excellence for ***Stereolithography (SLA) capable of Rapid Foundry Pattern/Part Development.*** The only DoD production facility for the rapid development and manufacture of casting patterns using Stereolithography and the only Air Force production facility to progress to rapid prototyping technology for engineering fit and form function testing. This technology also has wide-spread applications within the DoD and private industry under a Flexible Computer-Integrated Manufacturing (FCIM) environment. Continuation of this technology in support of manufacturing, reverse engineering, rapid prototyping foundry pattern and rubber shop mold development must be transferred or replicated in the event of a base closure or workload transfer. The software used to support the pattern development does not existing elsewhere in the world.

- The SA-ALC ***Foundry*** is an Air Force Center of Excellence. A unique DoD facility capable of producing high grade (x-ray quality) aluminum sand castings, and also the first DoD production facility utilizing Stereolithography (SLA) for the manufacture of casting patterns. The foundry features state-of-the-art induction melting furnaces, an automated chemically bonded sand mold system and a mechanized green sand (clay bonded) sand system. It is the only DoD installation which manufactures all plastic drop hammer dies in lieu of conventional kirksite (zinc) dies, allowing faster production of drop hammer dies. The foundry capabilities have proven to be a critical DoD industrial capability.

- The ***Computerized Industrial Tomographic Analyzer (CITA)*** is a unique system which provides computed tomography capability, as well as, digital radiography and digital laminography methodologies for the nondestructive testing of aircraft engine and airframe components. The CITA was designed to accommodate the inspection of small to intermediate size components and provide accurate measurement and defect characterization data. Data accumulated from the CITA has been utilized for Reverse Engineering/Rapid Prototyping applications and for use with the Artificial Intelligence - Neural Network X-ray Image Analysis System. The latter system is integrated with the CITA to provide defect characterization and part disposition. The CITA is the only industrial computed tomography system within DoD to be utilized for the inspection of mission critical aircraft engine and airframe components.

i. As the Technology Application Program Management (TAPM) function, SA-ALC is the Air Force Center of Excellence for ***Advanced Metals and Ceramics (AMC).*** The mission of the AMC TAPM is to utilize advanced metals and ceramics technologies to solve reliability and maintainability problems existing on Air Force weapon systems. Each technology concentrated on is mature and was developed by the Super Labs or industry. Technology infusion and insertion efforts of this scale are best accomplished at a depot where there exists current working relationships to systems engineers and needs are easily and accurately defined. Successful projects include: (1) T-38 Dorsal Cover redesign and manufacture where cracking and corrosion were causing excessive time for field repairs and the new covers were not procurable; and (2) B-52 Breech Cap where a thermal barrier coating was applied increasing firing capability more than five fold. The same coating as applied to the gun ports of the F-16 and to the leading edges of supersonic aircraft to provide completely maintenance-free paint jobs for many Guard units. In another effort, SA-ALC has compiled a High Technology Metals Handbook to be used as a guide for engineers and designers on the advantages and disadvantages, including costs, experience and uses, of various advanced allows and manufacturing techniques. Publication is anticipated by Fall 1994 with distribution across DoD and industry.

j. SA-ALC is also the TAPM for the ***Robotics and Automation Center of Excellence (RACE).*** As the AFMC focal point for advanced robotics and applied research, SA-ALC accomplishes its mission by utilizing the assets in its Prototype Center. The robots in the center span the gamut of conventional robot applications. The Prototype Center also has extensive computer and visualization assets. With this equipment, RACE is able to develop a robotic solution to a process from the conceptualization and visualization stage through validation and prototyping. This center is unique to the Air Force and is poised to assist customers in inserting robotics technology into their processes. RACE can develop an original concept, evaluate off-the-shelf technology for suitability of a given application, simulate any robotic system and prototype most of them on physical hardware. In addition to using its simulation and prototyping capabilities, which are generally used to explore methods of utilizing commercial automation equipment for ALC workloads, RACE is developing new ways of implementing robotics in the depots. Currently, the greatest obstacle to depot automation is the non-traditional nature of the workload, i.e., small batch sizes and high feature uncertainty. RACE has sponsored several studies geared towards creating a framework where a human can direct a robot's motion while the robot retains tight control over key process parameters. This arrangement utilizes the human's superior cognitive skills while exploiting the robot's precision and tirelessness. This concept, called telerobotics, is a key enabling technology that will push depot remanufacturing processes into the future.

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

MEASURES OF MERIT

Geographic

1. Location

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

a. ***Activity:*** Logistics Support of Wartime/Contingency Operations

Location: Central/South America and the Caribbean, Worldwide

Description of Strategic Importance/Military Value: The geographical location of SA-ALC is of exceptional strategic value for operations in Central/South America and the Caribbean. Its location makes it the natural departure point or en route stop for troops, equipment and supplies headed for any of these critical areas. During the Panama Operation, 275 en route aircraft with 5,500 military personnel and 250 tons of cargo were supported by Kelly AFB. A record two million gallons of aviation fuel were provided to the transiting aircraft. Additionally, 268 casualties from the operation were received and processed. Because of its location, Kelly AFB would be the embarkation point for Army personnel and equipment being deployed to any contingency in the world. During Desert Shield, approximately 5,000 Army troops and their equipment were received and processed by Kelly AFB on their way to the war. Its extensive ramp space and modern refueling capabilities make it particularly valuable to planners in the strategic lift business. Further, because SA-ALC is a major storage point for munitions, the central location in the CONUS affords optimum support to combat units operating anywhere in the world. For example, many of the air munitions destined for the Persian Gulf War, a total of 17 million pounds, were prepared and shipped by Kelly AFB. Close proximity to Wilford Hall Medical Center (WHMC) and Brooke Army Medical Center (BAMC) also makes the base extremely vital to aeromedical evacuation operations originating in Central/South America or the Caribbean. Also, the main burn treatment center operated by the U.S. military is located at BAMC, and Kelly AFB is the main receiving base for burned personnel flown in from all over the world for treatment. Most recently, burn victims of the catastrophe at Pope AFB landed at Kelly AFB on their way to BAMC. In addition, Kelly AFB can be expected to serve as a destination for aircraft involved in Noncombatant Evacuation Operations associated with emergencies originating in one of these areas. Evacuation of casualties and noncombatants will receive top priority in time of an emergency or contingency. SA-ALC's valuable geographical location will continue to be a key factor in future military operations.

b. ***Activity:*** Logistics Support

Location: SA-ALC and Kelly AFB

Description of Strategic Importance/Military Value:

- SA-ALC and Kelly AFB are centrally located in the southwest and San Antonio a major hub of interstates, highways, and transportation methods due to the North American Trade Agreement. San Antonio International Airport is expanding its departing flights to accommodate increase of customer destinations. Kelly AFB is also adjacent to rail lines and a shipping port with within easy commuting distance, if the need should arise.

- Weather is another key factor to both depot maintenance and our collocated activity, Defense Logistics Agency (DLA). Centrally located in the south we have less severe weather conditions than many other depots and most other DLA sites. Outdoor work is easily accomplished and travel and transportation are not detained due to poor weather conditions. Therefore, we have less wear and tear on our equipment, less personnel on sick leave or annual leave due to poor road conditions.

c. ***Activity:*** C-5 Operations

Location: Central to CONUS

Description of Strategic Importance/Military Value: Kelly AFB TX, is centrally located between Travis AFB CA, and the northeast bases of Dover AFB DE, Westover AFB MA, and Stewart AFB NY. Altus AFB OK is only one hour flight away and the 433 Airlift Wing is located on Kelly AFB. This centralized location minimizes the flying time requirements for C-5 input and delivery. Since SA-ALC, located on Kelly AFB, is a major overhaul and supply depot, aircraft flying here can deliver cargo and then be reloaded prior to departure, resulting in reduced shipping costs and pipeline times. This is particularly advantageous with respect to reparables, considering the recent decision for the Air Force to transition to Two Level Maintenance (2LM). Our location in an area of prevailing Sun Belt weather patterns provides us the ability to effectively work the aircraft outside, on the ramp, with minimal risk of weather extremes which could cause unneccessary schedule delays. The Air Mobility Command Airfield Suitability Report lists Kelly AFB as a military airfield rated suitable for C-5 operations without restriction. Therefore, no further certifications or approvals are required for C-5 operation. The weight bearing capacity (LCN 130) (TDT 840) allows C-5 operations up to 840,000 pounds without a waiver from the Base Operations Officer. The runway lighting includes High Intensity Runway Lights, High Intensity Approach Lights, Runway End Identifier Lights, and Precision Approach Path I.

d. ***Activity:*** Precision Measurement Equipment Lab (P ,)

Location: Sections of North and South America, M o

Description of Strategic Importance/Military Value: The SA-ALC Precision Measurement Equipment Laboratory (PMEL) is assigned the responsibility to provide calibration support for a geographical region that includes parts of North and South America as well as Mexico. Relocation of this function would impact transportation costs and turn around times to our customers especially those south of the United States border. The current location of this facility shares a culturally similar environment as that of one of the Foreign Military Sales customers, the Mexican Air Force. Personnel from this activity perform site visits to the facilities in the Mexican Air Force in support of unique problems that are solved by the personnel in the PMEL facility as well as personnel in the other support equipment repair business. The collocation of the Automatic Test Equipment Product Group Manager has also enhanced our repair support of the customers in the area. The Aerospace Equipment Directorate has been successful in recent endeavors of equipment technical support and repair because of the unique cultural similarities and Spanish speaking abilities of our workforce which are necessary to effectively communicate with counterparts of the Mexican government.

Geographic, continued

2. Environmental Compliance

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

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

SA-ALC is in full compliance with Federal, state and local environmental regulations..

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

Programmed Work	***Restriction/Delay***	***Describe Impact***

None

Currently there are NO projects or programmed work which has been delayed or restricted with respect to environmental considerations.

Geographic, continued

3. Environmental Restrictions

Answers to the following questions need to refl he particular wor ıds or processes affected by the environmental restrictions/compliance.

3.1 Are there any special programs ıting to env ımental or industrial waste considerations for your activity? If so, pr the details.

There are NO environmental restrictions imposed at Kelly AFB which restrict our maintenance operations.

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

There are NO environmental restrictions imposed at Kelly AFB which restrict our maintenance operations.

Geographic, continued

4. **Other Collocated Activities**

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

Collocated Activity   Benefit/Relationship   Describe Impact

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

Collocated Activity   Describe Relationship

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

a. Collocated Activity: Operational Customers

(4.1) Benefit/Relationship Impact:

- ***433rd Airlift Wing (AW):*** SA-ALC is fortunate in being collocated with the 433rd AW. There are a number of advantages that the ALC has realized by being collocated with a customer. The primary advantage is that it allows for direct, immediate customer feedback at both the shop floor and management levels. Engineering support and technical interchange is facilitated by the proximity and the option to "see" the problems firsthand. This also allows for immediate feedback on Quality Deficiency Reports (QDRs) and Material Deficiency Reports (MDRs). Problems found "in the field" can be brought back to the "shop" without the delays normally associated with customers located farther away.

- ***149th Fighter Group (FG):*** SA-ALC is also collocated with the 149th FG (Air National Guard). A realized advantage is that collocation allows for certain amount of direct routing between the depot and the customer and also the opportunity to "share" equipment unique to the depot or the field unit it supports. Most directly, SA-ALC's test cells support both collocated activities. This is especially helpful for the customer. At that same time, the ALC can take advantage of the collocated activity by using the customers' assets to "test" fit and function of the prototype repairs and modifications to engines, components and sub-systems. The collocated activities also provide the depot with the opportunity to use specialized equipment desiged for field use without really having to leave the depot (for example, the 149th FG's hush house and AGATS data gathering system). At Kelly, abridged testing may be performed at the 149th's hush house with its M-37 Test System.

(4.2) Describe Relationship: The relationship is a two-way partnership between the depot and the collocated customer. The depot provides direct customer support to the collocated customers resulting in reduction in delays and transportation costs. The collocation with the 433rd AW and the 149th FG enhances the depot maintenance activity on modifications and repairs with testing on the actual system and easy accessiblity to "field-level" processes. Both the depot and the customer benefit from the potential for sharing of resources.

(4.3) Describe Impact if Not Collocated: If these customers were not collocated, both the depot and the customer would be negatively impacted. From a depot perspective, lack of collocation with these customers could require increased TDY and/or shipment of modified items for verification on the C-5 and F-16 weapon systems and engines. In general, the collocation allows the depot to produce a better product and provides the collocated activies an opportunity to take advantage of depot level skills and equipment.

b. Collocated Activity: Depot Maintenance and Management

(4.1) Describe Benefit/Relationship/Impact: The Air Force has long operated under the concept of collocated maintenance and management functions to provide the best possible customer support. In recent years, the Air Force has adopted the Integrated Weapon System Management (IWSM) approach, which re-emphasizes the joint support operation by a cohesive team and ensures the increased awareness and communications by all parties involved. Examples of these relationships at SA-ALC include: Automatic Test Equipment (ATE) Product Group Manager (PGM) and the depot maintenance activity; the Propulsion PGM (PPGM) collocated with the engine manager and depot maintenance functions for the F100, TF39 and T56 engines; the C-5 System Program Director (SPD) collocated with depot maintenance; the Air Force Gas Turbine Engine Materiel Group Manager (MGM) collocated with depot maintenance and the management, the C-17 System Support Manager (SSM) who will ultimately become the C-17 SPD collocated with the depot maintenance function, and repair of nuclear components collocated at SA-ALC. Collocation has created the environment for enhanced teamwork in the repair, management and acquisition planning of logistics requirements. The result is faster resolution of repair problems and better service to the customer.

(4.2) Describe Relationship: The collocation provides for two-way support. The industrial function is supported by the technical specialists and engineers of the management organization. The management organization is in turn supported by the industrial function through quality and timely repair of assets for return to the customer.

(4.3) Describe Impact if Not Collocated: If the industrial and management functions were not collocated, primary impact would be less efficiency which would translate into longer repair turn-around times and greater cost to the customer. The repair time would increase as would the number of assets in the pipeline. Communications and timely resolution of production support problems would be difficult.

c. Collocated Activity: Defense Distribution San Antonio (Defense Logistics Agency)

(4.1) Describe Benefit/Relationship/Impact: Defense Logistics Agency (DLA) provides receiving, storage and shipping (pickup and delivery) functions.

(4.2) Describe Relationship:

- DLA receiving and storage facilities, collocated with the depot, minimize transportation time and costs for frequently used depot components. Collocated storage provides ready access to assets needed to respond to unexpected increases in production, whereas production would experience lengthy delays in overhaul should on-hand stock not meet production swings. Depot Maintenance Supply Centers (DMSC) (in-shop supply) exist to handle some productions swings, but are only authorized to store 15 to 30 days supply of materiels. This level is determined by the production lines ordering pattern over the past six months and does not reflect current needs.

- DLA Receiving provides immediate credit for turn-ins and back-order release as new assets are received at Kelly AFB.

- DLA Receiving provides pick up and delivery service which minimizes processing and transportation time between central receiving at the High Volume Distribution Point (HVDP) and DMSC areas. Air Force, other service, and DLA stock is stored at Kelly AFB and it would be highly desirable if DLA Inventory Control Point (ICP) stock be stored at the depot with the highest usage further minimizing transportation cost and delivery timeframes.

- DLA also provides shipping services to include packing and routing of material being released to field activities and between repair facilities.

(4.3) Describe Impact if Not Collocated: If the DLA function is not collocated with the depot, maintenance delays and work stoppages would increase. Particularly for the Jet Engine Intermediate Maintenance (JEIM) which provides direct support to the operational units, the maintenance turn around time is critical to mission capability. Flexibility to respond to production swings would decrease and transportation costs would increase.

d. Collocated Activity: Det 1, 60th Logistics Group

(4.1) Benefit/Relationship Impact: Provides field level (isochronal) scheduled and unscheduled maintenance and modification on C-5 aircraft that is not covered as part of the Programmed Depot Maintenance (PDM). This reduces downtime when the aircraft are returned to the Air Mobility Command (AMC).

(4.2) Describe Relationship: The customers' mission is accomplished in conjunction with PDM on a non-interference basis. Non-specification and delayed discrepancies are worked while the aircraft is in PDM.

(4.3) Describe Impact if Not Colloated: Additional down time (approximately 10 days) would be incurred on the C-5 aircraft at the home station. This saves downtime on approximately 14 aircraft per year.

e. Collocated Activity: Jet Engine Intermediate Maintenance (JEIM)

(4.1) Describe Benefit/Relationship/Impact:

- The primary F100-220 Jet Engine Intermediate Maintenance (JEIM) shop, which is part of the Two Level Maintenance (2LM) Branch, is collocated with the depot in Bldg 310. The movement of JEIM shops from the field level units to the depot has resulted in improvements in the quality of the engines produced and the overall customer service that the field level units receive. The collocation allows the JEIM shop to use the sophisticated equipment and the test, repair and inspection procedures only available at the depot in procedures normally designated as JEIM, essentially creating a "JEIM plus." This added "quality," now being built into the customers' engines through 2LM, will yield longer on-wing time while reducing the cost of maintenance previously required by the different Air Force wings. The close proximity of the JEIM shop to the depot allows for greater flexibility in parts routing and also brings the cognizant engineering function to within reach of the JEIM shop floor when support is required. Collocation also helps maximize the velocity of inventory throughout. Finally, the duplication of tooling and support equipment, as well as skilled personnel, are reduced as a result of consolidating the numerous field JEIMs.

- The TF39 and T56 JEIM will have much the same impacts and benefits as that for the F100-220 engine. The JEIM processes for these two engines are currently being prototyped in the F100 JEIM shop while facilities are prepared for the workload. Both the T56 and TF39 JEIM shops are expected to be fully operational by 1 October 1994.

(4.2) Describe Relationship

- Effectively, the depot supports 2LM by drawing serviceable modules from supply (DLA), and after repairs are completed, returning the overhauled modules to supply where JEIM shops can use them. This is the primary interaction between the two functions. However, the "JEIM plus" concept involves using some of the depot's overhaul equipment and capabilities to improve the quality of the engines processed through JEIM. So the support role of the depot is more involved and direct than simply repairing modules and sending them to DLA. However, the JEIM shops also provide some support to the depot overhaul function. They will take over the disassembly and reassembly processes for "whole-up" engines currently performed as part of the overhaul process. This will free up manpower and floor space for other functions. So, in effect 2LM both supports and is supported by depot processes.

(4.3) Describe Impact if Not Collocated:

- Currently, manpower cutbacks in the skill areas required for JEIM are underway in the user commands. In 1994, Nellis AFB and Luke AFB are scheduled for conversion to 2LM. Mountain Home AFB will follow in 1995, with Eglin, Seymour Johnson and Lakenheath AFB's completing their conversion in 1996. Guard and reserve units will convert after 1996. The field users have been given considerable flexibility in how they will undertake the cutbacks , so it is impossible to tie specific manpower reductions to specific engine families. However, the reductions have been programmed into the field activities budgets. As the manpower in the field JEIMs is reduced under the directed transition to 2LM , the impact of sending the JEIM workload back to the field would be that there would not be enough skilled mechanics there to do the work. In any case, moving the workload to another source or another depot would result in the same situation as before the transition to 2LM and the benefits described above would be lost.

f. Collocated Activity: DISO/Defense Megacenter (DMC) San Antonio

(4.1) Describe Benefit/Relationship/Impact:

- Provides information processing services and products that support the needs and requirements of depot maintenance functions of San Antonio Logistics Center (SA-ALC). This service is provided through the efficient, effective, and economic utilization of information systems personnel, products, and technology. The primary functions performed fall into four categories: application support, operational support, technical support, and business management support.

(4.2) Describe Relationship:

- DMC San Antonio currently runs 61 application systems that directly or indirectly support the depot maintenance activities. DMC San Antonio provides application monitoring and recovery, database recovery management, job setup, control and management of report distribution, and implementation and control of application software releases. DMC San Antonio supports the software design activities in isolating production problems. Personnel in application system support provide depot maintenance customers with recommendations to optimize processing and to customize processing to meet special user requirements.

- DMC San Antonio provides operations support for the depot maintenance activities 24 hours a day, seven days a week. These services include operational support of mainframe and mid-tier systems, management of the tape library system, workload job scheduling, coordination of special processing requests, recovery and restart of failed jobs, help desk management for single-point customer problem reporting and tracking, management of network software and hardware, and maintenance of data communications hardware and software.

- DMC San Antonio provides technical support to the depot maintenance functions at SA-ALC for both mainframe and mid-tier processing. This area provides capacity and configuration monitoring and planning, analyzes workload capacity and assists depot maintenance customers in forecasting resource requirements, maintains and manages resource utilization to minimize cost and maximize efficiency, coordinates migrations and new workload requirements, provides operating systems problem identification and resolution, and supports interactive and database system software.

- DMC San Antonio provides business management support to assist the depot maintenance activities to budget for information processing resources. The business management function also establishes and negotiates service level agreements with the depot and provides customer assistance in use of all DMC San Antonio services.

- Specific data systems provide a wide range of support to the depot maintenance activity. Examples include:

-- Depot Activation Planning System
-- Workload Planning and Control System
-- F100 Engine Supportability System
-- Depot Maintenance Actual Material Cost System
-- Depot Maintenance Budget and Management Cost System
-- Depot Maintenance Production Cost System
-- Depot Maintenance Requirements and Program Management System
-- Depot Maintenance Material Support System
-- Management of Items Subject to Repair Requirements, Scheduling and Analysis System
-- Maintenance Engineering Data Support

(4.3) Describe Impact if Not Collocated:

- Information systems are associated with depot maintenance, but are not generally classified considered as integral to the depot maintenance functions. Software development of appropriate information systems is crucial for the accomplishment of the maintenance mission. The benefit of the relationship toward the maintenance mission is the emphasis on improved productivity, reliability and overall success. The collocation provides a direct responsiveness to the needed of the depot maintenance function. If this function was not collocated, this ready accessibility would be lost and delays would be incurred.

*g. **Collocated Activity:*** Cryptologic Depot Maintenance and the HQ Air Intelligence Agency

(4.1) Describe Benefit/Relationship/Impact. HQ AFMC and HQ Air Intelligence Agency (AIA) are currently in the process of transitioning the Air Force Cryptologic Support Center (AFCSC) to SA-ALC under the Intelligence Normalization effort. Both HQ AIA and AFCSC are located at Kelly AFB. The transition is scheduled to occur on 1 Oct 94. The AFCSC provides the depot support for Air Force Communications Security (COMSEC) and Signals Intelligence (SIGINT) items. This is a very specialized, secure activity which supports Air Intelligence Agency units world-wide.

(4.2) Describe Relationship. With the primary customer, HQ AIA, collocated with the SA-ALC cryptologic depot maintenance operation this transition should be transparent to the world-wide customers. HQ AIA will continue providing programmatic funds and direction and be readily available to assist with any problems which may occur in the depot operation. The depot maintenance will be immediately responsive to changing customer needs and will continue to provide the highest quality COMSEC and SIGINT products.

(4.3) Describe Impact if Not Collocated. Geographically separating HQ AIA from the depot will result in inefficiencies in providing engineering fixes, in managing modifications, and would result in greater costs and longer schedules. In addition, any relocation of the cryptologic depot maintenance work would result in extensive MILCON costs to the Air Force.

Geographic, continued

5. Encroachment

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

Type of Encroachment	*Operation Impacted*	*Describe*

None

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

Type of Encroachment	*Constraint on Expansion*	*Describe*

None

There are no encroachment constraints on current or future operations that would restrict future expansion. The City of San Antonio passed an ordinance in 1987, Military Airport Overlay Zone (MAOZ), which specifies land use zoning compatible with Kelly AFB's Air Installation Compatible Use Zone (AICUZ) plan. The ordinance was reaffirmed in 1993. This will protect from future encroachment which would constrain operations.

MEASURES OF MERIT

Facilities and Equipage

6. Unique or Peculiar Facilities

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

<u>Test Facility</u> <u>Describe Uniqueness/Peculiarity</u>

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

<u>Test Facility</u> <u>Reasons Required for Maintenance</u>

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

<u>Test Facility</u> <u>Describe Testing Alternatives</u>

a. SA-ALC is sole Source of Repair (SOR) for the following workloads:

- SA-ALC is the sole source for the F100 family of engines and T56 and TF39 engines. All the test facilities necessary to support the overhaul, repair, modification and test of these engines are unique to SA-ALC. This workload is associated with commodity groups 3A, 2G, 2J, and 2C.

- SA-ALC is the soul source for C-5A, C-5B, C5 Speedline, and C-5 related workload. All the test facilities necessary to support the overhaul, repair, modification and test of the C-5 workload are unique to SA-ALC. These workloads are associated with commodity groups 1C1, 2B, 2C, 2D, 2E, 2G, 2H, 2I, 2J, and 12A These same capabilities will be utilized for the future C-17 workload at SA-ALC.

- SA-ALC is the sole source for the repair and modification of T-38. All the test facilities necessary to support the processes, equipment and facilities associated with this workload are unique to SA-ALC. This workload is associated with commodity groups 1C4, 2B, 2C, 2D, 2E, 2G,2I, and 2J.

- SA-ALC is the sole source for the repair and overhaul of the following Gas Turbine Engines (GTE) and Secondary Power Systems (SPS). All the test facilities necessary to support the overhaul, repair, modification and test of GTE and SPS are unique to SA-ALC. This workload is associated with commodity groups 2B, 2C, 2H, 2I, and 3A.

- - GTCP-180-7
- - GTCP-85-70A
- - GTCP-397
- - GTC85-56
- - GTC85-72A
- - GTC85-180L
- - GTCP85-180(C)
- - GTCP165-1
- - GTCP85-180L
- - GTC85-106A
- - GTCP36-50
- - PATRIOT
- - GTC85-71A
- - GTCP-180-5
- - F-15 Secondary Power System (SPS)
- - F-16 Secondary Power System (SPS)
- - F-16 Engine Start System (ESS)
- - Conventional Starters

- SA-ALC is the sole source for the overhaul, repair, modification and testing of nuclear and nuclear related components of reentry vehicles. All the test facilities necessary to support this workload are unique to SA-ALC. This workload is associated with commodity groups 4A and 10C.

- SA-ALC is the sole source for some Life Support System Components. All the test facilities necessary to support the overhaul, repair, modification and test of these components are unique to SA-ALC. This workload is associated with commodity groups 2I, 2J, and 3A.

- SA-ALC is the sole source of repair for pneudraulics/hydraulics components and fuel accessories repair of the F100, TF39, T56 engines and GTE repaired at SA-ALC. As such, the overhaul, repair, modification and test facilities necessary to support these workloads are unique to SA-ALC. These workloads are associated with commodity groups 2C, 2H, and 3A.

- SA-ALC is the sole source for Automatic Test Equipment (ATE) and related software for support equipment for various weapon systems including B-1B, F-111, F-15, F-16, C-5, and general purpose equipment C-17 in the future. All the test facilities necessary to support this workload is unique to SA-ALC. This workload is associated with commodity groups 2G, 12A, and 12B.

b. Test Facility: Jet Engine Test Cell Facility

(6.1) Describe Uniqueness/Peculiarity:

- The SA-ALC Engine Test Facility provides for the testing of the F100-PW-100/200/220E/ 220/229 (F-15 & F-16 A/C) engines, the TF39-GE-1C (C-5 A/C) engine, and the TF39 EBU (Engine Build-Up Unit). In addition, SA-ALC is the only DoD installation that currently has the capability to test the Allison T56 engine in both propeller and dynamometer turboshaft cells. Engine testing is one of the most critical, mission essential elements in the depot overhaul process as it provides the most accurate, quantifiable measure of system effectiveness. The Jet Engine Test facility at SA-ALC is a state-of-the-art complex with eight independent cells as well as the engine adapters, software, test equipment and skilled jet engine mechanics and test cell operators required to perform all mandatory testing procedures as well as other specialized procedures for the engines mentioned above. Although other similar test cell facilities exist within the DoD and the Air Force, none can match SA-ALC's current capabilities without extensive MILCON costs along with the purchase of engine adapters and other specialized support equipment unique to SA-ALC.

- The modernization and construction of the current test cell complex at SA-ALC began in FY86, and was completed in 1991. The Military Construction Project provided for the modernization and upgrade of 40 year old test cells and added 55,000 square feet of new environmental controlled production (build-up) areas with twenty one engine work stations. Additional follow-on AF projects provided for test cell and preparation equipment and an overhead mechanized crane/monorail material handling system. Because of the flexibility and versatility stressed in the overall design of test cell modernization and upgrade efforts, with the proper engine adapters, the facility is capable of testing any turbofan, turbojet or turboshaft engine in the DoD inventory.

- The current test cell configuration includes four universal, turbofan and turbojet, multi-engine capable test cells, two T56 turboshaft propeller test cells, and two T56 dynamometer test cells. All test cells utilize the SA-ALC Pacer Comet III Automated/Computerized Engine Test and Data Acquisition engine test system. The four universal cells are capable of testing any 100,000 pound thrust class High By-Pass Turbofan engine or any 60,000 pound thrust class After-Burning engine with the proper adapter equipment. The Test Cell Facility employs Quick Engine Connect (QEC) Test Adapters, a Mechanized Material Handling System, Inlet Air Turning Vanes, and a Noise Abatement Treatment System. The mechanized material handling systems allows for the speedy exchange of engines being readied in the prep area with engines in the test cells so that the cells can be used almost continuously if required. Test cells in the field would have to be "loaded" and "unloaded" manually.

- The Pacer Comet (PC III) engine test system currently used at Kelly AFB, Edwards AFB, and Tinker AFB was completely organically developed and installed, both hardware and software, by SA-ALC personnel. It incorporates standard "off the shelf" equipment and modular software design to make it easily maintainable. PC III also features fully automated closed loop testing control while still allowing the operator the option to perform the testing manually. It is a user friendly system with color parameters on large display monitors. It has been in use at Kelly since September 1983 to test over 17,000 engines. Development is currently underway to install PC III system at Charleston AFB to test the F117 engine from the C-17. Saudi Arabia has also requested a bid from SA-ALC personnel for PC III installation costs in their country.

Additionally, modifications are also underway to allow for testing of the Allison 0404 GTE from the Patriot Missile Launcher for the Army.

- The SA-ALC Test Cell Facility has an Automatic Vibration Diagnostic (AVID) system which combines electronic hardware and software with installed vibration pickups and test cell instrumentation allowing SA-ALC to collect and analyze vibration data from F100 models 100,200,220, TF39-1C, and T56 models A7, A9, and A15 engines. Excessive engine vibration causes the AVID System to generate diagnostic information. This information is presented to the test cell operator who can adjust the engine in the test cell. Such adjustments include trim balancing or other minor repairs. The vibration malfunction may not be correctable in the test cell, in which case, diagnostic indications of low or high rotor anomalies are available to rework personnel to identify and repair the malfunction. The diagnostics consist of frequency spectrum plots, other charts, and tables indicating sources of vibration such as low/high rotor imbalance, shift, increased flexibility, bowing, seal rub and accessories vibrations.

- The SA-ALC Facility is also capable of performing Accelerated Mission Testing (AMT) or Accelerated Accelerated Mission Testing (A2MT) for the F100-PW-100/200 engines in test cells 57-60. These tests duplicate in-service conditions of a seven year period in the field in a compressed time frame. Usually, these tests are approximately 3000-4000 cycles long and can be performed in a couple of months. Current test profiles include F-15 and F-16 air-to-ground and air-to-air missions or sorties. These tests provide valuable information concerning Component Improvement Program (CIP) repairs, serve to validate depot- and contractor-developed repairs, can be used to certify new vendors, and allow for the collection of disc crack growth and Lead the Fleet data.

- One final capability of the SA-ALC Test Cell Facility is its Gas Path Analysis (GPA) system. GPA is the process of determining engine overall performance, individual module performance, and sensor performance from any specified set of engine related measurements through the thermo-mathematical relationships that exist among them. The method involves relating independent and dependent parameters through the fundamental physical equations that describe gas turbine engine operation. The dependent parameters are generally the measurable physical quantities such as pressure and temperature at various stations, engine RPM, fuel flow and thrust. The independent parameters consist of performance quantities such as compressor and turbine efficiency, pumping capacity, turbine inlet temperature, compressor bleed air and turbine nozzle area, items which are normally not measurable directly but best describe performance of individual engine components. Discernible changes taking place in observable parameters are used by the GPA model to detect physical faults. Typically these faults encompass some combination of problems such as erosion, corrosion, fouling, built up dirt, foreign object damage (FOD), worn seals, and burned or bowed blades. Currently the GPA models, developed by Hamilton Standard, available for use at SA-ALC include F100 models 100,200,220 bare engine, TF39-1C bare engine, and TF39-1C EBU.

(6.2) Reasons Required for Maintenance: Engine testing is required to ensure overhauled engines meet or exceed the specifications set in Air Force Technical Orders.

(6.3) Describe Testing Alternatives: Depot (100,000 lb. rated) test cells are required to perform engine testing for depot maintenance for the F100, TF39 and T56 engines. However, abridged testing may be performed in field level test cells and hush houses. At Kelly AFB, abridged testing for the F100 engine may be performed at the Texas Air National Guard (149th) hush house with its M-37 Test system. As noted earlier, with the proper software and adapters, the testing for the TF39 engine can be accomplished in the single test cell recently completed at Charleston AFB. Also, test cells at Dover AFB, Travis AFB and Altus AFB are capable of testing the TF39 Engine. However, even together , these cells (accounting for increased routing time) would be hard pressed to accommodate the volume and schedule requirements driven by the combined needs of the depot and JEIM at SA-ALC.

b. ***Test Facility:*** Advanced Fuel Accessories Repair and Test

(6.1) Describe Uniqueness/Peculiarity: Bldg 345, the Advanced Fuel Accessories Test Facility (AFATF) houses the Advanced Fuel Accessories Test System (AFATS). The facility was constructed with special design features to accommodate the configuration and goals of AFATS. The design features include reduced air conditioned space, test areas to house and support test stations and operators, pump rooms built to keep pump noise from the test areas, and utility distribution designed to provide for optimum utilization of space. AFATF and AFATS represent a totally new concept of equipment and facility overtly designed in concert to produce specifically identified improvements.

(6.2) Reasons Required for Maintenance: The Advanced Fuel Accessories Test System (AFATS) is a unique system of equipment designed to include AFATS for reduced energy cost, improved testing reliability, improved production flexibility, increased throughput and capability to support future workloads. Test Stations are fully automated and test a large suite of different engine and airframe fuel accessories (pumps, valves, fuel controls, atomizers, etc.).

(6.3) Describe Testing Alternatives: Alternatives to AFATS/AFATF would be to use various separate manually-operated antiquated equipment designed with test capability for a few items. Test capability for new workload could not be integrated into existing equipment and would require purchase of additional equipment. Productivity would decrease and additional manpower and equipment maintenance would be required.

c. ***Test Facility:*** Cryogenic Spin Test Facility

(6.1) Describe Uniqueness/Peculiarity:

- The Cryogenic Spin Test Facility at SA-ALC is an unique form of possibly destructive testing. The Cryogenic Spin Test is used to screen for flaws which, due to their size or location within the part, are not reliably detectable through other non-destructive means. This process, used exclusively to test 1st, 2nd , and 3rd Stage disks of the F100-PW-100/-200/-220 engines, was designed to test the titanium 6-2-4-6 alloy which is subject to low cycle fatigue failure.

- The first step of the process is a pre-balance of the disk test assembly, the test assembly being comprised of the disk, tooling weights, and a dishpan mounted on a 1/2 inch titanium shaft. The dishpan assembly is designed to simulate the operational effects of other engine stages during the test.

- The balanced assembly is loaded into the spin pit, mounted by the shaft, through a high speed motor. The insulated pit is then flooded with liquid nitrogen and the assembly is cooled to approximately -320^{O}F. The pit is actually a containment vessel design to safely absorb the impact of a failure at 15,000 rpm. The insulation liner is backed by a wall of lead brick and an outer wall of laminated steel six inches thick.

- After cooling, the pit is drained and a vacuum is pulled to eliminate turbulence in the pit during the spin. The test assembly is spun to 15,000 rpm and held at speed for one minute. The high speed motor is then disengaged and the assembly free spins to a stop some twenty minutes later. At this super cooled temperature any flaws in the disk will rapidly propagate to failure and the disk will shatter.

- A successful test is a reliable indication that no critical flaws exist in the component. Due to realignment of the intermetallic bonds during the spin process the strength of the alloy is actually improved. The overhaul interval for the part is extended from 1800 to 3000 cycles and follow on tests can extend the component life from 6000 to 9000 cycles.

- The facility consists of 5 cryogenic spin systems, a computerized control system in a raised control room, two liquid nitrogen plumbing systems, two vacuum plumbing systems, balancing machines, and work benches for fixturing and general set up procedures. Each spin system includes an insulated spin pit, liquid nitrogen and vacuum plumbing connections, high speed motor and a control panel. The five spin pits are plumbed on two vacuum systems allowing two simultaneous tests and continued system operations following a test failure.

- The facility at SA-ALC is unique and is not matched at any other DoD installation. This is also the only facility of its type in the U.S.

(6.2) Reasons Required for Maintenance:

- There is a TCTO for the F100 inlet fan that requires this specific type of test. Since there is no other source for this type of testing, it must be performed at the depot.

(6.3) Describe Testing Alternatives:

- As noted, there is no other suitable, cost effective alternative in the DoD to perform these tests. Cryogenic spin testing is unique to SA-ALC and would have to be relocated or duplicated if Kelly were closed. The original equipment manufacturer estimates that it would cost $10 million to relocate the equipment alone and $37.5 million to duplicate the entire facility.

d. Test Facility: Gas Turbine Engine (GTE) Repair and Test

6.1 Describe Uniqueness/Peculiarity: Construction of a unique 132,949 sq ft, $16.5M GTE Repair Facility (Bldg 331) was completed in September 1993. It will take approximately 18 months from construction completion to relocate 23 test systems, seven assembly shops, five routed items shops and nine administrative support areas. The GTE facility maximizes efficiencies by collocating the various assembly and test processes in a specialized facility. The new facility provides controlled environments for component assembly areas and is also designed for maximum flexibility so that new workloads can be easily accommodated. The test cells have current technology utility; systems which provide improved test parameter control. Bldg 331 also provides improved safety for the workers. Product flow through high traffic areas has been eliminated and the carbon dioxide (CARDOX) fire protection system has been replaced by a water based foam system which eliminates the suffocation hazard associated with CARDOX. An additional feature of Bldg 331 is an approximate 42,212 sq ft of controlled areas (Class 300,000) used for assembling GTEs and Secondary Power System components. The 300,000 Classification means "no more than 300,000 particles 0.5 micron and larger per cubic foot of air" which we refer to as "near" clean room conditions. By achieving this is Bldg 331, SA-ALC has become compliant with Air Force Tech Orders and no longer operates under waivers. In addition, the 28 Voltage Direct Current (VCD) electrical system serves the facility test cells and the water brake system provides recirculating water for the water dynamometer which simulates load on GTEs and SPS components during testing.

6.2 Reasons Required for Maintenance: Bldg 331 is a mission essential unique facility which supports various Weapon Systems in the Air Force. SA-ALC repairs approximately 1,000 GTEs annually.

6.3 Describe Testing Alternatives: Depot Maintenance could not be performed without these unique specialized facilities. Efficient and quality production of serviceable engines and components is dependent upon this or a like facility constructed with the same state-of-the-art capability and capacity.

e. Test Facility: Unified Fuel Control Test Facility

(6.1) Describe Uniqueness/Peculiarity:

- The Unified Fuel Control Test Facility at SA-ALC is an unique facility dedicated to perform all of the inspections, repairs, and testing procedures required to produce serviceable Unified Fuel Controls (UFCs) for the F100-100/200 engines. Although it is primarily dedicated to On Condition Maintenance (OCM) for the F100 UFC, it also possesses the capability to overhaul and test fuel nozzles for the F100, T56, and TF39 engines, the fuel controls for the TF39 and T56 engines, and finally fuel atomizers for smaller Gas Turbine Engines. These latter capabilities are not unique or peculiar to SA-ALC but are still an important part of the facilities capabilities.
- Since its inception in March 1977, the UFC Repair Section has processed over 13,500 F100 Engine UFC's. The facility has the capability to perform major and minor repair, safety enhancement modifications, and reliability upgrades on the components listed above. All inspection, maintenance and testing tasks are developed and accomplished in compliance with Air Force T.O.'s. The extent of the repair under the OCM concept is determined by the in-place

OCM team, which reviews historical data, analyses malfunction data, and determines the most expeditious method for the specific repairs.

- The most unique feature of the entire facility is its testing capability. The **UFC test stands** are computer controlled electro- and hydromechanical systems designed to simulate the conditions and inputs the UFCs and fuel nozzles will face in operation to see if they respond and operate correctly. They display information through both analog gauges and computer screens. Software allows operators to troubleshoot and identify faults and then suggests the proper repairs. The control system that manipulates all of the various inputs and measures the results is the key to the technology. The **fuel nozzle test stands** operate in much the same fashion. They are also electro-and hydromechanical computer controlled stands. They measure flow rate and allow for the manual measurement of flow pattern. These stands are unique in that they are designed to specifically test F100 engine fuel controls and that it is impossible to simply place these types of controls onto other stands and test them.

- Overall, there are 89 test stands dedicated to testing the UFC, whether as a total assembly or one of its major sub-assemblies. More specifically, there are: 33 stands to test the (whole up) UFC main fuel control; 10 stands to test the gas generator section; 6 stands to test the augmentor section; 17 stands to test the augmentor computer; 7 stands to test miscellaneous UFC sub-assemblies; and finally 16 stands that act as Electronic Engine Control (EEC) simulators. The fuel nozzle test stand capability includes: 5 F100 fuel nozzle test stands; 2 TF39 fuel nozzle test stands; 2 T56 fuel nozzle test stands; and 2 GTE Jet Fuel Starter fuel atomizer test stands. Finally, the facility has the capability to test TF39 and T56 engine fuel controls with 6 TF39 Fuel Control test stands and 8 T56 Fuel Control test stands.

- The UFC testing area is classified as a Class I, Division II, group D hazardous testing area. This means that there are flammable gases and vapors in a location where there is high probability that an explosive concentration is present during normal plant operation. This mandates special facility and safety requirements. B348 meets all special ventilation, fire detection and suppression, and blast-proofing requirements. Along with the in-house repair and overhaul capabilities mentioned, this adds to the overall uniqueness of the UFC Test facility as a whole.

- Replacement cost for the 89 stands dedicated to the F100 UFC is estimated at $243 Million in FY90 dollars. It is important that this facility not be confused the Advanced Fuel Accessories Test Facility (AFATF) in B345 which houses the Advanced Fuel Accessories Test System (AFATS). While the facility is specially designed to test a number of fuel accessories for the various F100 engine models, it does not possess the capability to test the Unified Fuel Control, and there a re no current plans to relocate any of the F100 UFC test stands to B345. The best generic explanation is that the UFC facility in B348 concentrates exclusively on testing F100 Unified Fuel Controls, while the AFATF in B345 concentrates on testing all other Non-UFC fuel accessories. While many of the processes are similar, and to some degree the test stands are similar, the capabilities do not in any way overlap. The equipment in each facility has been designed and modified to perform specific and separate tasks. However, the combination of the two facilities provides SA-ALC with one of the most advanced jet engine fuel accessory repair and test capabilities in the Air Force, and the DoD.

(6.2) Reasons Required for Maintenance:

- UFC testing is required to ensure overhauled UFCs meet or exceed the specifications set in Air Force Technical Orders. Stands must be tested both as "whole up" units as well as major sub-assemblies in order to assure the highest quality product is provided to the customer. The testing procedures also serve to simulate both the engine itself and the electronic engine controls in order to aid in trouble shooting and facilitate the evaluation of "real life" performance.

(6.3) Describe Testing Alternatives:

- As noted, the test stands described above are unique and the process cannot be readily completed on other equipment without extensive programming and physical changes.

f. Test Facility: Aircraft Non-Destructive Inspection (NDI)/X-Ray Facility

(6.1) Describe Uniqueness/Peculiarity: Completion of FY94 Add/Alter Military Construction Program (MCP) for NDI/X-ray Facility (Bldg 361) will provide state-of-the-art inspection capability and substrate evaluation for C-17, C-5 and smaller aircraft. This MCP will begin in June 1994 and is scheduled for completion in September 1995. The MCP will renovate 56,000 square feet of existing hangar space with 44 foot clear height. New NDI film processing, evaluation, and office space will be constructed in the hangar for complete NDI capabilities within one facility. An additional 17,000 square feet of high bay hangar space will be constructed with 80 feet clear height and supporting two new overhead telescoping platforms which will be used to perform the inspection on the aircraft. One is for personnel access and the other for positioning of the X-ray tube.

(6.2) Reasons Required for Maintenance: This NDI/X-ray facility is mission essential and will allow for complete NDI of large cargo aircraft, such as the C-5 and C-17. Complete NDI requires the use of equipment requiring a controlled, closed environment.

(6.3) Describe Testing Alternatives: The NDI equipment for a complete inspection cannot be accomodated for outdoor use. The limited NDI that can be accomplished outdoors is subject to the weather and other uncontrollable environmental influences. A MILCON would be required to provide full inspection capabilties at another site. This is based on a dedicated single use facility for hands-on access to the entire cargo sized aircraft and for inspection of composite materials.

g. Test Facility: Service Star Lab

(6.1) Describe Uniqueness/Peculiarity: The SA-ALC Nuclear Weapon Components Repair and Test (Environmental Stress Screening) Facility provides for the repair and testing of the ICBM reentry vehicle components; nuclear related related aircraft components and nuclear munitions handling equipment. SA-ALC is the only DoD installation that has the capability to test these components due to the uniue test equipment and associated facilities.

The Multi-Use Centrifuge which is located underground thereby providing an added degree of protection to operation personnel, is capable of obtaining a maximum acceleration rate of 200 Gs. It has a capacity of 50,000 G-lbs and has an on-set rate of 50 Gs per second. Maximum payload capacity is 1000 lbs. It is used to test components by simulating G forces and timing intervals required to arm the fuses or reentry vehicles and certain missiles.

The High Impulse Transducer Test System is the only known tester capable of testing the High Impulse (impact) Transducers found on ICBM reentry vehicles. The MK21 High Impulse Transducer is a high performance piezoelectric accelerometer for operation up to 100 kgs of acceleration. The test system conducts performance tests by producing a controlled haversine mechanical shock event which produces up to 100 kgs to excite the High Impulse Transducer. The electrical response is recorded and analyzed for proper response.

The Altitude Temperature Test Chamber provides a thermal cycle/altitude test environment. Temperature ranges from -10 to +350 degrees Fahrenheit; holding time is indefinite throughout the range; and temperature is redundant after stabilization at the control sensor. The chamber can simulate altitudes to 200,000 ft. Internal dimensions are 3 ft deep by 3 ft high by 3 ft wide. The chamber is used to simulate the conditions in which nuclear components will experience in flight or to stress the components to certain maximum limits.

The Shielded Cable Tester uses a pass/fail criteria that is based on the component's original specifications, weapon system level Electromagnetic Pulse (EMP) test data, and the cable's baseline test data. The resulting pass/fail criteria allows for a reasonable amount of degradation in most cables, thereby reducing cable repair requirements while insuring the survivability of the host system (reentry, vehicle, attack missile, etc).

The three above ground Accelerator, Rotary Centrifuges have a capability of accelerating a 150 lb payload to 150 Gs at a radius of 63 inches. The unit has a capacity of 22,500 G-lbs and the payload radius can be set from 36 to 63 inches. The payload areas is made up of a 24-in by 24-in platform. Those centrifuges provide an autobalance capability which will balance loads up to a 10 lb difference thereby decreasing unnecessary vibration and wear. The maximum acceleration/decelleration rates range from 0 Gs to 150 Gs to 0 Gs in 15 seconds. These centrifuges are used to test individual weapon system component by simulating the G forces and timing intervals needed to trigger certain responses in reentry vehicle and missile components.

A Shock Machine Test System is also available to subject components to various levels and types of shock stress. A Lansmont 65/81 free-fall shock test machine is controlled from a rack mounted pane. The table size is 25 x 32 inches, with a maximum specimin weight of 500 lbs. There is an acceleration monitoring instrument with max acceleration of 600 Gs or 30,000 Gs (with dual mass shock amplifier) and a min/max pulse duration of 2 msec min/80msec max velocity change of 32 ft per second. This test machine produces half sign and terminal peak sawtooth pulse waveforms using the shock pulse program for control.

A special storage room is used for the storage of ICBM test components. This room, known as the Isothermal Storage Room, is a controlled access storage area. The room is dust-free and temp/humidity controlled. The room is monitored for operation limits of 70+/- degrees Fahrenheit and 40%+/-20% humidity.

The Thermotron Temperature Chamber is used to stress components. The temperature chamber is programmable with a temperature variance capability of -100 degrees Fahrenheit tp +300 degree Fahrenheit. It has a capability to control the rate of temperature change from 0 to 9 degrees Fahrenheit per minute.

(6.2) Reasons Required for Maintenance: The SA-ALC Service Star Lab nuclear weapon system component testing is required to ensure repaired systems and components meet or exceed the specification set in Air Force Technical Orders.

(6.3) Describe Testing Alternatives: Testing would have to be contracted out after locating companies having the necessary security clearances, proper test equipment and facilities.

h. Test Facility: Shielded Microwave Anechoic Antenna Test Facility

(6.1) Describe Uniqueness/Peculiarity: The only facility currently capable of supporting tests on the Minuteman III Intercontinental Ballistic Missile (ICBM) MK-12 Reentry Vehicle (RV) radar antenna is the anechoic chamber at SA-ALC. The RV delivers the warhead to target. Tests are critical to assess reliability. No other anechoic chamber in the Air Force is capable of absorbing the frequency range of MK-12 radar only (frequency is classified). The Radio Frequency (RF) shielded rectangular enclosure has an overall dimension of 36 feet deep by 15 feet wide by 12 feet high.

(6.2) Reasons Required for Maintenance: An anechoic chamber designed to specific classified radar frequencies is mission essential to assessment of ICBM reliability.

(6.3) Describe Testing Alternatives: Another Air Force anechoic chamber would have to be retrofitted with unique absorbent material for a specific frequency range and could not be utilized for non-nuclear operations without another retrofit.

i. Test Facility: Textile Laboratory

(6.1) Describe Uniqueness/Peculiarity:

- SA-ALC owns the only Air Force industrial laboratory with the peculiar capability of providing textile testing. It is equipped with a variety of test equipment such as computerized tensile testers, weatherometers, laundrometers, a thermoanalyzer, and an infrared spectrophotometer.

(6.2) Reasons Required for Maintenance:

- This facility allows SA-ALC to perform and develop test procedures on textile materials and any components used in end item life-support equipment. It performs all first article life-support inspections. The laboratory also supports the Navy, Army and Forestry Service with their testing requirements for life-support materials and equipment.

(6.3) Describe Testing Alternatives:

- Requires a search and qualification of a suitable contractor.

j. Test Facility: Nuclear Weapon Components Repair and Test Facility (Environmental Stress Screening)

(6.1) Describe Uniqueness/Peculiarity: The SA-ALC Nuclear Weapon Components Repair and Test (Environmental Stress Screening) Facility provides for the repair and testing of ICBM reentry vehicle components; nuclear related aircraft components, and nuclear munitions handling equipment. SA-ALC is the only DoD installation that jas the capability to test these components due to the unique test equipment and associated facilities.

The Multi-Use Centrifuge which is located underground thereby providing an added degree of protection to operation personnel, is capable of obtaining a maximum acceleration rate of 200 Gs. It has a capacity of 50,000 G-lbs and has an on-set rate of 50 Gs per second. Maximum payload capacity is 1000 lbs. It is used to test components by simulating G forces and timing intervals required to arm the fuses or reentry vehicles and certain attack missiles. (TO 11N-TRV5126-2, 23 May 85)

The High Impulse Transducer Test System is the only known tester capable of testing the High Impulse (impact) Transducers found on ICBM reentry vehicles. The MK21 High Impulse Transducer is a high performance piezoelectric accelerometer for operation up to 100 kgs of acceleration. The test system conducts performance tests by producing a controlled haversine mechanical shock event which produces up to 100 kgs to excite the High Impulse Transducer. The electrical response is recorded and analyzed for proper response. (TO-11N-TRV5487-1, 1 Aug 94)

The Altitude Temperature Test Chamber provides a thermal cycle/altitude test environment. Temperature ranges from -10 to +350 degrees Fahrenheit; holding time is indefinite throughout the range; and temperature is redundant after stabilization at the control sensor. The chamber can simulate altitudes to 200,000 ft. Internal dimensions are 3 ft deep by 3 ft high by 3 ft wide. The chamber is used to simulate the conditions in which nuclear components will experience in flight or to stress the components to certain maximum limits. (Instruction Manual 27ST-35350, undated)

The Shielded Cable Tester uses a pass/fail criteria that is based on the component's original specifications, weapon system level Electromagnetic Pulse (EMP) test data, and the cable's baseline test data. The resulting pass/fail criteria allows for a reasonable amount of degradation in most cables, thereby reducing cable repair requirements while insuring the survivability of the host system (reentry, vehicle, attack missile, etc). (TO 11N-CRV5036-1, 1 Jul 93)

The three above ground Accelerator, Rotary Centrifuges have a capability of accelerating a 150 lb payload to 150 Gs at a radius of 63 inches. The unit has a capacity of 22,500 G-lbs and the payload radius can be set from 36 to 63 inches. The payload areas is made up of a 24-in by 24-in platform. Those centrifuges provide an autobalance capability which will balance loads up to a 10 lb difference thereby decreasing unnecessary vibration and wear. The maximum acceleration/decelleration rates range from 0 Gs to 150 Gs to 0 Gs in 15 seconds. These centrifuges are used to test individual weapon system component by simulating the G forces and timing intervals needed to trigger certain responses in reentry vehicle and missile components. (TO 11N-TRV5445-2, 11 Aug 92)

A Shock Machine Test System is also available to subject components to various levels and types of shock stress. A Lansmont 65/81 free-fall shock test machine is controlled from a rack mounted pane. The table size is 25 x 32 inches, with a maximum specimin weight of 500 lbs. There is an acceleration monitoring instrument with max acceleration of 600 Gs or 30,000 Gs (with dual mass shock amplifier) and a min/max pulse duration of 2 msec min/80msec max velocity change of 32 ft per second. This test machine produces half sign and terminal peak sawtooth pulse waveforms using the shock pulse program for control. ((Users Manual MM-482, 21 Jun 88)

A special storage room is used for the storage of ICBM test components. This room, known as the Isothermal Storage Room, is a controlled access storage area. The room is dust-free and temp/humidity controlled. The room is monitored for operation limits of 70+/- degrees Fahrenheit and 40%+/-20% humidity.

The Thermotron Temperature Chamber is used to stress components. The temperature chamber is programmable with a temperature variance capability of -100 degrees Fahrenheit tp +300 degree Fahrenheit. It has a capability to control the rate of temperature change from 0 to 9 degrees Fahrenheit per minute.

(6.2) Reasons Required for Maintenance: Nuclear Weapon System Component teting is required to ensure repaired systems and components meet or exceed the specifications set in Air Force Technical Orders.

(6.3) Describe Testing Alternatives: Testing would have to be contracted out after locating copanies having the necessary security clearance, proper test equipment and facilities.

k. Test Facility: Integrated Support Facility (Bdlg 178)

(6.1) Decribe Uniqueness/Peculairity: The Integrated Support Facility (ISF) is unique in that it is the only building designed from the outset, as a software engineering facility to support Mission Critical Computer Resources (MCCR) workloads. The unique workloads supported within this building include: C-5 and C-17 Operation Flight Programs, Turbine Engine Monitoring System, (TEMS) for the A-10 and F-111, MADARS, F16 AIS, and many testers that have been specifically set up to test itemswhich only Kelly AFB repairs. The facility currently provides 80,000 sg ft of space with closely controlled air conditioning, conditioned power, and reaised flooring all designed to enhance the eddiciency ans effectiveness of software engineering efforts. The entire building is designed with software development and testing in mind. Half the building is set up to house testers and test equipoment that provides unique testing and softweare support efforts. The other half of the building was designed to allowcommnuications with the tester side while providing a programming atmosphere. Currently a $4.1 million addition is underway which well ass an additional 40,000 sg ft (20,000 sg ft of which was justified for C-17 OFP support). Unique equipment includes: MADARS (which supports data recording on the C-5 aircraft), IATS (which provides testing and capability for monitoring equipment on-board the A-10, KC-135R and the F-111 aircraft), and many other small testers that have been modified to supportspecific workloads. In addition to its unique equipment and workload, the ISF houses a diverse group of professionals built from thelocal communnity and surrounding area. These include engineers and technicians who have vast experience and capabilities in the areas of Automatic Test Equipment (ATE), Operational Flight Programs (OFP), and many other software and hardware areas.

(6.2) Reasons Required for Maintenance: SA-ALC's ISF was specifically designed and equipped to provide software engineering support to unique assigned MCCR workloads.

(6.3) Describe Testing Alternatives: Testing alternatives would require establishment of another software facility(ies) with the testers spefiically modified to support the unique wokloads. To provide maximum efficiency, the alternative facilities should be collocated with the source of repair for the MCCR's correllary weapon system or end-item application.

Facilities and Equipage, continued

7. Buildings and Their Condition

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

Table 7.1: **Facility Conditions**

CCN	Facility Type	Condition / Area (# KSF)			Comments
		Adequate	Substandard	Inadequate	
121124	Hydr Fl, Bldg	1			
125977	Pmp Stn, LF	1			
111311	Comm Fclty	1			
141764	Integr Spt Fclty	79			
141765	Lab, Q/C Dep	39	16		
141821	Mat Proc Dep	42			
141763	Tech Lab	11			
171621	Tech Tng Clsrm	3			
211116	HG, Maint Dep	571			
211152	Shp Acft Gen/Pur	409	167	1	
211153	Shp NDI	10			
211154	Shp A/M Orgl	96	7		
211157	Shp Jet Eng I/Mnt	713			
211159	Acft Cor Con	244	13		
211174	Consol Acft Maint	3			
211175	Maint Dock, M/A	17			
211183	Test Cell	114	19		
211193	Test Std				
211251	Shp Turbine Dep	137	206	43	
211254	Shp Acft Eng Dep	239	88		
211256	Shp Eng Tst & Stor/D	28			
211271	Shop Instm Ovhl Dep		3		
215553	Shp, A/WPN/O Dep	6			
217712	Shp, Avionic	185	26		
217736	Shp, Radom O&T/D	37			
217762	Shp, Navaid		7		
218852	Shp Surv Equip	29			
218868	Lab, PME	48	33		
218712	Shp A/SE Stor Fclt	4			
221229	Prod Acft Comp Mfg	15			

228228	Prod Misc Proc	40			
319441	Equip Rsch Lab	6			
441257	Hazard Stor, Dep	8	6	10	
441628	Shed Sup & Equip Dep	71			
441758	Whse Sup & Equip Dep		94	76	
442628	Shed Sup & Equip Bse	1			
610675	Log Fclty Dep Ops	318	375		
610711	DPI	10			
723392	San Latrine	21			
730839	Traffic Chk Hse	6			
821117	Htg Fclty Bldg		2		
821156	Steam Fclty	1			
821168	Wst Trmt Bldg	1			
890123	Air Cond Plnt Bldg	16	4		
890136	Cmprs Air Plt Bldg	20			
890187	Util Vault	2			
890197	Weight Scale	1			
TOTAL		3604	1016	130	

3604
1016
130
4750

Facilities and Equipage, continued

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

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

Building ID / Type	CCN	Installation Space (KSF)			Total
		Adequate	Substandard	Inadequate	
B178	141764	33.0			33.0
B300	218868	10.0			10.0
B301	211152	1.3			1.3
B305	217712	16.0			16.0
B306	217712	16.0			16.0
B308	217712	58.1			58.1
B323	211254	24.8			24.8
B324	211152	105.9			105.9
B326	217712	9.4			9.4
B329	211251	53.4			53.4
B333	211254	.4			.4
B347	211254		70.3		70.3
B348	211254	5.0			5.0
B351	211254	2.0			2.0
B360	211157	61.8			61.8
B375	211254	12.7			12.7
B655	211183	1.5			1.5
B1420	610675	7.1			7.1
	TOTAL:	418.4	70.3		488.7

* ADDITIONAL 999.8 KSF AVAILABLE IF REMOVED FROM THE DEMOLITION LIST

Building ID / Type	CCN	Installation Space (KSF)			Total
		Adequate	Substandard	Inadequate	
B178	141764	33000			33000
B300	218868	10000			10000
B301	211152	1287			1287
B305	217712	16000			16000
B306	217712	16000			16000
B308	217712	58108			58108
B323	211254	24815			24815
B324	211152	105887			105887
B326	217712	9400			9400
B329	211251	53390			53390
B333	211254	357			357
B347	211254		70267		70367
B348	211254	4968			4968
B351	211254	2000			2000
B360	211157	61825			61825
B375	211254	12669			12669
B655	211183	1505			1505
B1420	610675	7100			7100
SUBTOTAL		418311	70267		488578
ON DEMO LIST					
B340		42685			42685
B170			60801		60801
B172				91222	91222
B184			5695		5695
B343				1533	1533
B366				113107	113107
B1566			162810		162810
B1562			60000		60000
B1560			167307		167307
B1564				128612	128612
B1556				166096	166096
SUBTOTAL		42685	456613	500470	999768
	TOTAL:	460996	526880	500470	1488346

*ADDITIONAL 999.8 KSF AVAILABLE IF REMOVED FROM THE DEMOLITION LIST

526880
500470
1027350

Facilities and Equipage, continued

8. Unique and/or Peculiar Capabilities and Capacities

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

Depot Maintenance Capability/Capacity Describe Why Unique/Peculiar

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

Facility/Equipment Describe Why It is One of a Kind

a. SA-ALC is sole Source of Repair (SOR) for the following workloads:

- SA-ALC is the sole source for the F100 family of engines and T56 and TF39 engines. All the test facilities necessary to support the overhaul, repair, modification and test of these engines are unique to SA-ALC. This workload is associated with commodity groups 3A, 2G, 2J, and 2C.

- SA-ALC is the soul source for C-5A, C-5B, C5 Speedline, and C-5 related workload. All the test facilities necessary to support the overhaul, repair, modification and test of the C-5 workload are unique to SA-ALC. These workloads are associated with commodity groups 1C1, 2B, 2C, 2D, 2E, 2G, 2H, 2I, 2J, and 12A These same capabilities will be utilized for the future C-17 workload at SA-ALC.

- SA-ALC is the sole source for the repair and modification of T-38. All the test facilities necessary to support the processes, equipment and facilities associated with this workload are unique to SA-ALC. This workload is associated with commodity groups 1C4, 2B, 2C, 2D, 2E, 2G,2I, and 2J.

- SA-ALC is the sole source for the repair and overhaul of the following Gas Turbine Engines (GTE) and Secondary Power Systems (SPS). All the test facilities necessary to support the overhaul, repair, modification and test of GTE and SPS are unique to SA-ALC. This workload is associated with commodity groups 2B, 2C, 2H, 2I, and 3A.

- - GTCP-180-7
- - GTCP-85-70A
- - GTCP-397
- - GTC85-56
- - GTC85-72A
- - GTC85-180L

- - GTCP85-180(C)
- - GTCP165-1
- - GTCP85-180L
- - GTC85-106A
- - GTCP36-50
- - PATRIOT
- - GTC85-71A
- - GTCP-180-5
- - F-15 Secondary Power System (SPS)
- - F-16 Secondary Power System (SPS)
- - F-16 Engine Start System (ESS)
- - Conventional Starters

- SA-ALC is the sole source for the overhaul, repair, modification and testing of nuclear and nuclear related components of reentry vehicles. All the test facilities necessary to support this workload are unique to SA-ALC. This workload is associated with commodity groups 4A and 10C.

- SA-ALC is the sole source for some Life Support System Components. All the test facilities necessary to support the overhaul, repair, modification and test of these components are unique to SA-ALC. This workload is associated with commodity groups 2I, 2J, and 3A.

- SA-ALC is the sole source of repair for pneudraulics/hydraulics components and fuel accessories repair of the F100, TF39, T56 engines and GTE repaired at SA-ALC. As such, the overhaul, repair, modification and test facilities necessary to support these workloads are unique to SA-ALC. These workloads are associated with commodity groups 2C, 2H, and 3A.

- SA-ALC is the sole source for Automatic Test Equipment (ATE) and related software for support equipment for various weapon systems including B-1B, F-111, F-15, F-16, C-5, and general purpose equipment C-17 in the future. All the test facilities necessary to support this workload is unique to SA-ALC. This workload is associated with commodity groups 2G, 12A, and 12B.

b. Depot Maintenance Capability/Capacity: Aircraft Maintenance Hangar (Bldg 375)

(8.1) Describe Why Unique/Peculiar: Bldg 375 is one of the largest hangars of its type (permanent bridge construction) in the world and is still recognized as a major engineering structural feat. Initially built at a cost of $11 million, Bldg 375 has a present replacement cost of over $88 million.

(8.2) Facility/Equipment: The entire building contains over one million square feet of floor space. The hangar floor covers a 600,000 square foot area; 300 feet wide by 2,000 feet long. The backshop area covers over 412,000 square feet of floor space and provides manufacture/repair support for aircraft exchangeable workloads. The administrative area is located on the second floor and has 63,000 square feet of office space.

Describe Why It is One of a Kind: This unique building contains a number of facility characteristics which enhance the C-5 production capability. The 59-foot high hangar doors and three track-mounted bridge cranes in the hangar have enabled the facility to accommodate up to six C-5 aircraft simultaneously for Depot Level Maintenance. An additional 10,000 pound capacity remote controlled hoist has been installed inside the southwest corner of the hangar for removal of the C-5 horizontal stabilizer. This allows floor level PDM inspection and repair of the horizontal stabilizer and allows access to the vertical stabilizer per T.O. 1C-5A-3. The hangar has been modified to accept four C-5s in the jacked configuration by providing pockets in the overhead structure to allow clearance for the vertical stabilizer. This allows the four aircraft to remain on jacks without exposure to weather conditions and additional aircraft can be nosed in through the two west side doors for on-aircraft maintenance. These two aircraft can be totally enclosed when placed in the kneeled position, allowing a total of six C-5s to be secured inside the hangar.

b. Depot Maintenance Capability/Capacity: Aircraft Corrosion Control/Depaint (Bldg 379)

(8.1) Describe Why Unique/Peculiar: This facility is the only one of its size in DoD which utilizes a relatively new process, the Plastic Media Blasting (PMB), to remove coatings from airframes. SA-ALC has the only capability to strip C-5 cargo size or smaller aircraft. This revolutionary process eliminates the carcinogenic chemical paint strippers utilized for decades. In addition to the health benefits, substantial economic benefits are realized by replacing chemicals with the PMB process. Reduced manpower requirements, improved flow times, and reduction in material acquisition and disposal costs all contribute to the annual savings.

(8.2) Facility/Equipment: This new 76,500 square foot facility is the primary aircraft depainting facility at SA-ALC. State-of-the-art accessibility is afforded to any aircraft type or size via overhead "stacker" cranes. These platforms provide three-dimensional capability, traversing laterally and longitudinally along rails mounted in the truss work of the hangar structure. The work platform is mounted on, and can rotate around the bottom of a telescoping mast, providing the workers with excellent articulation and hands-on access to the entire aircraft.

Describe Why It is One of a Kind: SA-ALC has the only capability in DOD to accommodate large-bodied aircraft in conjunction with depot maintenenance that utilizes Plastic Media Blasting, an environmentally "clean" process, to remove airframe coatings from C-5A/B and smaller aircraft. It eliminates carcinogenic chemical paint strippers and reduces hazardous chemical waste by 72,000 gallons per year.

c. Depot Maintenance Capability/Capacity: Advanced Fuel Accessories Repair and Test

(8.1) Describe Why Unique/Peculiar: The Advanced Fuel Accessories Test Facility (AFATF) houses the Advanced Fuel Accessories Test System (AFATS). The facility was constructed with special design features to accommodate the configuration and goals of AFATS. The design features include reduced air conditioned space, test areas to house and support Test Stations and operators, pump rooms built to keep pump noise from the test areas, utility distribution is designed to provide for optimum utilization of space. AFATF and AFATS represent a totally new concept of equipment and facility overtly designed in concert to produce specifically identified improvements.

(8.2) Facility/Equipment: SA-ALC, faced with limited performance of antiquated equipment, embarked on a program to replace that special equipment with a system that encompassed a wide range of technical capabilities and provided improvements over existing technologies and design philosophies. The Advanced Fuel Accessories Test System (AFATS) is a unique system of equipment, designed for reduced energy cost, improved testing reliability, improved production flexibility, increased throughput and capability to support future workloads. Test Stations are fully automated and test a large suite of different engine and airframe fuel accessories (pumps, valves, fuel controls, atomizers, etc.), using MIL-C-7024 Calibration Fluid (CalFluid). Noise producing supply pumps are remotely located in separate pump rooms. Pump modules provide CalFluid to a group of Test Stations and produce only that amount of flow required at any time by all of the Test Stations served. This reduces energy consumption. Testing reliability is improved through "smart automation", which will not allow an item to be certified unless it passes all applicable tests. Built in Adjustment Diagnostics assists the operator in identifying which adjustment to make, how much to adjust and which tool to use. Fault Isolation tells the operator that the item cannot be calibrated and what repairs are needed or parts need replacement. Flexibility is improved by having a large number of Test Stations with the capability to test a large group of Fuel Accessories for the F-15, F-16, KC-135, C-130, C-5, A-10 and B-52 aircraft as well as ground power units. Interfaced Test Adapters eliminate the need for manually connecting the fuel accessory to the test stand. Productivity improvement,, which translates to customer cost savings, ranges from 25% to 45% test time reduction. This means reduced numbers of test stands and personnel needed for existing workloads or increased capacity to accept new and different workloads.

Describe Why It is One of a Kind: The combination of the facility and equipment is not found anywhere else in the DOD.

d. Depot Maintenance Capability/Capacity: T56 Dynamometer Test Cells

- **Description of Technology:** This capability allows the depot to test a variety of turboprop engines under a wide range of simulated operating conditions without actually using a propeller. They are, in effect, more adaptable than actual prop test cells and so are capable of testing any turboshaft engine in the DoD inventory.

(8.1) Describe Why Unique/Peculiar: - These dynamometer test cells and the skills and equipment required to operate them are unique to SA-ALC. No other DoD facility currently employs this means to test the Air Force -7 and -15 versions of the Allison T56 engine. It would require extensive MILCON and equipment costs to even move the dynamometers to another test cell facility. The cost of duplication depends on the scenario at the receiving center. It would cost roughly $12 million to construct two new cells and install the dynamometers and control systems and provide other necessary support equipment. It would cost roughly $7 million to modify existing cells and to install the dynamometers. Testing is mission essential as it is the only way to confirm all engine performance and specification requirements have been met.

(8.2) Facility/Equipment: Two of the test cells in SA-ALC's Test Cell facility are equipped with Zollner 7500 Shaft Horsepower Universal Heavy Turboshaft Dynamometers. Specialized engine adapter equipment, test procedure software, the Pacer Comet III Automated/ Computerized Engine Test and Data Acquisition engine test system, the cells themselves along with the requisite facility hookups for fuel, water, and electricity, cooling water towers, emergency water system, and finally the jet engine mechanics and test cell operators make the capability complete.

Describe Why It is One of a Kind: - The Universal Heavy Turboshaft Dynamometers are unique pieces of equipment in their own right. They can be programmed to simulate the conditions an engine would experience if it were attached to an actual propeller. Both torque and speed requirements can be entered manually or through automated programming. Testing is mission essential as it is the only way to confirm all engine performance and specification requirements have been met.

e. Depot Maintenance Capability/Capacity: Gas Turbine Engine (GTE) and Secondary Power System (SPS) Repair and Overhaul

(8.1) Describe Why Unique/Peculiar: The combination of the equipment listed in 8.2 (below) creates a one-of-a-kind capability in the Air Force.

(8.2) Facility/Equipment: The following equipment. housed in Bldg 331, are essential to produce GTEs and SPSs. Without the GTE Pacer Comet III Tester and B-1 ADG Tester which are exclusively Air Force or one-of-a-kind, the GTE center of excellence performance could not be maintained.

- F-15 Jet Fuel Starter/CGB Test (2 each)
- GTE Test (8 each) - Pacer Comet III (Air Force proprietary)
- F-16 ADG Test (1 each) - only 4 each worldwide
- F-16 JFS Test (2 each)
- Conventional Starters (4 each)
- B-1B ADG Test (1 each) - one-of-a-kind
- B-1B Torque/Clutch (1 each)

- Valve Test (1 each)
- Oil Pump Test Stands, SPS (3 each)
- Oil Pump Test Stands, GTE (1 each)
- Electrical Starter Test Stands (3 each)

Describe Why It is One of a Kind: The combination of the equipment listed in 8.2 creates a one-of-a-kind capability in the Air Force.

f. Depot Maintenance Capability/Capacity and Facility/Equipment: Unified Fuel Control (UFC) Facility

- Description of Technology: - The Unified Fuel Control Test Facility at SA-ALC is an unique facility dedicated to perform all of the inspections, repairs, and testing procedures required to produce serviceable Unified Fuel Controls (UFCs) for the F100-100/200 engines. Although it is primarily dedicated to On Condition Maintenance (OCM) for the F100 UFC, it also possesses the capability to overhaul and test fuel nozzles for the F100, T56, and TF39 engines, the fuel controls for the TF39 and T56 engines, and finally fuel atomizers for smaller Gas Turbine Engines. These latter capabilities are not unique or peculiar to SA-ALC but are still an important part of the facility's capabilities.

- Since its inception in March 1977, the UFC Repair Section has processed over 13,500 F100 Engine UFC's. The facility has the capability to perform major and minor repair, safety enhancement modifications, and reliability upgrades on the components listed above. All inspection, maintenance and testing tasks are developed and accomplished in compliance with Air Force T.O.'s. The extent of the repair under the OCM concept is determined by the in-place OCM team, which reviews historical data, analyses malfunction data, and determines the most expeditious method for the specific repairs.

(8.1) Describe Why Unique/Peculiar: - The repair process for these components can be quite complicated due to the large number of parts involved (4500+) and the tight tolerances required by the nature of its operation and its importance to optimum engine performance. As a repair facility, the capability in question lies mainly in the expertise of the craftsmen who perform the majority of the rework by hand. Specialized tooling, fixturing and equipment facilitates the delicate and sometimes tedious tasks. These essential skills are the core of the repair capability and cannot be easily duplicated elsewhere. The test stand operators are also highly trained and have to undergo an extensive apprenticeship program.

(8.2) Facility/Equipment: The UFC Repair Facility area is classified as a Class I, Division II, group D hazardous testing area. This means that there are flammable gases and vapors in a location where there is high probability that an explosive concentration is present during normal plant operation. This mandates special facility and safety requirements. Bldg 348 meets all special ventilation, fire detection and suppression, and blast-proofing requirements. Along with the in-house repair and overhaul capabilities mentioned, this adds to the overall uniqueness of the

UFC Test Facility as a whole. These capabilities are mission essential as there is no contract vehicle currently available or any other DoD capability present to effect these repairs.

Describe Why It is One of a Kind:

- The primary driver behind the uniqueness of the UFC Test Facility is its automated test stands. Overall, there are 89 test stands dedicated to testing the UFC, whether as a total assembly or one of its major sub-assemblies. More specifically, there are: 33 stands to test the (whole up) UFC main fuel control; 10 stands to test the gas generator section; 6 stands to test the augmentor section; 17 stands to test the augmentor computer; 7 stands to test miscellaneous UFC sub-assemblies; and finally 16 stands that act as Electronic Engine Control (EEC) simulators. The fuel nozzle test stand capability includes: 5 F100 fuel nozzle test stands; 2 TF39 fuel nozzle test stands; 2 T56 fuel nozzle test stands; and 2 GTE Jet Fuel Starter fuel atomizer test stands. Finally, the facility has the capability to test TF39 and T56 engine fuel controls with 6 TF39 Fuel Control test stands and 8 T56 Fuel Control test stands. A Halon fire suppression system is in place to meet regulations. The test stands are operated with a pressurized solvent (volatile calibration fluid) compound selected for its flow characteristics which are similar to JP-4 jet fuel. This is used for both UFC and fuel nozzle testing. A calibration fluid-fueled, vapor incinerator is currently on contract to replace the current filter/condensation system.

- The Unified Fuel Control Facility is unique to SA-ALC and would have to be relocated or duplicated if Kelly were closed. There is no other or DoD system that can duplicate the UFC facility. Replacement cost for the 89 test stands is estimated at $240 Million. This would be a major undertaking due to the size and complexity of the facility and equipment respectively. Test stands are 12 years old but only had an original 7 year life span. They have been refitted and repaired as required to keep them operational. There is, in effect, no "replacement" technology. These capabilities are mission essential as there is no contract vehicle currently available or any other DoD capability present to effect these repairs.

*g. **Depot Maintenance Capability/Capacity:*** Rubber Products Manufacturing

(8.1) Describe Why Unique/Peculiar:

- The SA-ALC Rubber Products Manufacturing function is completely peculiar to the Air Force in its ability to manufacture rubber parts. Although other ALCs have some capability to repair rubber on jet engines (which is also done here), this shop is uniquely able to fully support the manufacture of new rubber parts from beginning to end of the production cycle. All that is needed from the customer is a part design and a statement of the physical requirements.

- The Rubber Products Manufacturing Shop, in conjunction with the Chemical Laboratory, uses that information to develop a custom rubber formulation (or recipe) when necessary. We are able to develop formulations to meet the stringent requirements of all applicable technical orders, military specifications, or customer specifications.

- Next, a custom mold for shaping the rubber is designed by the Rubber Products Manufacturing support staff, which is then constructed at SA-ALC. Often this process involves designing a mold to hold a metal part so that rubber can be directly applied to it, such as aircraft arresting cable connectors, or fuel access door seals. Because of local control over the design and manufacture process of the molds, we are able to anything from the smallest o-ring (the size of a pencil eraser) to large engine parts (over 3 feet in diameter).

- Continuing the production cycle requires that the rubber formulation be mixed or compounded, a very significant capability at SA-ALC. Again, meeting the strict requirements of our customers is vastly aided by our ability to make our own rubber.

- The final step is to actually mold the rubber into the desired shape, which is done before using a variety of techniques unique to the Air Force. Examples of these techniques are extrusion and compression molding.

- All of these steps taken together give this ALC a unique capability.

(8.2) Facility/Equipment: One unique category of equipment in the Rubber Products Manufacturing Shop is used for compounding or mixing of rubber. This includes a Banbury mixer, a hand mixer, and two compounding mills for large or small amounts of rubber. With these, the shop can make all types for short runs or high volume runs. The primary forming methods used in the Rubber Products Manufacturing Shop include standard molding, compression molding, extrusion, and gasket cutting. Peculiar to the Air Force in supporting these methods are 8 large capacity ovens, 10 compression presses, 2 extruders, and a variety of support equipment. All of this supports the wide variety of rubber parts, in both size and shape, that can be manufactured at SA-ALC.

Describe Why It is One of a Kind: The SA-ALC Rubber Products Manufacturing Shop is the only Air Force facility with the capability to compound rubber to virtually any specified formulation, using so many rubber forming methods. The wide range of product capabilities, in both size and material, along with the proven experience that can put it all together, make this shop peculiar to the Air Force.

h. Depot Maintenance Capability/Capacity: Production of X-Ray Quality Aluminum Castings

(8.1) Describe Why Unique/Peculiar: A unique DoD facility capable of producing high grade (x-ray quality) aluminum sand castings, and also the first DoD production facility utilizing

Stereolithography (SLA) for the manufacture of casting patterns. The foundry capabilities have proven to be a critical DoD industrial capability.

(8.2) ***Facility/Equipment:*** The SA-ALC foundry features state-of-the-art induction melting furnaces, an automated chemically bonded sand mold system and a mechanized green sand (clay bonded) sand system.

Describe Why It is One of a Kind: It is the only DoD installation which manufactures all plastic drop hammer dies in lieu of conventional kirksite (zinc) dies, allowing faster production of drop hammer dies. SA-ALC's foundry is the only one in DoD capable of producing high grade (x-ray quality) aluminum sand castings.

i. ***Depot Maintenance Capability/Capacity:*** Stereolithography (SLA) capable of Pattern/Part Development

(8.1) ***Describe Why Unique/Peculiar:*** StereoLithography technology supports both manufacturing and engineering. While Stereolithography is now a segment of manufacturing, our application of it is not currently organic to other DoD facilities. One other Air Force facility and several other Navy and Army organizations have this or other rapid prototyping capabilities, but their uses and applications are largely restricted to supporting engineering organizations through generation of design prototypes for fit-form-function testing. Organic foundry casting and rubber shop capabilities at SA-ALC afforded the opportunity to broaden the application of this technology beyond prototyping for fit-form-function to rapid tooling support for these and other net-shape or near-net-shape (NS/NNS) manufacturing processes. This is only possible because these discrete capabilities reside within the same organization. Proof of concept for applying StereoLithography to these capabilities led to development of computer-aided, automated casting pattern design, a capability that, until now, has not been available from any other source. Nor was there much advantage to such capability prior to the recent existence (1989) of StereoLithography and other forms of rapid prototyping. Computer-aided pattern design, coupled with StereoLithography for rapid physical pattern or mold generation has not existed **anywhere** within DoD prior to the installation and development of this capability at SA-ALC. The uniqueness of the foundry and the rubber shops stand on their own; as does the StereoLithography capability. However, the support of one for the other multiplies the effect of that uniqueness far beyond the sum of the two or three capabilites added together. In that the StereoLithography installation at SA-ALC can also support other Air Force and DoD facilities with the same or similar, NS/NNS pattern, mold, or tooling requirements, it retains its uniqueness because these other manufacturing facilities do not have organic rapid prototyping capability, nor the requisite computer-aided pattern design expertise in residence to support such an undertaking.

The similar case can be argued for the integration of the Computer Industrial Tomographic Analyzer (CITA) system and the StereoLithography installation through RE*CAD software. Reverse engineering capability is enhanced in that items requiring reverse engineering due to lack of supporting tech data packages can be addressed by the unique capability of regenerating a computer-aided design (CAD) solid model file from CITA generated x-ray scans output of the item by the RE*CAD software.

(8.2) Facility/Equipment: Software used will automatically convert a Computer Aided Design (CAD) part file to a foundry pattern configuration, including the shrink factors, draft angles, gating system, risers, cores coreboxes and matchplates. Additional capabilities of this technology, when linked with the industrial CT-Scan in the laboratory, provides a powerful tool for reverse engineering tasks, including novel applications impossible to perform otherwise.

Describe Why It is One of a Kind: Only facility in DoD to provide rapid prototyping and pattern/part development. The supporting software was developed through a PRAM funded project for this operation and exists nowhere else in the world. This evolving process is revolutionizing the foundry pattern making process.

j. ***Depot Maintenance Capability/Capacity:*** C-5 Engine Pylon Repair

(8.1) Describe Why Unique/Peculiar: The C-5 Engine Pylon Repair is a unique capability that has been successfully performed to quality standards at SA-ALC and no other source has proven their ability to perform the workload. A variety of skills coupled with production experience allows SA-ALC to support the overhaul, repair and modfication required to produce a serviceable asset. Work specifications include removal/installation, inspection, corrosion control, repair and modification, static checks and miscellaneous support for C-5 pylons.

(8.2) Facility/Equipment: The support equipment includes two fixtures designed exclusively to hold four pylons each are utilized during the performance of the inspection, repair and modification.

Describe Why it is one of a Kind: Since 1991, SA-ALC has provided the C-5 Programmed Depot Maintenance (PDM) pipeline with top quality engine pylons. Work specification includes removal/installation, inspection, corrosion control, repair, modify, static check and miscellaneous support.

k. ***Depot Maintenance Capability/Capacity:*** Halon Recovery, Recycling, and Recharging Facility (HRRR)

(8.1) Describe Why Unique/Peculiar: SA-ALC has the only reclamaation system that can restore Halon 1301 to MILSPEC in the Air Force. The HRRR system reclaims for use more than 99 percent of the 250,000 lbs of Halon 1301 on the 35,000 aircraft fire suppression system halon storage bottles managed by SA-ALC. This has eliminated any need for the USAF to purchase Halon 1301 in the future. The system cost was $260,000. The payback period will be less than two years due to the rise in cost of Halon 1301 to $20 per pound. The HRRR became operational in January 1994.

(8.2) Facility/Equipment: Installation of this state-of-the-art HRRR system has a significant impact on the use of high Ozone Depletion Potential (ODP) halon by the USAF in its aircraft. Other depots have a recovery system that collects and stores Halon 1301 to prevent release into the atmosphere. However, SA-ALC is the only depot that recovers, filters, and recycles Halon 1301 to military specifications for immediate reuse in the Air Force.

Describe Why It is One of a Kind: This HRRR system is the only such system in the Air Force that can recover, recycle, and recharge Halon 1301 and is the first installation of its type in DoD.

l. ***Depot Maintenance Capability/Capacity:*** Bicarbonate of Soda Blast Stripping of Components

Description of Technology: Provides paint removers for corrosion treatment and cleaning for aircraft and jet engine parts and components with exemplary results. Process uses abrasive blasting techniques in a component walk in booth (14' by 34' by 14'). SA-ALC currently uses the process for depainting components with sensitive substrates.

(8.1) Describe Why Unique/Peculiar: Bicarbonate of Soda Blast is a unique Air Force capability resident at both SA-ALC and WR-ALC, though the application of the technology is different at the two depots. SA-ALC is the only Air Force depot that utilizes Bicarbonate of Soda Blast to depaint and clean thin skinned aircraft components in a dedicated booth. This process produces a zero hazardous waste stream, including air emissions, liquid effluent, and solid waste. SA-ALC's process uses the abrasive nature of the bicarbonate of soda as the primary removal agent and the water is injected for dust control. WR-ALC uses bicarbonate of soda to strip aircraft; however, their process relies predominately on the water for paint removal and the bicarbonate of soda is an additive to enhance stripping rates.

(8.2) Facility/Equipment: Bicarbonate of Soda Blast provides an environmentally safe alternative to chemical degreasers, carbon removal agents, and paint removers for corrosion treatment and cleaning for aircraft and jet engine parts and components with exemplary results. The process utilizes abrasive blasting techniques in a component walk-in booth (14 ft X 34 ft X 14 ft).

Describe Why It is One of a Kind: SA-ALC has the only Air Force depot that utilizes Bicarbonate of Soda Blast to depaint and clean thin skinned aircraft components in a dedicated booth.

m. Facility/Equipment: T56 Gearbox Test Stand

- **Description of Technology:** The purpose of this testing is to ensure that the gearboxes are operating within their design specifications; which is vital toward engine performance. As an extra step in quality assurance, every twenty-fifth gearbox is tested assembled to a production engine in the primary engine test cell. This engine/gearbox assembly testing feature can be used as temporary back-up or alternate means for testing gearboxes in cases of maintenance downtimes.

(8.1) Describe Why Unique/Peculiar: The SA-ALC Engine Test Facility has a peculiar complementary testing feature in that it is the only The prime function of these gearbox units is to provide the means for reducing the engine power section speed to the range of efficient propeller operation. T56 Gearbox testing is required to ensure overhauled gearboxes meet or exceed the specifications set in Air Force Technical Orders.

(8.2) Facility/Equipment: This testing requirement is accomplished on a specialized gear reduction test stand that has been designed to simulate the T56 engine in operation.

Describe Why It is One of a Kind: SA-ALC is the only Air Force installation with the capability to test T56 engine series propeller speed reduction gearbox units.

n. Depot Maintenance Capability/Capacity: Engine Sprayed Abradable Compressor Tip Shrouds (ESACTS) Thermal Spray Procedure

- **Description of Technology:** The ESACTS thermal spray procedure project gives SA-ALC the parameters, fixturing and equipment necessary to remove, spray, finish machine, and inspect the PWA279 abradable material used on F100 engine high compressor stators.

(8.1) Describe Why Unique/Peculiar: SA-ALC has a "turn-key" capability to perform this procedure without requiring any special waiver or oversight from the Original Engine Manufacturer (OEM). SA-ALC is the only source in DoD certified to perform this process.

(8.2) Facility/Equipment: ESACTS thermal spray procedure uses an existing robotic plasma spray and water jet stripping systems with modifications, a new laser holography inspection system, hardness tester and thickness gauge to remove existing abradable and replace it with PWA 279 on the F100-PW-220/220E 4th through 12th stage compressor stators. Included is all necessary fixturing and tooling required to perform the procedure.

Describe Why It is One of a Kind: This process is unique to SA-ALC as it is the only source in DoD certified to perform this process.

o. Facility/Equipment: - T56 Blade Depinning System

- **Description of Technology:** This procedure incorporates removing the T56 engine's compressor wheel's blades and pins automatically and simultaneously at two diametrically opposed stations.

(8.1) Describe Why Unique/Peculiar: The Blade Disk Disassembly Machine (BDDM) at SA-ALC is a one-of-a-kind machine that disassembles compressor wheels (stages 6-14) for the T56 turboprop engine.

(8.2) Facility/Equipment: The deblading station consists of an electric impact hammer (Electropunch) which drives a special tool through the blade slot, shearing the holding pin, allowing the blade to fall free. The turntable automatically rotates a precise amount to the next blade. The disk stops at the pin removal station where a video camera takes a close-up view of the pin. With the image being displayed on a monitor, the craftsman is able to vertically align the station position to ensure precise pin removal.

Describe Why It is One of a Kind: This system is unique in the DoD and was designed specifically for this application at SA-ALC. In the past, the process was completed by hand. This process was time consuming and tedious and often resulted in damaged wheels. REPTECH funding was used to contract out the design for the BDDM. This equipment is mission essential due to the fact that the parts damage caused by the old method made the process economically unfeasible.

p. Facility/Equipment: Robotic Shot Peening System

- **Description of Technology:** The Robotic Shot Peening System at SA-ALC treats the surfaces of parts as required by T.O. by bombarding the part surface with round steel shot or glass beads (media) under computer controlled conditions to induce a layer of uniform compression.

(8.1) Describe Why Unique/Peculiar: The system was developed specifically to meet SA-ALC requirements and was funded through REPTECH.

(8.2) Facility/Equipment: The system uses advanced robotics (two independently controlled robots) and computerized control equipment to eliminate or minimize the need for the operator's presence within the machining environment; in effect, manual control of the processes has been computerized. Improved airborne particle removal techniques are used to minimize airborne particle hazards. The operator is removed from the cell environment and is isolated from it by sound-insulating walls . This sound insulation is beneficial to the operator as well as any other personnel in the general area. Multiaxis, programmable, manipulating devices are used to manipulate the guns, reducing operator fatigue and intervention. A supervisory control system located away from the blasting cell, permits an operator to monitor all activities of the entire system. An industrial process controller programmed for the selected engine components automatically controls the appropriate functions involved. Part loading and transfer are

accomplished using automated part handling roller conveyors, reducing the need for operators to enter the hazardous blast cell, except for periodic maintenance of the system components.

Describe Why It is One of a Kind: - The Robotic Shot Peening system is peculiar to the AF in that it can be programmed to automatically shot peen a wide range of engine components. The Navy has purchased an identical system and it will be on line by the end of the summer. While other systems in the AF and DoD are automated, they do not have programmable robotic, multi-axis capability of this particular system. Currently parts worked by the system include: 1st, 2nd, 3rd Stage F100 fan disks and the 8th Stage F100 compressor disk.

q. ***Facility/Equipment:*** Non-Contact Dimensional Inspection (NCDI) System

- Description of Technology: The NCDI system provides SA-ALC with the ability to undertake precise geometrical inspections of a wide variety of engine components without actually having to touch the part physically. The system can measure any part that will fit in its 2'x2'x2' gauging envelope. This system permits gauging resolutions of over 100 times better than other techniques. The resolution allows the detection of flaws down to two ten thousandths of an inch in size. The system can be used to measure roundness, eccentricity, and a number of other geometrical measurements common to jet engine component inspection procedures.

(8.1) Describe Why Unique/Peculiar: This particular system is peculiar to the Air Force, but not unique in the DoD as there are similar non-contact systems used by the Navy to inspect blades. However, the particular application of the NCDI system at SA-ALC is unique. The NCDI system is currently used to inspect the 10th and 12th stage compressor disks of the F100-100/200 engines for radial discontinuities.

(8.2) Facility/Equipment: The system takes measurements by projecting a set of parallel, equally spaced lines using filtered white light onto the part surface. The pattern is distorted by the curved part surface. Using a combination of the traditional moiré pattern analysis technique and the optical interferometry technique, the distorted patterns are converted into 3-Dimensional coordinate points. The system's computers then use these points to calculate the precise measurements required.

Describe Why It is One of a Kind: While there are other types of measurement equipment, such as Coordinate Measurement Machines (CMMs), that could perform this type of inspection, the NCDI system can perform the inspection in much less time. Currently it is processing disks in 10-12 minutes that would take up to 1.5 hours to measure using other methods. This particular application is mission essential as it is called out in a specific TCTO in order to identify disks with the manufacturing defect mentioned above.

r. ***Depot Maintenance Capability/Capacity:*** Heated Compressed Air Systems & Centrifugal Air Compressor

(8.1) Describe Why Unique/Peculiar: The Heated Compressed Air System is a unique capability possessed by the depot. Building 333 houses two specialized Heated Compressed Air Systems. The first system is capable of supplying 5000 Standard Cubic Feet per Minute air at pressures up to 800 psig at both ambient temperatures and up to 1000 degrees Fahrenheit. The primary use for this air is to test F100 Engine Convergent Exhaust Nozzle Controls (CENC) and the F100-229 Augmentor Fuel Pump. The second system is a natural gas fired Gas Turbine Engine driven Centrifugal Air compressor. This system is capable of supplying up to 1000 degrees Fahrenheit. A boost compressor is in line with one test cell to raise the pressure to 700 psig and still maintain the 1000 degree Fahrenheit temperature. The primary use for this system is to supply test air for Fuel Accessory Pneumatic Valves and Regulators as well as Air Frame mounted Pneumatic Accessories. Aircraft supported include the F-16, F-15, B-52, C-130, KC-135, F-111 and B-1.

(8.2) Facility/Equipment: The Heated Compressed Air System and Centrifugal Air Compressor are located in Bldg 333. Special equipment and configuration are required to provide the necessary air temperature.

Describe Why It is One of a Kind: These facilities are configured specifically to provide 1000 degrees Fahrenheit air for workloads for which SA-ALC inthe Technology Repair Center (TRC) and are not available elsewhere in the Air Force.

s. *Depot Maintenance Capability/Capacity:* Auto Prompting Inspection System (APIS)

(8.1) Describe Why Unique/Peculiar: The APIS is a unique capability that the depot possesses in B329. The APIS software is a step-by-step instructional guide on how an aircraft part is to be inspected. It combines graphics and verbage to assist the craftsman through the work control document (WCD) and tech order requirements. These dimensional inspection requirements include diameter reading concentricity, run out, out-of-roundness, parallelism between centerlines or planes, perpendicularity, flatness and true positioning. Items being inspected in the APIS are from 13 models of GTEs, 17 models of aircraft starters, F-15 Secondary Power System (SPS) and the F-16 Engine Start System. Plans are in the works to interface hand-held tools such as micrometer calipers, vernier calipers, height gages, and bore gages.

(8.2) Facility/Equipment: The APIS includes 20 coordinate measurement machines for dimensional inspection of aircraft parts.

Describe Why It is One of a Kind: The SA-ALC APIS is unique to DoD. SA-ALC procured the hardware and then developed the software to fit our peculiar needs.

Facilities and Equipage, continued

9. Acreage Available for Building

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

Table 9.1: **Real Estate Resources**

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	240.3	240.3	0	0
Operational	240.0	240.0	0	0
Training	3.0	3.0	0	0
R & D	.5	.5	N/A	N/A
Supply & Storage	798.2	798.2	0	0
Admin	156.5	156.5	0	0
Housing	95.1	95.1	0	0
Recreational	589.0	571.0	18	0
Forestry Program	0	N/A	N/A	N/A
Agricultural Outlease Program	0	N/A	N/A	N/A
Hunting/Fishing Programs	0	N/A	N/A	N/A
Community**	1,873.4	911.1	0	962.3
Easements***	665	0	665**	0
Total:	4661	3015.7	683	962.3

* Area restricted due to environmental clean-up of Installation Restoration Program (IRP) sites.

** For the JCSG-DM land use categories, "Community" was determined to consist of the following Air Force land categories:

Community	41.9 acres
Airfield	825.3 acres

Medical	16.3 acres
Water	27.6 acres
Other unused land	962.3 acres
Total	1873.4 acres

*** Area restricted from development because they are easements where AF cannot build.

Facilities and Equipage, continued

10. Administrative Space

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

Current Use	SF	Potential Use
Bldg 308, 1st floor Admin offices	2,000	Electronic shop
Bldg 308, 2nd floor Admin offices	40,000	Electronic Shop
Bldg 324, Classrooms	3,500	Engine or GTE production shop
Bldg 360, T.O. file area	10,000	Assembly/disassembly, specialized repair, or inspection equipment
Bldg 329, Admin space	1,500	Shop space
Bldg 351, Source Selection Team	2,000	Production shop
Bldg 1420, Admin offices	5,100	Production shop for nuclear components
Bldg 305, Admin offices	4,000	Production shop
Bldg 306, Admin offices	16,000	Production shop
Bldg 375, Admin offices, hangar	5,000	Aircraft components production shop
Bldg 375, Admin offices, backshop	5,000	Aircraft components production shop
Bldg 326, Admin offices (raised floor)	9,400	Electronic/Electrical/Software production
Bldg 324, Admin offices	5,800	Production Shop
TOTAL	109,300	

11. Industrial Waste

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

There are no inhibiting factors which impact the future expansion on Kelly AFB. On the contrary, based on a permitted daily treatment capacity of 2.4 million gallons per day, the Environmental Process Control Facility (EPCF) has the capability to easily increase treatment capacity by 20% without EPCF modification or addition. This will allow additional workloads to relocate to Kelly AFB without additional upgrade costs. In addition, the existing collection system is currently being used at 50% of its capacity. The current system will adequately handle any additional demands to the plan which has been identified as 20% without any additional construction requirements.

MEASURES OF MERIT

Workload and Capabilities

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

12. Core Capabilities (DoD)

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

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

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
1C1 Trans/Tnkr/Bmbr	832,605	832,605	832,605	832,605
2B Acft Structures	90,060	90,060	90,060	90,060
2C Hydraul/Pneudraul	7,702	7,702	7,702	7,702
2D Instruments	2,514	2,514	2,514	2,514
2E Landing Gear	6,503	6,503	6,503	6,503
2F	8	8	8	8
2G Acft Comp - Avionics/Electronics	28,482	28,482	28,482	28,482
2H Acft Comp - APU	102,322	102,322	102,322	102,322
2I Acft Comp - Other	181,503	181,503	181,503	181,503
2J MFG & Fabrication	154,730	154,730	154,730	154,730
3A Engines - Acft	2,552,505	2,552,505	2,552,505	2,552,505
4A Missiles-Nuclear	50,587	50,587	50,587	50,587
12A Software-Tactical	17,337	17,337	17,337	17,337
12B S/W - Spt Equip	281,273	281,273	281,273	281,273
13C Spec Int Item TMDE	113,385	113,385	113,385	113,385
TOTAL	4,421,516	4,421,516	4,421,516	4,421,516

NOTE: WORKLOADS REQUIRED TO SATISFY THE CORE CAPABILITY ARE NOT ADDRESSED IN THIS TABLE. TOTAL CORE WILL CHANGE AS A RESULT OF WORKLOAD MIX AND SKILL TRANSFERS.

Workload and Capabilities, continued

12. Core Capabilities (DoD), continued

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

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

COMMODITY TYPE	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
(3A) Engines - Acft	7,025	7,025	7,025	7,025
TOTAL	7,025	7,025	7,025	7,025

Workload and Capabilities, continued

12. Core Capabilities (DoD), continued

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

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

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Not applicable				
TOTAL				

Workload and Capacities, continued

13. Core Workloads

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

Table 13.1a **Total Core Workloads**

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
(1C1) Acft, Fixed - Transport (C-5)	832,605	730,532	832,605	821,402
(1C4) Acft, Fixed - Trainer (T-38)	0	102,073	0	92
(2B) Acft Comp - Acft Structure	16,811	15,879	16,699	19,200
(2C) Acft Comp - Hydraulic/Pneudraulic	2,447	2,499	2,773	2,979
(2D) Acft Comp - Instruments	5,610	4,317	5,203	4,965
(2E) Acft Comp - Landing Gear	4,164	4,164	4,164	4,164
(2G) Acft Comp - Avionics/ Electronics	33,327	40,661	28,482	30,506
(2H) - Acft Comp - APUs	111,974	117,871	102,375	102,322
(2I) Acft Comp - Other	91,290	92,368	92,325	93,138
(2J) Mfg & Fabrication	119,870	119,870	119,870	119,870
(3A) Engines - Acft	2,614,653	2,602,778	2,620,135	2,625,971
(4A) Missile Comp	57,798	57,361	57,452	57,467
(10C) Ground Gen/Purp - Munitions/Ordnance	1,286	1,744	1,637	1,620
(12A) Software - Tac	17,544	16,776	14,308	14,176
(12B) S/W - Spt Eqt	152.935	152,789	154,787	154,881
(13C) Spec Interest Item - TMDE Eqt	400,375	401,008	409,875	409,935

TOTAL	4,462,690	4,462,690	4,462,690	4,462,689

Workload and Capabilities, continued

14. Other Workloads (Above Core)

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

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

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
(2I) Acft Comp, Other	96	104	100	100
(3A) Acft Engines	208,654	32,881	33,388	33,388
(13C) Spec Interest TMDE	993	803	885	913
TOTAL	209,743	33,788	34,373	34,401

Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

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

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
(2H) Acft Comp - APUs	27,340	30,318	26,343	26,343
(2I) Acft Comp - Other	5,108	4,771	4,614	6,987
(3A) GTEs - Acft	196,204	195,289	198,230	198,230
(13C) Spec Interest Item - TMDE Eqt	216	257	128	128
TOTAL	228,868	230,635	229,315	231,688

Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

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

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
12B-Software - SE (Coast Guard)	2,612	3,748	3,684	3,604
13B-Spec Interest - TMDE	152	147	187	187
TOTAL	2,764	3,895	3,871	3,791

Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

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

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Not appliable				
TOTAL				

Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

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

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
(1C1) Acft, Fixed - Transport (C-5)	173,387	0	19,991	0
(1C4) Acft, Fixed - Trainer (T-38)	340,712	128,551	52,244	0
(2B) Acft Comp - Acft Structure	39,514	31,395	36,878	37,465
(2C) Acft Comp - Hydraulic	118	0	274	408
(2D) Acft Comp - Instruments	2,237	1,094	1,930	1,727
(2E) Acft Comp - Landing Gear	45	0	406	410
(2G) Acft Comp - Avionics/Electr	62,958	69,297	50,081	48,059
(2H) - Acft Comp - APUs	20,021	20,168	19,029	19,082
(2I) Acft Comp - Other	85,819	80,904	84,680	93,358
(2J) Mfg & Fabrication	0	45,054	30,251	26,581
(3A) Engines - Acft	645,218	663,173	542,472	537,932
(4A2) Missiles-Nuclear	40,935	46,612	44,693	42,470
(10C) Ground Gen/Purp - Munitions/Ordnance	962	1,352	1,243	1,172
(12A) S/W - Tac Sys	1,064	0	1,873	1,733
(12B) S/W - Spt Eqt	9,278	0	20,260	18,928
(13C) Spec Interest Item - TMDE Eqt	46,275	50,504	66,851	66,455
TOTAL	1,468,543	1,138,066	973,156	895,788

Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

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

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Not applicable				
(Navy peculiar)				
TOTAL				

Workload and Capabilities, continued

14. All Other Workloads (Above Core), continued

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

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Not applicable				
TOTAL				

Workloads and Capabilities, continued

14. Other Workloads (Above Core), continued

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

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

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
(1C1) Acft, Fixed - Transport (C-5)	173,387	0	19,991	0
(1C4) Acft, Fixed - Trainer (T-38)	340,712	128,511	52,244	0
(2B) Acft Comp - Acft Structure	39,514	31,395	36,878	37,465
(2C) Acft Comp - Hydraulic/Pneudraulic	118	0	274	408
(2D) Acft Comp - Instruments	2,237	1,094	1,930	1,727
(2E) Acft Comp - Landing Gear	45	0	406	410
(2G) Acft Comp - Avionics/ Electronics	62,958	69,297	50,081	48,059
(2H) - Acft Comp - APUs	47,361	50,486	45,372	45,425
(2I) Acft Comp - Other	91,023	85,779	89,394	100,442
(2J) Mfg & Fabrication	0	45,054	30,251	26,581
(3A) Engines - Acft	1,050,076	891,343	774,090	769550
(4A) Missiles - Nuclear	40,935	46,612	44,693	42,470
(10C) Ground Gen/Purp - Munitions/Ordnance	962	1,352	1,243	1,172
(12a) s/w - tAC sYS	1064	0	1873	1733
(12B) S/W - Spt Eqt	11890	3,748	23944	22532
(13C) Spec Interest Item - TMDE Eqt	47,636	51,711	68,051	67,683
TOTAL	1,909,918	1,406,382	1,240,715	1,165,657

NOTE: Cannot be computed until HQ AFMC/LGPW provides Interservice data and other core categories are completed.

Workload and Capabilities, continued

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

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

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

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
Manufacturing*				
(1C1) Acft, Fixed - Transport (C-5)	832,605	730532	832,605	821402
(1C4) Acft, Fixed - Trainer (T-38)	0	102073	0	92
(2B) Acft Comp - Acft Structure	16811	15879	16699	19200
(2C) Exch, Hyd/ Pneu	2447	2499	2773	2979
(2D) Acft Instruments	5610	4317	5203	4965
(2E) Acft Ldg Gear	4164	4164	4164	4164
(2G) Acft Comp - Avionic/Electric	33327	40661	28482	30506
(2H) Acft APUs	111974	117871	102375	102322
(2I) Acft Comp - Other	91290	92368	92325	93138
(2J) Mfg & Fabrication	119870	119870	119870	119870
(3A) Acft Engines	2614653	2602778	2620135	2625971
(4A) Missile Comp	57798	57361	57462	57467
10C Nuclear Comp	1286	1744	1637	1620
12A S/W-Tac Sys	17544	16776	14308	14176
12B Software	152935	152789	154787	154881
13C TM&DE	400375	401008	409875	409935
TOTAL	4462689	4462690	4462690	4462688

NOTE: Three unique and peculiar capabilities at SA-ALC primarily support Organize Manufacturing. Organic manufacturing is classified as an unprogrammed workload, which means outyear workloads remain largely undefined and understated in terms of manhour projections. Turn manhour projections become visible only within the current quarter of the current year, at the time a customer requests manufacture of a specific item.

AFMC Depot Manufacturing Policy is reflected in AF Instruction (AFI) 21-102, and is limited to five conditions which are intended to restrict government competition with commercial activities. These imposed limitations channel most manufacturing to commercial sources. Consequently, depot manufacturing workloads, with few exceptions, generate because there are existing logistical problems to which the commercial sector either has not or cannot respond. In some cases, the manufacturing workload represents a new prototype, application of new technology or engineering development, or limited quantities of parts of an aging weapon system for which there is no longer a commercial source. Situations such as these warrant organic involvement as a cost effective method for task accomplishment. Unfortunately, these tasks are not well suited for outyear projection and end up a drop-in workload. Given these circumstances, it is imperative to give adequate recognition to the relatively small and understated manufacturing manhours which are absolutely paramount to sustainment of the war fighting capabilities of the front line weapon systems. The workload manhour figures for the manufacturing workload is approximately 30 000 to 40,000 hours per year understated from real world historical data.

Workload and Capabilities, continued

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

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

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

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
(1C1) Acft, Fixed - Transport (C-5)	173387	0	19991	0
(1C4) Acft, Fixed - Trainer (T-38)	340712	128511	52244	0
(2B) Acft Comp - Acft Structure	39514	31395	36878	37465
(2C) Exch, Hyd/ Pneu	118	0	274	408
(2D) Acft Instruments	2237	1094	1930	1727
(2E) Acft Ldg Gear	45	0	406	410
(2G) Acft Comp - Avionic/Electric	62958	69297	50081	48059
(2H) Acft APUs	20021	20168	19029	19082
(2I) Acft Comp - Other	85819	80904	84680	93358
2J	0	45,054	30,251	26,581
(3A) GTEs - Acft	645218	663173	542472	537932
(4A) Missiles- Nuclear	40935	46612	44693	42470
10C Nuclear Comp	962	1352	1243	1172
12A S/W-Tac Sys	1064	0	1873	1733
12B Software	9278	0	20260	18928
13C TM&DE	46,275	50,504	66,851	66,455
TOTAL	1,468,543	1,138,064	973,156	895,780

Workload and Capabilities, continued

16. Scope of Work Performed

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

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

Service/Function   Describe Relationship and Benefit to Maintenance Mission

a. Service/Function: Logistics Management

(16.1) Description: The Air Force has long operated under the concept of collocated maintenance and management functions to provide the best possible customer support. In recent years, the Air Force has adopted the Integrated Weapon System Management (IWSM) approach, which re-emphasizes the joint support operation by a cohesive team and ensures the increased awareness and communications by all parties involved. The result is faster resolution of repair problems and better service to the customer. This relationship is further enhanced by the collocation with the Defense Logistics Agency which provides timely transportation support as well as storage of both reparable and serviceable assets. Collocation has created the environment for enhanced teamwork in the repair, management and acquisition planning of logistics requirements. Examples can readily be found across the depot, such as:

- The Propulsion Product Group Manager (PPGM), located at SA-ALC manages propulsion activities through the existing infrastructures. the PPGM has life cycle management responsibility for planning, analysis, technology development and insertion through design, development, production, sustainment, modification and retirement. This functions are accomplished by the PPGM using a Propulsion Integrated Product Team (PIPT) comprised of propulsion personnel from OC-ALC, SA-ALC and ASC. The use of IPT management assures the appropriate balance between acquisition and sustainment needs to optimize resources and support to our customers. The PPGM plans and executes the Concept of Operations for Integrated Weapon System Management of Propulsion Systems. They also serve as the single face for Propulsion, recommending policies and procedures, developing and administering the Propulsion Master Plan, serving as the Propulsion advocate in the budget and manpower allocation processes, improving propulsion technology and serving as the Air Force senior representative on all joint service propulsion committees as the Joint Propulsion Coordinating Committee (JPCC). In essence, under the IWSM concept, the PPGM has the direct responsibility for the overall Air Force propulsion systems, both from a maintenance and management perspective.

- Aircraft

  -- The collocation of the C-5 System Program Director (SPD) at SA-ALC with the depot maintenance function, the TF39 Engine Manager, the 313th Flight Test Squadron (FLTS) and the 433rd Airlift Wing (AW), best supports the concept to satisfy the customer through realized logistics efficiencies. The 313th FLTS is readily available for C-5 functional check flight saving the Air Force test pilots travel cost/time, and more importantly, C-5 schedule time. The collocation of the 433rd AW enables direct immediate contact between the SPD and the customer, testing new methods, procedures, and performing prototypes. This collocation significantly shortens the user's pipeline, creating the ability of that wing to respond quicker than other tasked units in the event of a contingency.

  -- The C-17 System Support Manager (SSM) is located at SA-ALC. The SSM reports to the C-17 System Program Director (SPD) at Aeronautical Systems Center (ASC) at Wright-Patterson AFB OH. As the C-17 program matures (i.e., transitions from production to sustainment), the program management center of gravity will shift from ASC to SA-ALC. In the coming years, there will be more and more activity and resopinsibility for the sustainment of the C-17. Eventually, the C-17 SPD will be at SA-ALC. Having the SPD collocated with the depot maintenance will allow engineering and technical specialists to plan and execute engineering changes that are compatible with the repair and test facilities. Further, collocation enables the formation of truly integrated product teams.

- Commodities

  -- The Commodity Production Management Division (SA-ALC/LDT) is the primary organic source of repair for Gas Turbine Engines, Secondary Power Systems and Fuels System components managed by the Power System Program Management Division (Materiel Group Manager (MGM), SA-ALC/LDP). These two organizations are collocated in Bldgs 326 and 329.

  -- The Electronics and Automatic Test Equipment (ATE) Support Division (SA-ALC/LDS) is the primary organic source of repair for the ATE managed by the Automatic Test Program Management Division (the Product Group Manager). These two organizations are collocated in Bldg 308.

- HQ AFMC and HQ Air Intelligence Agency (AIA) are currently in the process of transitioning the Air Force Cryptologic Support Center (AFCSC) to SA-ALC under the Intelligence Normalization effort. Both HQ AIA and AFCSC are located at Kelly AFB. The transition is scheduled to occur on 1 Oct 94. The AFCSC provides the depot support for Air Force Communications Security (COMSEC) and Signals Intelligence (SIGINT) items. This is a very specialized, secure activity which supports Air Intelligence Agency units world-wide. With the primary customer, HQ AIA, collocated with the SA-ALC cryptologic depot maintenance operation this transition should be transparent to the world-wide customers. HQ AIA will continue providing programmatic funds and direction and be readily available to assist with any problems which may occur in the depot operation. The depot maintenance will be immediately responsive to changing customer needs and will continue to provide the highest quality COMSEC and SIGINT products.

(16.2) Describe Relationship and Benefit to Maintenance Mission:

- The collocation provides for two-way support. The industrial function is supported by the technical specialists and engineers of the management organization. The management organization is in turn supported by the industrial function through quality and timely repair of assets for return to the customer.

- If the industrial and management functions were not collocated, primary impact would be less efficiency which would translate into longer repair turn-around times and greater cost to the customer. The repair time would increase as would the number of assets in the pipeline. Communication and resolution of production support problems would be difficult.

- Collocation has enhanced the environment for teamwork in the repair, management and acquisition planning of the equipment requirements for the depot. Regular meetings are held on various workloads to solve problems caused by data inadequacies, equipment layouts, contractor support, installation and training. These meetings in a Total Quality Management environment would be impossible if the management and production functions were not located in close proximity. We would be unable to efficiently work problems that we now solve with a 30 minute meeting with the cognizant engineers, equipment specialists, item managers, production specialists and the repair craftsman.

- Specifically, in the case of the PPGM, the collocation of the PPGM and the Designated Acquisition Commander (DAC), also at SA-ALC, provides for better communication between the activities involved for the acquisition and maintenance of Air Force Propulsion Systems. SA-ALC was chosen as the location for the PPGM since the majority of current and future PPGM activity involves sustainment and because of the large dollar value of propulsion systems resident at SA-ALC. Under the IWSM concept, the PPGM has the direct responsibility for the overall Air Force propulsion systems, both from a maintenance and management perspective.

b. Service/Function: 313th Flight Test Squadron (FLTS)

(16.1) Description: The FLTS accomplishes test flights and certifies aircraft air worthiness of all aircraft repaired at SA-ALC prior to clearance for major command (MAJCOM) use and world-wide delivery. The FLTS also provides Test and Evaluations services to the various ALC directorates.

(16.2) Describe Relationship and Benefit to Maintenance Mission: The FLTS at SA-ALC has the responsibility to monitor quality of workmanship along with performing final quality control evaluation and acceptance on the C-5 and T-38 aircraft undergoing Programmed Depot Maintenance (PDM) or modifications. The FLTS also acts as its focal point for Developmental Test and Evaulations (DT&E) projects on behalf of single managers in support of the SA-ALC mission. The FLTS provides management for all ALC DT&E and actually conducts DT&E in circumstances where size and scale of program warrants.

c. *Service/Function:* Financial Management

(16.1) Description: Advises and acts for SA-ALC Commander and staff on financial matters, policy, programs and plans for depot level maintenance and logistical support of assigned weapon systems. Provides policy guidance and procedures for reparable and maintenance requirements, budgeting, accounting and finance, cost management, and logistics systems management. Establishes command/control for contingency and readiness functions under the Program Control Division. MAJCOM, two SOAs and two flying units are supported through FM. Provides payroll for over one-half billion dollars covering over 17,000 personnel including military, and which also includes depot level maintenance payroll support is provided to approximately 6,318 employees.

(16.2) Describe Relationship and Benefit to Maintenance Mission: Responsible for management in providing logistics and acquisition policies, and inventory management systems support to all Center directorates. Guides development, submission, defense and allocation of all annual requirements budgets, and oversees execution of those budgets. Ensures procedures are developd to provide for the transition of the ALC from a peacetime to wartime baseline and provide wartime or contingency command and control. Assists in the management of the financial functions of travel, civilian and military pay, and funds certification. Provides cost analysis and general analytical capability to SA-ALC staff as well as policy and procedural guidance to achieve logistical and financial evaluations. Develops and implements policy for the Center and assists in management of total resource utilization: people, land, facilities, equipment, energy, and dollars.

d. *Service/Function:* Contracting

(16.1) Description: Manages and executes SA-ALC contracting assignments and programs according to applicable public laws, Air Force and AFMC directives.

(16.2) Describe Relationship and Benefit to Maintenance Mission: Responsible for reviewing and interpreting procurement policy. Advises Center directorates on contracting policy, practices and procedures, business strategy, quality management initiatives, and process improvements. Responsible for the award and administration of orders and contracts in support of centrally funded requirements. A fully supported contracting division is matrixed to each of the product directorates to provide contracting support. The Weapon Systems/Major Equipment Contracting Divison provider Weapons and Aerospace Fules services/functions. Focal point for Basic Ordering

Agreements, and contracting officer warrant issuance. Responsible for the award and administration of construction and architectural and engineering contracts for the Center. Construction includes new construction, building renovation and modification, and miscellaneous real property maintenance. Serves as the business strategy advisor on complex, highly visible procurements, depot maintenance competitions, and best value contracting.

e. Service/Function: Civilian Personnel

(16.1) Description: The Consolidated Civilian Personnel Flight (CCPF) administers personnel programs at the SA-ALC and hosted units including, but not limited to, Classification and Position Management services, Data Management and Support, administration of Labor-Employee Management Relations Program, administration of Affirmative Employment and Career Programs, and overall management of civilian personnel resources.

(16.2) Describe Relationship and Benefit to Maintenance Mission: The CCPF works hand in glove with functional managers providing advisory services on the effective and efficient use of civilian human resources, position management, personnel administration and operational requirements. The CCPF develops utilization/employment plans in conjunction with functional managers to assist in establishing and maintaining a flexible workforce responsive to mission, budget, and activity affirmative employment goals. The CCPF is also responsible for advising the Commander and subordinate levels of management on labor management issues relating to contract, labor statute, Unfair Labor Practices, etc. As a result, Kelly AFB is able to maintain positive relations between management and the unions.

f. Service/Function: Safety

(16.1) Description: Manages the overall SA-ALC Safety Program.

(16.2) Describe Relationship and Benefit to Maintenance Mission: Provides Center guidance on all safety issues. Responsible for ground, flight, explosives and systems safety programs. Annually conducts safety program and facilities evaluations of all Kelly AFB organizations, including depot maintenance.

g. Service/Function: Environmental Management

(16.1) Description: SA-ALC has established high integrity environmental programs with continuous quality improvement to ensure all programs, processes, systems, and procedures are in full regulatory compliance with federal, state and local laws. The focus is to maintain a base-wide strategy for ensuring compliance while continuing to take a proactive approach with the regulatory community to improve our effectiveness in managing and implementing an integrated environmental program.

(16.2) Describe Relationship and Benefit to Maintenance Mission: SA-ALC/EM focuses on providing excellence in customer support. Acting as the regulatory interface for Kelly AFB, the majority of our efforts are in support of the depot mission and tenant organizations. This support is enhanced with personal interaction of the environmental staff with the staffs of the aircraft maintenance organizations. We provide responsive service to our customers by effectively monitoring the environmental programs and implement change identified by customer needs and services. By focusing our efforts on quality, participation management and continuous improvement, we assist the maintenance organizations in developing environmental programs which comply with the intent of Congress to address the environmental issues facing DoD and lower the cost of depot maintenance.

h. ***Service/Function:*** Plant Management

(16.1) Description: The Plant Management Division has the capability to install major industrial plan equipment (IPE), maintain that equipment and perform select construction tasks on a limited basis.

(16.2) Describe Relationship and Benefit to Maintenance Mission: These services are provided in support of the industrial components of the depot maintenance organizations of SA-ALC. They are responsible for the installation of all IPE in the maintenance complex. Installation can be either of new equipment or relocation of existing equipment. This organization also accomplishes shop relocations, connects utilities and construct minor facilities when incidental to the installation of equipment. Plant Management troubleshoots, analyzes, repairs, overhauls, modifies and tests IPE, such as lathes, mills, grinders, boring machines, vertical turrent lathes, radial drills, elox machines and vacuum furnaces. In addition, they modify and repair numerical control and computer numerical control machines and repairs industrial systems, such as, robotics metalizing spray system, aircraft painting systems, monorail systems, test stands, material handling systems and electronic beam welders.

i. ***Service/Function:*** Defense Distribution San Antonio (Defense Logistics Agency)

(16.1) Description: Defense Logistics Agency (DLA) provides receiving, storage and shipping (pickup and delivery) functions.

(16.2) Describe Relationship and Benefit to Maintenance Mission:

- DLA receiving and storage facilities, collocated with the depot, minimize transportation time and costs for frequently used depot components. Collocated Storage provides ready access to assets needed to respond to unexpected increases in production, whereas production would experience lengthy delays in overhaul should on-hand stock not meet production swings. Depot Maintenance Supply Centers (DMSC) (in-shop supply) exist to handle some productions swings, but are only authorized to store 15 to 30 days supply of materiels. This level is determined by the production lines ordering pattern over the past six months and does not reflect current needs.

- DLA Receiving provides immediate credit for turn-ins and back-order release as new assets are received at Kelly AFB.

- DLA Receiving provides pick up and delivery service which minimizes processing and transportation time between central receiving at the High Volume Distribution Point (HVDP) and DMSC areas. Air Force, other service, and DLA stock is stored at Kelly AFB and it would be highly desirable if DLA Inventory Control Point (ICP) stock be stored at the depot with the highest usage further minimizing transportation cost and delivery timeframes.

- DLA also provides shipping services to include packing and routing of material being released to field activities and between repair facilities.

j. Service/Function: DISO/Defense Megacenter (DMC) San Antonio

(16.1) Description:

- Provides information processing services and products that support the needs and requirements of depot maintenance functions of San Antonio Logistics Center (SA-ALC). This service is provided through the efficient, effective, and economic utilization of information systems personnel, products, and technology. The primary functions performed fall into four categories: application support, operational support, technical support, and business management support.

- DMC San Antonio currently runs 61 application systems that directly or indirectly support the depot maintenance activities. DMC San Antonio provides application monitoring and recovery, database recovery management, job setup, control and management of report distribution, and implementation and control of application software releases. DMC San Antonio supports the software design activities in isolating production problems. Personnel in application system support provide depot maintenance customers with recommendations to optimize processing and to customize processing to meet special user requirements.

- DMC San Antonio provides operations support for the depot maintenance activities 24 hours a day, seven days a week. These services include operational support of mainframe and mid-tier systems, management of the tape library system, workload job scheduling, coordination of special processing requests, recovery and restart of failed jobs, help desk management for single-point customer problem reporting and tracking, management of network software and hardware, and maintenance of data communications hardware and software.

- DMC San Antonio provides technical support to the depot maintenance functions at SA-ALC for both mainframe and mid-tier processing. This area provides capacity and configuration monitoring and planning, analyzes workload capacity and assists depot maintenance customers in forecasting resource requirements, maintains and manages resource utilization to minimize cost and maximize efficiency, coordinates migrations and new workload requirements, provides operating systems problem identification and resolution, and supports interactive and database system software.

- DMC San Antonio provides business management support to assist the depot maintenance activities to budget for information processing resources. The business management function also establishes and negotiates service level agreements with the depot and provides customer assistance in use of all DMC San Antonio services.

- Specific data systems provide a wide range of support to the depot maintenance activity. Examples include:

-- Depot Activation Planning System
-- Workload Planning and Control System
-- F100 Engine Supportability System
-- Depot Maintenance Actual Material Cost System
-- Depot Maintenance Budget and Management Cost System
-- Depot Maintenance Production Cost System
-- Depot Maintenance Requirements and Program Management System
-- Depot Maintenance Material Support System
-- Management of Items Subject to Repair Requirements, Scheduling and Analysis System
-- Maintenance Engineering Data Support

(16.2) Describe Relationship and Benefit to Maintenance Mission:

- Information systems are associated with depot maintenance, but are not generally classified considered as integral to the depot maintenance functions. Software development of appropriate information systems is crucial for the accomplishment of the maintenance mission. The benefit of the relationship toward the maintenance mission is the emphasis on improved productivity, reliability and overall success. The sample information systems listed above in para. 16.1 are included showing specific benefits. The information systems' usefulness is attributed to the development and maintenance of its code, data and its integrity, and timeliness.

Workload and Capabilities, continued

17. Interface with Customers

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

a. Service/Function: 433rd Airlift Wing (AW)

Describe Required Interface/Relationship/Benefit: SA-ALC is fortunate in being collocated with the 433rd AW (Air Force Reserves) which utilizes the C-5 aircraft powered with the TF39 engine. Since the customer uses the the weapon system, engine and equipment that we repair, synergism is gained by all organizations because of the close proximity of our locations. The primary advantage is that the collocation allows for direct, immediate customer feedback at both the shop floor and management levels. Engineering support and technical interchange is facilitated by the proximity and the option to "see" the problems firsthand. This also allows for immediate feedback on Quality Deficiency Reports (QDRs) and Material Deficiency Reports (MDRs). Problems found "in the field" can be brought back to the "shop" without the delays normally associated with customers located farther away. The 433rd AW directly benefits from the use of the depot's jet engine test cells and the depot benefits by having the wing available to perform prototyping, such as on the Malfunction Detection Analysis Reporting System (MADARS). Various depot functions benefit by using the 433rd AW to check out and verify field-level repair procedures using their support equipment, C-5 aircraft and engine. The relationship is a two-way partnership between the depot and the collocated customer.

b. Service/Function: 149th Fighter Group (FG)

Describe Required Interface/Relationship/Benefit: SA-ALC is also collocated with the 149th FG (Air National Guard) which flies the F-16 aircraft, powered by the F100 engine. A realized advantage is that collocation allows for certain amount of direct routing between the depot and the customer and also the opportunity to "share" equipment unique to the depot or the field unit it supports. Most directly, SA-ALC's engine test cells support the 149th FG. This is especially helpful for the customer. At that same time, the ALC can take advantage of the collocated activity by using the customers' assets to "test" fit and function of the prototype repairs and modifications to engines, components and sub-systems. The collocated activity also provides the depot with the opportunity to use specialized equipment designed for field use essentially without having to leave the depot. For example, abridged engine testing may be performed at the 149th FG's hush house with its M-37 Test System. Using the equipment at the 149th FG such as the AGATS data gathering system, the ALC is able to confirm the field reported failures on components such as Engine Electronics.

c. ***Service/Function:*** Organic Warranty Program

Describe Required Interface/Relationship/Benefit: San Antonio Air Logistics Center provides quality products to its customers. One successful quality effort pioneered by the Center is an Organic Warranty Program (OWP). SA-ALC's OWP covers Reparable Support Division funded items overhauled, manufactured, or repaired at this Center. The program applied to the Air Force, Reserve and Air National Guard customers. This warranty guarantees that times repaired at SA-ALC will be free of material and workmanship defects for a period of 30 days after installation and initial operational use.

d. ***Service/Function:*** Propulsion Product Group Manager

Describe Required Interface/Relationship/Benefit: The Propulsion Product Group Manager (PPGM), located at SA-ALC manages propulsion activities through the existing infrastructures. The PPGM has life cycle management responsibility for planning, analysis, technology development and insertion through design, development, production, sustainment, modification and retirement. This functions are accomplished by the PPGM using a Propulsion Integrated Product Team (PIPT) comprised of propulsion personnel from OC-ALC, SA-ALC and ASC. The use of IPT management assures the appropriate balance between acquisition and sustainment needs to optimize resources and support to our customers. The PPGM plans and executes the Concept of Operations for Integrated Weapon System Management of Propulsion Systems. They also serve as the single face for Propulsion, recommending policies and procedures, developing and administering the Propulsion Master Plan, serving as the Propulsion advocate in the budget and manpower allocation processes, improving propulsion technology and serving as the Air Force senior representative on all joint service propulsion committees as the Joint Propulsion Coordinating Committee (JPCC). In essence, under the IWSM concept, the PPGM has the direct responsibility for the overall Air Force propulsion systems, both from a maintenance and management perspective.

e. ***Service/Function:*** 651st Combat Logistics Support Squadron (CLSS)

Describe Required Interface/Relationship/Benefit: The mission of the 651st Combat Logistics Support Squadron (CLSS) is to provide highly trained, worldwide deployable military teams to accomplish aircraft battle damage repair (ABDR) and augment supply and surface freight management operations. This mission is enhanced by performing depot level maintenance, crash recovery/damage repairs, limited Standard Base Supply System (SBSS) operations/augmentation, surface freight operations, and rapid area distribution support to include warehousing/re-warehousing and special logistics projects as directed. The peacetime role is supported by four flights assigned to the CLSS. Maintenance, Propulsion, Supply and Transportation flights provide on station support as well as Depot Field Teams and Rapid Area Distribution Support (RADS)

Teams. Propulsion technicians are heavily involved in Two Level Maintenance transition, as well as, providing depot field teams to numerous active duty and Air National Guard bases.

f. Service/Function: Precision Measurement Equipment Laboratory and Automatic Test Equipment (ATE) Upgrades

Describe Required Interface/Relationship/Benefit: The equipment used by the Mexican Air Force is similar, and many times, the same as that used by the United States Air Force. Many times, the Mexican Air Force experiences the same problems as experienced by craftsmen in the SA-ALC. The problems are generally in the supportability, repair and calibration areas. Because of our location and ability to efficiently communicate in the same language, we have developed a level of trust with our customer and have been successful in solving unique problems with some of the equipment used by the Mexican Air Force. SA-ALC recently dispatched a team to study a disk drive problem in a piece of equipment used by the Mexican Air Force in support of one of their weapon systems similar to the one used by the USAF. We made recommendations showing options for improved levels of support and included a variety of suggestions ranging from simple modification to major upgrade and replacement. Usually these requests come to the USAF at a high political level and it is very important that we respond with clarity, timeliness and quality demanded by the situation. SA-ALC has gained the respect of the Mexican government with the support provided in the past.

g. Service/Function: Science and Engineering Laboratory

Describe Required Interface/Relationship/Benefit: The Science and Engineering Laboratory performs the following functions: Analytical Chemistry, Environmental Testing, Metallurgical Evaluation, Failure Analysis of Materials, Non-destructive Testing, Reliability & Service Testing and Geometric Dimensioning and Tolerancing. The SA-ALC Science and Engineering Laboratory is modern aerospace industrial laboratory capable of meeting all the materials and component testing requirements of the Air Force.

- The Air Force uses a wide variety of chemical materials in the operation and maintenance of aircraft. These chemicals include petroleum products, organic and inorganic coatings, sealants and adhesives, and cleaning materials. All these materials must be tested to verify serviceability and quality control during use. Industrial processes generate chemical waste. This chemical waste must be tested to comply with federal law. Environmental compliance samples must be collected and tested to comply with laws on environmental protection.

- Most structural materials used on Air Force aircraft are metal. These metals must be evaluated to verify conformance to requirements. When metal parts fail, the cause of failure must be determined to avoid future occurrences. Failure analysis is an essential part of the depot maintenance mission.

- Non-destructive inspection is used to detect flaws in parts without destroying the parts. Aircraft and engines are prone to developing cracks and other flaws that if not detected will cause loss of the aircraft. Items returned to the depot, especially airframe and engine parts, must be inspected for flaws.

- When items fail in service or when a forecast of anticipated failure life is needed, then reliability and service testing must be performed. These dates include temperature, humidity, vibration, and shock testing. Recently, aircraft fuel pump failures were studied to determine cause of failure and corrective action. Most such service failures are referred to the depot for testing and corrective action.

- The correct manufacturing of machined parts is vital to proper form, fit, and function. A very common problem is that parts have not been made to the correct dimensions. Parts made by contractors and organically must be tested with advanced dimensional testing equipment to verify correct geometry before entering service. Dimensional verification will save many problems down the road and is a vital part of the depot maintenance mission.

h. Service/Function: Computerized Industrial Tomographic Analyzer (CITA)

Describe Required Interface/Relationship/Benefit: The CITA provides efficient, quality inspection services for testing of F100, T56 and TF39 engine components. In addition, CITA supports T-38/F-5, B-52, C-5/B, F-15, F-16, B-1B and C-130 aircraft airframe components. A unique nondestructive evaluation tool for specialized radiographic inspection of engine and airframe components, the SA-ALC CITA supports computed tomography, digital radiography and digital laminography inspections. CITA is an analytical technique which can be used where other NDI methods are inadequate, such as internal wall thickness measurements of components. It also aids in Failure Analysis studies where destructive testing could mask the cause of failure; therefore, is a valuable source for nondestructive inspection of engine and airframe components. The SA-ALC CITA is the only industrial facility which has an integrated Artificial Intelligence-Neural Network X-ray Image Processing System for evaluating aerospace engine and airframe components.

i. Service/Function: Software support to HSC/YA, Brooks AFB.

Describe Required Interface/Relationship/Benefit: SA-ALC/TIS provides software support for the Maintenance Skills Tutor (MST) program. Several software engineers travel to Brooks AFB two or three times per week to provide the customer with timely support. The proximity of HSC/YA eliminates the need for TDY to accomplish this workload and lowers the overall cost to the customer. This face to face interface with the customer makes for good communications and excellent customer support.

j. Service/Function: Plant Management

Describe Required Interface/Relationship/Benefit: Plant Management provides installation, repair, and preventative maintenance of industrial plant equipment, facility maintenance repair, and minor construction; vehicle support, scrap recovery and disposal; and service contract cupport for the SA-ALC product directorates. The division has developed a customer survey form to gather information about the quality of our services. The feedback provides important data after production equipment has been repaired by the crews and drives our process to improve in several ways. The Branch Chiefs come into contact with dissatisfied customers and assures them of immediate support of anything unresolved. First line supervisors and personnel are informed so as to avoid similar incidents in the future. The main focus is customer satisfaction and the process improves because the division is aware of what is needed by the customer.

MEASURES OF MERIT

Costs [1]

18. Real Property Maintenance (RPM)

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

The SA-ALC RMPA backlog as of 30 September 1993 is $16,370.6K.

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

Table 18.2: **Real Property Maintenance Expenses**

DMBA	FY 1990	FY 1991	FY 1992	FY 1993
RPM Expenses ($K)	4,766	8,579	11,173	2,226

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

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

Table 19.1a: **Annual Operating Costs (DPAH)**

EXPENSE	FY 1990	FY 1991	FY 1992	FY 1993
AOC ($ K)	327,561	299,909	329,648	337,882
$ / DLH (DPAH)	37.13	36.77	42.36	44.97

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

Costs, continued

20. Environmental Compliance

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

Table 20.1: **Environmental Compliance Costs**

COST($K)	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
Actual	3077	2882	7680	15488	8327*	-	-	-
Programmed	3070	2880	7679	15291	8285	8628	5221	5392

The amounts shown for each fiscal year include minimum Environmental Compliance Program requiremetns (permits and fees), approved MILCON, Environmental Process Control Facility (EPCF) operation costs, Depot Maintenance Business Area (DMBA) costs and operation and services (O&S) for Pollution Prevention requirements. The costs for managing Low Level Radioactive Waste (LLRW) have been excluded since Kelly AFB currently manages LLRW for the Air Force. This annual cost has been excluded to ensure true base-to-base comparisons can be accomplished. Compliance and Pollution Prevention manpower salaries, as well as, Defense Environmental Restoration Account (DERA) are **not** included in the totals.

(*)The actual FY94 funding shown in the table represents funding received as of 1 Jun 94.

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

Kelly AFB will continue to meet and/or exceed the mandated deadlines identified by the environmental regulations as they pertain to air, water, waste water, pollution prevention and restoration. If all spending is accomplished as programmed above, there will be no backlog at the end of FY97. This does not discount the fact that environmental regulations will be promulgated in FY97 and require additional funding in the future. All military depots in every department will be required to plan years in advance to minimize the impact environmental regulations, and compliance thereof, will have on their respective missions.

21. Local Wage Rate

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

Costs, continued

Table 21.1: **Wage Rate**

Wage Rate	FY 1991	FY 1992	FY 1993	FY 1994
WG-11 / Step3	11.73	12.21	12.72	13.19

22. Programmed Capital Investments

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

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

Table 22.1: **Programmed Capital Investments**

TYPE	FY 1996	FY 1997	FY 1998	FY 1999
NEW MISSION ($K)	28152	13918	14282	14766
REPLACEMENT ($K)	7046	4014	4118	4258

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McClellan Air Force Base
Personnel Impact of R&A COBRA Assumptions

	baseline 1997	percentage of total
Air Logistics Center		
FMS	378	
Maintenance	4,695	43%
Material Mgt	1543	
contracting	122	
Computer support	399	
MGT overhead	49	
Medical	691	
ALC Total	7,877	71%
Defense Agency tenants		
DLA	626	
Commissary	101	
Finance Agency	127	
Info Systems Agency	138	
Defense Agency Total	992	9%
Air Force tenants	1,007	9%
Base Operating Personnel	1,164	11%
Total	11,040	

Tinker Air Force Base
Personnel Impact of R&A COBRA Assumptions

	Baseline 1997	percent of installation total
Air Logistics Center		
FMS	414	
Maintenance	6,119	31%
Materiel management	1,780	
contracting	235	
Computer support	282	
MGT overhead	75	
Medical	624	
ALC Total	9,529	49%
Defense Agency tenants		
DLA	1,002	
Commissary	125	
Finance Agency	147	
Info Systems Agency	235	
Defense Agency Total	1,509	8%
Air Force tenants	6,188	32%
Base Operating Personnel	2203	
Total	19,429	11%

Kelly Air Force Base
Personnel Impact of R&A COBRA Assumptions

	Baseline 1997	Percentage of total installation
Air Logistics Center		
FMS	723	
Maintenance	5,520	31%
materiel management	2,307	
contracting	370	
Computer support	498	
MGT overhead	64	
Medical	232	
ALC Total	9,714	54%
Defense Agency tenants		
DLA	1,039	
Commissary	411	
Finance Agency	162	
Info Systems Agency	210	
Defense Agency Total	1,822	10%
Air Force tenants	4,188	23%
Base Operating Personnel	2,312	13%
Total	18,036	

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CATEGORY	ACTIVITY	1988	BRAC 1991	1993	1995
Army Depots	Anniston				
	Corpus Christi				
	Lexington-Bluegrass	X			
	Letterkenny				X
	Pueblo	X			
	Red River				X
	Sacramento		X		
	Tobyhanna				
	Tooele			X	
Navy Air Depots	Alameda			X	
	Cherry Point				
	Jacksonville				
	Norfolk			X	
	North Island				
	Pensacola			X	
Navy Warfare Center	Crane				
	Crane-Louisville				X
	Keyport				X
Marine Corps Depot	Albany				
	Barstow				
Navy Shipyard	Portsmouth				
	Philadelphia		X		
	Norfolk				
	Charleston			X	
	Puget Sound				
	Mare Island			X	
	Long Beach				X
	Pearl Harbor				
Air Force Logistics Center	Oklahoma City				XD
	Ogden				XD
	San Antonio				XD
	Sacramaento				XD
	Warner Robins				XD
Other Air Force Depots	Guidance & Metrology Maint & Regeneration			XP	

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Depot Category Installations

ALC ASSIGNMENTS					
Weapon System Responsibilities	**OC**	**OO**	**SA**	**SM**	**WR**
Aircraft	B-1 B-52 E-3 C-135 OSA	F-16 ●C-130	C-5 C-17 T-38	A-10 F-111 ●F-15 ●C-135	F-15 C-141 C-130 JSTARS
Commodities & Other Equipment	Engines Pneumatics	Landing Gear Strategic Missiles	Engines Fuel Accessories Automatic Test Equipment	Hydraulics Comm Electronics Electrical Components	Avionics Electronic Warfare Gyros

●= Secondary Source of Repair

Other Installation Organizations **(Not all inclusive)**	DISA DLA DFAS Cbt Comm Squadron NAVY TACAMO AWACS	DISA DLA DFAS F-16 Wing (Active) F-16 Wing (AFR)	DISA DLA DFAS C-5 Wing (AFR) F-16 Wing (ANG) Air Intel Agency	DISA DLA DFAS Coast Guard AFTAC DET 42	DISA DLA DFAS Cbt Comm Squadron AF Res HQ 19th ARW

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	one	two	% improve
sheetm repair	648988	1297976	100%
mach manu	200987	401974	100%
F-15	156493	312987	100%
propeller	119504	179256	50%
sheetm manu	131577	263154	100%
tube manu	16876	33752	100%
composite	266960	424650	59%
TOTAL	1541385	2913749	89%

example of
impact going
to 2nd shift

numbers reported
by Warner Robins
during Davis/Steele trip

2 shift capacity
at Robins

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Capacity

The ALC installations visited by the Commission to date have reported the available capacity to include a second shift.

For example, Warner Robins reports that by going to a second shift, capacity can be increased 89% in the commodities directorate which includes: sheetmetal repair, machining manufacturing, F-15 wings, propeller overhaul, sheetmetal manufacturing, tube manufacturing and composites.

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Maximum Potential Capacity

The Joint Cross Service Group defined of maximum potential capacity as

> **"optimal depot configurations and force/ employment levels, but no significant unprogrammed capital improvements and no unprogrammed MILCON."[1]**

[1] 4 April 1994 BRAC Policy memo signed by Deputy Under Secretary of Defense for Logistics

Document Separator

Dm 1

Proposed Closure Depot	Items To Be Transferred	Receiving Depot
Letterkenny-AD	4B-Tactical/MLRS	Anniston-AD
		Ogden-ALC
		Barstow-MCLB
	6A-Self Propelled Ground Combat Vehicle	Anniston-AD
	6C-Towed Ground Combat Vehicle	Barstow-MCLB
Red River-AD	4B-Tactical/MLRS	Anniston-AD
		Ogden-ALC
		Barstow-MCLB
	6B-Tanks	Anniston-AD
	6D-Ground Combat Vehicle Components	Anniston-AD
	8-Automotive/Construction Equipment	Albany-MCLB
San Antonio-ALC	1c1-Fixed-wing-Transport/Tanker/Bomber	Oklahoma City-ALC
	1c4-Fixed-Wing Administrative/Training	Oklahoma City-ALC
	2B-Aircraft Structures	Oklahoma City-ALC
	2C-Hydraulic/Pneumatic	Sacramento-ALC
	2D-Instruments	Sacramento-ALC
		North Island-NAD
	2E-Landing Gear	Ogden-ALC
		Sacramento-ALC
	2G-Avionics/Electronics	Warner Robins-ALC
		North Island-NAD
	2H-APUs	Cherry Point-NAD
	2i-Other	Oklahoma City-ALC
	3A-Aircraft Engines	Oklahoma City-ALC
		Cherry Point-NAD
	4A-Strategic Missiles	Ogden-ALC
	10C-Munitions/Ordnance	Anniston-AD
	12A-Tactical Systems Software	Oklahoma City-ALC
	12B-Support Software Systems	Oklahoma City-ALC
	13C-TMDE	Tobyhanna-AD
		Cherry Point-NAD
		North Island-NAD

not big enough to enter

DM 1

		Long Beach-NSY
		Puget Sound-NSY
	15-Associated Fabrication/Manufacturing	Oklahoma City-ALC
Jacksonville-NAD	1c3-Fixed Wing Light Combat	North Island-NAD
	1D-Other Aircraft Airframes	North Island-NAD
		Cherry Point-NAD
	2B-Aircraft Structure	Cherry Point-NAD
		North Island-NAD
	2C-Hydraulic/Pneumatic	Cherry Point-NAD
		Sacramento-ALC
	2D-Instruments	North Island-NAD
		Sacramento-ALC
	2E-Landing Gear	Sacramento-ALC
		Ogden-ALC
	2F-Aviation Ordnance	North Island-NAD
	2G-Avionics Electronics	North Island-NAD
		Warner Robins-ALC
	2i-Other	Cherry Point-NAD
	3A-Aircraft Engines	Cherry Point-NAD
		Oklahoma City-ALC
	13C-TMDE	Tobyhanna-AD
		Cherry Point-NAD
		North Island-NAD
		Long Beach-NSY
		Puget Sound-NSY
	14-Other Commodity	Cherry Point-NAD
	15-Manufacturing	Cherry Point-NAD
		North Island-NAD
	16A-Product Fleet Support	North Island-NAD
		Cherry Point-NAD
	16B-Voyage Repair	Cherry Point-NAD
		Cherry Point-NAD
	16C- Customer Service	Cherry Point-NAD
		Cherry Point-NAD

DM1

Pearl Harbor-NSY	7A-Radar	Sacramento-ALC
	7B-Radio Communications	Sacramento-ALC
		Tobyhanna-AD
	7D-Electronic Warfare	Tobyhanna-AD
	7E-Navigational Aides	Sacramento-ALC
	11A-Ship Sea Systems	Long Beach-NSY
		Norfolk-NSY
		Barstow-MCLB
	11B-Weapon Systems	Long Beach-NSY
		Louisville-NSW
	11C-Ship-Support	Puget Sound-NSY
	11D-Shipyard Support	Norfolk-NSY
		Long Beach-NSY
	13C-TMDE	Tobyhanna-AD
		Cherry Point-NAD
		North Island-NAD
		Long Beach-NSY
		Puget Sound-NSY
Portsmouth-NSY	7E-Navigational Aids	Sacramento-ALC
	7F-Electro-Optics/Night Vision	Puget Sound-NSY
		Warner Robins-ALC
	11A-Ship Sea Systems	Long Beach-NSY
		Norfolk-NSY
		Barstow-MCLB
	11C-Ship-Support	Puget Sound-NSY
	11D-Shipyard Support	Norfolk-NSY
		Long Beach-NSY
	11E-Ship Design Services	Puget Sound-NSY
Crane-NSW	2G-Avionics Electronics	North Island-NAD
		Warner Robins-ALC
	4B-Tactical/MLRS	Anniston-AD
		Ogden-ALC

		Barstow-MCLB
	7E-Navigational Aids	Sacramento-ALC
	7F-Electro-Optics/Night Vision	Puget Sound-NSY
		Warner Robins-ALC
	11A-Ship Sea Systems	Long Beach-NSY
		Norfolk-NSY
		Barstow-MCLB
	11B-Weapon Systems	Long Beach-NSY
		Louisville-NSW

DM 2

Proposed Closure Depot	Items To Be Transferred	Receiving Depot
Letterkenny-AD	4B-Tactical/MLRS	Anniston-AD
		Ogden-ALC
		Barstow-MCLB
	6A-Self-Propelled Ground Combat Vehicles	Anniston-AD
	6C-Towed Ground Combat Vehicles	Barstow-MCLB
Red River-AD	4B-Tactical/MLRS	Anniston-AD
		Ogden-ALC
		Barstow-MCLB
	6B-Tanks	Anniston-AD
	6D-Ground Combat Vehicle Components	Anniston-AD
	8-Automotive/Construction Equipment	Albany-MCLB
San Antonio-ALC	1c1-Fixed-Wing-Transport/Tanker/Bomber	Oklahoma City-ALC
	1c4-Fixed-Wing-Administrative/Training	Ogden-ALC
	2B-Aircraft Structures	Ogden-ALC
		Warner Robins-ALC
		Cherry Point-NAD
		North Island-NAD
	2C-Hydraulic/Pneumatic	Oklahoma City-ALC
		Cherry Point-NAD
	2D-Instruments	North Island-NAD
		Oklahoma City-ALC
	2E-Landing Gear	Oklahoma City-ALC
		Ogden-ALC
	2G-Avionics/Electronics	Warner Robins-ALC
		North Island-NAD
	2H-APUs	Cherry Point-NAD
	2i-Other	Oklahoma City-ALC
	3A-Aircraft Engines	Cherry Point-NAD
		Oklahoma City-ALC
	4A-Strategic Missiles and Components	Ogden-ALC
	10C-Munitions/Ordnance	Anniston-AD
	12A-Tactical Software Systems	Oklahoma City-ALC

not big enough [illegible]

DMZ

	12B-Software Support Systems	Oklahoma City-ALC
	13C-TMDE	Oklahoma City-ALC
	15-Associated Fabrication/Manufacturing	Oklahoma City-ALC
Sacramento-ALC	1c1-Fixed-Wing-Transport/Tanker/Bomber	Oklahoma City-ALC
	1c3-Fixed-Wing-Light Combat	Ogden-ALC
		Warner Robins-ALC
		North Island-NAD
	2B-Aircraft Structures	Ogden-ALC
		Warner Robins-ALC
		Cherry Point-NAD
		North Island-NAD
	2C-Hydraulic/Pneumatic	Oklahoma City-ALC
		Cherry Point-NAD
	2D-Instruments	North Island-NAD
		Oklahoma City-ALC
	2G-Avionics/Electronics	Warner Robins-ALC
		North Island-NAD
	7A-Radar	Tobyhanna-AD
		Long Beach-NSY
	7B-Radio Communications	Tobyhanna-AD
	7C-Wire Communications	Tobyhanna-AD
	7E-Navigational Aides	Tobyhanna-AD
	7F-Electro-Optics/Night Vision	Crane-NSW
		Barstow-MCLB
	7G-Satellite Control/Space Sensors	Tobyhanna-AD
	10D-Ground Generators	Albany-MCLB
		Barstow-MCLB
	12A-Tactical Software Systems	Oklahoma City-ALC
	12B-Software Support Systems	Oklahoma City-ALC
	14-Other Commodity	Oklahoma City-ALC
	15-Associated Fabrication/Manufacturing	Oklahoma City-ALC
Jacksonville-NAD	1c3-Fixed-Wing-Light Combat	Ogden-ALC
		Warner Robins-ALC

didn't chart

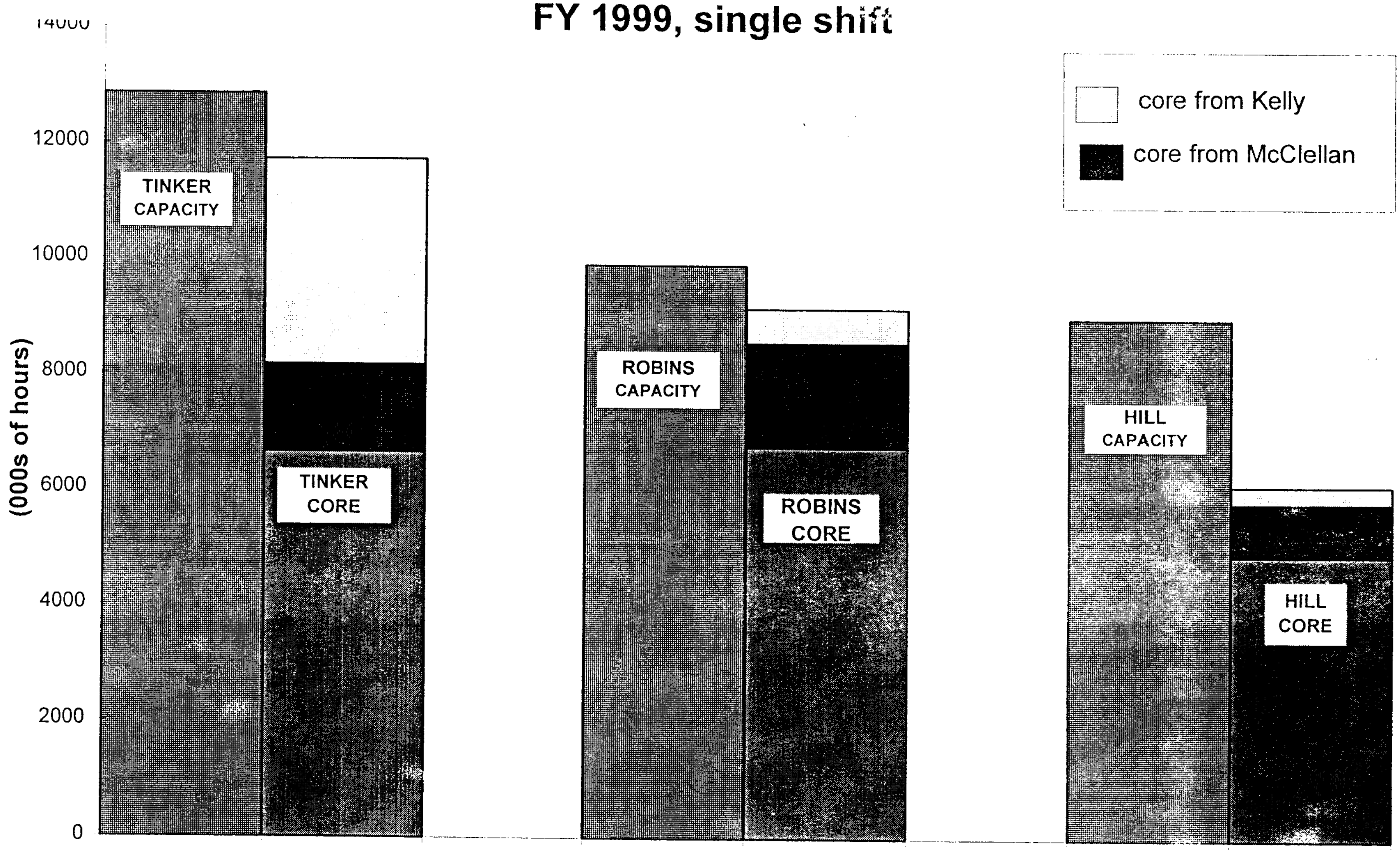
put all in B

DM 2

		North Island-NAD
	1d-Other Aircraft Frames	Cherry Point-NAD
		North Island-NAD
	2B-Aircraft Structures	Ogden-ALC
		Warner Robins-ALC
		Cherry Point-NAD
		North Island-NAD
	2C-Hydraulic/Pneumatic	Oklahoma City-ALC
		Cherry Point-NAD
	2D-Instruments	North Island-NAD
		Oklahoma City-ALC
	2E-Landing Gear	Oklahoma City-ALC
		Ogden-ALC
	2F-Aviation Ordnance	North Island-NAD
	2G-Avionics/Electronics	Warner Robins-ALC
		North Island-NAD
	2i-Other	Oklahoma City-ALC
	3A-Aircraft Engines	Cherry Point-NAD
		Oklahoma City-ALC
	13C-TMDE	Oklahoma City-ALC
	14-Other Commodity	Oklahoma City-ALC
	15-Associated Fabrication/Manufacturing	Oklahoma City-ALC
	16A-Product Fleet Support	Cherry Point-NAD
		North Island-NAD
	16B-Fleet Voyage Repair	Cherry Point-NAD
		North Island-NAD
	16C-Fleet Customer Service	Cherry Point-NAD
		North Island-NAD
Louisville NSW	11B-Weapons Sea Systems	Long Beach-NSY
		Crane-NSW
		Keyport-NUW

Document Separator

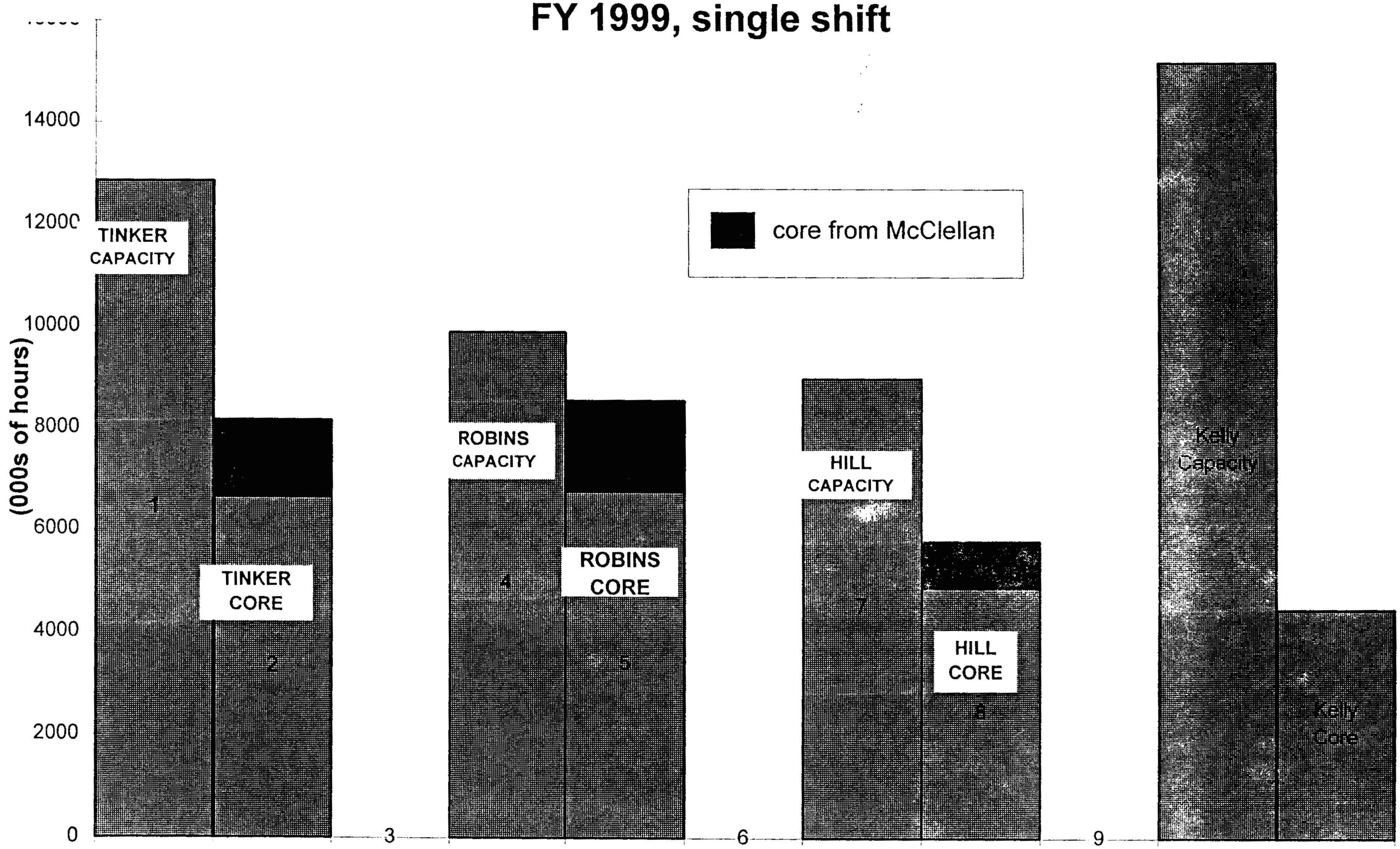
Consolidation of core workload within 3 Air Force depots
FY 1999, single shift



DISTRIBUTION OF WORK WITHIN AIR FORCE DEPOTS (TWO CLOSURES)

work from McClellan to Tinker:	Thousands of direct Labor hours
air frames (tanker / bomber)	441
hydraulics	357
instruments	193
ground generators	62
tactical system and equip software	395
manufacturing	70
subtotal	**1,517**
work from McClellan to Robins:	
aircraft structures	157
avionics	334
ground radar	430
radio communication	177
wire communication	118
navigation aides	165
satelite	32
electrical optics	109
manufactoring	284
subtotal	**1,807**
from McClellan to Hill:	
lt combat airframes	907
subtotal	**907**
work from Kelly to Tinker:	
air frames	421
hydraulics	3
other components	93
engines	2,626
TMDE	410
subtotal	**3,553**
work from Kelly to Robins:	
airframes	400
avionics	31
software	169
subtotal	**600**
work from Kelly to Hill:	
aircraft structures	19
instruments	5
landing gear	4
APU	102
missiles	57
munitions	2
manufacturing	120
subtotal	**310**

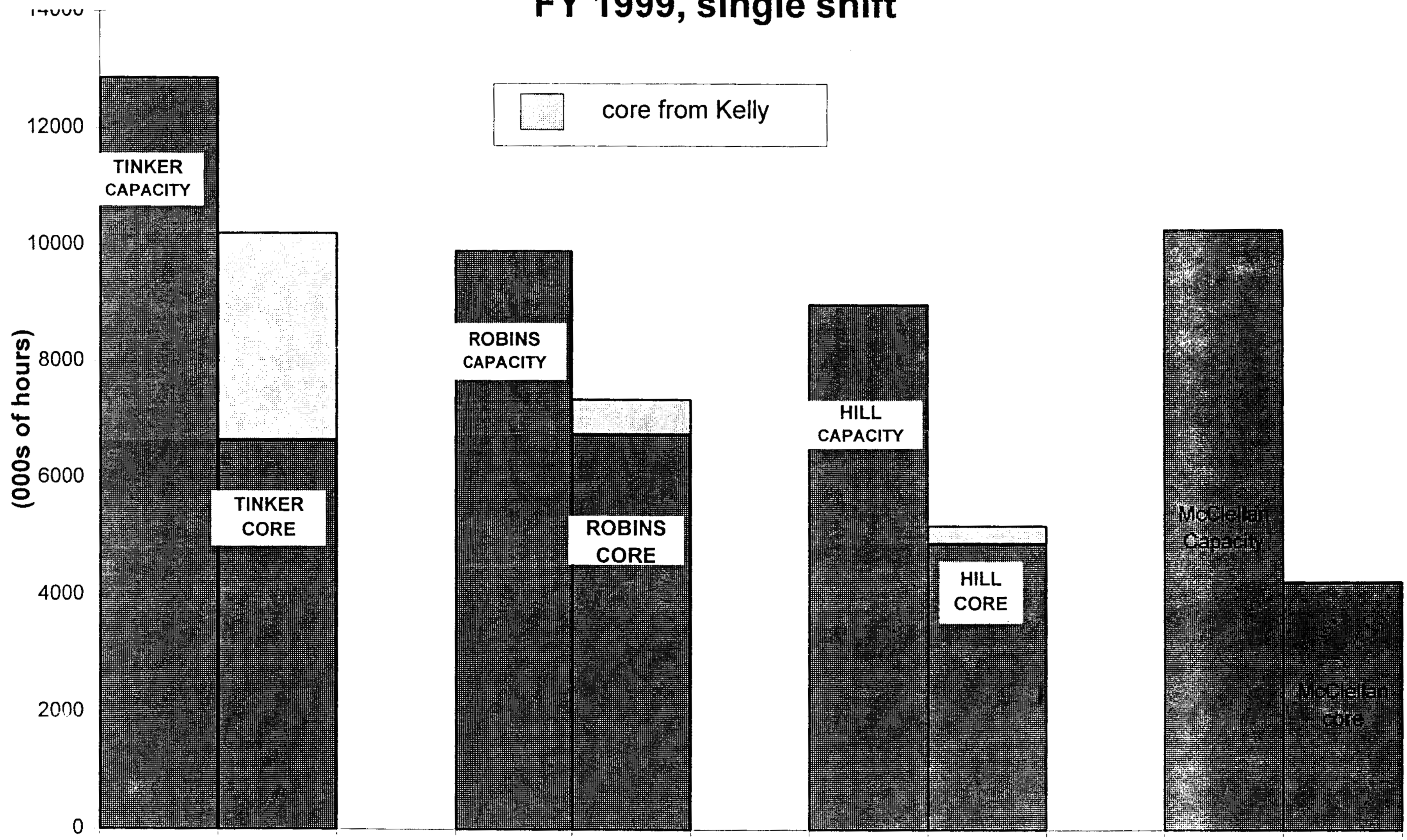
Consolidation of McClellan within Air Force depots
FY 1999, single shift



DISTRIBUTION OF WORK WITHIN AIR FORCE DEPOTS (McCLELLAN CLOSURE)

	Thousands of direct Labor hours
work from McClellan to Tinker:	
air frames (tanker / bomber)	441
hydraulics	357
instruments	193
ground generators	62
tactical system and equip software	395
manufacturing	70
subtotal	**1,517**
work from McClellan to Robins:	
aircraft structures	157
avionics	334
ground radar	430
radio communication	177
wire communication	118
navigation aides	165
satelite	32
electrical optics	109
manufactoring	284
subtotal	**1,807**
from McClellan to Hill:	
lt combat airframes	907
subtotal	**907**
from McClellan to Kelly:	
none	**0**

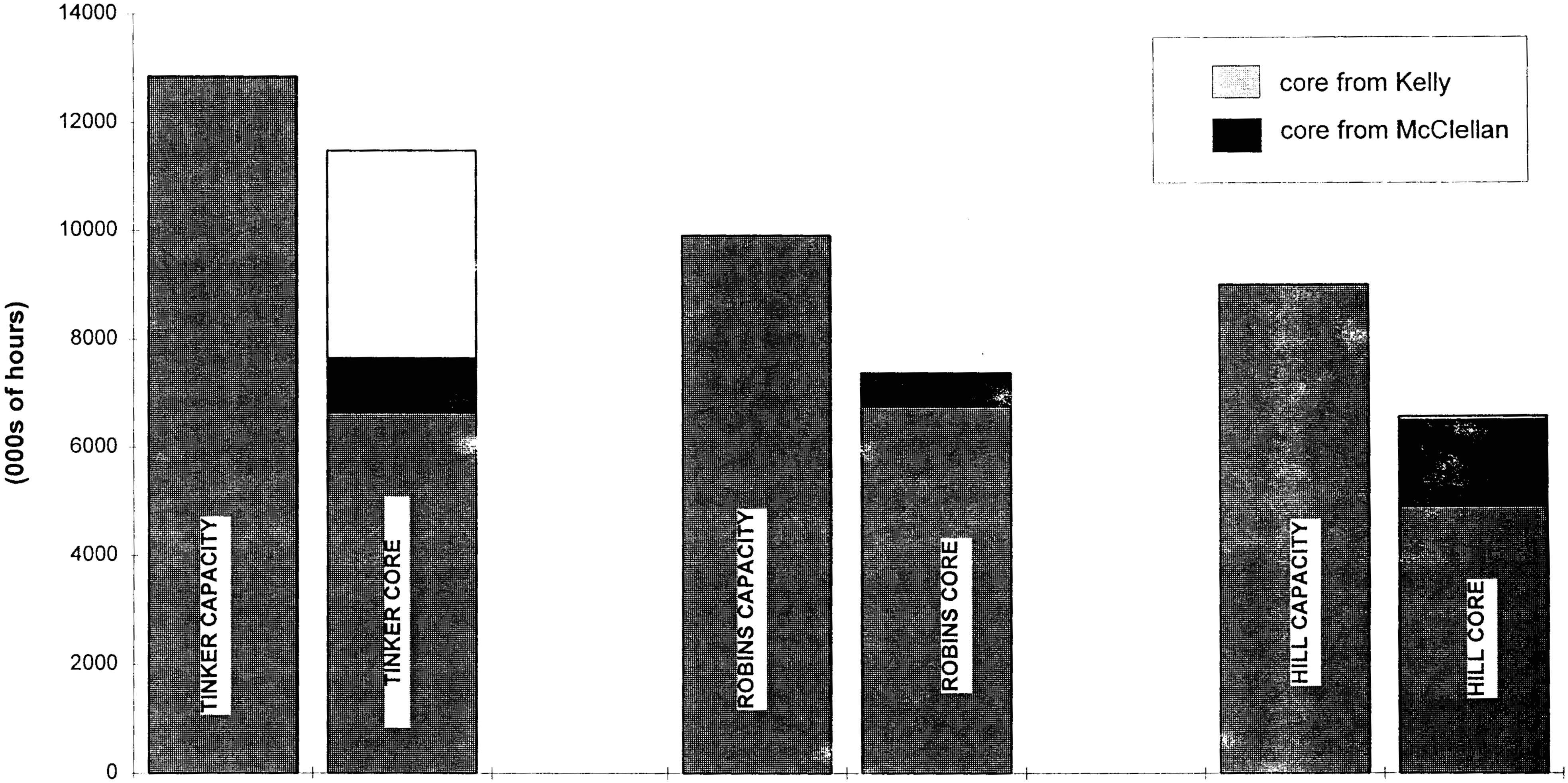
Consolidation of Kelly core workload within Air Force depots
FY 1999, single shift



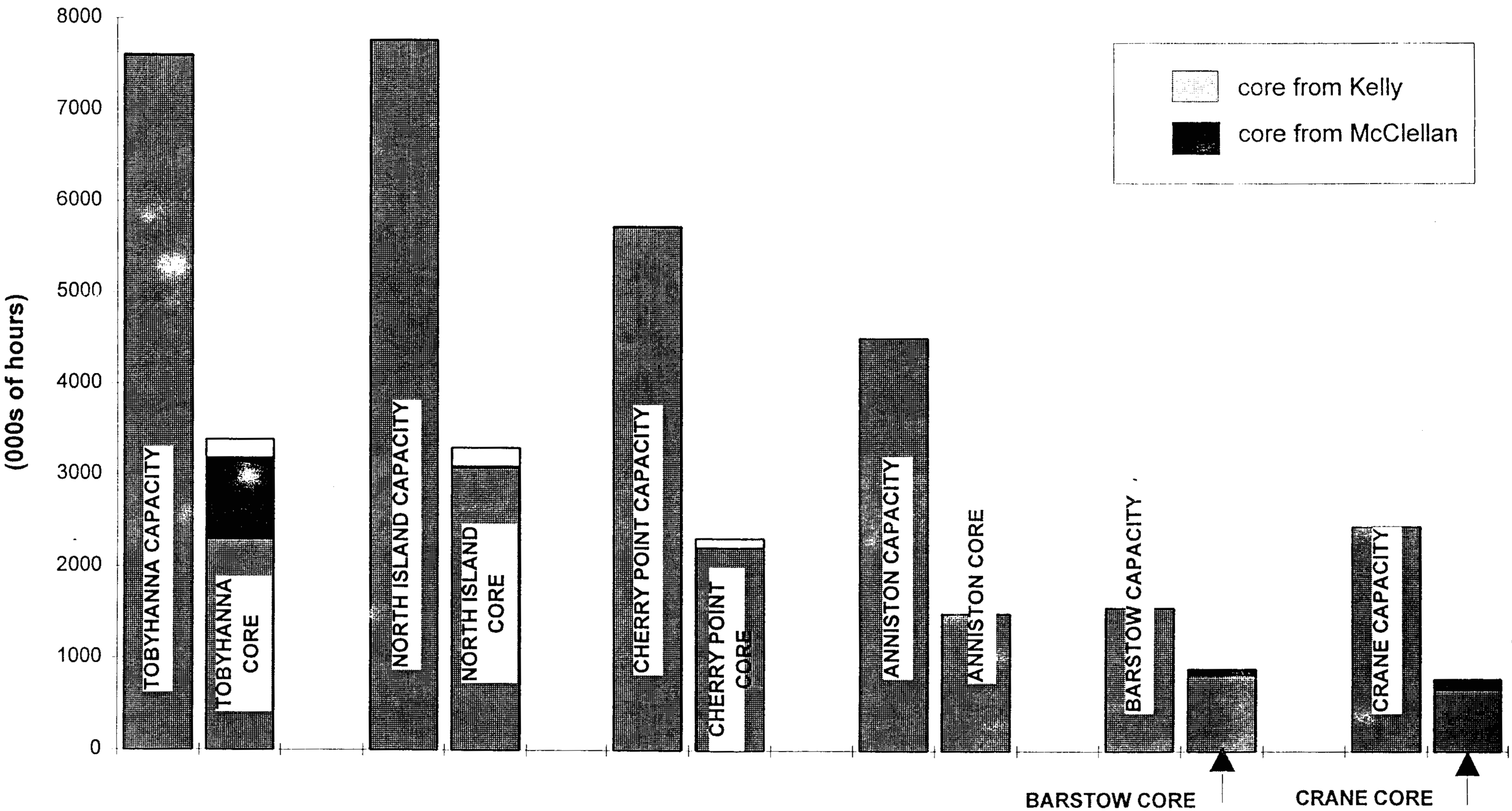
DISTRIBUTION OF WORK WITHIN AIR FORCE DEPOTS (KELLY CLOSURE)

work from Kelly to Robins:	
airframes	400
avionics	31
software	169
subtotal	**600**
work from Kelly to Hill:	
aircraft structures	19
landing gear	4
APU	102
missiles	57
munitions	2
manufacturing	120
subtotal	**304**
work from Kelly to Tinker:	
air frames	421
other components	93
engines	2,626
TMDE	410
subtotal	**3,550**
work from Kelly to McClellan:	
instruments	5
hydraulics	3
subtotal	**8**

Cross Service Distribution of Air Force workload
FY 1999, single shift



Cross Service Distribution of Air Force workload FY 1999, single shift



Joint Cross Service Distribution of Kelly and McClellan workload

relocation of work	thousands of direct labor hours
Tinker	4,828
Robins	613
Hill	1,674
Tobyhanna	1,081
North Island	205
Cherry Point	102
Annisition	2
Barstow	62

JOINT CROSS SERVICE DISTRIBUTION OF McCELLAN WORKLOAD

	Thousands of direct labor hours
to Tinker:	
air frames	441
hydraulics	357
instruments	193
subtotal	**991**
to Robins:	
airframes	150
aircraft structures	25
avionics	334
manufactoring	54
subtotal	**563**
to Hill:	
lt combat airframes	757
aircraft structures	151
software tactical systems	211
software equipment	184
manufactoring	300
subtotal	**1,602**
to Tobyhanna:	
ground radar	430
radio communication	177
wire communication	118
navigation aides	118
electical optics	32
subtotal	**876**
to Barstow:	
ground generators	62
subtotal	**62**
to Crane:	
electical optics	109
subtotal	**109**

JOINT CROSS SERVICE DISTRIBUTION OF KELLY WORKLOAD

to Tinker:	Thousands of direct labor hours
air frames	821
hydralics	3
instruments	5
aircraft (other components)	93
engines	2,626
tactical software	14
equip software	155
associated manufactoring	120
subtotal	**3,837**
to Robins:	
aircraft structures	19
avionics	31
subtotal	**50**
to Hill:	
aircraft structures	10
landing gear	4
missiles	57
subtotal	**71**
to Tobyhanna:	
TMDE	205
subtotal	**205**
to North Island:	
TMDE	205
subtotal	**205**
to Cherry Point:	
APU	102
subtotal	**102**
to Anniston:	
ordinance	2
subtotal	**2**

Air Force Depot Closure Alternatives

Overview

- General Guidelines
- Close Kelly AFB
  - Depot Maintenance Workload
  - Product Management
  - Tenants
- Close McClellan AFB
  - Depot Maintenance Workload
  - Product Management
  - Tenants
- Close Kelly and McClellan

ATCH 3

General Guidelines

- Co-locate Depot Maintenance and Product Management
- Address Transfer of Tenants
  - Supporting Agencies May Disperse or Disband

Alternative #1

Close Kelly AFB

Kelly AFB Closure

Inter-Air Force Workload Transfer

	OC-ALC	OO-ALC	SM-ALC	WR-ALC
TTB	821			
Acft Structures	19			
Hydraulics			4	
Instruments			5	
Landing Gear	4			
Avionics				31
Engines	2600			
Aircraft Other	93			
Strat Msl Cmpt	~~57~~	57		
APUs	107			
Software	169			
TMDE		409		
Assoc Man/Fab	120			
Total	3990	409	9	31

Direct labor hours in thousands

Kelly Management Functions*

Function	*New Location*
Aerospace Fuels	Tinker AFB/DLA
Mature & Proven Acft (FMS)	Tinker AFB

* Management FunctionsFollow Depot Workload

Kelly Tenant Organizations

Organization	Pers	New Location
■ Air Intelligence Agency	3000	Retain as Lackland
■ Defense Logistics Agency	937	Disband/Disperse
■ Defense Commisary Agency	482	Relocate DECA HQ Portion Only
■ Defense Accounting Office	179	Disband/Disperse
■ AFRES		
■ 433 Airlift Wing (14 C-5s)	3009	TBD
■ Aeromedical Unit	216	Lackland
■ Texas ANG (15 F-16s)	1213	Bergstrom AFB
■ 1827 Electronics Inst Sqdn	309	Lackland

Kelly Closure Variants

- Extend Lackland AFB to Include AFRES/ANG
  - Assumes Joint-Use Runway
- Contract Part or All C-5 Maintenance

Alternative #2

Close McClellan AFB

McClellan AFB Closure

Inter-Air Force Workload Transfer

Commodity	Gaining Location		
	OC-ALC	OO-ALC	WR-ALC
TTB	443		
Light Combat		767	150
Acft Structures		334	182
Hydraulics	357		
Instruments	193		
Avionics (F-111)		534	
Ground Radar		435	
Radio Comm		172	
Wire Comm		118	
Nav Aids		159	
Electro Optics		106	
Satellite Sensor		32	
Gnd Generators	51		
Software	394		394
Total	1446	2466	812

Direct labor hours in thousands 1052 706

McClellan Management Functions *

Function	New Location
F-117A	Tinker
F-22	Warner Robins
QL Specialized Management	TBD

* Management FunctionsFollow Depot Workload

McClellan Tenant Organizations

Organization	Pers	New Location
Defense Commissary Agency	169	Disband/Disperse
DFAS	139	Disband/Disperse
Defense Logistics Agency	603	Disband/Disperse
US Coast Guard	190	Moffit Field?
ARFRES		
HQ 4th Air Force	314	March AFB
940 Air Refueling Wing (9 KC-135Es)	884	Beale (BRAC 93)
Detachment 42	142	Tinker
Technical Operations	388	Offutt
1849 Electronics Sqdn	309	Travis

Alternative #3

Close Kelly AFB & McClellan AFB

Kelly and McClellan Closure

Inter-Air Force Transfer

	SA-ALC	SM-ALC	OC-ALC	OO-ALC	WR-ALC	
TTB			1269			
Light Combat				[illegible]	[illegible]	
Acft Structures			19	[illegible]		
Hydraulics			[illegible]			
Instruments			[illegible]			
Landing Gear			4			
Avionics (F-111)				[illegible]		
Aircraft Other			92			
Engines			2800			
Blades & Vanes			78			
Ground Radar				[illegible]		
Radio Comm				[illegible]		
Wire Comm				[illegible]		
Nav Aids				[illegible]		
Electro Optics				[illegible]		
Satellite Sensor				[illegible]		
Grnd Generators				[illegible]		
Software			189	[illegible]		
Total			4792	2729	157	

Direct labor hours in thousands

CRITERIA IV & V

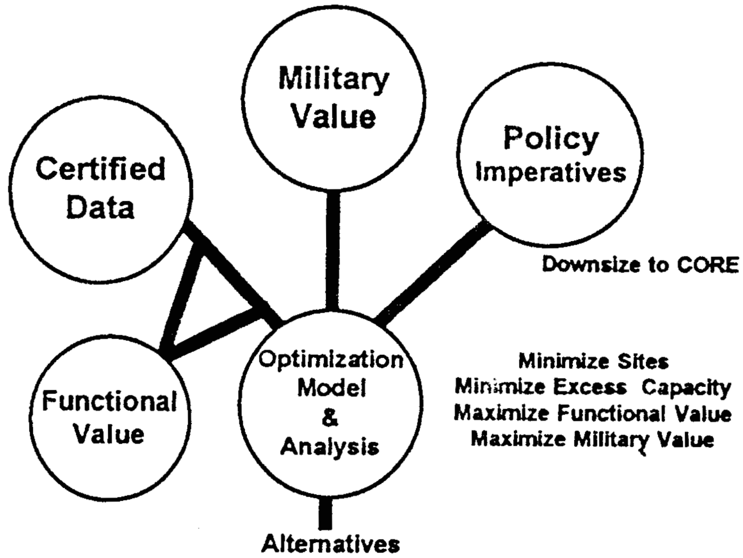
Preliminary Data

	1-TIME COST ($M)	20 YR NPV	STEADY STATE	ROI	PERS SAVINGS
KELLY AFB	692	(68)	(65)	13	1201
SACRAMENTO AFB	610	(388)	(86)	7	1643
DUAL CLOSURE	1302	(456)	(151)	10	2844

*** Does not include tenant MILCON, military family housing, or Base Conversion Agency closure costs.

Interservicing Options

JCSG Process



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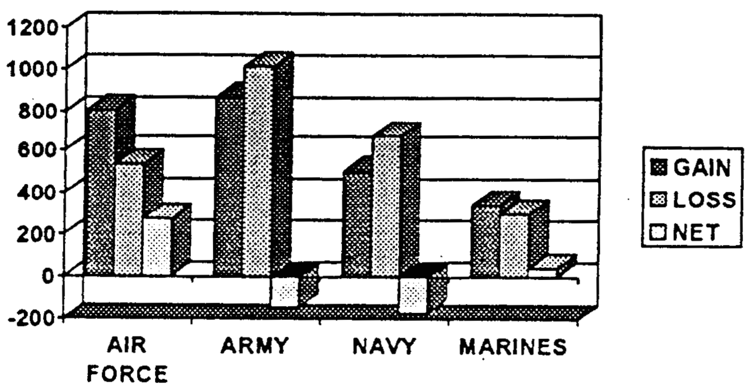
JCSG-DM ALTERNATIVE 1 NET RESULTS
(SA-ALC CLOSES)



Kelly AFB Closure

Inter-Service Workload Transfer

	OC	OO	SM	WR	NDP-CH	NDP-NI	TOAD	ANAD
TTB	321							
Trainer Acft	8							
Acft Structures	19							
Hydraulics			1					
Instruments			6					
Landing Gear	4							
Avionics				31				
APUs					107			
Other Acft	93							
Engines	2800							
Blades/Vanes	29							
Strategic Miss		57						
Munitions Ord								2
Software	169							
TMDE						169	241	
Assoc Manufact	120							
Total	3,884	87	8	31	107	169	241	2

Direct labor hours in thousands

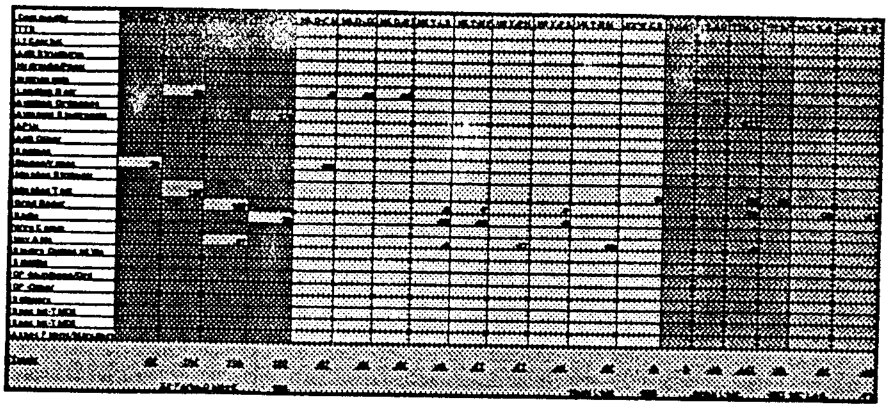
Kelly Closure

Interservice Workload Lost

Commodity	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	NAD-CH	NAD-NI	[illegible]
TTB								
Lt Combat								
Acft Structures								
Hydraulic/Pneu								
Instruments								
Landing Gear								
Aviation Ordnance								
Avionics Electronics								
APUs			[illegible]			[illegible]		
Acft Other								
Engines								
Blades/Vanes								
Missiles Strategic								
Missiles Tact								
Grnd Radar								
Radio								
Wire Comm								
Nav Aids								
Electro Optics nt Vis								
Satellite								
GP-Munitions/Ord								
GP-Other								
Software								
Spec Int-Bearings	[illegible]	[illegible]				[illegible]		
Spec Int-TMDE			[illegible]				[illegible]	[illegible]
Assoc Fabric/Manufact								
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]					[illegible]		[illegible]	[illegible]

Kelly Closure

Interservice Gained Workloads



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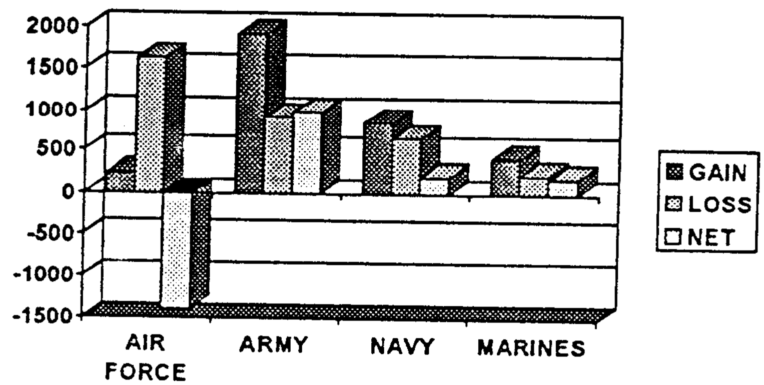
JCSG-DM ALTERNATIVE 2 NET RESULTS

(SA-ALC & SM-ALC CLOSE)



Kelly AFB & McClellan AFB Closures
Inter-Service Workload Transfer

	SA	SM	OC	OO	WR	NDP CH	NDP NI	NSW CR	MC-A	MC-B	TOAD
TTB	-421	-446	1,250								
Light Combat		-837		758	123						
Trainer Acft	-6			87							
Acft Structures	-13	496	182								
Hydraulics	-3	357	373								
Instruments	-5	482	328								
Landing Gear	-4		4								
Avionics	-31	234			364						
APUs	-107					107					
Other Acft	-23		83								
Acft Engines	[illegible]		2,825								
Strat Missiles	-57			57							
Ground Radar		430									430
Radio Comm		177									177
Wire Comm		118									118
Nav Aids		165									164
Electro Optics		108						109			
Satellite Sensor		32									32
Gnd Generators		61							6	56	
Software	-108	594	198	294							
TMDE	-401						241				165
Assoc Fab Mfr	-120		118	390	64						
Total	-4,438	1,518	6,180	1,599	568	107	241	109	6	56	1,089

Direct labor hours in thousands

Kelly and McClellan Closure
Interservice Gained Workloads

	[illegible]	[illegible]	[illegible]	NAD-CH	NAD-JR	NAD-?	[illegible]	[illegible]	[illegible]	[illegible]
TTB										
Lt Combat										
Acft Structures										
Hydraulic/Pneu										
Instruments										
Landing Gear		80		-[illegible]	-[illegible]	-[illegible]	[illegible]			
Aviation Ordnance										
Avionics Electronics										
APUs										
Acft Other										
Engines										
Blades/Vanes	20			-20						
Missiles Strategic										
Missiles Tact		[illegible]						[illegible]	[illegible]	[illegible]
Grnd Radar										
Radio										
Wire Comm										
Nav Aids										
Electro Optics nt Vis										
Satellite										
GP-Munitions/Ord										
GP-Other										
Software										
Spec Int-TMDE										
Spec Int-TMDE										
Assoc Fabric/Manufact										
Total	20	207	9	-37	-36	-23	-11	-10	-88	-5[illegible]
Air Force Gained		236	Navy Lost			-96	Army Lost			-12[illegible]

Kelly & McClellan Closure

Interservice Workload Lost

Commodity	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	NAD-CH	[illegible]	[illegible]	[illegible]	[illegible]
TTB										
LI Combat										
Acft Structures										
Hydraulic/Pneu										
Instruments										
Landing Gear										
Aviation Ordnance										
Avionics Electronics										
APUs										
Acft Other										
Engines										
Blades/Vanes										
Missiles Strategic										
Missiles Tact										
Grnd Radar										
Radio										
Wire Comm										
Nav Aids										
Electro Optics nt Vis										
Satellite										
GP-Munitions/Ord										
GP Gnd Generators										
Software										
Spec Int Bearings										
Spec Int-TMDE										
Assoc Fabric/Manufact										
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]					[illegible]	[illegible]		[illegible]		[illegible]

Capacity Analysis

[redacted] *Summary of Potential Closures*

	MIN SITES		MIN EXC CAP		MIL VAL	FUNC VAL
	F/V	M/V	F/V	M/V	F/V	
	#1	#1	#1	#1	#1	#1
ANAD	[redacted]	[redacted]		[redacted]	[redacted]	
CCAD	[redacted]	[redacted]	D	[redacted]	[redacted]	
LEAD	[redacted]	[redacted]	X	[redacted]	[redacted]	
RRAD	[redacted]	[redacted]	X	[redacted]	[redacted]	A
TOAD	[redacted]	[redacted]		[redacted]	[redacted]	
OC-ALC	[redacted]	[redacted]		[redacted]	[redacted]	
OO-ALC	[redacted]	[redacted]		[redacted]	[redacted]	
SA-ALC	[redacted]	[redacted]	X	[redacted]	[redacted]	
SM-ALC	[redacted]	[redacted]	X	[redacted]	[redacted]	
WR-ALC	[redacted]	[redacted]		[redacted]	[redacted]	
AMARC	[redacted]	[redacted]	D	[redacted]	[redacted]	D
MCLB AL	[redacted]	[redacted]		[redacted]	[redacted]	
MCLB BA	[redacted]	[redacted]		[redacted]	[redacted]	A
NADEP CP	[redacted]	[redacted]		[redacted]	[redacted]	
NADEP JX	[redacted]	[redacted]	X	[redacted]	[redacted]	
NADEP NI	[redacted]	[redacted]		[redacted]	[redacted]	
NSY LB	[redacted]	[redacted]	P	[redacted]	[redacted]	
NSY NF	[redacted]	[redacted]		[redacted]	[redacted]	
NSY PH	[redacted]	[redacted]	P	[redacted]	[redacted]	A
NSY PM	[redacted]	[redacted]	P	[redacted]	[redacted]	A
NSY PS	[redacted]	[redacted]		[redacted]	[redacted]	
NWC CR	[redacted]	[redacted]		[redacted]	[redacted]	X
NWC LO	[redacted]	[redacted]	X	[redacted]	[redacted]	
NUWC KP	[redacted]	[redacted]	P	[redacted]	[redacted]	A
Model Total	[redacted]	[redacted]	8	[redacted]	[redacted]	2
DAT Total	[redacted]	[redacted]	8	[redacted]	[redacted]	6

ATCH

Data Analysis Team Recommendations

- Minimize Sites #1
  - Identifies 8 potential closures
  - Reduces production lines by approximately 41 percent
- Single sites (13)

Command & Control Aircraft	Satellite Control/Space Sensors
Landing Gear Overhaul	Blades and Vanes (Type 2)
Strategic Missiles	Towed Combat Vehicles
Self propelled ground vehicles	Electronic Warfare
Radar	Small Arms/Personal Weapons
Other grnd gen'l purpose items	Ground generators
Tanks (Ground Combat Vehicles)	

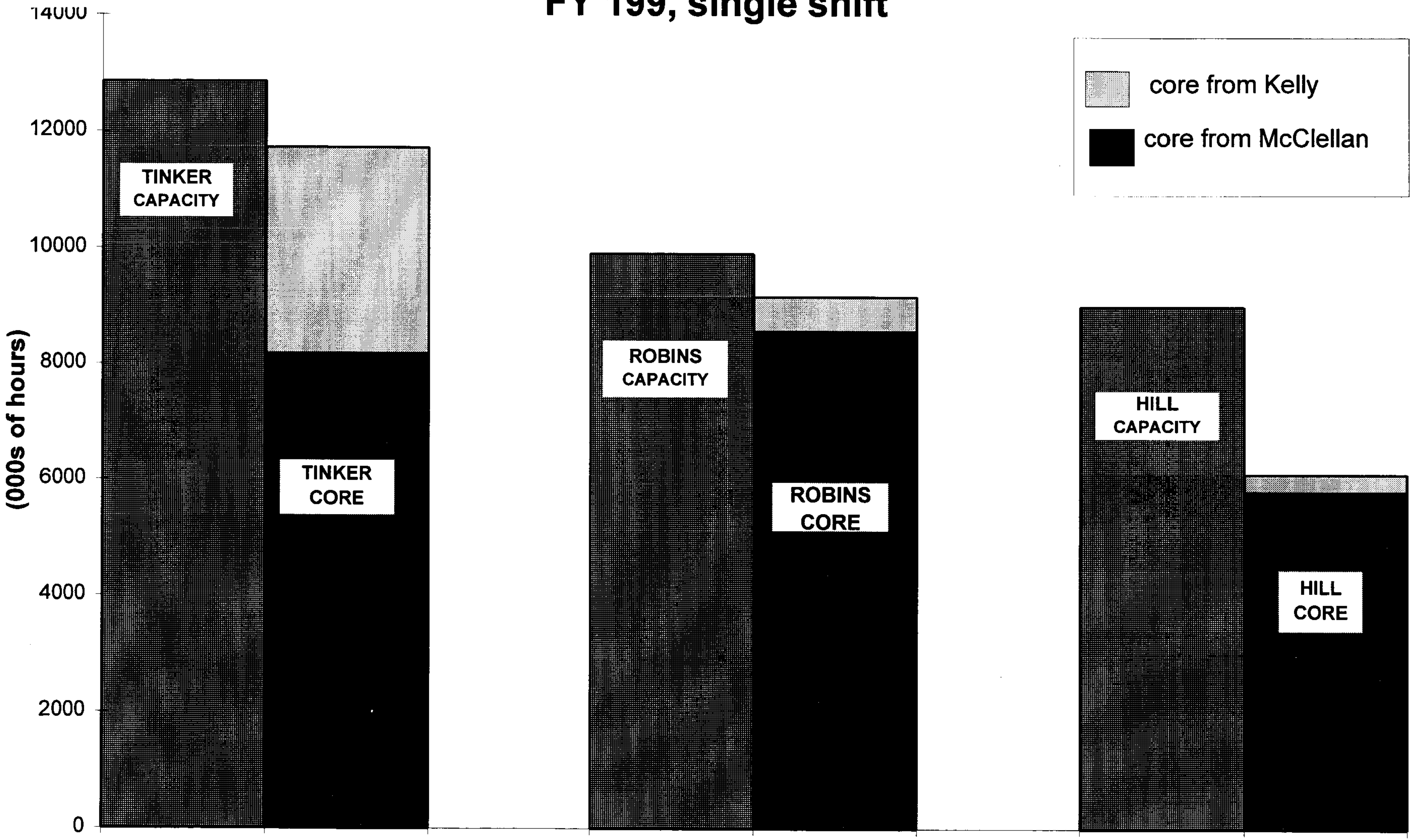
Data Analysis Team Recommendations

- Maximize Excess Capacity #1
  - Identifies 8 potential closures
  - Reduces production lines by approximately 45 to 46 percent
- Single sites(13)

Command & Control Aircraft
Landing Gear Overhaul
Strategic Missiles
Self propelled ground vehicles
Radio Communications
Ground generators
Munitions/Ordnance
Satellite Control/Space Sensors
Blades and Vanes (Type 2)
Towed Combat Vehicles
Electronic Warfare
Small Arms/Personal Weapons
Tanks (Ground Combat Vehicles)

work from McClellan to Tinker:	
air frames (tanker / bomber)	441K hours
hydraulics	357 K hours
instruments	193 K hours
ground generators	62 K hours
tactical system and equip software	395 K hours
manufacturing	70 K hours
subtotal	**1517 K hours**
work from McClellan to Robins:	
aircraft structures	157 K hours
avionics	334 K hours
ground radar	430 K hours
radio communication	177 K hours
wire communication	118 K hours
navigation aides	165 K hours
electrical optics	109 K hours
satelite	32 K hours
manufacturing	284 K hours
subtotal	**1807 K hours**
from McClellan to Hill:	
lt combat airframes	907 K hours
subtotal	**907 K hours**
work from Kelly to Tinker:	
air frames	421K hours
hydraulics	3K hours
engines	2626 K hours
TMDE	410 K hours
subtotal	**3553 K hours**
work from Kelly to Robins:	
air frames	400 K hours
avionics	31 K hours
software	169 K hours
subtotal	**600 K hours**
work from Kelly to Hill:	
aircraft structures	19 K hours
instruments	5 K hours
landing gear	4 K hours
missiles	57 K hours
munitions	2 K hours
manufacturing	120 K hours
subtotal	**310K hours**
total hours to Tinker :	**5070 K hours**
total hours to Robins:	**2407 K hours**
total hours to Hill:	**1217 K hours**

Consolidation of core workload within 3 Air Force depots
FY 199, single shift



DISTRIBUTION OF WORK WITHIN AIR FORCE DEPOTS

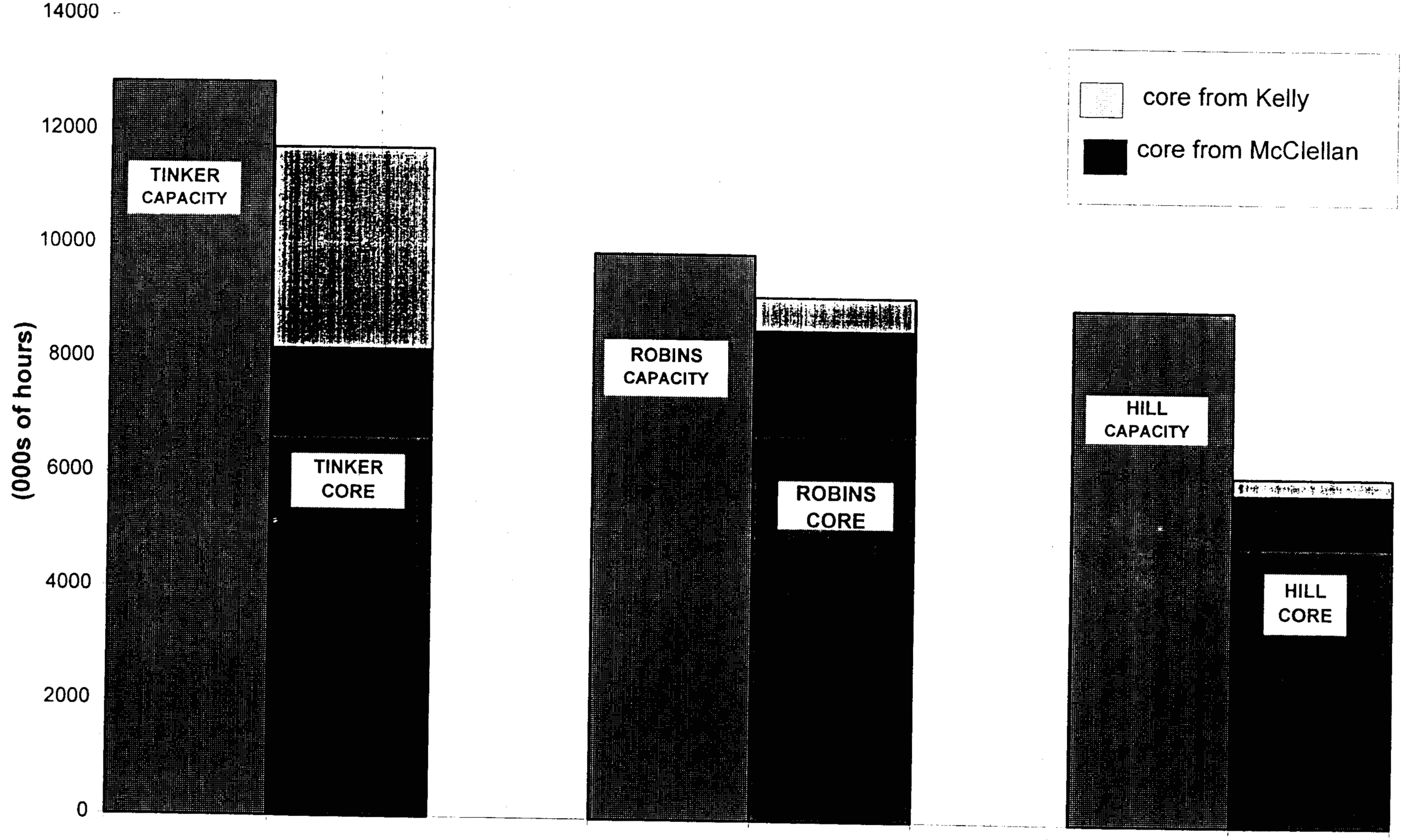
work from McClellan to Tinker:	
air frames (tanker / bomber)	441K hours
hydraulics	357 K hours
instruments	193 K hours
ground generators	62 K hours
tactical system and equip software	273 K hours
manufacturing	70 K hours
subtotal	**1517 K hours**
work from McClellan to Robins:	
aircraft structures	157 k hours
avionics	334 K hours
ground radar	430 K hours
radio communication	177 K hours
wire communication	118 K hours
navigation aides	165 K hours
electrical optics	109 K hours
subtotal	**1523 K hours**
from McClellan to Hill:	
lt combat airframes	907 K hours
manufacturing	284 K hours
subtotal	**1191 K hours**
work from Kelly to Tinker:	
hydraulics	3K hours
engines	2,626 K hours
TMDE	410 K hours
subtotal	**3,132 K hours**
work from Kelly to Robins:	
avionics	31 K hours
software	169 K hours
subtotal	**200 K hours**
work from Kelly to Hill:	
air frames	821 K hours
aircraft structures	19 K hours
instruments	5 K hours
landing gear	4 K hours
missiles	57 K hours
munitions	2 K hours
manufacturing	120 K hours
subtotal	**1,131 K hours**
total hours to Tinker :	**4,649 K hours**
total hours to Robins:	**1,723 K hours**
total hours to Hill:	**2,322 K hours**

	OC MPC	12863	WR MPC	9913	OO MPC	9005		
	OC core	6658	WR core	6763	OO core	4895		
	from SM	1517	from SM	1807	from SM	907		
	from SA	3553	fron SA	600	fron SA	310		
	subtotal to	5070		2407		1217		
	remaining	1135	remaining	743	remaining	2893		
		12863	6658		9913	6763	9005	4895
	core from	0	1517		0	1807	0	907
	core from	0	3553		0	600	0	310
from SM								
1c1 air frames train/tank/bomb		441					441	
1c3 air frames lt Combat				0		907	907	
2b aircraft structures				157			157	
2c hydraulics		357					357	
2d instruments		193					193	
2g avionics		0		334		0	334	
7a grnd radar				430		0	430	
7b radio comm				177		0	177	
7c wire comm				118		0	118	
7e navigation aids				165		0	165	
7f electr optics				109		0	109	
7g satelite				32		0	32	
10d grnd generators		62					62	
12a software tact systems		211					211	
12b software spt equip		184					184	
14 spec interest							0	
15 assoc manufactor		70		284		0	354	
from SM		1517		1807		907	4231	
From SA								
1air frames		421		400		0	821	
2b aircraft structures						19	19	
2c hydraulics		3					3	
2d instruments						5	5	
2e landing gear						4	4	
2g avionics elec				31			31	
2h APU						102	102	
2i other		93					93	
3a engines aircraft		2626				0	2626	
4 missiles		0				57	57	
9 minitions		0				2	2	
12a software tact				14			14	
12b software spt equip				155			155	
13c TMDE		410					410	
15 assoc manuf						120	120	
SA total		3553		600		310	4462	
Total		5070		2407		1217		

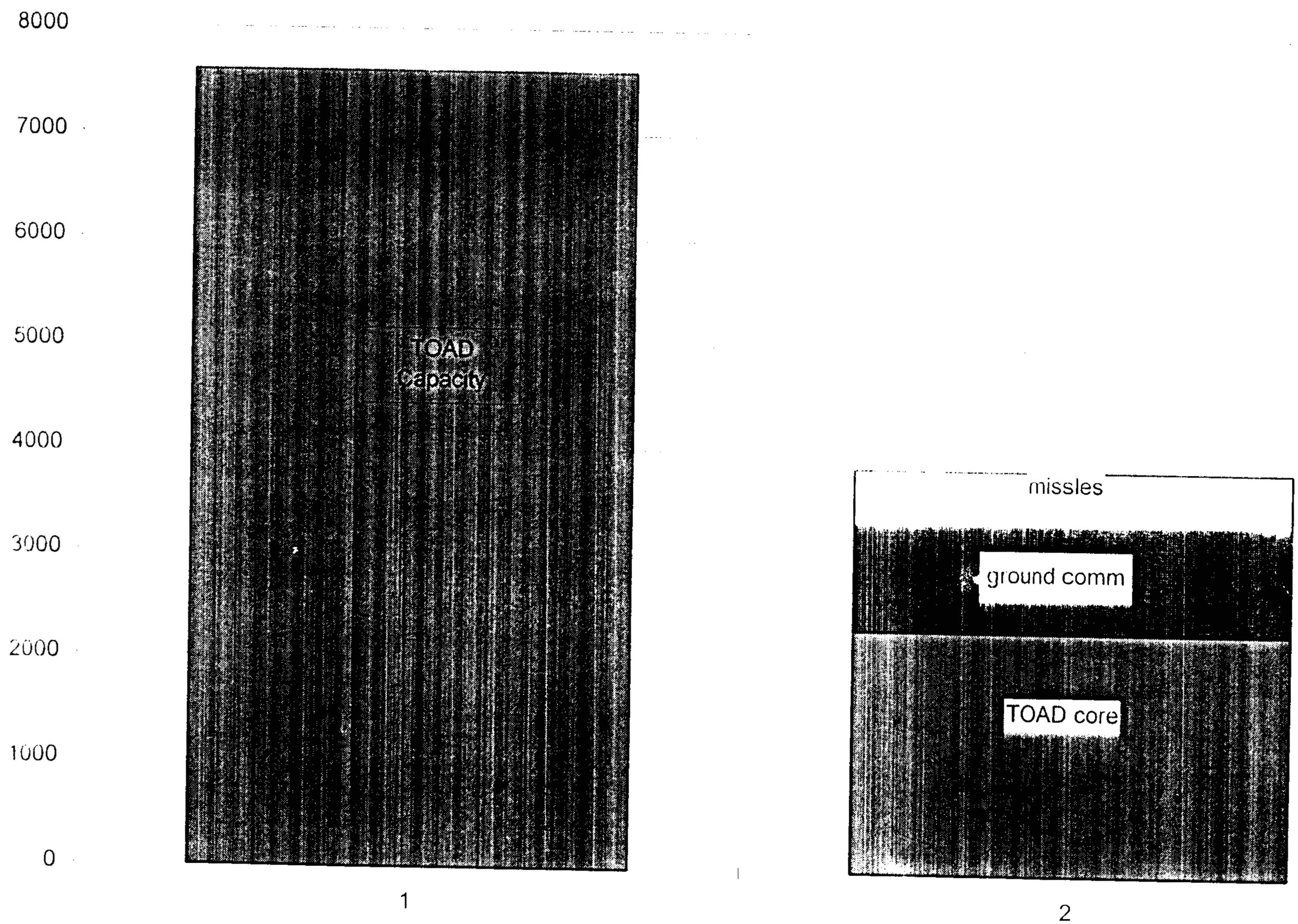
	OC MPC	12863	WR MPC	9913	OO MPC	9005		LEAD MP	3706.75		TOAD MP	7606		North Is M	7772.337		cp MPC	5735.143		Ann MPC	4512.23		MCB MP	1563	
	OC core	6658	WR core	6763	OO core	4895		LEAD cor	981		TOAD cor	2304		NI core	3092.55		CP core	2211.334		Ann core	1497		MCB core	836	
	from SM	1465	from SM	509	from SM	342			0			876			783			39			0			171	
	from JAX																								
	from SA	2932	fron SA	20	fron SA	66			0			0			23			1422			2			0	
	subtotal to	4397		529		408			0			876			806			1461			2			171	
	remaining	1808	remaining	2621	remaining	3702			2726			4426			3874			2063			3014			556	
		12863	6658		9913	6763		9005	4895		3707	981		7606	2304		7772	3093		5735	2211		4512	1497	
	core from	0	1465		0	509		0	342		0	0		0	876		0	783			39			0	
	core from	0	2932		0	20		0	66		0	0		0	0		0	23			1422			2	
from SM		OC		WR		OO			LEAD			TOBY			North Is			Cherry pnt			Annistson			Barstow	
1c1 air frames train/tank/bom		441																							441
1c3 air frames lt Combat				302		302									302										907
2b aircraft structures				39		39									39			39							157
2c hydraulics		178													178										357
2d instruments		96													96										193
2g avionics		0		167		0									167										334
7a grnd radar		0		0		0			0			430			0			0		0	0	0	0	0	430
7b radio comm		0		0		0			0			177			0			0		0	0	0	0	0	177
7c wire comm		0		0		0			0			118			0			0		0	0	0	0	0	118
7e navigation aids		0		0		0			0			118			0			0		0	0	0	0	0	118
7f electr optics		0		0		0			0			0			0			0		0	0	0	0	109	109
7g satelite		0		0		0			0			32			0			0		0	0	0		0	32
10d grnd generators		0		0		0			0			0			0			0		0	0	0	0	62	62
12a software tact systems		211																							211
12b software spt equip		184																							184
14 spec interest																									0
15 assoc manufactor		354		0		0			0			0			0			0		0	0	0		0	354
from SM		1465		509		342	0	0	0	0	0	876	0	0	783	0	0	39	0	0	0	0	0	171	4184
		OC		WR		OO			LEAD			TOBY			North Is			Cherry pnt			Annistson				
From SA																									0
1air frames		821		0		0		0	0	0	0	0			0			0	0	0	0	0	0	0	821
2b aircraft structures		0		5		5			0			0			5			5		0	0	0	0	0	19
2c hydraulics		1																1							3
2d instruments		2				0			0			0			2		0	0	0	0	0	0	0	0	5
2e landing gear		2				2																			4
2g avionics elec				15											15										31
2h APU		0		0		0			0			0			0		0	102	0	0	0	0	0	0	102
2i other		93																							93
3a engines aircraft		1313				0												1313							2626
4 missiles		0				57																			57
9 minitions		0				2																			2
10 c ordinance																					2				2
12a software tact		14		0		0			0			0			0	0	0	0	0	0	0	0	0	0	14
12b software spt equip		155		0		0			0			0			0				0	0	0	0	0	0	155
13c TMDE		410																							410
15 assoc manuf		120		0		0			0			0			0									0	120
																									0
SA total		2932		20		66		0	0		0	0	0	0	23	0	0	1422			2			0	4464
Total		4397		529		408		0	0	0	0	876	0	0	806	0	0	1461							

	OC MPC	12863	WR MPC	9913	OO MPC	9005			
	OC core	6658	WR core	6763	OO core	4895			
	from SM	1517	from SM	1807	from SM	907			
	from SA	3553	fron SA	600	fron SA	310			
	subtotal to	5070		2407		1217			
	remaining	1135	remaining	743	remaining	2893			
		12863	6658		9913	6763		9005	4895
	core from	0	1517		0	1807		0	907
	core from	0	3553		0	600		0	310
from SM									
1c1 air frames train/tank/bomb		441						441	
1c3 air frames lt Combat				0		907		907	
2b aircraft structures				157				157	
2c hydraulics		357						357	
2d instruments		193						193	
2g avionics		0		334		0		334	
7a grnd radar				430		0		430	
7b radio comm				177		0		177	
7c wire comm				118		0		118	
7e navigation aids				165		0		165	
7f electr optics				109		0		109	
7g satelite				32		0		32	
10d grnd generators		62						62	
12a software tact systems		211						211	
12b software spt equip		184						184	
14 spec interest								0	
15 assoc manufactor		70		284		0		354	
from SM		1517		1807		907		4231	
From SA									
1air frames		421		400		0		821	
2b aircraft structures						19		19	
2c hydraulics		3						3	
2d instruments						5		5	
2e landing gear						4		4	
2g avionics elec				31				31	
2h APU						102		102	
2i other		93						93	
3a engines aircraft		2626				0		2626	
4 missiles		0				57		57	
9 minitions		0				2		2	
12a software tact				14				14	
12b software spt equip				155				155	
13c TMDE		410						410	
15 assoc manuf						120		120	
SA total		3553		600		310		4462	
Total		5070		2407		1217			

Consolidation of core workload within 3 Air Force depots

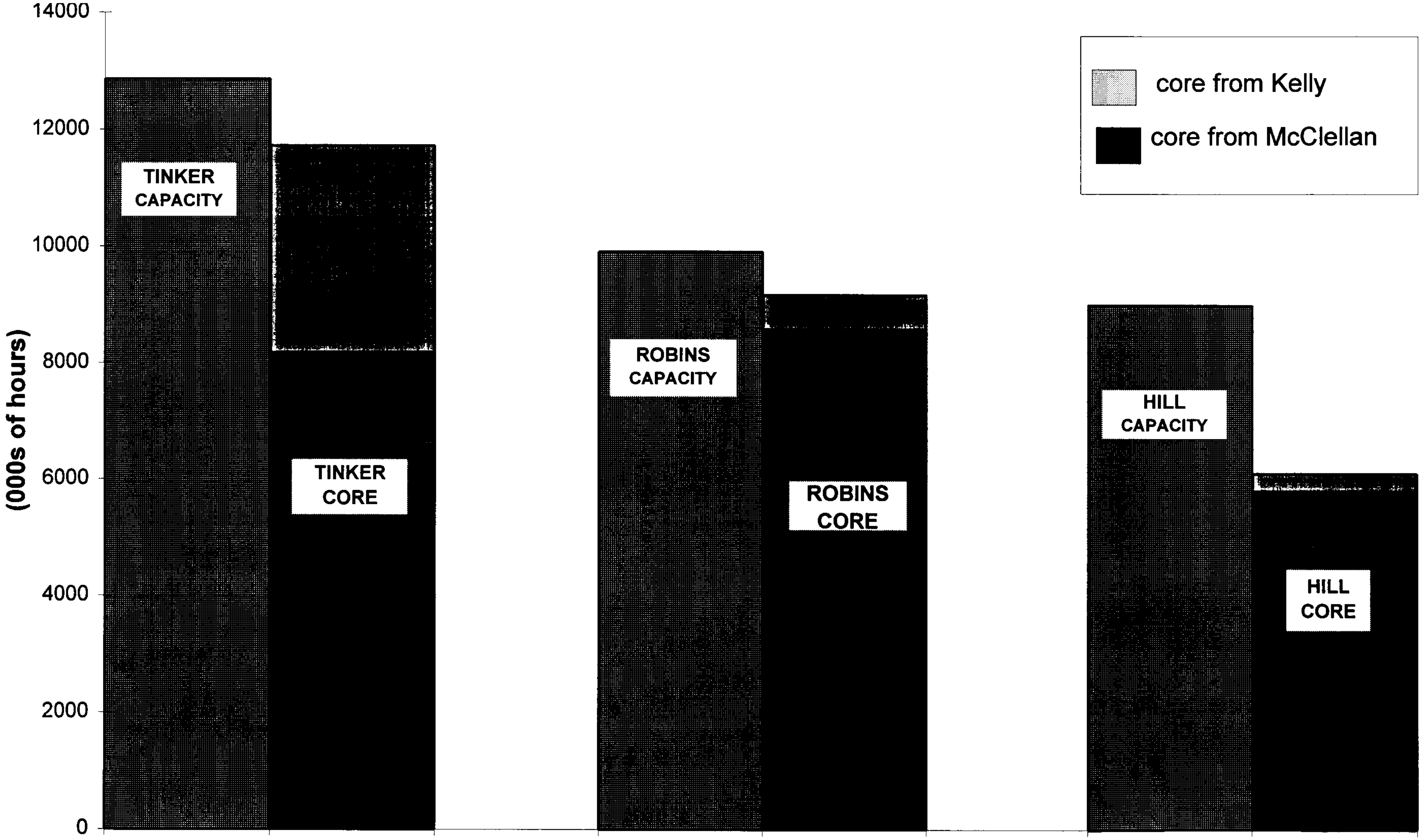


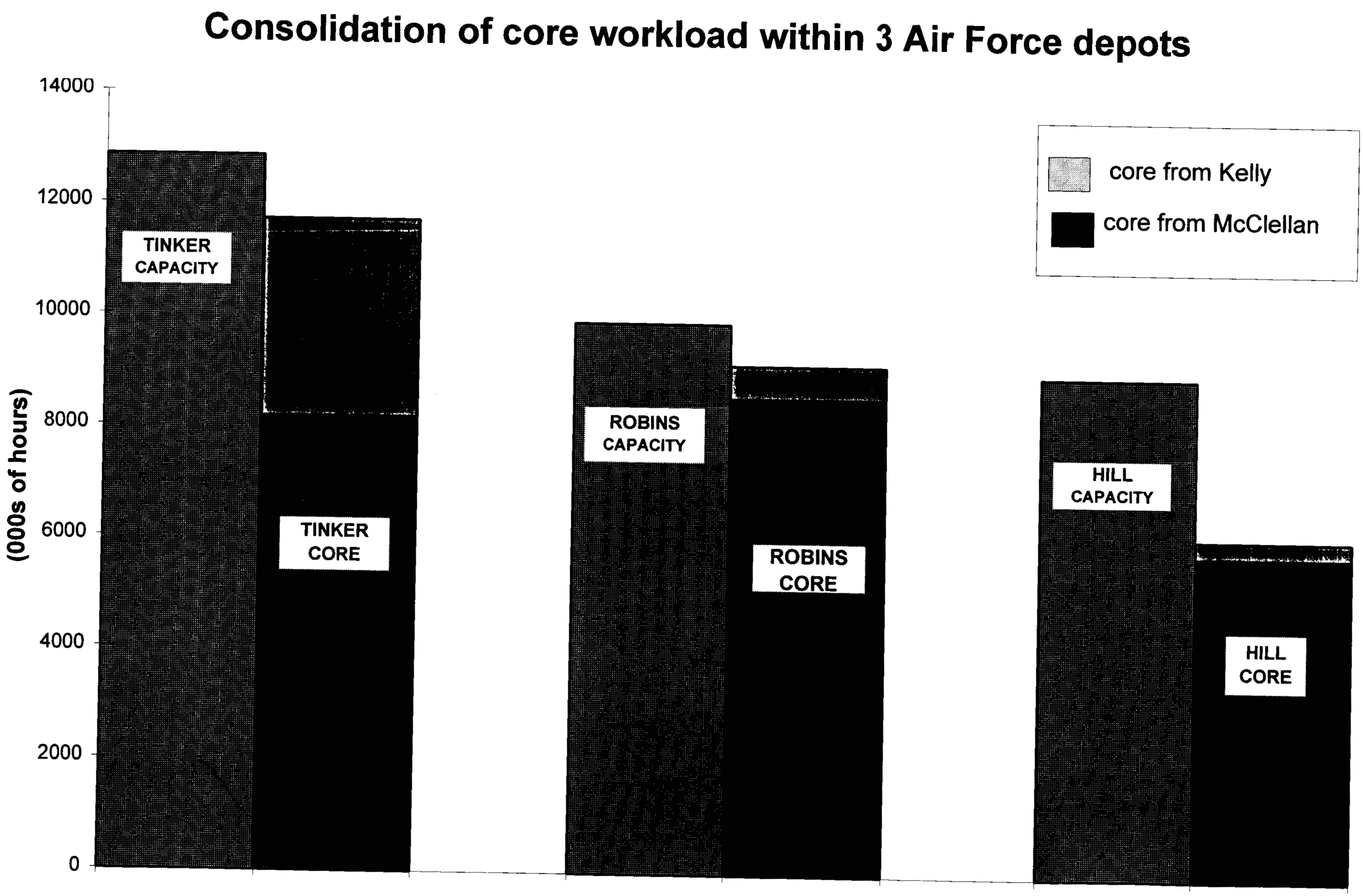
Transfer of Ground Comm and LEAD Missiles to TOAD



	TBY MPC	7606		7606	2304
	TBY core	2304		0	1032
	from SM	1032		0	523
	from LEA	523			
	subtotal to	1555			
	remaining	3747			
from SM					
7a grnd radar		430			
7b radio comm		177			
7c wire comm		118			
7 d Comm EW					
7e navigation aids		165			
7f electr optics		109			
7g satelite		32			
from SM		1032			
From LEAD					
4b tact missle		523			
		from SM	TBY core	TBY MPC	difference
7a grnd radar		430	79	186	-323
7b radio comm		177	667	1757	913
7c wire comm		118	118	527	291
7 d Comm EW			371	1003	632
7e navigation aids		165	8	33	-140
7f electr optics		109		8	-101
f h cyrpto			168	410	242
7g satelite		32		338	306
from SM		1032	1411	4262	1819
From LEAD		From LEA	TBY core	TBY MPC	difference
4b tact missle		523	59	129	-453

Consolidation of core workload within 3 Air Force depots




Consolidation of core workload within 3 Air Force depots
14000
12000
10000
8000
6000
4000
2000
0
(000s of hours)
core from Kelly
core from McClellan
TINKER CAPACITY
TINKER CORE
ROBINS CAPACITY
ROBINS CORE
HILL CAPACITY
HILL CORE

Document Separator

	DOWNSIZE ALC	CLOSE 2 ALC's
ONE TIME COST	**$183 MILLION**	**$1.1 BILLION**
STEADY STATE SAVINGS	**$89 MILLION**	**$161 MILLION**
CIVILAN PERSONNEL ELIMINATED	**1834**	**1875**
CIVILAIN PERSONNEL REALIGNED	**251**	**18,904**
CIVILIAN PERSONNEL MOVING COSTS	**$5.5 MILLION**	**$300 MILLION**
PERSONNEL ACTIONS	**RETRAINING**	**PERSONNEL MOVE**
EQUIPMENT MOVING COSTS	**$23.4 MILLION**	**$167 MILLION**
MILCON	**$75.1 MILLION**	**$248.4 MILLION**
MILCON COST AVOIDANCE	**$15.7 MILLION**	**-------------------------**
EXCESS CAPACITY ELIMINATED (DIRECT LABOR HOURS)	**13.2 MILLION**	**13.2 MILLION**

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

OVERVIEW: The Depot subcategory consists of bases that provide maintenance and upgrade/modification support for Air Force weapon systems. Bases in the depot subcategory are:

Hill AFB, Utah	Kelly AFB, Texas	McClellan AFB, California
Robins AFB, Georgia	Tinker AFB, Oklahoma	

ATTRIBUTES: Important attributes of depots:
- Large industrial type facilities
- Access to a technically oriented labor pool
- Runway and ramp to support large aircraft
- Specialized equipment and facilities
- Administrative space

SPECIAL ANALYSIS METHOD: Although the Depot subcategory analysis reflected the same method for Criteria II - VIII as the overall Air Force process, a tailored Criterion I analysis was developed for this subcategory. This tailored approach was necessary because of the Depot Maintenance Joint Cross Service Group (JCSG-DM), which was established to reduce duplication, excess capacity, and take advantage of available cross-service opportunities. As chartered by OSD, the JCSGs were to develop guidelines, standards, assumptions, measures of merit, data elements and milestone schedules for DoD Component conduct of cross-service analyses of common support functions. The products of the JCSGs were to be closure or realignment alternatives for service consideration and inclusion in their processes.

As a result of this effort, and seeking to integrate the cross-service analysis into the Air Force process to the extent possible, the Air Force used the Joint Group data for its depot-particular evaluation of Criterion I for depot activities. The Air Force collected data on behalf of and under the direction of the JCSG-DM relating to the functional capabilities of depot common support functions.

The Air Force BCEG appointed a special Base Closure Working Group Subgroup to develop a means of analyzing the Depot functions. That Subgroup briefed the BCEG on its proposed analytical method, received BCEG approval, and conducted the analysis in accordance with the method.

Criterion I for Depot bases was split into two parts. The first part, which accounted for seventy percent of the overall Criterion I grade, was a rolled up rating of the depot functional analysis. This rating was represented by a color and consisted of two parts, a commodity analysis worth eighty percent of the overall depot functional grade, and a cost analysis worth twenty percent of the overall grade. The Air Force, attempting to keep its analysis close to the JCSG-DM analysis, used the data and measures of merit developed by the JCSG-DM to the extent possible in developing the commodity analysis grades.

The commodity grade was determined by scoring each commodity group for each depot. Commodity scores were determined by applying five measures of merit to the JCSG data. The maximum possible score for each measure of merit represented its weight, as a percentage of one hundred, relative to the other measures of merit, and was determined by the BCEG. Thus, a measure of merit with a possible score of 20 was half as important as a measure of merit with a possible score of 40. Once a score for each measure of merit was obtained, the overall commodity score was assigned by summing

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

up the measure of merit scores. The individual commodity scores were then multiplied by the weight of that commodity group relative to the other commodity groups. These weights (3,2, or 1 multiplier), approved by the BCEG, reflected the commodity group's relative importance to the core workload accomplished in support of DoD.

For example, the Engine commodity might receive scores of 20, 17, 6, 7, and 0 for each of the Measures of Merit (Capacity, Core Workload and Capabilities, Unique and Peculiar Core Workloads, Unique and Peculiar Core Workload Test Facilities, and Other Workloads). This sum (50) of the measures of merit was multiplied by the weighting applied for that commodity. Engine workload was highly valued as core therefore the multiplier was 3, giving an overall score of 150 for that commodity. Colors were also portrayed for BCEG reference. These were established with the highest total being green, the lowest red, and the others yellow. These colors were for ease of reference only, and were not rolled up using the normal color grade rollup system.

After deriving a score for each commodity for every depot, those scores were summed, providing a "Commodity Roll-Up" for each depot activity. These commodity totals were then compared by applying the standard deviation grading scheme, detailed in Tab X. The overall commodity color grade reflects the position of particular depot's commodity score in the distribution of depot commodity scores.

The Other Factors (Cost) grade was determined by applying the standard deviation grading scheme to the two subelements for cost comparison, then rolling up the resulting colors into an overall cost factor color grade. After developing a commodity color grade (80% weighting), and a cost factor color grade (20% weighting), these two grades were then rolled up into an overall depot value functional grade, using the standard color roll-up methodology. This final color represented the first part of the Criterion I grade, reflecting the depot value.

The second part of the Criterion I grade was an Operational capabilities analysis. The operational analysis measured how well a base could perform a small aircraft, bomber, tanker, and airlift mission. A grade for each mission capability was assigned, then those grades were rolled up with equal weighting for each mission. The rolled-up grade constituted the Operational Grade portion of the Criterion I overall grade.

The depot functional grade and the operational grade were then rolled up into one Criterion I grade, with 70 percent of the grade based on the depot grade and 30 percent based on the operational grade. The remaining criteria were determined in a manner consistent with the other categories of bases. All criteria were then reviewed prior to tiering by the BCEG using secret written ballots.

The Air Force was also tasked to provide a "military value" of depot activity bases to the Joint Group. Because the Air Force does not produce a value based solely on the first four criteria, it forwarded the initial tiering of the bases within their respective categories. In addition to the installation values, the Air Force also forwarded tiering by depot activity only, corresponding to the special Criterion I analysis performed for the depot bases. The following values were forwarded to the Depot Joint Group:

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

Base	Installation Tiering	Depot Activity Tiering	
Davis-Monthan AFB	I	N/A	Not analyzed as a depot, but the AMARC portion of Davis-Monthan AFB was analyzed by the Joint Group
Hill AFB	1	1	
Kelly AFB	3	3	
McClellan AFB	3	2	
Robins AFB	2	1	
Tinker AFB	1	2	

The Air Force was also directed to provide an analysis of various alternatives provided by the Joint Group. The Air Force analyzed the alternatives, comparing them with the Air Force analysis, accomplished a functional feasibility review, and participated in COBRA analysis accomplished by the losing Service. The following alternatives were analyzed:

Description of Alternative	COBRA Analysis (One-time costs, NPV, ROI)	Functional Assessment
Close Kelly AFB depot activities	$589 M, ($255M), 9 yrs	Can be accommodated with high costs
Close Kelly AFB and McClellan AFB depot activities	$1,159 M, ($626M), 8 yrs	Decrease in available capacity imposes excessive risk and entails extremely high cost, High mission impact by disrupting workload supporting mission readiness

The Air Force continued to discuss possible realignment and closures options concerning depot activities with the Depot Joint Group throughout the process.

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

SUBCATEGORY DEPENDENT WEIGHTS: (See Appendix ? for a discussion of weighting and the values of weights which are not functions of subcategory or primary mission.)

I Mission Effectiveness			
I.1 Flying Operations	30%		
I.1.A Operations Evaluation		70%	
I.1.A.1 Fighter Operations			25%
I.1.A.2 Bomber Operations			25%
I.1.A.3 Tanker Operations			25%
I.1.A.4 Airlift Operations			25%
I.1.B Associated Airspace		20%	
I.1.C Airfield Evaluation		10%	
I.1.D EXCLUDED		N/A	
I.2 thru I.5 EXCLUDED	N/A		
I.6 Depot Evaluation	70%		
I.7 EXCLUDED	N/A		

II Facilities Availability and Condition		
II.1 Facilities Base	25%	
II.2 Facilities Housing	10%	
II.3 Encroachment (Airfield)	25%	
II.3.A Existing Assoc Airsp		15%
II.3.B Future Assoc Airsp		15%
II.3.C Existing Local Area		5%
II.3.D Future Local Area		5%
II.3.E Existing Local Comm		35%
II.3.F Future Local Comm		25%
II.4 Air Quality	40%	
II.5 and II.6 EXCLUDED	N/A	

VII Community	
VII.1 Off-base Housing	14%
VII.2 Transportation	7%
VII.3 Off-base Recreation	7%
VII.4 Shopping Mall	7%
VII.5 Metro Center	7%
VII.6 Local Area Crime Rate	14%
VII.7 Education	14%
VII.8 Employment Opportunities	14%
VII.9 Local Medical Care	14%
VII.10 thru VII.14 EXCLUDED	N/A

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

OVERALL

Base Name	I	II	III	IV	V	VI	VII	VIII
	Overall Mission Requirements	Facilities and Infrastructure	Contingency and Mobility	Costs and Manpower Implications	Return on Investment	Economic Impact	Community	Environmental Impact
Hill AFB	Green -	Yellow +	Green -	1,409/ 514	30	31,908 (4.8%)*	Green -	Yellow +
Kelly AFB	Yellow	Green -	Yellow +	653/-180	10	43,136 (5.9%)*	Green -	Red +
McClellan AFB	Yellow +	Yellow +	Yellow +	514/-607	5	32,772 (4.3%)*	Yellow	Yellow +
Robins AFB	Green -	Green -	Green	1,011/ 133	18	31,103 (19.7%)*	Green -	Yellow +
Tinker AFB	Yellow +	Green	Green	1,312/ 633	42	47,733 (8.2%)*	Green -	Yellow +

that on NPL list
~~why greater~~
Kelly
why score worse
than McClellan

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I MISSION REQUIREMENTS

	Flying Operations	Depot Evaluation	Overall
Base Name	I.1	I.6	I
Hill AFB	Green	Green -	Green -
Kelly AFB	Green -	Yellow -	Yellow
McClellan AFB	Green -	Yellow	Yellow +
Robins AFB	Green -	Green -	Green -
Tinker AFB	Green -	Yellow	Yellow +

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1 MISSION REQUIREMENTS - FLYING

Base Name	I.1.A Operational Effectiveness	I.1.B Associated Airspace	I.1.C Airfield Capabilities	I.1 Flying Mission
Hill AFB	Green	Green	Green -	**Green**
Kelly AFB	Green -	Green	Green	**Green -**
McClellan AFB	Green -	Green	Green	**Green -**
Robins AFB	Green -	Green	Green	**Green -**
Tinker AFB	Green -	Green	Green -	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A FLYING MISSION EFFECTIVENESS

	Fighter Operational Effectiveness	Bomber Operational Effectiveness	Tanker Operational Effectiveness	Airlift Operational Effectiveness	Effectiveness
Base Name	I.1.A.1	I.1.A.2	I.1.A.3	I.1.A.4	I.1.A
Hill AFB	Green -	Green -	Green	Green	Green
Kelly AFB	Yellow	Green	Green -	Green	Green -
McClellan AFB	Yellow	Green	Green	Green	Green -
Robins AFB	Yellow +	Green	Green	Green -	Green -
Tinker AFB	Yellow +	Green	Green -	Green -	Green -

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.1 FIGHTER MISSION OPERATIONAL EFFECTIVENESS

	Geographic Location	Training Areas	Airspace/Training Area Growth	Composite Force Training	Fighter Effectiveness
Base Name	**I.1.A.1.a**	**I.1.A.1.b**	**I.1.A.1.c**	**I.1.A.1.d**	**I.1.A.1**
Hill AFB	Green -	Yellow +	Yellow	Green	**Green -**
Kelly AFB	Green -	Red +	Yellow	Yellow	**Yellow**
McClellan AFB	Green	Red	Yellow	Green	**Yellow**
Robins AFB	Green	Yellow -	Yellow	Yellow	**Yellow +**
Tinker AFB	Green	Red +	Yellow	Red	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.1.a FIGHTER MISSION - GEOGRAPHIC LOCATION

Base Name	Alternate Airfield I.1.A.1.a.1	Divert Airfield I.1.A.1.a.2	Ceiling and Visibility I.1.A.1.a.3	Freezing Precipitation I.1.A.1.a.4	Crosswind Component I.1.A.1.a.5	Air Traffic Control Delays I.1.A.1.a.6	Number of Runways I.1.A.1.a.7	Geographic Location I.1.A.1.a
Hill AFB	Green	Green	Green	Red	Green	Green	Green	Green -
Kelly AFB	Green	Green	Yellow	Green	Green	Green	Green	Green -
McClellan AFB	Green	Green	Green	Green	Green	Green	Green	Green
Robins AFB	Green	Green	Green	Green	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Yellow	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.1.b FIGHTER MISSION - TRAINING AREAS (Military Operating Areas (MOAs) and Ranges)

	Supersonic Air Combat MOAs	Other Air Combat MOAs	Low Altitude MOAs	Scorable Range Complexes	Electronic Combat Ranges
Base Name	**I.1.A.1.b.1**	**I.1.A.1.b.2**	**I.1.A.1.b.3**	**I.1.A.1.b.4**	**I.1.A.1.b.5**
Hill AFB	Red	Yellow	Yellow	Green	Green
Kelly AFB	Red	Red	Red	Red	Red
McClellan AFB	Red	Red	Red	Red	Red
Robins AFB	Red	Red	Red	Yellow	Green
Tinker AFB	Red	Red	Red	Red	Red

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.1.b FIGHTER MISSION - TRAINING AREAS (Cont.) (Tactical Employment, Ranges and Routes)

	Tactical Aircraft Employment	Air Combat Maneuvering Instrumentation	Full Scale Weapons Drop Range	Visual Routes (VRs)/ Instrument Routes (IRs)	Training Areas
Base Name	I.1.A.1.b.6	I.1.A.1.b.7	I.1.A.1.b.8	I.1.A.1.b.9	I.1.A.1.b
Hill AFB	Green	Green	Green	Yellow	Yellow +
Kelly AFB	Yellow	Red	Red	Green	Red +
McClellan AFB	Red	Red	Green	Red	Red
Robins AFB	Yellow	Red	Green	Yellow	Yellow -
Tinker AFB	Green	Red	Green	Green	Red +

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.2 BOMBER MISSION OPERATIONAL EFFECTIVENESS

	Geographic Location	Training Areas	Airspace/Training Area Growth	Bomber Effectiveness
Base Name	I.1.A.2.a	I.1.A.2.b	I.1.A.2.c	I.1.A.2
Hill AFB	Green -	Green	Yellow	Green -
Kelly AFB	Green	Green	Yellow	Green
McClellan AFB	Green	Green	Yellow	Green
Robins AFB	Green	Green	Yellow	Green
Tinker AFB	Green	Green	Yellow	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.2.a BOMBER MISSION - GEOGRAPHIC LOCATION

	Alternate Airfield	Ceiling and Visibility	Freezing Precipitation	Crosswind Component	Air Traffic Control Delays	Number of Runways	Geographic Location
Base Name	I.1.A.2.a.1	I.1.A.2.a.2	I.1.A.2.a.3	I.1.A.2.a.4	I.1.A.2.a.5	I.1.A.2.a.6	I.1.A.2.a
Hill AFB	Green	Green	Red	Green	Green	Green	Green -
Kelly AFB	Green	Green	Green	Green	Green	Green	Green
McClellan AFB	Green	Green	Green	Green	Green	Green	Green
Robins AFB	Green	Green	Green	Green	Green	Green	Green
Tinker AFB	Green	Green	Yellow	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.2.b BOMBER MISSION - TRAINING AREAS

	Low Altitude MOAs	Scorable Range Complexes	Tactical Training Range Complex	Electronic Combat Ranges	Full Scale Weapons Drop Range	Visual Routes (VRs)/ Instrument Routes (IRs)	Training Areas
Base Name	**I.1.A.2.b.1**	**I.1.A.2.b.2**	**I.1.A.2.b.3**	**I.1.A.2.b.4**	**I.1.A.2.b.5**	**I.1.A.2.b.6**	**I.1.A.2.b**
Hill AFB	Green	Green	Green	Green	Green	Green	**Green**
Kelly AFB	Green	Green	Yellow	Green	Green	Green	**Green**
McClellan AFB	Green	Green	Green	Green	Green	Green	**Green**
Robins AFB	Green	Green	Yellow	Green	Green	Green	**Green**
Tinker AFB	Green	Green	Green	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.3 TANKER MISSION OPERATIONAL EFFECTIVENESS

	Alternate Airfield	Ceiling and Visibility	Freezing Precipitation	Crosswind Component	Air Traffic Control Delays	Tanker Saturation	Refueling Events	Concentrated Receiver Area	Bomber Effectiveness
Base Name	**I.1.A.3.a**	**I.1.A.3.b**	**I.1.A.3.c**	**I.1.A.3.d**	**I.1.A.3.e**	**I.1.A.3.f**	**I.1.A.3.g**	**I.1.A.3.h**	**I.1.A.3**
Hill AFB	Green	Green	Red	Green	Green	Green	Green	Green	Green
Kelly AFB	Green	Green	Green	Green	Green	Yellow	Green	Green	Green -
McClellan AFB	Green	Green	Green	Green	Green	Green	Green	Yellow	Green
Robins AFB	Green	Green	Green	Green	Green	Green	Green	Green	Green
Tinker AFB	Green	Green	Yellow	Green	Green	Yellow	Green	Green	Green -

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.4 AIRLIFT MISSION OPERATIONAL EFFECTIVENESS

	Geographic Location	Training Areas	Airlift Effectiveness
Base Name	**I.1.A.4.a**	**I.1.A.4.b**	**I.1.A.4**
Hill AFB	Green	Green -	**Green**
Kelly AFB	Green	Green	**Green**
McClellan AFB	Green	Green -	**Green**
Robins AFB	Yellow +	Green	**Green -**
Tinker AFB	Yellow +	Green	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.4.a AIRLIFT MISSION - GEOGRAPHIC LOCATION

	Alternate Airfield	Ceiling and Visibility	Freezing Precipitation	Crosswind Component	Air Traffic Control Delays	Mobility and Deployability	Geographic Location
Base Name	I.1.A.4.a.1	I.1.A.4.a.2	I.1.A.4.a.3	I.1.A.4.a.4	I.1.A.4.a.5	I.1.A.4.a.6	I.1.A.4.a
Hill AFB	Green	Green	Red	Green	Green	Green	Green
Kelly AFB	Green	Green	Green	Green	Green	Green	Green
McClellan AFB	Green	Green	Green	Green	Green	Green	Green
Robins AFB	Green	Green	Green	Green	Green	Yellow	Yellow +
Tinker AFB	Green	Green	Yellow	Green	Green	Yellow	Yellow +

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.4.b AIRLIFT MISSION - TRAINING AREAS
(Personnel and Equipment Drop Zones, Landing Zones)

	Personnel Drop Zones	Personnel DZ Associated IRs	Personnel DZ Associated Slow Routes (SRs)	Landing Zone	Equipment Drop Zones	Equipment DZ Associated IRs	Equipment DZ Associated SRs
Base Name	**I.1.A.4.b.1**	**I.1.A.4.b.2**	**I.1.A.4.b.3**	**I.1.A.4.b.4**	**I.1.A.4.b.5**	**I.1.A.4.b.6**	**I.1.A.4.b.7**
Hill AFB	Green	Green	Red	Yellow	Green	Green	Red
Kelly AFB	Green	Green	Green	Green	Green	Green	Green
McClellan AFB	Green	Green	Red	Yellow	Green	Green	Red
Robins AFB	Green	Green	Green	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.4.b AIRLIFT MISSION - TRAINING AREAS (Cont.)
(Airdrop, Refueling)

Base Name	Airdrop Employment I.1.A.4.b.8	Full Scale Airdrop I.1.A.4.b.9	Air Refueling Routes I.1.A.4.b.10	Training Areas I.1.A.4.b
Hill AFB	Green	Green	Green	Green -
Kelly AFB	Green	Green	Green	Green
McClellan AFB	Green	Green	Green	Green -
Robins AFB	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.B ASSOCIATED AIRSPACE

Base Name	Existing Availibility Encroachment I.1.B.1	Future Availibility Encroachment I.1.B.2	Associated Airspace I.1.B
Hill AFB	Green	Green	Green
Kelly AFB	Green	Green	Green
McClellan AFB	Green	Green	Green
Robins AFB	Green	Green -	Green
Tinker AFB	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.B.1 EXISTING AVAILABILITY and ENCROACHMENT

	Military Operating Areas/ Ranges	Military Training Routes	Existing Availability
Base Name	I.1.B.1.a	I.1.B.1.b	I.1.B.1
Hill AFB	Green	Green	Green
Kelly AFB	Green	Green	Green
McClellan AFB	Green	Green	Green
Robins AFB	Green	Green	Green
Tinker AFB	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.B.2 FUTURE AVAILABILITY and ENCROACHMENT

	Military Operating Areas/ Ranges	Military Training Routes	Future Availability
Base Name	I.1.B.2.a	I.1.B.2.b	I.1.B.2
Hill AFB	Green	Green	Green
Kelly AFB	Green	Green	Green
McClellan AFB	Green	Green	Green
Robins AFB	Green	Yellow	Green -
Tinker AFB	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.C AIRFIELD CAPABILITIES (Runways, Taxiways, Aprons)

Base Name	Fighter Mission I.1.C.1	Bomber Mission I.1.C.2	Tanker Mission I.1.C.3	Airlift Mission I1.C.4	Airfield Capabilities I.1.C
Hill AFB	Green	Red	Green	Green	**Green -**
Kelly AFB	Green	Green	Green	Green	**Green**
McClellan AFB	Green	Green	Green	Green	**Green**
Robins AFB	Green	Green	Green	Green	**Green**
Tinker AFB	Green	Red	Green	Green	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6 MISSION EFFECTIVENESS - DEPOTS

	Commodity Analysis	Costs Analysis	Depot Effectiveness
Base Name	**I.6.A**	**I.6.B**	**I.6**
Hill AFB	Green	Yellow -	**Green -**
Kelly AFB	Red +	Green	**Yellow -**
McClellan AFB	Yellow +	Red	**Yellow**
Robins AFB	Green -	Green	**Green -**
Tinker AFB	Yellow	Green -	**Yellow**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A DEPOTS - Commodity Values

Base Name	Transport Tanker Bomber I.6.A.1	Engines I.6.A.2	All Software I.6.A.3	Fighter I.6.A.4	Avionics I.6.A.5	Ground CE I.6.A.6	Aircraft Structures I.6.A.7	Aircraft Components (other) I.6.A.8	Instruments I.6.A.9	All Missiles I.6.A.10
Hill AFB	16	2	28	52	23	0	27	39	17	89
Kelly AFB	39	63	14	0	6	0	9	26	7	16
McClellan AFB	16	0	19	44	20	79	33	0	24	0
Robins AFB	37	0	41	33	58	10	47	32	29	11
Tinker AFB	40	51	20	0	14	0	34	44	26	0

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A DEPOTS - Commodity Values (cont.)

	Hydraulic/ Pneumatics	Landing Gear	TMDE	Command and Control Aircraft	General Purpose (other)	Munitions (aviation)	Propellers	APUs	Ground Generators	Weighted Sum	Overall
Base Name	I.6.A.11	I.6.A.12	I.6.A.13	I.6.A.14	I.6.A.15	I.6.A.16	I.6.A.17	I.6.A.18	I.6.A.19		I.6.A
Hill AFB	13	78	0	0	67	77	0	44	0	1077	Green
Kelly AFB	10	11	69	0	0	0	0	73	0	735	Red +
McClellan AFB	65	0	0	0	24	0	0	0	77	879	Yellow +
Robins AFB	10	10	0	0	0	10	80	0	0	905	Green -
Tinker AFB	51	0	1	69	0	0	0	0	0	825	Yellow

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.1 Transport/Tanker/Bomber Commodity

Base Name	I.6.A.1.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.1.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.1.c Unique & Peculiar Workload	I.6.A.1.d Unique & Peculiar Core Test Facilities	I.6.A.1.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.1 Commodity Score
Hill AFB	4 (2.2/2.2)	12 (10.0/2.0)	0	0	0 (0.0/0.0)	16
Kelly AFB	23 (7.3/15.5)	11 (8.3/2.6)	1	4	0 (0.0/0.0)	39
McClellan AFB	8 (3.9/4.5)	8 (6.9/1.4)	0	0	0 (0.0/0.0)	16
Robins AFB	20 (10.0/10.0)	17 (9.3/7.4)	0	0	0 (0.0/0.0)	37
Tinker AFB	24 (10.5/13.5)	16 (9.7/6.7)	0	0	0 (0.0/0.0)	40

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.2 Engines Commodity

	Current and Potential Capacity Relative to AF Core Capability	Core Workload Relative to Total Depot and AF Core Workloads	Unique & Peculiar Workload	Unique & Peculiar Core Test Facilities	Last and Outside Source Relative to Total Above Core Workload	Commodity Score
Base Name	I.6.A.2.a (1/2)	I.6.A.2.b (1/2)	I.6.A.2.c	I.6.A.2.d	I.6.A.2.e (1/2)	I.6.A.2
Hill AFB	1 (0.5/0.5)	1 (1.1/0.1)	0	0	0 (0.0/0.0)	2
Kelly AFB	39 (19.4/20.0)	17 (7.1/10.3)	1	4	2 (0.0/1.5)	63
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Robins AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Tinker AFB	31 (10.7/20.0)	19 (9.8/9.6)	0	1	0 (0.0/0.0)	51

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.3 All Software Commodity

Base Name	I.6.A.3.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.3.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.3.c Unique & Peculiar Workload	I.6.A.3.d Unique & Peculiar Core Test Facilities	I.6.A.3.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.3 Commodity Score
Hill AFB	12 (6.0/6.0)	15 (10.0/5.3)	1	0	0 (0.0/0.0)	28
Kelly AFB	3 (1.1/1.5)	10 (9.3/1.1)	0	0	1 (0.0/0.7)	14
McClellan AFB	9 (4.0/5.1)	9 (6.7/2.3)	1	0	0 (0.0/0.1)	19
Robins AFB	20 (7.4/12.6)	18 (10.0/7.6)	3	0	0 (0.0/0.0)	41
Tinker AFB	8 (3.9/3.9)	12 (8.3/3.7)	0	0	0 (0.0/0.3)	20

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.4 Fighter Commodity

	Current and Potential Capacity Relative to AF Core Capability	Core Workload Relative to Total Depot and AF Core Workloads	Unique & Peculiar Workload	Unique & Peculiar Core Test Facilities	Last and Outside Source Relative to Total Above Core Workload	Commodity Score
Base Name	**I.6.A.4.a (1/2)**	**I.6.A.4.b (1/2)**	**I.6.A.4.c**	**I.6.A.4.d**	**I.6.A.4.e (1/2)**	**I.6.A.4**
Hill AFB	30 (12.9/17.5)	17 (9.5/7.0)	0	1	4 (0.0/4.0)	**52**
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
McClellan AFB	27 (13.5/13.6)	14 (7.1/7.3)	0	3	0 (0.0/0.0)	**44**
Robins AFB	20 (10.1/10.1)	13 (7.1/5.7)	0	0	0 (0.0/0.0)	**33**
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.5 Avionics Commodity

Base Name	I.6.A.5.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.5.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.5.c Unique & Peculiar Workload	I.6.A.5.d Unique & Peculiar Core Test Facilities	I.6.A.5.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.5 Commodity Score
Hill AFB	8 (2.9/4.7)	14 (10.0/3.7)	0	1	0 (0.0/0.0)	23
Kelly AFB	2 (0.7/0.8)	4 (3.5/0.3)	0	0	0 (0.0/0.0)	6
McClellan AFB	7 (2.6/4.5)	13 (9.2/3.3)	0	0	0 (0.0/0.0)	20
Robins AFB	23 (10.2/12.4)	22 (10.0/12.1)	6	7	0 (0.0/0.0)	58
Tinker AFB	2 (1.0/1.3)	11 (10.0/0.6)	0	1	0 (0.0/0.0)	14

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.6 Ground CE Commodity

Base Name	I.6.A.6.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.6.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.6.c Unique & Peculiar Workload	I.6.A.6.d Unique & Peculiar Core Test Facilities	I.6.A.6.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.6 Commodity Score
Hill AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
McClellan AFB	40 (20.0/20.0)	28 (7.5/20.0)	6	4	1 (0.6/0.1)	**79**
Robins AFB	0 (0.0/0.0)	10 (10.0/0.0)	0	0	0 (0.0/0.0)	**10**
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.7 Aircraft Structures Commodity

	Current and Potential Capacity Relative to AF Core Capability	Core Workload Relative to Total Depot and AF Core Workloads	Unique & Peculiar Workload	Unique & Peculiar Core Test Facilities	Last and Outside Source Relative to Total Above Core Workload	Commodity Score
Base Name	**I.6.A.7.a (1/2)**	**I.6.A.7.b (1/2)**	**I.6.A.7.c**	**I.6.A.7.d**	**I.6.A.7.e (1/2)**	**I.6.A.7**
Hill AFB	12 (6.1/6.1)	10 (7.3/2.7)	0	0	5 (3.2/1.9)	**27**
Kelly AFB	5 (1.8/3.2)	3 (3.0/0.3)	1	0	0 (0.0/0.0)	**9**
McClellan AFB	18 (4.5/13.2)	13 (10.0/2.8)	1	1	0 (0.0/0.0)	**33**
Robins AFB	29 (12.9/15.8)	18 (10.0/7.5)	0	0	0 (0.0/0.0)	**47**
Tinker AFB	17 (8.5/8.6)	17 (10.0/6.7)	0	0	0 (0.0/0.0)	**34**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.8 Aircraft Components (other) Commodity

	Current and Potential Capacity Relative to AF Core Capability	Core Workload Relative to Total Depot and AF Core Workloads	Unique & Peculiar Workload	Unique & Peculiar Core Test Facilities	Last and Outside Source Relative to Total Above Core Workload	Commodity Score
Base Name	I.6.A.8.a (1/2)	I.6.A.8.b (1/2)	I.6.A.8.c	I.6.A.8.d	I.6.A.8.e (1/2)	I.6.A.8
Hill AFB	22 (1.7/20.0)	16 (10.0/6.0)	0	1	0 (0.0/0.0)	39
Kelly AFB	16 (5.4/10.1)	9 (5.1/3.4)	0	1	0 (0.0/0.2)	26
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Robins AFB	16 (9.9/6.1)	16 (10.0/5.9)	0	0	0 (0.0/0.0)	32
Tinker AFB	32 (13.3/18.7)	11 (5.9/4.7)	1	0	0 (0.0/0.0)	44

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.9 Instruments Commodity

Base Name	I.6.A.9.a (1/2) Current and Potential Capacity Relative to AF Core Capability		I.6.A.9.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads		I.6.A.9.c Unique & Peculiar Workload	I.6.A.9.d Unique & Peculiar Core Test Facilities	I.6.A.9.e (1/2) Last and Outside Source Relative to Total Above Core Workload		I.6.A.9 Commodity Score
Hill AFB	4	(2.0/2.0)	12	(10.0/2.3)	0	1	0	(0.0/0.0)	**17**
Kelly AFB	0	(0.1/0.3)	7	(7.1/0.1)	0	0	0	(0.0/0.0)	**7**
McClellan AFB	9	(3.0/5.6)	15	(10.0/4.7)	0	0	0	(0.0/0.0)	**24**
Robins AFB	10	(4.4/5.3)	17	(10.0/6.5)	2	0	0	(0.0/0.0)	**29**
Tinker AFB	10	(2.5/7.6)	16	(10.0/6.4)	0	0	0	(0.0/0.0)	**26**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.10 All Missiles Commodity

Base Name	Current and Potential Capacity Relative to AF Core Capability I.6.A.10.a (1/2)	Core Workload Relative to Total Depot and AF Core Workloads I.6.A.10.b (1/2)	Unique & Peculiar Workload I.6.A.10.c	Unique & Peculiar Core Test Facilities I.6.A.10.d	Last and Outside Source Relative to Total Above Core Workload I.6.A.10.e (1/2)	Commodity Score I.6.A.10
Hill AFB	40 (20.0/20.0)	28 (9.6/18.5)	6	9	6 (6.0/0.0)	89
Kelly AFB	8 (2.6/4.9)	7 (5.9/1.3)	0	1	0 (0.0/0.0)	16
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Robins AFB	1 (0.4/0.5)	10 (10.0/0.3)	0	0	0 (0.0/0.0)	11
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.11 Hydraulic/Pneumatics Commodity

	Current and Potential Capacity Relative to AF Core Capability	Core Workload Relative to Total Depot and AF Core Workloads	Unique & Peculiar Workload	Unique & Peculiar Core Test Facilities	Last and Outside Source Relative to Total Above Core Workload	Commodity Score
Base Name	I.6.A.11.a (1/2)	I.6.A.11.b (1/2)	I.6.A.11.c	I.6.A.11.d	I.6.A.11.e (1/2)	I.6.A.11
Hill AFB	2 (1.1/1.1)	11 (10.0/0.5)	0	0	0 (0.0/0.0)	13
Kelly AFB	0 (0.1/0.1)	10 (9.5/0.1)	0	0	0 (0.0/0.0)	10
McClellan AFB	33 (12.9/19.7)	22 (8.9/12.7)	7	3	0 (0.0/0.0)	65
Robins AFB	0 (0.0/0.0)	10 (10.0/0.0)	0	0	0 (0.0/0.0)	10
Tinker AFB	28 (7.5/20.0)	17 (10.0/6.7)	1	5	0 (0.0/0.0)	51

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.12 Landing Gear Commodity

	Current and Potential Capacity Relative to AF Core Capability	Core Workload Relative to Total Depot and AF Core Workloads	Unique & Peculiar Workload	Unique & Peculiar Core Test Facilities	Last and Outside Source Relative to Total Above Core Workload	Commodity Score
Base Name	**I.6.A.12.a (1/2)**	**I.6.A.12.b (1/2)**	**I.6.A.12.c**	**I.6.A.12.d**	**I.6.A.12.e (1/2)**	**I.6.A.12**
Hill AFB	40 (20.0/20.0)	30 (10.0/19.8)	8	0	0 (0.0/0.0)	**78**
Kelly AFB	1 (0.2/0.5)	10 (9.9/0.2)	0	0	0 (0.0/0.0)	**11**
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Robins AFB	0 (0.1/0.0)	10 (10.0/0.0)	0	0	0 (0.0/0.0)	**10**
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.13 Test, Measurement & Diagnostic Equipment Commodity

	Current and Potential Capacity Relative to AF Core Capability	Core Workload Relative to Total Depot and AF Core Workloads	Unique & Peculiar Workload	Unique & Peculiar Core Test Facilities	Last and Outside Source Relative to Total Above Core Workload	Commodity Score
Base Name	I.6.A.13.a (1/2)	I.6.A.13.b (1/2)	I.6.A.13.c	I.6.A.13.d	I.6.A.13.e (1/2)	I.6.A.13
Hill AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Kelly AFB	40 (20.0/20.0)	29 (8.9/20.0)	0	0	0 (0.0/0.1)	69
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Robins AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Tinker AFB	1 (0.6/0.6)	0 (0.1/0.0)	0	0	0 (0.0/0.0)	1

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.14 Command and Control Aircraft Commodity

	Current and Potential Capacity Relative to AF Core Capability	Core Workload Relative to Total Depot and AF Core Workloads	Unique & Peculiar Workload	Unique & Peculiar Core Test Facilities	Last and Outside Source Relative to Total Above Core Workload	Commodity Score
Base Name	**I.6.A.14.a (1/2)**	**I.6.A.14.b (1/2)**	**I.6.A.14.c**	**I.6.A.14.d**	**I.6.A.14.e (1/2)**	**I.6.A.14**
Hill AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Robins AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Tinker AFB	40 (20.0/20.0)	29 (8.5/20.0)	0	0	0 (0.0/0.0)	**69**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.15 General Purpose (other) Commodity

	Current and Potential Capacity Relative to AF Core Capability	Core Workload Relative to Total Depot and AF Core Workloads	Unique & Peculiar Workload	Unique & Peculiar Core Test Facilities	Last and Outside Source Relative to Total Above Core Workload	Commodity Score
Base Name	**I.6.A.15.a (1/2)**	**I.6.A.15.b (1/2)**	**I.6.A.15.c**	**I.6.A.15.d**	**I.6.A.15.e (1/2)**	**I.6.A.15**
Hill AFB	37 (18.7/18.7)	30 (10.0/20.0)	0	0	0 (0.0/0.0)	**67**
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
McClellan AFB	24 (12.1/12.1)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**24**
Robins AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.16 Munitions (aviation) Commodity

	Current and Potential Capacity Relative to AF Core Capability	Core Workload Relative to Total Depot and AF Core Workloads	Unique & Peculiar Workload	Unique & Peculiar Core Test Facilities	Last and Outside Source Relative to Total Above Core Workload	Commodity Score
Base Name	**I.6.A.16.a (1/2)**	**I.6.A.16.b (1/2)**	**I.6.A.16.c**	**I.6.A.16.d**	**I.6.A.16.e (1/2)**	**I.6.A.16**
Hill AFB	40 (20.0/20.0)	30 (10.0/19.9)	0	7	0 (0.0/0.0)	**77**
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Robins AFB	0 (0.1/0.1)	10 (10.0/0.1)	0	0	0 (0.0/0.0)	**10**
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.17 Propellers Commodity

	Current and Potential Capacity Relative to AF Core Capability	Core Workload Relative to Total Depot and AF Core Workloads	Unique & Peculiar Workload	Unique & Peculiar Core Test Facilities	Last and Outside Source Relative to Total Above Core Workload	Commodity Score
Base Name	**I.6.A.17.a (1/2)**	**I.6.A.17.b (1/2)**	**I.6.A.17.c**	**I.6.A.17.d**	**I.6.A.17.e (1/2)**	**I.6.A.17**
Hill AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Robins AFB	40 (20.0/20.0)	10 (10.0/20.0)	10	0	0 (0.0/0.0)	**80**
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.18 APUs Commodity

Base Name	I.6.A.18.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.18.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.18.c Unique & Peculiar Workload	I.6.A.18.d Unique & Peculiar Core Test Facilities	I.6.A.18.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.18 Commodity Score
Hill AFB	28 (13.8/13.8)	14 (10.0/3.9)	0	2	0 (0.0/0.0)	44
Kelly AFB	40 (20.0/20.0)	23 (7.0/16.1)	0	8	2 (0.0/2.3)	73
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Robins AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.19 Ground Generators Commodity

	Current and Potential Capacity Relative to AF Core Capability	Core Workload Relative to Total Depot and AF Core Workloads	Unique & Peculiar Workload	Unique & Peculiar Core Test Facilities	Last and Outside Source Relative to Total Above Core Workload	Commodity Score
Base Name	I.6.A.19.a (1/2)	I.6.A.19.b (1/2)	I.6.A.19.c	I.6.A.19.d	I.6.A.19.e (1/2)	I.6.A.19
Hill AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
McClellan AFB	40 (20.0/20.0)	27 (6.5/20.0)	10	0	0 (0.0/0.0)	77
Robins AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.B Costs Analysis

Base Name	I.6.B.1 Annual Operating Costs	I.6.B.2 Labor Rates	I.6.B Costs Analysis
Hill AFB	Red +	Yellow +	Yellow -
Kelly AFB	Green	Green	Green
McClellan AFB	Red +	Red	Red
Robins AFB	Green	Green	Green
Tinker AFB	Green	Yellow +	Green -

why did Kelly get a "green" RPMA when their costs are significantly higher than other ALC installations?

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II FACILITIES AVAILABILITY and CONDITION

Base Name	Mission Support Facilities II.1	On Base Housing II.2	Airspace Encroachment II.3	Air Quality II.4	Overall II
Hill AFB	Green	Yellow +	Yellow +	Yellow	**Yellow +**
Kelly AFB	Green -	Green -	Yellow +	Green -	**Green -**
McClellan AFB	Yellow	Yellow +	Green -	Yellow	**Yellow +**
Robins AFB	Yellow +	Red +	Green	Green	**Green -**
Tinker AFB	Green -	Green	Green -	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.1 Mission Support Facilities

Base Name	Facilities Capacity II.1.A	Facilities Condition Buildings II.1.B	Facilities Condition Infrastructure II.1.C	Unique Facilities II.1.D	Utility Capacity II.1.E	Facilities II.1
Hill AFB	Green	Green -	Green -	Green	Green	**Green**
Kelly AFB	Green	Yellow +	Green -	Green	Green	**Green -**
McClellan AFB	Red	Yellow +	Green -	Green	Green	**Yellow**
Robins AFB	Yellow	Green -	Green -	Green	Green	**Yellow +**
Tinker AFB	Green	Yellow	Yellow	Green	Green	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.2 ON BASE HOUSING

Base Name	Housing Capacity II.2.A	Housing Condition II.2.B	On Base Housing II.2
Hill AFB	Green	Yellow	Yellow +
Kelly AFB	Yellow	Green	Green -
McClellan AFB	Red	Green	Yellow +
Robins AFB	Yellow	Red	Red +
Tinker AFB	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.3 AIRSPACE ENCROACHMENT

	Existing Associated Airspace	Future Associated Airspace	Existing Local Flying Area	Future Local Flying Area	Existing Local Community	Future Local Community	ENCROACHMENT
Base Name	**II.3.A**	**II.3.B**	**II.3.C**	**II.3.D**	**II.3.E**	**II.3.F**	**II.3**
Hill AFB	Green	Green	Green	Green	Yellow	Yellow	**Yellow +**
Kelly AFB	Green	Green	Green	Green	Yellow	Yellow -	**Yellow +**
McClellan AFB	Green	Green	Green	Green	Green -	Green -	**Green -**
Robins AFB	Green	Green	Yellow	Yellow	Green	Green	**Green**
Tinker AFB	Green	Green	Green	Green	Green -	Green -	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.3.A EXISTING ASSOCIATED AIRSPACE

Base Name	MOAs and Restricted Airspace II.3.A.1	Bombing Ranges Drop Zones II.3.A.2	Low Level Routes II.3.A.3	Associated Airspace II.3.A
Hill AFB	Green	Green	Green	Green
Kelly AFB	Green	Green	Green	Green
McClellan AFB	Green	Green	Green	Green
Robins AFB	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.3.B FUTURE ASSOCIATED AIRSPACE

Base Name	II.3.B.1 MOAs and Restricted Airspace	II.3.B.2 Bombing Ranges Drop Zones	II.3.B.3 Low Level Routes	II.3.B Associated Airspace
Hill AFB	Green	Green	Green	**Green**
Kelly AFB	Green	Green	Green	**Green**
McClellan AFB	Green	Green	Green	**Green**
Robins AFB	Green	Green	Green	**Green**
Tinker AFB	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.3.E EXISTING LOCAL COMMUNITY ENCROACHMENT

	Clear Zone	Accident Potential Zone I	Accident Potential Zone II	Noise Contour 65-70 Ldn	Noise Contour 70-75 Ldn	Noise Contour 75-80 Ldn	Noise Contour 80 Ldn and above	Existing Local
Base Name	**II.3.E.1**	**II.3.E.2**	**II.3.E.3**	**II.3.E.4**	**II.3.E.5**	**II.3.E.6**	**II.3.E.7**	**II.3.E**
Hill AFB	Red	Yellow	Green	Yellow	Green	Red	Yellow	**Yellow**
Kelly AFB	Green	Red	Yellow	Green	Green	Yellow	Yellow	**Yellow**
McClellan AFB	Red	Green	Yellow	Green	Green	Red	Green	**Green -**
Robins AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Tinker AFB	Red	Green	Yellow	Green	Green	Red	Green	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.6 FUTURE LOCAL COMMUNITY ENCROACHMENT

	Clear Zone	Accident Potential Zone I	Accident Potential Zone II	Noise Contour 65-70 Ldn	Noise Contour 70-75 Ldn	Noise Contour 75-80 Ldn	Noise Contour 80 Ldn and above	Future Local
Base Name	II.3.F.1	II.3.F.2	II.3.F.3	II.3.F.4	II.3.F.5	II.3.F.6	II.3.F.7	II.3.F
Hill AFB	Red	Yellow	Green	Yellow	Green	Red	Yellow	Yellow
Kelly AFB	Red	Red	Yellow	Green	Green	Yellow	Yellow	Yellow -
McClellan AFB	Red	Green	Yellow	Green	Green	Red	Green	Green -
Robins AFB	Green	Green	Green	Green	Green	Green	Green	Green
Tinker AFB	Red	Green	Yellow	Green	Green	Red	Green	Green -

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.4 AIR QUALITY

Base Name	Attainment Status II.4.A	Restrictions II.4.B	Future Growth II.4.C	Air Quality II.4
Hill AFB	Yellow	Yellow	Yellow	**Yellow**
Kelly AFB	Green	Yellow	Green	**Green -**
McClellan AFB	Red	Yellow	Yellow	**Yellow**
Robins AFB	Green	Green	Green	**Green**
Tinker AFB	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

	Maximum on Ground Capacity	Wide Body Aircraft Operations	Fuel Hydrant System	Fuel Storage by Pipeline	Munitions (Cat 1.1) Capacity	Hot Cargo Pad	Geographic Location	Overall
Base Name	**III.1**	**III.2**	**III.3**	**III.4**	**III.5**	**III.6**	**III.7**	**III**
Hill AFB	Green	Green	Yellow	Green	Green	Green	Yellow -	**Green -**
Kelly AFB	Yellow	Green	Green	Red	Green	Green	Yellow +	**Yellow +**
McClellan AFB	Green	Green	Red	Green	Yellow	Green	Yellow +	**Yellow +**
Robins AFB	Green	Green	Green	Green	Yellow	Green	Green	**Green**
Tinker AFB	Green	Green	Green	Green	Green	Green	Yellow +	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

III.7 GEOGRAPHIC LOCATION

Base Name	Ground Force Installation III.7.A	Rail Access III.7.B	Port Facility III.7.C	Geographic Location III.7
Hill AFB	Red	Green	Red	Yellow -
Kelly AFB	Green	Green	Red	Yellow +
McClellan AFB	Red	Green	Green	Yellow +
Robins AFB	Green	Green	Green	Green
Tinker AFB	Green	Green	Red	Yellow +

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

IV/V Cost and Manpower Implications/Return on Investment

Base Name	One Time Costs (Closing)	20 Year Net Present Value	Steady State Savings	Manpower Savings	Return On Investment
	IV.1	IV.2			V
Hill AFB	1409	514	70	1450	30
Kelly AFB	653	-180	70	1492	10
McClellan AFB	514	-607	96	1756	5
Robins AFB	1011	133	75	1744	18
Tinker AFB	1312	633	56	1393	42

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VI Economic Impact

Base Name	Economic Area Employment (93)	Direct Job Loss (Current BRAC)	Indirect Job Loss (Current BRAC)	Previous Job Loss (Prior BRACs)	Total Job Loss (Current BRAC)	Percent Job Loss (Current BRAC)	Cumulative Loss (All BRACs)	Percent Job Loss (All BRACs)
Hill AFB	659,460	11,677	18,751	-1,520	33,428	5.1%	**31,908**	**4.8%**
Kelly AFB	730,857	18,051	25,144	-59	43,195	5.9%	**43,136**	**5.9%**
McClellan AFB	763,605	12,763	18,368	1,641	31,131	4.1%	**32,772**	**4.3%**
Robins AFB	157,770	15,601	15,490	9	31,094	19.7%	**31,103**	**19.7%**
Tinker AFB	582,865	21,955	25,779	-1	47,734	8.2%	**47,733**	**8.2%**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VI Economic Impact - Community Statistics

Base Name	Economic Statistical Area	Population (1992 Census)	Per Capita Income (1991)	1984-1991 Average Income Increase
Hill AFB	Salt Lake City-Ogden, UT MSA	1,127,000	$16,864	4.7%
Kelly AFB	San Antonio, TX MSA	1,377,000	$17,284	4.6%
McClellan AFB	Sacramento, CA PMSA	1,148,000	$20,398	5.3%
Robins AFB	Macon, GA MSA	296,000	$17,542	5.8%
Tinker AFB	Oklahoma City, OK MSA	981,000	$17,649	3.7%

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VI Economic Impact - Unemployment Statistics

Base Name	Economic Statistical Area	Unemployment (10 Year Average)	Unemployment (3 Year Average)	Unemployment (1993)
Hill AFB	Salt Lake City Ogden, UT MSA	4.8%	4.3%	3.6%
Kelly AFB	San Antonio, TX MSA	6.7%	6.2%	5.6%
McClellan AFB	Sacramento, CA PMSA	6.3%	7.4%	8.3%
Robins AFB	Macon, GA MSA	5.7%	5.5%	5.8%
Tinker AFB	Oklahoma City, OK MSA	5.6%	5.3%	5.0%

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII COMMUNITY

	Off-Base Housing	Transportation	Off-Base Recreation	Shopping Mall	Metro Center	Local Area Crime Rate	Education	Employment Opportunities	Local Medical Care	Overall
Base Name	**VII.1**	**VII.2**	**VII.3**	**VII.4**	**VII.5**	**VII.6**	**VII.7**	**VII.8**	**VII.9**	**VII**
Hill AFB	Yellow	Green -	Green	Green	Green	Yellow	Green	Green	Yellow	**Green -**
Kelly AFB	Yellow	Green -	Green	Green	Green	Yellow -	Green	Green	Yellow	**Green -**
McClellan AFB	Yellow	Green	Green	Green	Green	Yellow -	Green -	Red	Red	**Yellow**
Robins AFB	Yellow	Yellow +	Green	Green	Green	Green -	Green	Green	Yellow	**Green -**
Tinker AFB	Yellow	Green	Green	Green	Green	Green	Green	Green	Yellow	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.1 OFF-BASE HOUSING

Base Name	Affordable VII.1.A	Suitable VII.1.B	Off-Base Housing VII.1
Hill AFB	Yellow	Yellow	Yellow
Kelly AFB	Yellow	Yellow	Yellow
McClellan AFB	Yellow	Yellow	Yellow
Robins AFB	Yellow	Yellow	Yellow
Tinker AFB	Yellow	Yellow	Yellow

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.2 TRANSPORTATION

Base Name	Public Transportation VII.2.A	Municipal Airport Proximity VII.2.B	Municipal Airport Carriers VII.2.C	Commute Time to Work VII.2.D	Transportation VII.2
Hill AFB	Green	Yellow	Green	Green	Green -
Kelly AFB	Green	Green	Green	Yellow	Green -
McClellan AFB	Green	Green	Green	Green	Green
Robins AFB	Red	Green	Red	Green	Yellow +
Tinker AFB	Green	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.3 OFF BASE RECREATION

	Swimming Pool	Movie Theater	Public Golf Course	Bowling Lane	Boating	Fishing	Zoo
Base Name	**VII.3.A**	**VII.3.B**	**VII.3.C**	**VII.3.D**	**VII.3.E**	**VII.3.F**	**VII.3.G**
Hill AFB	Green	Green	Green	Green	Green	Green	Green
Kelly AFB	Green	Green	Green	Green	Green	Green	Green
McClellan AFB	Green	Green	Green	Green	Green	Green	Green
Robins AFB	Green	Green	Green	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.3 OFF-BASE RECREATION (Cont.)

	Aquarium	Theme Park	Professional Sports	College Sports	Camping Facilities	Beaches	Winter Sports	Off-Base Recreation
Base Name	**VII.3.H**	**VII.3.I**	**VII.3.J**	**VII.3.K**	**VII.3.L**	**VII.3.M**	**VII.3.N**	**VII.3**
Hill AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Kelly AFB	Green	Green	Green	Green	Green	Green	Red	**Green**
McClellan AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Robins AFB	Green	Yellow	Green	Green	Green	Green	Red	**Green -**
Tinker AFB	Green	Green	Green	Green	Green	Green	Red	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.6 LOCAL AREA CRIME RATE

	Violent Crime Rate	Property Crime Rate	Local Area Crime Rate
Base Name	VII.6.A	VII.6.B	VII.6
Hill AFB	Green	Red	Yellow
Kelly AFB	Yellow	Red	Yellow -
McClellan AFB	Yellow	Red	Yellow -
Robins AFB	Green	Yellow	Green -
Tinker AFB	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.7 EDUCATION

Base Name	VII.7.A Pupil Teacher Ratio	VII.7.B Four Year Programs	VII.7.C Honors Programs	VII.7.D College Attendance	VII.7.E Off-base Education	VII.7 Education
Hill AFB	Yellow	Green	Green	Green	Green	Green
Kelly AFB	Green	Green	Green	Yellow	Green	Green
McClellan AFB	Red	Green	Green	Green	Green	Green -
Robins AFB	Green	Green	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.7.E OFF-BASE EDUCATION

Base Name	Vocational / Tech College VII.7.E.1	Undergraduate College VII.7.E.2	Graduate College VII.7.E.3	Off-Base Education VII.7.E
Hill AFB	Green	Green	Green	Green
Kelly AFB	Green	Green	Green	Green
McClellan AFB	Green	Green	Green	Green
Robins AFB	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.9 LOCAL MEDICAL CARE

	Physicians	Hospital Beds	Local Medical Care
Base Name	VII.9.A	VII.9.B	VII.9
Hill AFB	Green	Red	Yellow
Kelly AFB	Red	Green	Yellow
McClellan AFB	Red	Red	Red
Robins AFB	Red	Green	Yellow
Tinker AFB	Red	Green	Yellow

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VIII ENVIRONMENTAL IMPACT

Base Name	[illegible] VIII.1	Asbestos VIII.2	Biological VIII.3	Cultural VIII.4	Installation Restoration Program VIII.5	Overall VIII
Hill AFB	Green	Red	Green -	Yellow	Red	**Yellow +**
Kelly AFB	Red	Red	Yellow -	Red	Red	**Red +**
McClellan AFB	Green	Red	Yellow	Yellow	Red	**Yellow +**
Robins AFB	Green	Red	Yellow	Yellow	Red	**Yellow +**
Tinker AFB	Green	Yellow	Yellow	Yellow	Yellow	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VIII.3 BIOLOGICAL

Base Name	VIII.3.A Habitat	VIII.3.B Threatened and Endangered Species	VIII.3.C Wetlands	VIII.3.D Floodplains	VIII.3 Biological
Hill AFB	Green	Green	Yellow	Green	**Green -**
Kelly AFB	Green	Green	Red	Red	**Yellow -**
McClellan AFB	Yellow	Yellow	Yellow	Yellow	**Yellow**
Robins AFB	Yellow	Yellow	Yellow	Yellow	**Yellow**
Tinker AFB	Yellow	Yellow	Yellow	Yellow	**Yellow**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

ANALYSIS RESULTS at TIERING (13 Sep)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

Base Name	Satellite Control Operations I.3	Facilities and Infrastructure II	Contingency and Mobility III	Costs and Manpower Implications IV	Return on Investment V	Economic Impact VI	Community VII	Environmental Impact VIII
Hill AFB	Green -	Yellow +	Green -	1,409/ 514	30	38,748 (6.8%)	Green -	Yellow +
Kelly AFB	Yellow	Green -	Yellow +	653/-179	10	41,125 (6.4%)	Green -	Red +
McClellan AFB	Yellow +	Yellow +	Yellow +	514/-607	5	32,438 (5.2%)*	Yellow	Yellow +
Robins AFB	Green -	Green	Green	1,011/ 133	18	32,004 (24.3%)	Green -	Yellow +
Tinker AFB	Yellow +	Green	Green	1,312/ 633	42	47,590 (10.1%)	Green -	Yellow +

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

TIERING OF BASES

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I

Hill AFB
Tinker AFB

TIER II

Robins AFB

TIER III

Kelly AFB
McClellan AFB

Document Separator

Ann

The missing ingredient is the Department of Justice -

→ Before we can say Kelly are out of it DOJ must clear the issue Due to the Intent to Sue by the Sierra Club - Have Madelyn see me with the DOJ contact

From the Desk of the
Chief, Environmental Law Division
Office of the Staff Judge Advocate

20 April 1995

To: Major General Curtis

Sir:

Attached is the final version of the Letter of Intent as approved by area water districts to supply 15,000 acre feet of treated surface water annually on a wholesale basis to area military installations. Also provided is a map indicating the location of the water supply lines and treatment plants as agreed among the parties. As you will note from the map, the pipeline will deliver water directly to the boundary fence of Kelly AFB.

The document we were provided was signed as an original by those members of the coalition present along with Joe Moore, the court appointed water monitor. The document is presently being circulated to obtain all signatures and will be provided to us when that process is complete.

The signing of this document is extremely important for Kelly AFB because a ready source of surface water that can be supplied against future missions insures that those missions will have no impact on the Edwards Aquifer whatsoever, and no impact on the endangered species which rely on the aquifer for habitat. Therefore, concerns over an adequate water supply will no longer be an issue in mission development.

V/R

Byron F. Cotton

Atch:
(1) Letter of Intent
(2) Map

LETTER OF INTENT
AMONG
CANYON REGIONAL WATER AUTHORITY,
NEW BRAUNFELS UTILITIES,
BEXAR METROPOLITAN WATER DISTRICT,
SAN ANTONIO WATER SYSTEM,
SAN ANTONIO RIVER AUTHORITY,
AND
GUADALUPE-BLANCO RIVER AUTHORITY

April 19, 1995

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LETTER OF INTENT
AMONG
CANYON REGIONAL WATER AUTHORITY,
NEW BRAUNFELS UTILITIES,
BEXAR METROPOLITAN WATER DISTRICT,
SAN ANTONIO WATER SYSTEM,
SAN ANTONIO RIVER AUTHORITY,
AND
GUADALUPE-BLANCO RIVER AUTHORITY

This Letter of Intent (this "Letter") is entered into as of April 19, 1995 by and among Canyon Regional Water Authority ("CRWA"), New Braunfels Utilities ("NBU"), Bexar Metropolitan Water District ("BMWD"), San Antonio Water System ("SAWS"), San Antonio River Authority ("SARA"), and Guadalupe-Blanco River Authority ("GBRA").

RECITALS

The parties to this Letter recognize that there is a critical need in Bexar County and surrounding areas for substantial amounts of treated water from alternative sources, to supplement the available supply of water from the Edwards Aquifer.

The need for additional water supplies was recognized by the Federal Court in *Sierra Club v. Babbitt*, Cause No. MO-91-CA-069 in the United States District Court for the Western District of Texas, Midland/Odessa Division, first in the Court's February 1, 1993 Judgment and Separate Findings and Conclusions, and again in its May 26, 1993 Amended Judgment and separate Amended Finding and Conclusions. Several months later, the Court entered its December 10, 1993 Order Appointing Joe G. Moore, Jr. as Monitor, and the Court included the following paragraph in that Order:

> IT IS FURTHER ORDERED the City of San Antonio, in particular, is strongly urged to cooperate fully with the Monitor. The Court further strongly urges the City to take all actions necessary so that the City will be able to supply to its citizens and other water customers the substantial amounts of water currently available from sources other than the Edwards Aquifer at the earliest possible date. The City is strongly urged to plan to reduce significantly, at the earliest possible date, its withdrawals from the Aquifer, particularly during droughts, with minimal adverse consequences on human economic activities.

The Court repeated the above paragraph in its September 30, 1994 Order Directing the Monitor to Create a Panel whose primary purpose it is to develop incidental take permit applications pursuant to §10(a) of the Endangered Species Act, 16 U.S.C. §1539(a).

At the Panel meeting held on January 12, 1995, the Monitor defined the elements of the Monitor's proposed incidental take permit application. Those elements include at least 75,000 acre-feet per year of treated water to be supplied initially, and quickly, from currently available surface waters in the Guadalupe River Basin, and at least 75,000 acre-feet per year of treated water to be supplied initially, and quickly, from currently available surface water in the Colorado River Basin. Recently, the Court entered its March 6, 1995 Order on the Sierra Club's Second Motion for Additional Relief, and the Court included the following paragraphs in that Order:

> (2) the San Antonio Water Systems (SAWS), the Guadalupe-Blanco River Authority (GBRA) and the Lower Colorado River Authority (LCRA) are strongly urged to enter into the appropriate written agreement or agreements by March 31, 1995 to actually get at least 150,000 acre-feet per year of treated water from other sources flowing in Bexar County at the earliest practicable date;
>
> (3) the Monitor is directed to report by March 31, 1995 on such agreement or agreements and, to the extent necessary, on obstacles to any of the three parties reaching such agreement or agreements; . . . .

Section 2(d) of the GBRA Act, Chapter 75, Acts of the 43rd Legislature, 1933, as amended (formerly codified at Article 8280-106, V.T.C.S.) provides, in part, that

> ... [GBRA] shall not enter into any agreement which contemplates or results in the removal from the watershed of the Guadalupe and Blanco Rivers and their tributaries of any surface water of [GBRA] necessary to supply the reasonably foreseeable future water requirements for municipal uses during the next ensuing fifty-year period within such watershed, except on a temporary interim basis; . . . .

Based on current forecasts of demand for water in the Guadalupe River Basin, GBRA has concluded that surface waters from the Guadalupe River can be made available for use in Bexar County only on a temporary interim basis.

CRWA, NBU, BMWD, SAWS, SARA and GBRA believe that this Letter and the regional water supply plan (the "Plan") described in this Letter are in the public interest and consistent with all applicable statutory requirements, the Court's orders, the elements of the Monitor's proposed incidental take permit application, and the studies done and findings made to date in the Texas Water Development Board's Trans Texas Water Program.

IN CONSIDERATION of the foregoing, CRWA, NBU, BMWD, SAWS, SARA and GBRA agree as follows:

ARTICLE I

PURPOSE AND CONDITIONS

Section 1.01. Purpose.

This Letter provides the framework by which the parties agree to develop a Plan to respond to the critical need in Bexar County and surrounding areas for substantial amounts of treated water from alternative sources to supplement the available supply of water from the Edwards Aquifer.

Section 1.02. Need for Regulation of Withdrawals.

This Letter, and development of the Plan, are expressly conditioned upon initiation of regulation of withdrawals of water from the Edwards Aquifer adequate to protect minimum springflows from the Comal and San Marcos Springs as may be required by law and for the preservation of flows in the Lower Guadalupe River Basin. See GBRA Board Resolution attached hereto as Exhibit A.

Section 1.03. Supply by GBRA.

Subject to obtaining all necessary approvals, GBRA will supply raw water on a firm basis for treatment and use in Bexar County under terms and conditions necessary to insure timely return or replacement of Guadalupe surface waters to protect the economic development of the Guadalupe River Basin.

Section 1.04. Initial Sources of Raw Water.

The initial sources of the water supplied by GBRA will be the run-of-river flows of the Guadalupe River supplemented as may be necessary by releases of stored water from Canyon Reservoir.

Section 1.05. Diversions from the Guadalupe River.

The raw water supplied by GBRA shall be diverted from the Guadalupe River at a point or points of diversion to be determined. The initial phase of the Plan (not less than 15,000 acre-feet per year) may include a diversion as reflected on the map attached hereto as Exhibit B.

Section 1.06. Replacement Supplies.

To the extent that surface water supplied by GBRA from the Guadalupe River is not returned to GBRA for its use and control at such times and in such amounts to be defined in one or more detailed and comprehensive contracts prepared pursuant to Section 4.03, below, then GBRA shall have the right under such contracts to timely acquire for supply within the Guadalupe River Basin adequate replacement supplies from other sources.

Section 1.07. Additional Supplies.

All parties to this Letter understand that substantial additional supplies of raw water must be developed so that sufficient water supplies are made available to Bexar County.

Section 1.08. Protection.

It is expressly understood that the parties to this Letter are obligated and required to provide and protect the water resources of their respective areas.

ARTICLE II

REGIONAL WATER SUPPLY PLAN

Section 2.01. Participant Responsibilities.

The roles of the participants include the following:

GBRA, as part of the Plan development:

1. shall identify available water resources and diversion points from the Guadalupe River system and replacement supplies, if necessary;
2. shall supply treated water to SARA in one or more phases as agreed by parties;
3. shall supply raw water to CRWA and NBU for treatment and delivery to their customers;
4. shall identify and define facilities to be included in the Plan, especially for the diversion, conveyance and treatment of water;
5. shall secure necessary permits for the facilities and for the initial and replacement water supplies and the exportation of Guadalupe River water;
6. shall identify other permit requirements to be included in the Plan and pursued by GBRA; and
7. shall cooperate and assist in cost estimates and appropriate reimbursement of costs and expenses from those benefitting from water use.

SARA, as part of the Plan development:

1. agrees to take all treated water from GBRA available from GBRA to sell to parties in Bexar County at an equitable wholesale rate;
2. shall provide equitable treatment of all entities desiring alternative sources of water for both present and future needs;
3. shall identify projects to be included in Plan to insure both short and long range water needs;
4. shall identify permit requirements to be included in Plan and pursued by SARA; and
5. shall cooperate and assist in cost estimates and appropriate reimbursement of costs and expenses from those benefiting from water use.

SAWS, as part of the Plan development:

1. agrees to take up to 100% of water supplied to SARA, but not less than the projected pro rata needs of users in its service area;
2. shall provide for both short and long term water supplies;
3. shall cooperate with other participants, primarily with GBRA and SARA, to develop a Plan that can be implemented with or without participation by others;
4. shall identify facilities needed for delivery of water to the San Antonio area military bases and communities; and
5. shall include necessary distribution and storage facilities required to utilize available water.

BMWD, as part of the Plan development:

1. agrees to take water from SARA and/or CRWA and/or NBU as needed by users in its service area; and
2. shall include necessary distribution and storage facilities required to utilize available water.

CRWA, as part of the Plan development:

1. may include necessary treatment and distribution facilities as required to serve the following existing and potential customers:
   - Green Valley Special Utility District
   - Springs Hill Water Supply Corporation
   - East Central Water Supply Corporation
   - Crystal Clear Water Supply Corporation
   - City of Marion
   - City of Schertz

City of Cibolo
City of Garden Ridge
Lackland City East Service Area of BMWD

NBU, as part of the Plan development:

1. may include necessary treatment and distribution facilities as required to serve its current customer base and service area and the following potential customers:
   City of Marion
   City of Schertz
   City of Cibolo
   City of Garden Ridge.

Section 2.02. Facilities.

The Plan is contemplated to include the following potential facilities: a new regional water treatment plant, facilities to divert, store and convey raw water from the Guadalupe River to the treatment plant, and facilities to convey and deliver treated water from the treatment plant to SARA and then to participants. Due to the magnitude of the construction, the Plan may be divided into multiple phases. The initial phase of the Plan may include an expansion of the existing NBU or CRWA diversion, treatment and conveyance facilities, through negotiation with GBRA.

Section 2.03. Water Treatment Capacity.

The initial phase of the Plan will have a treated-water design capacity of not less than 14.0 mgd (15,000 acre-feet per year). Subsequent phases of the Plan will have treatment capacity of the treatment plant(s) to accommodate the available supply and the necessary peaking requirements. At the present time, the parties anticipate that the plant(s) will be located in the Guadalupe River Basin and will be constructed, owned and operated by GBRA.

Section 2.04. Allocation of Water.

Water supplied by GBRA to SARA under this Letter will be committed to BMWD, SAWS, and other participants pursuant to an allocation proposed by SARA and agreed to by such participants.

Section 2.05. Military Bases.

The intended customers of any initial phase include the military bases now relying on water withdrawn from the Edwards Aquifer. The plan will include distribution lines to be constructed so as to reach all military installations currently using substantial quantities of Edwards' water.

ARTICLE III

PLAN FINANCIAL CONDITIONS

Section 3.01. Reimbursement of Facilities Costs.

Providers shall be reimbursed for all costs incurred in connection with the design, construction, operation and maintenance of the necessary facilities developed in the plan.

Section 3.02. Charges for Raw Water Committed from Initial Sources.

GBRA shall be paid for the raw water committed to be supplied initially from surface waters of the Guadalupe River Basin at a rate or rates to be defined in one or more detailed and comprehensive contracts prepared pursuant to Section 4.03, below.

Section 3.03. Reimbursement for Replacement Water Supplies.

GBRA shall be reimbursed for all costs incurred by GBRA in acquiring and supplying any replacement water supplies required pursuant to Section 1.06, above.

ARTICLE IV

PLAN PROCESS CONDITIONS

Section 4.01. Public Process.

Participants shall conduct a process for public input and information for respective constituents.

Section 4.02. Permitting.

Following Plan development and approval by the parties, GBRA shall prepare and file applications for permits and/or permit amendments to authorize the supply of raw water for the Plan from initial sources and, as may be appropriate, the acquisition and supply of replacement and additional water supplies. All such authorizations shall be conditioned upon initiation of regulation of withdrawals of water from the Edwards Aquifer, as set forth in Section 1.02, above. Any authorization to divert water from the Guadalupe River for any initial phase shall be conditioned upon GBRA obtaining the necessary authorizations to maximize the permitted yield of Canyon Reservoir and the total firm supply of surface water (run-of-river flows firmed up by releases of such stored water) to be diverted from the Guadalupe River. Additionally, any such authorization to divert water for any initial phase shall be subordinate to other diversions to the extent such other diversions provide a greater total firm supply of surface water from the Guadalupe River.

Section 4.03. Contracts.

Following Plan development and approvals by the parties, GBRA and SARA shall promptly cause to be prepared the contractual and other documents necessary to pursue permitting and acquisition of the necessary water supplies, and to begin construction of Plan facilities.

ARTICLE V

MISCELLANEOUS

Section 5.01. Modification of Letter

Any party may propose modifications to this Letter at any time. The parties shall meet to discuss any proposed modification promptly after the proposal is made.

Section 5.02. Withdrawal of Parties.

Any party may withdraw from this Letter at any time upon giving written notice of withdrawal to the other parties. Upon withdrawal of any party, this Letter may be continued upon agreement by the remaining parties.

Section 5.03. Termination of Letter.

This Letter shall terminate on January 1, 1996, unless it is terminated earlier by withdrawal of any party, or extended as set forth below. The parties anticipate that this Letter will be superseded by execution, prior to January 1, 1996, of one or more detailed and comprehensive contracts prepared pursuant to Section 4.03, above. The parties agree that the individuals signing this Letter may, by their written agreement and without need for any further authorization from any party, extend the date of termination to not later than April 1, 1996.

CANYON REGIONAL WATER AUTHORITY

By:______________________________
David J. Davenport
Administrator

NEW BRAUNFELS UTILITIES

By:______________________________
Paula J. Difonzo
General Manager

BEXAR METROPOLITAN WATER AUTHORITY

By:______________________________
Tom C. Moreno
General Manager

SAN ANTONIO WATER SYSTEM

By: Joe A. Aceves
Joe A. Aceves
President/Chief Executive Officer

SAN ANTONIO RIVER AUTHORITY

By: Fred N. Pfeiffer
Fred N. Pfeiffer
General Manager

GUADALUPE-BLANCO RIVER AUTHORITY

By:____________________________________
W.E. West, Jr.
General Manager

ACKNOWLEDGED AND ATTESTED:

COURT MONITOR AND SPECIAL ADVISOR

By: Joe G. Moore, Jr.
Joe G. Moore, Jr.

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Air Logistics Centers
Base Operating Support Projections for FY 1997

Average Salary

Officers	$78,688.00
Enlisted	$36,148.00
Civilian	$46,642.00

Hill AFB

61 officers = $4,799,968
798 enlisted = $28,846,104 34,000,000
1,344 civilians = $62,686,848
96332920 130

Kelly AFB

83 officers = $6,531,104
651 enlisted = $23,532,348 38,000,000
1,578 civilians = $73,601,076
103664528 142

McClellan AFB

68 officers = $5,350,784
689 enlisted = $24,905,972 36,000,000
1,090 civilians = $50,839,780
81096536 117

Robins AFB

79 officers = $6,216,352
728 enlisted = $26,315,744 37,000,000
1473 civilians = $68,703,666
101235762 138

Tinker AFB

71 officers = $5,586,848
888 enlisted = $32,099,424 39,000,000
1149 civilians = $53,591,658
91277930 130

			Hill	Kelly	mCC	Robins	tinker
off	78688		61	83	68	79	71
enlist	36148		798	651	689	728	888
civ	46642		1344	1578	1090	1473	1149
			Hill	Kelly	mCC	Robins	tinker
		off	4799968	6531104	5350784	6216352	5586848
		enlis	28846104	23532348	24905972	26315744	32099424
		civ	62686848	73601076	50839780	68703666	53591658
			96332920	103664528	81096536	101235762	91277930
		tot in million	96333	103665	81097	101236	91278

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12:32 4/26/95

Workload - Certified Data

Commodity Group	ANAD	CCAD	LEAD	RRAD	TOAD	Army	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force
1A Air Frames - Rotary		1,871,000				1,871,000							
1B Air Frames - VSTOL													
1C1 Air Frames-Tn/Tk/Bmb							2,023,204	543,465	821,402	441,201	1,348,994		5,178,266
1C2 Air Frames - Cmd&Ctl							512,342						512,342
1C3 Air Frames - Lt Cbt								690,933		906,583	1,267,169		2,864,685
1C4 AirFrames - Adm/Tng									92				92
1D Air Frames - Other													
1 Aircraft Airframes		**1,871,000**				**1,871,000**	**2,535,546**	**1,234,398**	**821,494**	**1,347,784**	**2,616,163**		**8,555,385**
2A Comp - Dynamic Comp		861,000				861,000							
2B Comp - Acft Struct		32,000				32,000	333,754	241,310	19,200	156,963	476,571		1,227,798
2C Comp - Hydraulic/Pneu		114,000				114,000	181,160	13,296	2,979	356,703	133		554,271
2D Comp - Instruments		18,000				18,000	263,920	124,288	4,965	192,664	299,286		885,123
2E Comp - Landing Gear		11,000				11,000		487,904	4,164		904		492,972
2F Comp - Avn Ordnance		1,000				1,000		104,219			607		104,826
2G Comp - Avionics/Elec		7,000			271,000	278,000	92,619	429,591	30,506	333,936	1,279,889		2,166,541
2H Comp - APUs		5,000				5,000		28,836	102,322				131,158
2I Comp - Other		22,000				22,000	131,260	180,260	93,138		279,962		684,620
2 Aircraft Comp		**1,071,000**			**271,000**	**1,342,000**	**1,002,713**	**1,609,704**	**257,274**	**1,040,266**	**2,337,352**		**6,247,309**
3A Engines - Aircraft		206,000				206,000	2,307,635	102,409	2,625,971				5,036,015
3B Engines - Ship													
3C Engines - Tank	207,000					207,000							
3D Engines - Blade/Vnes							76,386						76,386
3 Engines (Gas Turb)	**207,000**	**206,000**				**413,000**	**2,384,021**	**102,409**	**2,625,971**				**5,112,401**
4A Missiles - Strategic								673,626	57,467				731,093
4B Missiles - Tact/MLRS			523,000	58,000	59,000	640,000		180,915			13,144		194,059
4 Missiles & Comp			**523,000**	**58,000**	**59,000**	**640,000**		**854,541**	**57,467**		**13,144**		**925,152**
5A Amphibians - Vehicle													
5B Amphibians - Cmponts													
5 Amphibians													
6A Gnd Cbt Veh - SlfPrp			416,000			416,000							
6B Gnd Cbt Veh - Tanks	1,058,000			1,142,000		2,200,000							
6C Gnd Cbt Veh - Towed			42,000			42,000							
6D Gnd Cbt Veh - Comp				106,000		106,000							
6 Gnd Cbt Vehicles	**1,058,000**		**458,000**	**1,248,000**		**2,764,000**							
7A Commo - Radar					79,000	79,000				430,410	1,125		431,535
7B Commo - Radio					667,000	667,000				177,156	31		177,187
7C Commo - Wire					118,000	118,000				118,283	46		118,329
7D Commo - EW					371,000	371,000							
7E Commo - Nav Aids					8,000	8,000				164,644	105		164,749
7F Commo - ElOp/NtVis										109,115	63		109,178
7G Commo - Satellite										32,271			32,271
7H Commo - Crypto					168,000	168,000							
7 Comm & Electr					**1,411,000**	**1,411,000**				**1,031,879**	**1,370**		**1,033,249**
8 Automotive/Const				17,000		17,000							
8 Auto/Constr Equip				**17,000**		**17,000**							
9A Tact Veh - Automotve													
9B Tact Veh - Componts													
9 Tactical Vehicles													
10A GP - Grnd Spt Eq													
10B GP - Small Arms	232,000					232,000							
10C GP - Munitions/Ord									1,620				1,620
10D GP - Gnd Generators										61,624			61,624
10E GP -Other								119,718					119,718
10 Gnd Gen Purp Items	**232,000**					**232,000**		**119,718**	**1,620**	**61,624**			**182,962**
11A Sea Sys - Ships													
11B Sea Sys - Wpns Sys													
11C Sea Sys - Ship Spt													
11D Sea Sys - ShipYd Spt													
11E Sea Sys - Ship Dsgn													
11 Sea Systems													
12A Software - Tact Sys					8,000	8,000	325,418	652,524	14,178	210,729	886,197		2,091,046
12B Software - Spt Equip							298,560	241,351	154,881	183,656	592,131		1,470,579
12 Software					**8,000**	**8,000**	**623,978**	**893,875**	**169,059**	**394,385**	**1,480,328**		**3,561,625**
13A Spec Int - Bearings		34,000				34,000	15,202	4,818					20,020
13B Spec Int - Calibratn													
13C Spec Int - TMDE					43,000	43,000	30		409,935				409,965
13 Spec Interest Items		**34,000**			**43,000**	**77,000**	**15,232**	**4,818**	**409,935**				**429,985**
14 Other Commodity										399		108,932	109,331
14 Other Commodity										**399**		**108,932**	**109,331**
15 Assoc Fabric/Manufct					512,000	512,000	96,850	75,949	119,870	354,279	314,861		961,809
15 Assoc Fabric/Mfg					**512,000**	**512,000**	**96,850**	**75,949**	**119,870**	**354,279**	**314,861**		**961,809**
16A Flt Spt - Prod Spt													
16B Flt Spt - Voyage Rpr													
16C Flt Spt - Cust Svc													
16 Fleet Support													
TOTAL	**1,497,000**	**3,182,000**	**981,000**	**1,323,000**	**2,304,000**	**9,287,000**	**6,658,340**	**4,895,412**	**4,462,690**	**4,230,616**	**6,763,218**	**108,932**	**27,119,208**

Commodity Group	MCLB-A	MCLB-B	Marines	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A Air Frames - Rotary				196,442											196,442	2,067,442
1B Air Frames - VSTOL				19,112											19,112	19,112
1C1 Air Frames-Tn/Tk/Bmb																5,178,266
1C2 Air Frames - Cmd&Ctl																512,342
1C3 Air Frames - Lt Cbt				364,560	356,644	424,219									1,145,423	4,010,108
1C4 AirFrames - Adm/Tng																92
1D Air Frames - Other				131,744	465,486	482,370									1,079,600	1,079,600
1 Aircraft Airframes				**711,858**	**822,130**	**906,589**									**2,440,577**	**12,866,962**
2A Comp - Dynamic Comp				90,882		31,550									122,432	983,432
2B Comp - Acft Struct				27,519	51,929	36,729									116,177	1,375,975
2C Comp - Hydraulic/Pneu				38,565	20,198	23,738									82,501	750,772
2D Comp - Instruments				10,848	5,675	88,510									105,033	1,008,156
2E Comp - Landing Gear				8,572	35,549	25,253									69,374	573,346
2F Comp - Avn Ordnance				249	21,438	2,770									24,457	130,283
2G Comp - Avionics/Elec				6,148	95,782	157,269						222,988			482,187	2,926,728
2H Comp - APUs				72,474											72,474	208,632
2I Comp - Other				218,208	97,473	138,914									454,595	1,161,215
2 Aircraft Comp				**473,465**	**328,044**	**504,733**						**222,988**			**1,529,230**	**9,116,539**
3A Engines - Aircraft				261,412	370,628										632,040	5,874,055
3B Engines - Ship						98,390									98,390	98,390
3C Engines - Tank																207,000
3D Engines - Blade/Vnes				29,300											29,300	105,686
3 Engines (Gas Turb)				**290,712**	**370,628**	**98,390**									**759,730**	**6,285,131**
4A Missiles - Strategic																731,093
4B Missiles - Tact/MLRS												37,800			37,800	871,859
4 Missiles & Comp												**37,800**			**37,800**	**1,602,952**
5A Amphibians - Vehicle	114,300	140,800	255,100													255,100
5B Amphibians - Cmponts	12,100	3,800	15,900													15,900
5 Amphibians	**126,400**	**144,600**	**271,000**													**271,000**
6A Gnd Cbt Veh - SlfPrp																416,000
6B Gnd Cbt Veh - Tanks	37,300	16,800	54,100													2,254,100
6C Gnd Cbt Veh - Towed		74,700	74,700													116,700
6D Gnd Cbt Veh - Comp	12,300	1,800	14,100													120,100
6 Gnd Cbt Vehicles	**49,600**	**93,300**	**142,900**													**2,906,900**
7A Commo - Radar	29,700	41,400	71,100				12,209	7,340	7,486						27,035	608,670
7B Commo - Radio	109,200	63,300	172,500				9,989		10,483		9,008				29,480	1,046,167
7C Commo - Wire	9,100	100	9,200													245,529
7D Commo - EW							59,933		340,376						400,309	771,309
7E Commo - Nav Aids							4,439		16,933	66,979	36,034	843			125,228	297,977
7F Commo - ElOp/NtVis		76,200	76,200				370			34,716	45,042	107,800			187,928	373,306
7G Commo - Satellite							370								370	32,641
7H Commo - Crypto																168,000
7 Comm & Electr	**148,000**	**181,000**	**329,000**				**87,310**	**7,340**	**375,278**	**101,695**	**90,084**	**108,643**			**770,350**	**3,543,699**
8 Automotive/Const	154,700	109,300	264,000													281,000
8 Auto/Constr Equip	**154,700**	**109,300**	**264,000**													**281,000**
9A Tact Veh - Automotve	322,000	297,000	619,000													619,000
9B Tact Veh - Componts	11,900	2,400	14,300													14,300
9 Tactical Vehicles	**333,900**	**299,400**	**633,300**													**633,300**
10A GP - Grnd Spt Eq																0
10B GP - Small Arms	246,900	2,500	249,400													481,400
10C GP - Munitions/Ord																1,620
10D GP - Gnd Generators																61,624
10E GP -Other	1,300		1,300													121,018
10 Gnd Gen Purp Items	**248,200**	**2,500**	**250,700**													**665,662**
11A Sea Sys - Ships		5,000	5,000				2,426,409	6,293,532	2,322,044	2,978,930	8,214,896	5,515			22,241,326	22,246,326
11B Sea Sys - Wpns Sys							263,471	135,656	129,198			300,234	1,228,240	733,969	2,790,768	2,790,768
11C Sea Sys - Ship Spt								851,873	107,457	9,083	459,865				1,428,278	1,428,278
11D Sea Sys - ShipYd Spt							431,092	493,600	191,326	86,020	447,964				1,650,002	1,650,002
11E Sea Sys - Ship Dsgn								1,234,000		19,928	991,756				2,245,684	2,245,684
11 Sea Systems		**5,000**	**5,000**				**3,120,972**	**9,008,661**	**2,750,025**	**3,093,961**	**10,114,481**	**305,749**	**1,228,240**	**733,969**	**30,356,058**	**30,361,058**
12A Software - Tact Sys																2,099,046
12B Software - Spt Equip																1,470,579
12 Software																**3,569,625**
13A Spec Int - Bearings						26,448	6,715								33,163	87,183
13B Spec Int - Calibratn						40,000									40,000	40,000
13C Spec Int - TMDE				81,700	87,730	96,020	1,819		55,039		45,455				367,763	820,728
13 Spec Interest Items				**81,700**	**87,730**	**162,468**	**8,534**		**55,039**		**45,455**				**440,926**	**947,911**
14 Other Commodity		900	900	104,955	136,140	308,262									549,357	659,588
14 Other Commodity		**900**	**900**	**104,955**	**136,140**	**308,262**									**549,357**	**659,588**
15 Assoc Fabric/Manufct				45,400	483,964	495,500			31,451		448,604				1,504,919	2,978,728
15 Assoc Fabric/Mfg				**45,400**	**483,964**	**495,500**			**31,451**		**448,604**				**1,504,919**	**2,978,728**
16A Flt Spt - Prod Spt				503,244	733,359	588,019									1,824,622	1,824,622
16B Flt Spt - Voyage Rpr					122,700	98,000									220,700	220,700
16C Flt Spt - Cust Svc					7,855	170,813									178,668	178,668
16 Fleet Support				**503,244**	**863,914**	**856,832**									**2,223,990**	**2,223,990**
TOTAL	**1,060,800**	**836,000**	**1,896,800**	**2,211,334**	**3,092,550**	**3,332,774**	**3,216,816**	**9,016,001**	**3,211,793**	**3,195,656**	**10,698,624**	**675,180**	**1,228,240**	**733,969**	**40,612,937**	**76,915,945**

YLS

FY99 Maximum Pot pacity (from Database)

CGID	ANAD	CCAD	LEAD	RRAD	TOAD	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	MCLB-A	MCLB-B	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	TOTAL
1A		1,945,000												597,771											2,542,771
1B														26,279											26,279
1C1						2,301,020	469,481	3,250,896	982,904	2,103,974															9,108,275
1C2						607,066																			607,066
1C3						389,468	1,870,251		1,520,131	1,083,865				734,056	986,437	1,066,237									7,650,445
1C4								795,123								107,640									902,763
1D									163,672					349,355	1,156,739	1,312,000									2,981,766
2A		1,615,000												364,263		124,488									2,103,751
2B		40,000				434,208	311,453	161,844	524,929	801,152				32,664	320,983	243,048									2,870,281
2C		126,000				884,751	41,425	3,672	815,232	223				175,634	29,137	183,768									2,259,842
2D		41,000				712,396	191,781	24,230	541,515	503,352				65,328	8,302	529,568									2,617,472
2E		17,000					1,027,946	15,085		1,517				39,318	35,719	63,232									1,199,817
2F		1,000		274,000		1,467	418,850			1,026				10,311	79,091	27,664									813,409
2G		14,000			774,000	218,295	811,619	141,768	869,605	2,152,671				28,072	476,622	563,160						426,987			6,476,799
2H		8,000					88,987	558,624						264,342											919,953
2I		69,000				816,914	1,103,126	442,575		462,934				405,928	239,108	262,896									3,802,481
3A		773,000				4,912,111	101,261	7,317,828						862,840	1,073,873										15,040,913
3B																130,805									130,805
3C	923,618																								923,618
3D						529,321								135,014											664,335
4A							745,646	199,618														29,343			974,607
4B	107,206		1,572,606	380,000	129,000		569,207			21,907			78,700									76,000			2,934,626
5A												150,100	302,700												452,800
5B												29,000	8,600												37,600
6A			1,446,797																						1,446,797
6B	3,117,542			2,768,000								50,100	22,200												5,957,842
6C			158,030										101,900												259,930
6D				170,000								29,400	2,400												201,800
7A					186,000				1,235,243	1,550		37,700	49,600				83,083	8,032	18,722						1,619,930
7B					1,757,000				734,385	43		155,000	76,800				67,976		26,217		11,396				2,828,817
7C					527,000				232,517	63		17,000	100												776,680
7D					1,003,000				6,536								407,860		851,206						2,268,602
7E					33,000				501,476	145							30,212		42,345	104,000	45,586	71,214			827,978
7F					8,000				215,300	87		800	92,300				2,518			48,000	56,962	637,000			1,060,967
7G					410,000				186,014								2,518								598,532
7H					338,000																				338,000
8				180,000								202,600	217,200												579,800
9A				399,000								496,000	507,900												1,402,900
9B				133,000								18,100	5,100												156,200
10A												66,500	44,200												110,700
10B	329,864											408,300	3,400												741,564
10C	9,000		42,959					5,544				300	300												58,103
10D			42,959						112,730			5,500	12,000												173,189
10E	20,000		23,014	360,000	444,000		102,795		61,385			3,600	25,700												1,040,494
11A													6,800				3,314,187	12,776,603	5,806,930	7,650,816	11,814,076	31,392			41,400,804
11B																	358,846	275,397	323,096			1,168,261	2,479,750	1,141,096	5,746,446
11C																		931,712	268,726	59,800	590,000				1,850,238
11D																	1,069,501	508,024	478,464	96,600	570,000				2,722,589
11E																		1,351,384		36,640	1,200,000				2,588,024
12A					16,000	240,230	754,851	25,620	451,835	1,358,465		2,100													2,849,101
12B						455,476	312,987	241,179	357,504	905,643															2,272,789
13A		65,000				62,412	19,945									65,208	56,787								269,352
13B	5,000			40,000												148,200									193,200
13C					284,000	3,519		978,486				113,600		139,079	104,680	286,520	8,032		137,641		58,000				2,113,557
14			420,385		216,000				37,203		817,755	97,400	5,100	121,439	294,336	497,500						10,774			2,517,892
15					1,481,000	294,499	62,904	1,057,660	740,691	514,172				291,460	557,692	537,432			78,653		573,400				6,189,563
16A														1,086,906	1,648,000	1,318,000									4,052,906
16B															134,649	106,704									241,353
16C														5,084	12,601	198,267									215,952
16D																									0
TOTAL	4,512,230	4,714,000	3,706,750	4,684,000	7,606,000	12,863,153	9,004,515	15,219,752	10,290,807	9,912,789	817,755	1,883,100	1,563,000	5,735,143	7,157,969	7,772,337	5,401,520	15,851,152	8,032,000	7,995,856	14,919,440	2,450,971	2,479,750	1,141,096	165,715,085

FY99 Max Pot Capacity D1122C.XLS

12:37 4/26/95

Workload - Service Proposals

Commodity Group		ANAD	CCAD	LEAD	RRAD	TOAD	Army
1A	Air Frames - Rotary		1,871,000				1,871,000
1B	Air Frames - VSTOL						
1C1	Air Frames-Trn/Tk/Bmb						
1C2	Air Frames - Cmd&Ctl						
1C3	Air Frames - Lt Cbt						
1C4	AirFrames - Adm/Tng						
1D	Air Frames - Other						
1	**Aircraft Airframes**		1,871,000				1,871,000
2A	Comp - Dynamic Comp		861,000				861,000
2B	Comp - Acft Struct		32,000				32,000
2C	Comp - Hydraulc/Pneu		114,000				114,000
2D	Comp - Instruments		18,000				18,000
2E	Comp - Landing Gear		11,000				11,000
2F	Comp - Avn Ordnance		1,000				1,000
2G	Comp - Avionics/Elec		7,000			271,000	278,000
2H	Comp - APUs		5,000				5,000
2I	Comp - Other		22,000				22,000
2	**Aircraft Comp**		1,071,000			271,000	1,342,000
3A	Engines - Aircraft		206,000				206,000
3B	Engines - Ship						
3C	Engines - Tank	207,000					207,000
3D	Engines - Blade/Vnes						
3	**Engines (Gas Turb)**	207,000	206,000				413,000
4A	Missiles - Strategic						
4B	Missiles - Tact/MLRS					640,000	640,000
4	**Missiles & Comp**					640,000	640,000
5A	Amphibians - Vehicle						
5B	Amphibians - Cmponts						
5	**Amphibians**						
6A	Gnd Cbt Veh - SlfPrp	416,000					416,000
6B	Gnd Cbt Veh - Tanks	2,200,000					2,200,000
6C	Gnd Cbt Veh - Towed	42,000					42,000
6D	Gnd Cbt Veh - Comp	106,000					106,000
6	**Gnd Cbt Vehicles**	2,764,000					2,764,000
7A	Commo - Radar					79,000	79,000
7B	Commo - Radio					667,000	667,000
7C	Commo - Wire					118,000	118,000
7D	Commo - EW					371,000	371,000
7E	Commo - Nav Aids					8,000	8,000
7F	Commo - ElOp/NtVis						
7G	Commo - Satellite						
7H	Commo - Crypto					168,000	168,000
7	**Comm & Electr**					1,411,000	1,411,000
8	Automotive/Const	17,000					17,000
8	**Auto/Constr Equip**	17,000					17,000
9A	Tact Veh - Automotve						
9B	Tact Veh - Componts						
9	**Tactical Vehicles**						
10A	GP - Grnd Spt Eq						
10B	GP - Small Arms	232,000					232,000
10C	GP - Munitions/Ord						
10D	GP - Gnd Generators						
10E	GP -Other						
10	**Gnd Gen Purp Items**	232,000					232,000
11A	Sea Sys - Ships						
11B	Sea Sys - Wpns Sys						
11C	Sea Sys - Ship Spt						
11D	Sea Sys - ShipYd Spt						
11E	Sea Sys - Ship Dsgn						
11	**Sea Systems**						
12A	Software - Tact Sys					8,000	8,000
12B	Software - Spt Equip						
12	**Software**					8,000	8,000
13A	Spec Int - Bearings		34,000				34,000
13B	Spec Int - Calibratn						
13C	Spec Int - TMDE					43,000	43,000
13	**Spec Interest Items**		34,000			43,000	77,000
14	Other Commodity						
14	**Other Commodity**						
15	Assoc Fabric/Manufct					512,000	512,000
15	**Assoc Fabric/Mfg**					512,000	512,000
16A	Flt Spt - Prod Spt						
16B	Flt Spt - Voyage Rpr						
16C	Flt Spt - Cust Svc						
16	**Fleet Support**						
	TOTAL	3,220,000	3,182,000	0	0	2,885,000	9,287,000

Commodity Group		ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force
1A	Air Frames - Rotary							
1B	Air Frames - VSTOL							
1C1	Air Frames-Trn/Tk/Bmb	2,023,204	543,465	821,402	441,201	1,348,994		5,178,266
1C2	Air Frames - Cmd&Ctl	512,342						512,342
1C3	Air Frames - Lt Cbt		690,933		906,583	1,267,169		2,864,685
1C4	AirFrames - Adm/Tng			92				92
1D	Air Frames - Other							
1	**Aircraft Airframes**	2,535,546	1,234,398	821,494	1,347,784	2,616,163		8,555,385
2A	Comp - Dynamic Comp							
2B	Comp - Acft Struct		1,104,000			123,798		1,227,798
2C	Comp - Hydraulc/Pneu	68,500			485,771			554,271
2D	Comp - Instruments		6,123		622,000	257,000		885,123
2E	Comp - Landing Gear		487,904	4,164		904		492,972
2F	Comp - Avn Ordnance		104,219			607		104,826
2G	Comp - Avionics/Elec	92,619	429,591			1,644,331		2,166,541
2H	Comp - APUs		28,836	102,322				131,158
2I	Comp - Other	131,260	180,260	93,138		279,962		684,620
2	**Aircraft Comp**	292,379	2,340,933	199,624	1,107,771	2,306,602		6,247,309
3A	Engines - Aircraft	2,307,635	102,409	2,625,971				5,036,015
3B	Engines - Ship							
3C	Engines - Tank							
3D	Engines - Blade/Vnes	76,386						76,386
3	**Engines (Gas Turb)**	2,384,021	102,409	2,625,971				5,112,401
4A	Missiles - Strategic		673,626	57,467				731,093
4B	Missiles - Tact/MLRS		180,915			13,144		194,059
4	**Missiles & Comp**		854,541	57,467		13,144		925,152
5A	Amphibians - Vehicle							
5B	Amphibians - Cmponts							
5	**Amphibians**							
6A	Gnd Cbt Veh - SlfPrp							
6B	Gnd Cbt Veh - Tanks							
6C	Gnd Cbt Veh - Towed							
6D	Gnd Cbt Veh - Comp							
6	**Gnd Cbt Vehicles**							
7A	Commo - Radar				430,410	1,125		431,535
7B	Commo - Radio				177,156	31		177,187
7C	Commo - Wire				118,283	46		118,329
7D	Commo - EW							
7E	Commo - Nav Aids				164,644	105		164,749
7F	Commo - ElOp/NtVis				109,115	63		109,178
7G	Commo - Satellite				32,271			32,271
7H	Commo - Crypto							
7	**Comm & Electr**				1,031,879	1,370		1,033,249
8	Automotive/Const							
8	**Auto/Constr Equip**							
9A	Tact Veh - Automotve							
9B	Tact Veh - Componts							
9	**Tactical Vehicles**							
10A	GP - Grnd Spt Eq							
10B	GP - Small Arms							
10C	GP - Munitions/Ord			1,620				1,620
10D	GP - Gnd Generators				61,624			61,624
10E	GP -Other		119,718					119,718
10	**Gnd Gen Purp Items**		119,718	1,620	61,624			182,962
11A	Sea Sys - Ships							
11B	Sea Sys - Wpns Sys							
11C	Sea Sys - Ship Spt							
11D	Sea Sys - ShipYd Spt							
11E	Sea Sys - Ship Dsgn							
11	**Sea Systems**							
12A	Software - Tact Sys	325,418	652,524	14,178	210,729	888,197		2,091,046
12B	Software - Spt Equip	241,560	241,351	163,881		823,787		1,470,579
12	**Software**	566,978	893,875	178,059	210,729	1,711,984		3,561,625
13A	Spec Int - Bearings	15,202	4,818					20,020
13B	Spec Int - Calibratn							
13C	Spec Int - TMDE	30		409,935				409,965
13	**Spec Interest Items**	15,232	4,818	409,935				429,985
14	Other Commodity				399		108,932	109,331
14	**Other Commodity**				399		108,932	109,331
15	Assoc Fabric/Manufct	124,850	66,949	134,870	375,279	259,861		961,809
15	**Assoc Fabric/Mfg**	124,850	66,949	134,870	375,279	259,861		961,809
16A	Flt Spt - Prod Spt							
16B	Flt Spt - Voyage Rpr							
16C	Flt Spt - Cust Svc							
16	**Fleet Support**							
	TOTAL	5,919,006	5,617,641	4,429,040	4,135,465	6,909,124	108,932	27,119,208

Commodity Group		MCLB-A	MCLB-B	Marines
1A	Air Frames - Rotary			
1B	Air Frames - VSTOL			
1C1	Air Frames-Trn/Tk/Bmb			
1C2	Air Frames - Cmd&Ctl			
1C3	Air Frames - Lt Cbt			
1C4	AirFrames - Adm/Tng			
1D	Air Frames - Other			
1	**Aircraft Airframes**			
2A	Comp - Dynamic Comp			
2B	Comp - Acft Struct			
2C	Comp - Hydraulc/Pneu			
2D	Comp - Instruments			
2E	Comp - Landing Gear			
2F	Comp - Avn Ordnance			
2G	Comp - Avionics/Elec			
2H	Comp - APUs			
2I	Comp - Other			
2	**Aircraft Comp**			
3A	Engines - Aircraft			
3B	Engines - Ship			
3C	Engines - Tank			
3D	Engines - Blade/Vnes			
3	**Engines (Gas Turb)**			
4A	Missiles - Strategic			
4B	Missiles - Tact/MLRS			
4	**Missiles & Comp**			
5A	Amphibians - Vehicle	114,300	140,800	255,100
5B	Amphibians - Cmponts	12,100	3,800	15,900
5	**Amphibians**	126,400	144,600	271,000
6A	Gnd Cbt Veh - SlfPrp			
6B	Gnd Cbt Veh - Tanks	37,300	16,800	54,100
6C	Gnd Cbt Veh - Towed		74,700	74,700
6D	Gnd Cbt Veh - Comp	12,300	1,800	14,100
6	**Gnd Cbt Vehicles**	49,600	93,300	142,900
7A	Commo - Radar	29,700	41,400	71,100
7B	Commo - Radio	109,200	63,300	172,500
7C	Commo - Wire	9,100	100	9,200
7D	Commo - EW			
7E	Commo - Nav Aids			
7F	Commo - ElOp/NtVis		76,200	76,200
7G	Commo - Satellite			
7H	Commo - Crypto			
7	**Comm & Electr**	148,000	181,000	329,000
8	Automotive/Const	154,700	109,300	264,000
8	**Auto/Constr Equip**	154,700	109,300	264,000
9A	Tact Veh - Automotve	322,000	297,000	619,000
9B	Tact Veh - Componts	11,900	2,400	14,300
9	**Tactical Vehicles**	333,900	299,400	633,300
10A	GP - Grnd Spt Eq			
10B	GP - Small Arms	246,900	2,500	249,400
10C	GP - Munitions/Ord			
10D	GP - Gnd Generators			
10E	GP -Other	1,300		1,300
10	**Gnd Gen Purp Items**	248,200	2,500	250,700
11A	Sea Sys - Ships		5,000	5,000
11B	Sea Sys - Wpns Sys			
11C	Sea Sys - Ship Spt			
11D	Sea Sys - ShipYd Spt			
11E	Sea Sys - Ship Dsgn			
11	**Sea Systems**		5,000	5,000
12A	Software - Tact Sys			
12B	Software - Spt Equip			
12	**Software**			
13A	Spec Int - Bearings			
13B	Spec Int - Calibratn			
13C	Spec Int - TMDE			
13	**Spec Interest Items**			
14	Other Commodity		900	900
14	**Other Commodity**		900	900
15	Assoc Fabric/Manufct			
15	**Assoc Fabric/Mfg**			
16A	Flt Spt - Prod Spt			
16B	Flt Spt - Voyage Rpr			
16C	Flt Spt - Cust Svc			
16	**Fleet Support**			
	TOTAL	1,060,800	836,000	1,896,800

Commodity Group		NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A	Air Frames - Rotary	196,442											196,442	2,067,442
1B	Air Frames - VSTOL	19,112											19,112	19,112
1C1	Air Frames-Trn/Tk/Bmb													5,178,266
1C2	Air Frames - Cmd&Ctl													512,342
1C3	Air Frames - Lt Cbt	364,560	356,644	424,219									1,145,423	4,010,108
1C4	AirFrames - Adm/Tng													92
1D	Air Frames - Other	131,744	781,863	482,370									1,395,977	1,395,977
1	**Aircraft Airframes**	711,858	1,138,507	906,589									2,756,954	13,183,339
2A	Comp - Dynamic Comp	90,882		31,550									122,432	983,432
2B	Comp - Acft Struct	27,519	51,929	36,729									116,177	1,375,975
2C	Comp - Hydraulc/Pneu	38,565	20,198	23,738									82,501	750,772
2D	Comp - Instruments	10,848	5,675	88,510									105,033	1,008,156
2E	Comp - Landing Gear	8,572	35,549	25,253									69,374	573,346
2F	Comp - Avn Ordnance	249	21,438	2,770									24,457	130,283
2G	Comp - Avionics/Elec	6,148	95,782	157,269						222,968			482,167	2,926,708
2H	Comp - APUs	72,474											72,474	208,632
2I	Comp - Other	218,208	97,473	138,914									454,595	1,161,215
2	**Aircraft Comp**	473,465	328,044	504,733						222,968			1,529,210	9,118,519
3A	Engines - Aircraft	261,412	400,628										662,040	5,904,055
3B	Engines - Ship			98,390									98,390	98,390
3C	Engines - Tank													207,000
3D	Engines - Blade/Vnes	29,300											29,300	105,686
3	**Engines (Gas Turb)**	290,712	400,628	98,390									789,730	6,315,131
4A	Missiles - Strategic													731,093
4B	Missiles - Tact/MLRS									37,800			37,800	871,859
4	**Missiles & Comp**									37,800			37,800	1,602,952
5A	Amphibians - Vehicle													255,100
5B	Amphibians - Cmponts													15,900
5	**Amphibians**													271,000
6A	Gnd Cbt Veh - SlfPrp													416,000
6B	Gnd Cbt Veh - Tanks													2,254,100
6C	Gnd Cbt Veh - Towed													116,700
6D	Gnd Cbt Veh - Comp													120,100
6	**Gnd Cbt Vehicles**													2,906,900
7A	Commo - Radar					7,340	7,486						14,826	596,461
7B	Commo - Radio						10,483		9,561				20,044	1,036,731
7C	Commo - Wire													245,529
7D	Commo - EW						340,376						340,376	711,376
7E	Commo - Nav Aids						16,933	66,979	38,246	843			123,001	295,750
7F	Commo - ElOp/NtVis							34,716	47,806	107,800			190,322	375,700
7G	Commo - Satellite													32,271
7H	Commo - Crypto													168,000
7	**Comm & Electr**					7,340	375,278	101,695	95,613	108,643			688,569	3,461,818
8	Automotive/Const													281,000
8	**Auto/Constr Equip**													281,000
9A	Tact Veh - Automotve													619,000
9B	Tact Veh - Componts													14,300
9	**Tactical Vehicles**													633,300
10A	GP - Grnd Spt Eq													0
10B	GP - Small Arms													481,400
10C	GP - Munitions/Ord													1,620
10D	GP - Gnd Generators													61,624
10E	GP -Other													121,018
10	**Gnd Gen Purp Items**													665,662
11A	Sea Sys - Ships					6,322,602	2,322,044	2,978,930	8,904,801	5,515			20,533,892	20,538,892
11B	Sea Sys - Wpns Sys					737,494	129,196			926,636		548,224	2,341,550	2,341,550
11C	Sea Sys - Ship Spt					851,873	107,457	9,083	488,089				1,456,502	1,456,502
11D	Sea Sys - ShipYd Spt					493,600	191,328	86,020	475,457				1,246,405	1,246,405
11E	Sea Sys - Ship Dsgn					1,234,000		19,928	1,052,624				2,306,552	2,306,552
11	**Sea Systems**					9,639,569	2,750,025	3,093,961	10,920,971	932,151		548,224	27,884,901	27,889,901
12A	Software - Tact Sys													2,099,046
12B	Software - Spt Equip													1,470,579
12	**Software**													3,569,625
13A	Spec Int - Bearings			26,448									26,448	80,468
13B	Spec Int - Calibratn			40,000									40,000	40,000
13C	Spec Int - TMDE	81,700	87,730	96,020			55,039		48,245				368,734	821,699
13	**Spec Interest Items**	81,700	87,730	162,468			55,039		48,245				435,182	942,167
14	Other Commodity	104,955	136,140	308,262									549,357	659,588
14	**Other Commodity**	104,955	136,140	308,262									549,357	659,588
15	Assoc Fabric/Manufct	45,400	483,964	495,500			31,451		476,137				1,532,452	3,006,261
15	**Assoc Fabric/Mfg**	45,400	483,964	495,500			31,451		476,137				1,532,452	3,006,261
16A	Flt Spt - Prod Spt	503,244	733,359	941,704									2,178,307	2,178,307
16B	Flt Spt - Voyage Rpr		170,700	98,000									268,700	268,700
16C	Flt Spt - Cust Svc		7,855	170,813									178,668	178,668
16	**Fleet Support**	503,244	911,914	1,210,517									2,625,675	2,625,675
	TOTAL	2,211,334	3,486,927	3,686,459	0	9,646,909	3,211,793	3,195,656	11,540,966	1,301,562	0	548,224	38,829,830	77,132,838

Svc Prop Wkld D950426A.XLS

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Capacity - Certified Data

Commodity Group	ANAD	CCAD	LEAD	RRAD	TOAD	Army	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force	MCLB-A	MCLB-B	Marines	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A Air Frames - Rotary		1,921,000				1,921,000											466,412											466,412	2,387,412
1B Air Frames - VSTOL																	20,534											20,534	20,534
1C1 Air Frames-Tn/Tk/Bmb							2,279,080	469,481	1,573,488	818,908	2,103,974		7,244,931																7,244,931
1C2 Air Frames - Cmd&Ctl							288,779						288,779																288,779
1C3 Air Frames - Lt Cbt								1,380,825		1,459,632	1,083,865		3,924,322				599,892	660,918	745,430									2,006,240	5,930,562
1C4 AirFrames - Adm/Tng									105				105						73,695									73,695	73,800
1D Air Frames - Other																	246,934	1,013,574	871,268									2,131,776	2,131,776
1 Aircraft Airframes		**1,921,000**				**1,921,000**	**2,567,859**	**1,850,306**	**1,573,593**	**2,278,540**	**3,187,839**		**11,458,137**				**1,333,772**	**1,674,492**	**1,690,393**									**4,606,657**	**18,077,794**
2A Comp - Dynamic Comp		1,396,000				1,396,000											108,932		36,841									145,773	1,541,773
2B Comp - Acft Struct		34,000				34,000	403,606	311,453	90,441	229,181	656,477		1,691,160				27,617	53,283	40,874									121,774	1,846,934
2C Comp - Hydraulic/Pneu		109,000				109,000	277,731	41,425	3,525	491,846	173		814,700				44,493	27,283	27,648									99,424	1,023,124
2D Comp - Instruments		35,000				35,000	227,444	191,781	12,496	281,343	412,266		1,125,330				12,162	8,302	99,399									119,863	1,280,193
2E Comp - Landing Gear		15,000				15,000		1,027,946	8,297		1,247		1,037,490				9,474	35,719	27,391									72,584	1,125,074
2F Comp - Avn Ordnance		1,000		80,000		81,000	1,171	418,850			837		420,858				2,688	24,029	3,627									30,344	532,202
2G Comp - Avionics/Elec		12,000			390,000	402,000	218,295	510,905	97,274	457,020	1,763,055		3,046,549				8,811	105,055	161,572						282,302			557,740	4,006,289
2H Comp - APUs		7,000				7,000		88,987	288,076				377,063				128,877											128,877	512,940
2I Comp - Other		59,000				59,000	594,423	492,494	287,674		387,839		1,762,430				405,042	136,101	158,921									700,064	2,521,494
2 Aircraft Comp		**1,668,000**		**80,000**	**390,000**	**2,138,000**	**1,722,672**	**3,083,841**	**787,783**	**1,459,390**	**3,221,894**		**10,275,580**				**748,096**	**389,772**	**556,273**						**282,302**			**1,976,443**	**14,380,023**
3A Engines - Aircraft		370,000				370,000	2,496,512	101,261	5,000,818				7,598,591				358,322	428,006										786,328	8,754,919
3B Engines - Ship																			103,583									103,583	103,583
3C Engines - Tank	316,055					316,055																							316,055
3D Engines - Blade/Vnes							154,957						154,957				31,479											31,479	186,436
3 Engines (Gas Turb)	**316,055**	**370,000**				**686,055**	**2,651,469**	**101,261**	**5,000,818**				**7,753,548**				**389,801**	**428,006**	**103,583**									**921,390**	**9,360,993**
4A Missiles - Strategic								745,646	108,734				854,380												22,193			22,193	876,573
4B Missiles - Tact/MLRS	88,794		1,471,346	260,000	93,000	1,913,140		569,207			18,105		587,312		14,400	14,400									37,800			37,800	2,552,652
4 Missiles & Comp	**88,794**		**1,471,346**	**260,000**	**93,000**	**1,913,140**		**1,314,853**	**108,734**		**18,105**		**1,441,692**		**14,400**	**14,400**									**59,993**			**59,993**	**3,429,225**
5A Amphibians - Vehicle														130,900	189,000	319,900													319,900
5B Amphibians - Cmponts														13,900	5,000	18,900													18,900
5 Amphibians														**144,800**	**194,000**	**338,800**													**338,800**
6A Gnd Cbt Veh - SlfPrp			868,384			868,384																							868,384
6B Gnd Cbt Veh - Tanks	2,480,829			2,210,000		4,690,829								42,700	19,000	61,700													4,752,529
6C Gnd Cbt Veh - Towed			85,918			85,918									88,700	88,700													174,618
6D Gnd Cbt Veh - Comp				124,000		124,000								14,100	2,000	16,100													140,100
6 Gnd Cbt Vehicles	**2,480,829**		**954,302**	**2,334,000**		**5,769,131**								**56,800**	**109,700**	**166,500**													**5,935,631**
7A Commo - Radar					110,000	110,000				702,409	1,550		703,959	34,000	47,100	81,100				74,070	5,825	12,897						92,792	987,851
7B Commo - Radio					1,036,000	1,036,000				340,306	43		340,349	125,100	70,800	195,900				60,603		18,061		10,276				88,940	1,661,189
7C Commo - Wire					311,000	311,000				213,534	63		213,597	10,400	100	10,500													535,097
7D Commo - EW					591,000	591,000														363,619		586,391						950,010	1,541,010
7E Commo - Nav Aids					19,000	19,000				279,054	145		279,199							26,934		29,171	79,032	41,106	29,327			205,570	503,769
7F Commo - ElOp/NtVis					5,000	5,000				180,134	87		180,221		86,500	86,500				2,245			35,692	51,383	156,000			245,320	517,041
7G Commo - Satellite					242,000	242,000				172,816			172,816							2,245								2,245	417,061
7H Commo - Crypto					337,000	337,000																							337,000
7 Comm & Electr					**2,651,000**	**2,651,000**				**1,888,253**	**1,888**		**1,890,141**	**169,500**	**204,500**	**374,000**				**529,716**	**5,825**	**646,520**	**114,724**	**102,765**	**185,327**			**1,584,877**	**6,900,018**
8 Automotive/Const				83,000		83,000								177,200	153,200	330,400													413,400
8 Auto/Constr Equip				**83,000**		**83,000**								**177,200**	**153,200**	**330,400**													**413,400**
9A Tact Veh - Automotve				276,000		276,000								368,800	332,700	701,500													977,500
9B Tact Veh - Componts				123,000		123,000								13,600	2,700	16,300													139,300
9 Tactical Vehicles				**399,000**		**399,000**								**382,400**	**335,400**	**717,800**													**1,116,800**
10A GP - Grnd Spt Eq															4,800	4,800													4,800
10B GP - Small Arms	280,768					280,768								282,800	2,900	285,700													566,468
10C GP - Munitions/Ord	9,000		22,246			31,246			3,003				3,003		200	200													34,449
10D GP - Gnd Generators			22,247			22,247				100,881			100,881		1,700	1,700													124,828
10E GP -Other	20,000		15,343	69,000	320,000	424,343		102,795		61,385			164,180		5,900	5,900													594,423
10 Gnd Gen Purp Items	**309,768**		**59,836**	**69,000**	**320,000**	**758,804**		**102,795**	**3,003**	**162,266**			**268,064**	**282,800**	**15,500**	**298,300**													**1,324,968**
11A Sea Sys - Ships															5,400	5,400				2,954,689	9,336,201	4,000,361	6,122,497	10,439,851	16,998			32,870,597	32,875,997
11B Sea Sys - Wpns Sys																				319,921	201,240	222,579			423,948	1,756,213	1,009,820	3,933,721	3,933,721
11C Sea Sys - Ship Spt																					673,320	185,124	38,055	532,023				1,428,522	1,428,522
11D Sea Sys - ShipYd Spt																				953,490	348,309	329,611	76,960	513,988				2,222,358	2,222,358
11E Sea Sys - Ship Dsgn																					977,945		29,191	1,082,080				2,089,216	2,089,216
11 Sea Systems															**5,400**	**5,400**				**4,228,100**	**11,537,015**	**4,737,675**	**6,266,703**	**12,567,942**	**440,946**	**1,756,213**	**1,009,820**	**42,544,414**	**42,549,814**
12A Software - Tact Sys					10,000	10,000	238,070	754,851	20,240	401,464	795,304		2,209,929																2,219,929
12B Software - Spt Equip							455,476	312,987	207,414	328,470	530,203		1,834,550																1,834,550
12 Software					**10,000**	**10,000**	**693,546**	**1,067,838**	**227,654**	**729,934**	**1,325,507**		**4,044,479**																**4,054,479**
13A Spec Int - Bearings		50,000				50,000	9,530	19,945					29,475						26,466	50,449								76,915	156,390
13B Spec Int - Calibratn	5,000			8,000		13,000													40,654									40,654	53,654
13C Spec Int - TMDE					168,000	168,000	3,474		684,940				688,414				92,075	104,680	121,144	7,338		94,820		52,301				472,358	1,328,772
13 Spec Interest Items	**5,000**	**50,000**		**8,000**	**168,000**	**231,000**	**13,004**	**19,945**	**684,940**				**717,889**				**92,075**	**104,680**	**188,264**	**57,787**		**94,820**		**52,301**				**589,927**	**1,538,816**
14 Other Commodity					127,000	127,000				37,072		817,755	854,827	1,600	4,900	6,500	121,439	254,554	365,254						4,988			746,235	1,734,562
14 Other Commodity					**127,000**	**127,000**				**37,072**		**817,755**	**854,827**	**1,600**	**4,900**	**6,500**	**121,439**	**254,554**	**365,254**						**4,988**			**746,235**	**1,734,562**
15 Assoc Fabric/Manufct					874,000	874,000	162,313	73,664	417,010	512,847	431,525		1,597,359				49,422	557,692	501,001			54,184		517,054				1,679,353	4,150,712
15 Assoc Fabric/Mfg					**874,000**	**874,000**	**162,313**	**73,664**	**417,010**	**512,847**	**431,525**		**1,597,359**				**49,422**	**557,692**	**501,001**			**54,184**		**517,054**				**1,679,353**	**4,150,712**
16A Flt Spt - Prod Spt																	887,700	1,648,000	1,114,910									3,650,610	3,650,610
16B Flt Spt - Voyage Rpr																		134,649	99,121									233,770	233,770
16C Flt Spt - Cust Svc																	4,801	12,601	198,267									215,669	215,669
16 Fleet Support																	**892,501**	**1,795,250**	**1,412,298**									**4,100,049**	**4,100,049**
TOTAL	3,200,446	4,009,000	2,485,484	3,233,000	4,633,000	17,560,930	7,810,863	7,614,503	8,803,535	7,068,302	8,186,758	817,755	40,301,716	1,215,100	1,037,000	2,252,100	3,627,106	5,204,446	4,817,066	4,815,603	11,542,840	5,533,199	6,381,427	13,240,062	973,556	1,756,213	1,009,820	58,901,338	119,016,084

2:21 /22/94

FY99 Maximum Pot pacity (from Database)

2:21 PM 11/22/94

CGID	ANAD	CCAD	LEAD	RRAD	TOAD	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	MCLB-A	MCLB-B	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	TOTAL
1A		1,945,000												597,771											2,542,771
1B														26,279											26,279
1C1						2,301,020	469,481	3,250,896	982,904	2,103,974															9,108,275
1C2						607,066																			607,066
1C3						389,468	1,870,251		1,520,131	1,083,865				734,056	986,437	1,086,237									7,650,445
1C4								795,123								107,640									902,763
1D									163,672					349,355	1,156,739	1,312,000									2,981,766
2A		1,615,000												364,263		124,488									2,103,751
2B		40,000				434,208	311,453	161,844	524,929	801,152				32,664	320,983	243,048									2,870,281
2C		126,000				884,751	41,425	3,672	815,232	223				175,634	29,137	183,768									2,259,842
2D		41,000				712,396	191,781	24,230	541,515	503,352				65,328	8,302	529,568									2,617,472
2E		17,000					1,027,946	15,085		1,517				39,318	35,719	63,232									1,199,817
2F		1,000		274,000		1,467	418,850			1,026				10,311	79,091	27,664									813,409
2G		14,000			774,000	218,295	811,619	141,768	869,605	2,152,671				28,072	476,622	563,160						426,987			6,476,799
2H		8,000					88,987	558,624						264,342											919,953
2I		69,000				816,914	1,103,126	442,575		462,934				405,928	239,108	262,896									3,802,481
3A		773,000				4,912,111	101,261	7,317,828						862,840	1,073,873										15,040,913
3B																130,805									130,805
3C	923,618																								923,618
3D						529,321								135,014											664,335
4A							745,646	199,618														29,343			974,607
4B	107,206		1,572,606	380,000	129,000		569,207			21,907			78,700									76,000			2,934,626
5A												150,100	302,700												452,800
5B												29,000	8,600												37,600
6A			1,446,797																						1,446,797
6B	3,117,542			2,768,000								50,100	22,200												5,957,842
6C			158,030										101,900												259,930
6D				170,000								29,400	2,400												201,800
7A					186,000				1,235,243	1,550		37,700	49,600				83,083	8,032	18,722						1,619,930
7B					1,757,000				734,385	43		155,000	76,800				67,976		26,217		11,396				2,828,817
7C					527,000				232,517	63		17,000	100												776,680
7D					1,003,000				6,536								407,860		851,206						2,268,602
7E					33,000				501,476	145							30,212		42,345	104,000	45,586	71,214			827,978
7F					8,000				215,300	87		800	92,300				2,518			48,000	56,982	637,000			1,060,987
7G					410,000				186,014								2,518								598,532
7H					338,000																				338,000
8				160,000								202,600	217,200												579,800
9A				399,000								496,000	507,900												1,402,900
9B				133,000								18,100	5,100												156,200
10A												66,500	44,200												110,700
10B	329,864											408,300	3,400												741,564
10C	9,000		42,959					5,544				300	300												58,103
10D			42,959						112,730			5,500	12,000												173,189
10E	20,000		23,014	360,000	444,000		102,795		61,385			3,600	25,700												1,040,494
11A													6,800				3,314,187	12,776,603	5,806,930	7,650,816	11,814,076	31,392			41,400,804
11B																	358,846	275,397	323,096			1,168,261	2,479,750	1,141,096	5,746,446
11C																		931,712	268,726	59,800	590,000				1,850,238
11D																	1,069,501	508,024	478,464	96,600	570,000				2,722,589
11E																		1,351,384		36,640	1,200,000				2,588,024
12A					16,000	240,230	754,851	25,620	451,835	1,358,465		2,100													2,849,101
12B						455,476	312,987	241,179	357,504	905,643															2,272,789
13A		65,000				62,412	19,945									65,208	56,787								269,352
13B	5,000			40,000												148,200									193,200
13C					284,000	3,519		978,486				113,600		139,079	104,680	286,520	8,032		137,641		58,000				2,113,557
14			420,385		216,000				37,203		817,755	97,400	5,100	121,439	294,336	497,500						10,774			2,517,892
15					1,481,000	294,499	62,904	1,057,660	740,691	514,172				291,460	557,692	537,432			78,653		573,400				6,189,563
16A														1,086,906	1,648,000	1,318,000									4,052,906
16B															134,649	106,704									241,353
16C														5,084	12,601	198,267									215,952
16D																									0
TOTAL	4,512,230	4,714,000	3,706,750	4,684,000	7,606,000	12,863,153	9,004,515	15,219,752	10,290,807	9,912,789	817,755	1,883,100	1,563,000	5,735,143	7,157,969	7,772,337	5,401,520	15,851,152	8,032,000	7,995,856	14,919,440	2,450,971	2,479,750	1,141,096	165,715,085

12.9

FY99 Max Pot Capacity D1122C.XLS

12:34 4/26/95

Workload - DM-1 - Minimize Sites/Maximize Military Value

Commodity Group	ANAD	CCAD	LEAD	RRAD	TOAD	Army	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force
1A Air Frames - Rotary		1,871,000											
1B Air Frames - VSTOL													
1C1 Air Frames-Tn/Tk/Bmb							2,844,606	543,465		441,201	1,348,994		5,178,266
1C2 Air Frames - Cmd&Ctl							512,342						512,342
1C3 Air Frames - Lt Cbt								690,933		906,583	1,267,169		2,864,685
1C4 AirFrames - Adm/Tng							92						92
1D Air Frames - Other													
1 Aircraft Airframes		**1,871,000**				**1,871,000**	**3,357,040**	**1,234,398**		**1,347,784**	**2,616,163**		**8,555,385**
2A Comp - Dynamic Comp		861,000				861,000							
2B Comp - Acft Struct		32,000				32,000	352,954	241,310		156,963	476,571		1,227,798
2C Comp - Hydraulc/Pneu		114,000				114,000	181,160			373,111			554,271
2D Comp - Instruments		18,000				18,000				885,643	-520		885,123
2E Comp - Landing Gear								568,278		4,164	904		573,346
2F Comp - Avn Ordnance		1,000				1,000		104,219			607		104,826
2G Comp - Avionics/Elec										278,000	2,166,541		2,444,541
2H Comp - APUs								28,836					28,836
2I Comp - Other		22,000				22,000	224,398	180,260			279,962		684,620
2 Aircraft Comp		**1,048,000**				**1,048,000**	**758,512**	**1,122,903**		**1,697,881**	**2,924,065**		**6,503,361**
3A Engines - Aircraft							5,036,015						5,036,015
3B Engines - Ship													
3C Engines - Tank	207,000					207,000							
3D Engines - Blade/Vnes							105,686						105,686
3 Engines (Gas Turb)	**207,000**					**207,000**	**5,141,701**						**5,141,701**
4A Missiles - Strategic								731,093					731,093
4B Missiles - Tact/MLRS	502,752					502,752		320,915					320,915
4 Missiles & Comp	**502,752**					**502,752**		**1,052,008**					**1,052,008**
5A Amphibians - Vehicle													
5B Amphibians - Cmponts													
5 Amphibians													
6A Gnd Cbt Veh - SlfPrp	416,000					416,000							
6B Gnd Cbt Veh - Tanks	2,254,100					2,254,100							
6C Gnd Cbt Veh - Towed													
6D Gnd Cbt Veh - Comp	106,000					106,000							
6 Gnd Cbt Vehicles	**2,776,100**					**2,776,100**							
7A Commo - Radar										598,670			598,670
7B Commo - Radio					839,500	839,500				206,667			206,667
7C Commo - Wire					118,000	118,000				118,283	46		118,329
7D Commo - EW					771,309	771,309							
7E Commo - Nav Aids										261,943			261,943
7F Commo - ElOp/NtVis										109,178			109,178
7G Commo - Satellite										32,271			32,271
7H Commo - Crypto					168,000	168,000							
7 Comm & Electr					**1,896,809**	**1,896,809**				**1,327,012**	**46**		**1,327,058**
8 Automotive/Const													
8 Auto/Constr Equip													
9A Tact Veh - Automotve													
9B Tact Veh - Componts													
9 Tactical Vehicles													
10A GP - Grnd Spt Eq													
10B GP - Small Arms													
10C GP - Munitions/Ord	1,620					1,620							
10D GP - Gnd Generators										61,624			61,624
10E GP -Other								119,718					119,718
10 Gnd Gen Purp Items	**1,620**					**1,620**		**119,718**		**61,624**			**181,342**
11A Sea Sys - Ships													
11B Sea Sys - Wpns Sys													
11C Sea Sys - Ship Spt													
11D Sea Sys - ShipYd Spt													
11E Sea Sys - Ship Dsgn													
11 Sea Systems													
12A Software - Tact Sys					8,000	8,000	339,596	652,524		210,729	888,197		2,091,046
12B Software - Spt Equip							453,441	241,351		183,656	592,131		1,470,579
12 Software					**8,000**	**8,000**	**793,037**	**893,875**		**394,385**	**1,480,328**		**3,561,625**
13A Spec Int - Bearings		34,000				34,000							
13B Spec Int - Calibratn													
13C Spec Int - TMDE					284,000	284,000							
13 Spec Interest Items		**34,000**			**284,000**	**318,000**							
14 Other Commodity										399		108,932	109,331
14 Other Commodity										**399**		**108,932**	**109,331**
15 Assoc Fabric/Manufct					512,000	512,000	216,720	75,949		354,279	314,861		961,809
15 Assoc Fabric/Mfg					**512,000**	**512,000**	**216,720**	**75,949**		**354,279**	**314,861**		**961,809**
16A Flt Spt - Prod Spt													
16B Flt Spt - Voyage Rpr													
16C Flt Spt - Cust Svc													
16 Fleet Support													
TOTAL	**3,487,472**	**2,953,000**	**0**	**0**	**2,700,809**	**9,141,281**	**10,267,010**	**4,498,851**	**0**	**5,183,364**	**7,335,463**	**108,932**	**27,393,620**

Commodity Group	MCLB-A	MCLB-B	Marines	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A Air Frames - Rotary				196,442											196,442	196,442
1B Air Frames - VSTOL				19,112											19,112	19,112
1C1 Air Frames-Tn/Tk/Bmb																5,178,266
1C2 Air Frames - Cmd&Ctl																512,342
1C3 Air Frames - Lt Cbt				364,560		780,863									1,145,423	4,010,108
1C4 AirFrames - Adm/Tng																92
1D Air Frames - Other				249,744		829,856									1,079,600	1,079,600
1 Aircraft Airframes				**829,858**		**1,610,719**									**2,440,577**	**12,866,962**
2A Comp - Dynamic Comp				90,882		31,550									122,432	983,432
2B Comp - Acft Struct				39,519		76,658									116,177	1,375,975
2C Comp - Hydraulc/Pneu				82,501											82,501	750,772
2D Comp - Instruments						105,033									105,033	1,008,156
2E Comp - Landing Gear																573,346
2F Comp - Avn Ordnance						24,457									24,457	130,283
2G Comp - Avionics/Elec						482,187									482,187	2,926,728
2H Comp - APUs				179,796											179,796	208,632
2I Comp - Other				315,681		138,914									454,595	1,161,215
2 Aircraft Comp				**708,379**		**858,799**									**1,567,178**	**9,118,539**
3A Engines - Aircraft				838,040											838,040	5,874,055
3B Engines - Ship						98,390									98,390	98,390
3C Engines - Tank																207,000
3D Engines - Blade/Vnes																105,686
3 Engines (Gas Turb)				**838,040**		**98,390**									**936,430**	**6,285,131**
4A Missiles - Strategic																731,093
4B Missiles - Tact/MLRS		48,192	48,192													871,859
4 Missiles & Comp		**48,192**	**48,192**													**1,602,952**
5A Amphibians - Vehicle	114,300	140,800	255,100													255,100
5B Amphibians - Cmponts	12,100	3,800	15,900													15,900
5 Amphibians	**126,400**	**144,600**	**271,000**													**271,000**
6A Gnd Cbt Veh - SlfPrp																416,000
6B Gnd Cbt Veh - Tanks																2,254,100
6C Gnd Cbt Veh - Towed		116,700	116,700													116,700
6D Gnd Cbt Veh - Comp	12,300	1,800	14,100													120,100
6 Gnd Cbt Vehicles	**12,300**	**118,500**	**130,800**													**2,906,900**
7A Commo - Radar							10,000								10,000	608,670
7B Commo - Radio																1,046,167
7C Commo - Wire	9,100	100	9,200													245,529
7D Commo - EW																771,309
7E Commo - Nav Aids											36,034				36,034	297,977
7F Commo - ElOp/NtVis		76,200	76,200								187,928				187,928	373,306
7G Commo - Satellite							370								370	32,641
7H Commo - Crypto																168,000
7 Comm & Electr	**9,100**	**76,300**	**85,400**				**10,370**				**223,962**				**234,332**	**3,543,599**
8 Automotive/Const	171,700	109,300	281,000													281,000
8 Auto/Constr Equip	**171,700**	**109,300**	**281,000**													**281,000**
9A Tact Veh - Automotve	322,000	297,000	619,000													619,000
9B Tact Veh - Componts	11,900	2,400	14,300													14,300
9 Tactical Vehicles	**333,900**	**299,400**	**633,300**													**633,300**
10A GP - Grnd Spt Eq																0
10B GP - Small Arms	481,400		481,400													481,400
10C GP - Munitions/Ord																1,620
10D GP - Gnd Generators																61,624
10E GP -Other	1,300		1,300													121,018
10 Gnd Gen Purp Items	**482,700**		**482,700**													**665,662**
11A Sea Sys - Ships		6,800	6,800				3,314,187	12,776,603			6,148,736				22,239,526	22,246,326
11B Sea Sys - Wpns Sys							358,846	5,084					2,426,838		2,790,768	2,790,768
11C Sea Sys - Ship Spt								838,278			590,000				1,428,278	1,428,278
11D Sea Sys - ShipYd Spt							1,069,501	508,024			72,477				1,650,002	1,650,002
11E Sea Sys - Ship Dsgn								1,045,684			1,200,000				2,245,684	2,245,684
11 Sea Systems		**6,800**	**6,800**				**4,742,534**	**15,173,673**			**8,011,213**		**2,426,838**		**30,354,258**	**30,361,058**
12A Software - Tact Sys																2,099,046
12B Software - Spt Equip																1,470,579
12 Software																**3,569,625**
13A Spec Int - Bearings						53,183									53,183	87,183
13B Spec Int - Calibratn						40,000									40,000	40,000
13C Spec Int - TMDE				139,079		286,520	8,032				103,096				536,727	820,727
13 Spec Interest Items				**139,079**		**379,703**	**8,032**				**103,096**				**629,910**	**947,910**
14 Other Commodity		900	900	241,095		308,262									549,357	659,588
14 Other Commodity		**900**	**900**	**241,095**		**308,262**									**549,357**	**659,588**
15 Assoc Fabric/Manufct				248,665		776,199					480,055				1,504,919	2,978,728
15 Assoc Fabric/Mfg				**248,665**		**776,199**					**480,055**				**1,504,919**	**2,978,728**
16A Flt Spt - Prod Spt				811,255		1,013,367									1,824,622	1,824,622
16B Flt Spt - Voyage Rpr				51,534		169,166									220,700	220,700
16C Flt Spt - Cust Svc				3,299		175,369									178,668	178,668
16 Fleet Support				**866,088**		**1,357,902**									**2,223,990**	**2,223,990**
TOTAL	**1,136,100**	**803,992**	**1,940,092**	**3,871,204**	**0**	**5,389,974**	**4,760,936**	**15,173,673**	**0**	**0**	**8,818,326**	**0**	**2,426,838**	**0**	**40,440,951**	**78,915,944**

12:35 4/26/95

Workload - DM-2 - Minimize Excess Capacity

Commodity Group		ANAD	CCAD	LEAD	RRAD	TOAD	Army
1A	Air Frames - Rotary		1,871,000				1,871,000
1B	Air Frames - VSTOL						
1C1	Air Frames-Tn/Tk/Bmb						
1C2	Air Frames - Cmd&Ctl						
1C3	Air Frames - Lt Cbt						
1C4	AirFrames - Adm/Tng						
1D	Air Frames - Other						
1	**Aircraft Airframes**		**1,871,000**				**1,871,000**
2A	Comp - Dynamic Comp		861,000				861,000
2B	Comp - Acft Struct		32,000				32,000
2C	Comp - Hydraulc/Pneu		114,000				114,000
2D	Comp - Instruments		18,000				18,000
2E	Comp - Landing Gear						
2F	Comp - Avn Ordnance		1,000				1,000
2G	Comp - Avionics/Elec						
2H	Comp - APUs						
2I	Comp - Other		22,000				22,000
2	**Aircraft Comp**		**1,048,000**				**1,048,000**
3A	Engines - Aircraft						
3B	Engines - Ship						
3C	Engines - Tank	207,000					207,000
3D	Engines - Blade/Vnes						
3	**Engines (Gas Turb)**	**207,000**					**207,000**
4A	Missiles - Strategic						
4B	Missiles - Tact/MLRS	502,752					502,752
4	**Missiles & Comp**	**502,752**					**502,752**
5A	Amphibians - Vehicle						
5B	Amphibians - Cmponts						
5	**Amphibians**						
6A	Gnd Cbt Veh - SlfPrp	416,000					416,000
6B	Gnd Cbt Veh - Tanks	2,254,100					2,254,100
6C	Gnd Cbt Veh - Towed						
6D	Gnd Cbt Veh - Comp	106,000					106,000
6	**Gnd Cbt Vehicles**	**2,776,100**					**2,776,100**
7A	Commo - Radar					510,535	510,535
7B	Commo - Radio					1,046,167	1,046,167
7C	Commo - Wire					236,329	236,329
7D	Commo - EW					771,309	771,309
7E	Commo - Nav Aids					261,943	261,943
7F	Commo - ElOp/NtVis						
7G	Commo - Satellite					32,641	32,641
7H	Commo - Crypto					168,000	168,000
7	**Comm & Electr**					**3,026,924**	**3,026,924**
8	Automotive/Const						
8	**Auto/Constr Equip**						
9A	Tact Veh - Automotve						
9B	Tact Veh - Componts						
9	**Tactical Vehicles**						
10A	GP - Grnd Spt Eq						
10B	GP - Small Arms						
10C	GP - Munitions/Ord	1,619					1,619
10D	GP - Gnd Generators						
10E	GP -Other						
10	**Gnd Gen Purp Items**	**1,619**					**1,619**
11A	Sea Sys - Ships						
11B	Sea Sys - Wpns Sys						
11C	Sea Sys - Ship Spt						
11D	Sea Sys - ShipYd Spt						
11E	Sea Sys - Ship Dsgn						
11	**Sea Systems**						
12A	Software - Tact Sys					8,000	8,000
12B	Software - Spt Equip						
12	**Software**					**8,000**	**8,000**
13A	Spec Int - Bearings		44,000				44,000
13B	Spec Int - Calibratn						
13C	Spec Int - TMDE					284,000	284,000
13	**Spec Interest Items**		**44,000**			**284,000**	**328,000**
14	Other Commodity						
14	**Other Commodity**						
15	Assoc Fabric/Manufct					512,000	512,000
15	**Assoc Fabric/Mfg**					**512,000**	**512,000**
16A	Flt Spt - Prod Spt						
16B	Flt Spt - Voyage Rpr						
16C	Flt Spt - Cust Svc						
16	**Fleet Support**						
	TOTAL	**3,487,471**	**2,963,000**	**0**	**0**	**3,830,924**	**10,281,395**

Commodity Group		ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force	MCLB-A	MCLB-B	Marines
1A	Air Frames - Rotary										
1B	Air Frames - VSTOL										
1C1	Air Frames-Tn/Tk/Bmb	3,285,807	543,465			1,348,994		5,178,266			
1C2	Air Frames - Cmd&Ctl	512,342						512,342			
1C3	Air Frames - Lt Cbt		1,447,516			1,417,169		2,864,685			
1C4	AirFrames - Adm/Tng		92					92			
1D	Air Frames - Other										
1	**Aircraft Airframes**	**3,798,149**	**1,991,073**			**2,766,163**		**8,555,385**			
2A	Comp - Dynamic Comp										
2B	Comp - Acft Struct	333,754	392,473			501,571		1,227,798			
2C	Comp - Hydraulc/Pneu	554,271						554,271			
2D	Comp - Instruments	589,364				295,759		885,123			
2E	Comp - Landing Gear	4,164	568,277			904		573,345			
2F	Comp - Avn Ordnance		104,219			607		104,826			
2G	Comp - Avionics/Elec					2,166,541		2,166,541			
2H	Comp - APUs		28,836					28,836			
2I	Comp - Other	224,398	180,260			279,962		684,620			
2	**Aircraft Comp**	**1,705,951**	**1,274,065**			**3,245,344**		**6,225,360**			
3A	Engines - Aircraft	4,936,912	99,103					5,036,015			
3B	Engines - Ship										
3C	Engines - Tank										
3D	Engines - Blade/Vnes	105,686						105,686			
3	**Engines (Gas Turb)**	**5,042,598**	**99,103**					**5,141,701**			
4A	Missiles - Strategic		731,093					731,093			
4B	Missiles - Tact/MLRS		320,915					320,915		48,192	48,192
4	**Missiles & Comp**		**1,052,008**					**1,052,008**		**48,192**	**48,192**
5A	Amphibians - Vehicle								114,300	140,800	255,100
5B	Amphibians - Cmponts								12,100	3,800	15,900
5	**Amphibians**								**126,400**	**144,600**	**271,000**
6A	Gnd Cbt Veh - SlfPrp										
6B	Gnd Cbt Veh - Tanks										
6C	Gnd Cbt Veh - Towed									116,700	116,700
6D	Gnd Cbt Veh - Comp								12,300	1,800	14,100
6	**Gnd Cbt Vehicles**								**12,300**	**118,500**	**130,800**
7A	Commo - Radar								29,700	41,400	71,100
7B	Commo - Radio										
7C	Commo - Wire								9,200		9,200
7D	Commo - EW										
7E	Commo - Nav Aids										
7F	Commo - ElOp/NtVis									92,300	92,300
7G	Commo - Satellite										
7H	Commo - Crypto										
7	**Comm & Electr**								**38,900**	**133,700**	**172,600**
8	Automotive/Const								171,700	109,300	281,000
8	**Auto/Constr Equip**								**171,700**	**109,300**	**281,000**
9A	Tact Veh - Automotve								322,000	297,000	619,000
9B	Tact Veh - Componts								11,900	2,400	14,300
9	**Tactical Vehicles**								**333,900**	**299,400**	**633,300**
10A	GP - Grnd Spt Eq										
10B	GP - Small Arms								481,400		481,400
10C	GP - Munitions/Ord										
10D	GP - Gnd Generators								5,499	56,125	61,624
10E	GP -Other		119,718					119,718	1,300		1,300
10	**Gnd Gen Purp Items**		**119,718**					**119,718**	**488,199**	**56,125**	**544,324**
11A	Sea Sys - Ships									6,799	6,799
11B	Sea Sys - Wpns Sys										
11C	Sea Sys - Ship Spt										
11D	Sea Sys - ShipYd Spt										
11E	Sea Sys - Ship Dsgn										
11	**Sea Systems**									**6,799**	**6,799**
12A	Software - Tact Sys	339,596	863,253			888,197		2,091,046			
12B	Software - Spt Equip	453,441	425,007			592,131		1,470,579			
12	**Software**	**793,037**	**1,288,260**			**1,480,328**		**3,561,625**			
13A	Spec Int - Bearings										
13B	Spec Int - Calibratn										
13C	Spec Int - TMDE										
13	**Spec Interest Items**										
14	Other Commodity	399					108,932	109,331		900	900
14	**Other Commodity**	**399**					**108,932**	**109,331**		**900**	**900**
15	Assoc Fabric/Manufct	216,720	375,949			369,140		961,809			
15	**Assoc Fabric/Mfg**	**216,720**	**375,949**			**369,140**		**961,809**			
16A	Flt Spt - Prod Spt										
16B	Flt Spt - Voyage Rpr										
16C	Flt Spt - Cust Svc										
16	**Fleet Support**										
	TOTAL	**11,556,854**	**6,200,176**	**0**	**0**	**7,860,975**	**108,932**	**25,726,937**	**1,171,399**	**917,516**	**2,088,915**

Commodity Group		NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A	Air Frames - Rotary	196,442											196,442	2,067,442
1B	Air Frames - VSTOL	19,112											19,112	19,112
1C1	Air Frames-Tn/Tk/Bmb													5,178,266
1C2	Air Frames - Cmd&Ctl													512,342
1C3	Air Frames - Lt Cbt	364,560		780,863									1,145,423	4,010,108
1C4	AirFrames - Adm/Tng													92
1D	Air Frames - Other	249,744		829,856									1,079,600	1,079,600
1	**Aircraft Airframes**	**829,858**		**1,610,719**									**2,440,577**	**12,866,962**
2A	Comp - Dynamic Comp	90,882		31,550									122,432	983,432
2B	Comp - Acft Struct	33,519		82,658									116,177	1,375,975
2C	Comp - Hydraulc/Pneu	82,501											82,501	750,772
2D	Comp - Instruments			105,033									105,033	1,008,156
2E	Comp - Landing Gear													573,345
2F	Comp - Avn Ordnance			24,457									24,457	130,283
2G	Comp - Avionics/Elec			537,199						222,988			760,187	2,926,728
2H	Comp - APUs	179,796											179,796	208,632
2I	Comp - Other	315,681		138,914									454,595	1,161,215
2	**Aircraft Comp**	**702,379**		**919,811**						**222,988**			**1,845,178**	**9,118,538**
3A	Engines - Aircraft	838,040											838,040	5,874,055
3B	Engines - Ship			98,390									98,390	98,390
3C	Engines - Tank													207,000
3D	Engines - Blade/Vnes													105,686
3	**Engines (Gas Turb)**	**838,040**		**98,390**									**936,430**	**6,285,131**
4A	Missiles - Strategic													731,093
4B	Missiles - Tact/MLRS													871,859
4	**Missiles & Comp**													**1,602,952**
5A	Amphibians - Vehicle													255,100
5B	Amphibians - Cmponts													15,900
5	**Amphibians**													**271,000**
6A	Gnd Cbt Veh - SlfPrp													416,000
6B	Gnd Cbt Veh - Tanks													2,254,100
6C	Gnd Cbt Veh - Towed													116,700
6D	Gnd Cbt Veh - Comp													120,100
6	**Gnd Cbt Vehicles**													**2,906,900**
7A	Commo - Radar						27,037						27,037	608,672
7B	Commo - Radio													1,046,167
7C	Commo - Wire													245,529
7D	Commo - EW													771,309
7E	Commo - Nav Aids								36,034				36,034	297,977
7F	Commo - ElOp/NtVis									281,006			281,006	373,306
7G	Commo - Satellite													32,641
7H	Commo - Crypto													168,000
7	**Comm & Electr**						**27,037**		**36,034**	**281,006**			**344,077**	**3,543,601**
8	Automotive/Const													281,000
8	**Auto/Constr Equip**													**281,000**
9A	Tact Veh - Automotve													619,000
9B	Tact Veh - Componts													14,300
9	**Tactical Vehicles**													**633,300**
10A	GP - Grnd Spt Eq													0
10B	GP - Small Arms													481,400
10C	GP - Munitions/Ord													1,619
10D	GP - Gnd Generators													61,624
10E	GP -Other													121,018
10	**Gnd Gen Purp Items**													**665,661**
11A	Sea Sys - Ships					10,425,450			11,814,076				22,239,526	22,246,325
11B	Sea Sys - Wpns Sys					122,565	358,845			1,168,261		1,141,096	2,790,767	2,790,767
11C	Sea Sys - Ship Spt					931,712			496,565				1,428,277	1,428,277
11D	Sea Sys - ShipYd Spt					508,024	1,141,977						1,650,001	1,650,001
11E	Sea Sys - Ship Dsgn					1,351,384			894,299				2,245,683	2,245,683
11	**Sea Systems**					**13,339,135**	**1,500,822**		**13,204,940**	**1,168,261**		**1,141,096**	**30,354,254**	**30,361,053**
12A	Software - Tact Sys													2,099,046
12B	Software - Spt Equip													1,470,579
12	**Software**													**3,569,625**
13A	Spec Int - Bearings			43,183									43,183	87,183
13B	Spec Int - Calibratn			40,000									40,000	40,000
13C	Spec Int - TMDE	139,079		295,336			56,858		45,455				536,728	820,728
13	**Spec Interest Items**	**139,079**		**378,519**			**56,858**		**45,455**				**619,911**	**947,911**
14	Other Commodity	241,095		308,262									549,357	659,588
14	**Other Commodity**	**241,095**		**308,262**									**549,357**	**659,588**
15	Assoc Fabric/Manufct	248,665		776,199			31,451		448,604				1,504,919	2,978,728
15	**Assoc Fabric/Mfg**	**248,665**		**776,199**			**31,451**		**448,604**				**1,504,919**	**2,978,728**
16A	Flt Spt - Prod Spt	811,255		1,013,367									1,824,622	1,824,622
16B	Flt Spt - Voyage Rpr	51,534		169,166									220,700	220,700
16C	Flt Spt - Cust Svc	3,299		175,369									178,668	178,668
16	**Fleet Support**	**866,088**		**1,357,902**									**2,223,990**	**2,223,990**
	TOTAL	**3,865,204**	**0**	**5,449,802**	**0**	**13,339,135**	**1,616,168**	**0**	**13,735,033**	**1,672,255**	**0**	**1,141,096**	**40,818,693**	**78,915,940**

12:39 4/26/95

Excess Capacity (DLH)
Certified Data

Commodity Group		ANAD	CCAD	LEAD	RRAD	TOAD	Army	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force	MCLB-A	MCLB-B	Marines
1A	Air Frames - Rotary		50,000				50,000										
1B	Air Frames - VSTOL																
1C1	Air Frames-Tn/Tk/Bmb							255,876	-73,984	752,086	377,707	754,980		2,066,665			
1C2	Air Frames - Cmd&Cd							-223,563						-223,563			
1C3	Air Frames - Lt Cbt								689,892		553,049	-183,304		1,059,637			
1C4	AirFrames - Adm/Tng									13				13			
1D	Air Frames - Other																
1	**Aircraft Airframes**		**50,000**				**50,000**	**32,313**	**615,908**	**752,099**	**930,756**	**571,676**		**2,902,752**			
2A	Comp - Dynamic Comp		535,000				535,000										
2B	Comp - Acft Struct		2,000				2,000	69,854	70,143	71,241	72,218	179,906		463,362			
2C	Comp - Hydrauic/Pneu		-5,000				-5,000	96,571	28,129	546	135,143	40		260,429			
2D	Comp - Instruments		17,000				17,000	-38,476	67,493	7,531	88,679	112,980		240,207			
2E	Comp - Landing Gear		4,000				4,000		540,042	4,133		343		544,518			
2F	Comp - Avn Ordnance				80,000		80,000	1,171	314,631			230		316,032			
2G	Comp - Avionics/Elec		5,000			119,000	124,000	125,676	81,314	66,768	123,084	483,166		880,008			
2H	Comp - APUs		2,000				2,000		60,151	185,754				245,905			
2I	Comp - Other		37,000				37,000	463,163	312,234	194,536		107,877		1,077,810			
2	**Aircraft Comp**		**597,000**		**80,000**	**119,000**	**796,000**	**719,959**	**1,474,137**	**530,509**	**419,124**	**884,542**		**4,028,271**			
3A	Engines - Aircraft		164,000				164,000	188,877	-1,148	2,374,847				2,562,576			
3B	Engines - Ship																
3C	Engines - Tank	109,055					109,055										
3D	Engines - Blade/Vnes							78,571						78,571			
3	**Engines (Gas Turb)**	**109,055**	**164,000**				**273,055**	**267,448**	**-1,148**	**2,374,847**				**2,641,147**			
4A	Missiles - Strategic								72,020	51,267				123,287			
4B	Missiles - Tact/MLRS	88,794		948,346	202,000	34,000	1,273,140		388,292			4,961		393,253		14,400	14,400
4	**Missiles & Comp**	**88,794**		**948,346**	**202,000**	**34,000**	**1,273,140**		**460,312**	**51,267**		**4,961**		**516,540**		**14,400**	**14,400**
5A	Amphibians - Vehicle														16,600	48,200	64,800
5B	Amphibians - Cmponts														1,800	1,200	3,000
5	**Amphibians**														**18,400**	**49,400**	**67,800**
6A	Gnd Cbt Veh - SlfPrp			452,384			452,384										
6B	Gnd Cbt Veh - Tanks	1,422,829			1,068,000		2,490,829								5,400	2,200	7,600
6C	Gnd Cbt Veh - Towed			43,918			43,918									14,000	14,000
6D	Gnd Cbt Veh - Comp				18,000		18,000								1,800	200	2,000
6	**Gnd Cbt Vehicles**	**1,422,829**		**496,302**	**1,086,000**		**3,005,131**								**7,200**	**16,400**	**23,600**
7A	Commo - Radar					31,000	31,000				271,999	425		272,424	4,300	5,700	10,000
7B	Commo - Radio					369,000	369,000				163,150	12		163,162	15,900	7,500	23,400
7C	Commo - Wire					193,000	193,000				95,251	17		95,268	1,300		1,300
7D	Commo - EW					220,000	220,000										
7E	Commo - Nav Aids					11,000	11,000				114,410	40		114,450			
7F	Commo - ElOp/NtVis					5,000	5,000				71,019	24		71,043		10,300	10,300
7G	Commo - Satellite					242,000	242,000				140,545			140,545			
7H	Commo - Crypto					169,000	169,000										
7	**Comm & Electr**					**1,240,000**	**1,240,000**				**856,374**	**518**		**856,892**	**21,500**	**23,500**	**45,000**
8	Automotive/Const				66,000		66,000								22,500	43,900	66,400
8	**Auto/Constr Equip**				**66,000**		**66,000**								**22,500**	**43,900**	**66,400**
9A	Tact Veh - Automotve				276,000		276,000								46,800	35,700	82,500
9B	Tact Veh - Componts				123,000		123,000								1,700	300	2,000
9	**Tactical Vehicles**				**399,000**		**399,000**								**48,500**	**36,000**	**84,500**
10A	GP - Grnd Spt Eq															4,800	4,800
10B	GP - Small Arms	48,768					48,768								35,900	400	36,300
10C	GP - Munitions/Ord	9,000		22,246			31,246			1,383				1,383		200	200
10D	GP - Gnd Generators			22,247			22,247				39,257			39,257		1,700	1,700
10E	GP -Other	20,000		15,343	69,000	320,000	424,343		-16,923		61,385			44,462	-1,300	5,900	4,600
10	**Gnd Gen Purp Items**	**77,768**		**59,836**	**69,000**	**320,000**	**526,604**		**-16,923**	**1,383**	**100,642**			**85,102**	**34,600**	**13,000**	**47,600**
11A	Sea Sys - Ships															400	400
11B	Sea Sys - Wpns Sys																
11C	Sea Sys - Ship Spt																
11D	Sea Sys - ShipYd Spt																
11E	Sea Sys - Ship Dsgn																
11	**Sea Systems**															**400**	**400**
12A	Software - Tact Sys					2,000	2,000	-87,348	102,327	6,062	190,735	-92,893		118,883			
12B	Software - Spt Equip							156,916	71,636	52,533	144,814	-61,928		363,971			
12	**Software**					**2,000**	**2,000**	**69,568**	**173,963**	**58,595**	**335,549**	**-154,821**		**482,854**			
13A	Spec Int - Bearings		16,000				16,000	-5,672	15,127					9,455			
13B	Spec Int - Calibratn	5,000			8,000		13,000										
13C	Spec Int - TMDE					125,000	125,000	3,444		275,005				278,449			
13	**Spec Interest Items**	**5,000**	**16,000**		**8,000**	**125,000**	**154,000**	**-2,228**	**15,127**	**275,005**				**287,904**			
14	Other Commodity					127,000	127,000				36,673		708,823	745,496	1,600	4,000	5,600
14	**Other Commodity**					**127,000**	**127,000**				**36,673**		**708,823**	**745,496**	**1,600**	**4,000**	**5,600**
15	Assoc Fabric/Manufct					362,000	362,000	65,463	-2,285	297,140	158,568	116,664		635,550			
15	**Assoc Fabric/Mfg**					**362,000**	**362,000**	**65,463**	**-2,285**	**297,140**	**158,568**	**116,664**		**635,550**			
16A	Flt Spt - Prod Spt																
16B	Flt Spt - Voyage Rpr																
16C	Flt Spt - Cust Svc																
16	**Fleet Support**																
	TOTAL	1,703,446	827,000	1,504,484	1,910,000	2,329,000	8,273,930	1,152,523	2,719,091	4,340,845	2,837,686	1,423,540	708,823	13,182,508	154,300	201,000	355,300

Commodity Group		NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A	Air Frames - Rotary	269,970											269,970	319,970
1B	Air Frames - VSTOL	1,422											1,422	1,422
1C1	Air Frames-Tn/Tk/Bmb													2,066,665
1C2	Air Frames - Cmd&Cd													-223,563
1C3	Air Frames - Lt Cbt	235,332	304,274	321,211									860,817	1,920,454
1C4	AirFrames - Adm/Tng			73,695									73,695	73,708
1D	Air Frames - Other	115,190	548,088	388,898									1,052,176	1,052,176
1	**Aircraft Airframes**	**621,914**	**852,362**	**783,804**									**2,258,080**	**5,210,832**
2A	Comp - Dynamic Comp	18,050		5,291									23,341	558,341
2B	Comp - Acft Struct	98	1,354	4,145									5,597	470,959
2C	Comp - Hydrauic/Pneu	5,928	7,085	3,910									16,923	272,352
2D	Comp - Instruments	1,314	2,627	10,889									14,830	272,037
2E	Comp - Landing Gear	902	170	2,138									3,210	551,728
2F	Comp - Avn Ordnance	2,439	2,591	857									5,887	401,919
2G	Comp - Avionics/Elec	2,663	9,273	4,303						59,314			75,553	1,079,561
2H	Comp - APUs	56,403											56,403	304,308
2I	Comp - Other	186,834	38,628	20,007									245,469	1,360,279
2	**Aircraft Comp**	**274,631**	**61,728**	**51,540**						**59,314**			**447,213**	**5,271,484**
3A	Engines - Aircraft	96,910	57,378										154,288	2,880,864
3B	Engines - Ship			5,193									5,193	5,193
3C	Engines - Tank													109,055
3D	Engines - Blade/Vnes	2,179											2,179	80,750
3	**Engines (Gas Turb)**	**99,089**	**57,378**	**5,193**									**161,660**	**3,075,862**
4A	Missiles - Strategic									22,193			22,193	145,480
4B	Missiles - Tact/MLRS													1,680,793
4	**Missiles & Comp**									**22,193**			**22,193**	**1,826,273**
5A	Amphibians - Vehicle													64,800
5B	Amphibians - Cmponts													3,000
5	**Amphibians**													**67,800**
6A	Gnd Cbt Veh - SlfPrp													452,384
6B	Gnd Cbt Veh - Tanks													2,498,429
6C	Gnd Cbt Veh - Towed													57,918
6D	Gnd Cbt Veh - Comp													20,000
6	**Gnd Cbt Vehicles**													**3,028,731**
7A	Commo - Radar				61,861	-1,515	5,411						65,757	379,181
7B	Commo - Radio				50,614		7,578		1,268				59,460	615,022
7C	Commo - Wire													289,568
7D	Commo - EW				303,686		246,015						549,701	769,701
7E	Commo - Nav Aids				22,495		12,238	12,053	5,072	28,484			80,342	205,792
7F	Commo - ElOp/NtVis				1,875			976	6,341	48,200			57,392	143,735
7G	Commo - Satellite				1,875								1,875	384,420
7H	Commo - Crypto													169,000
7	**Comm & Electr**				**442,406**	**-1,516**	**271,242**	**13,029**	**12,681**	**76,684**			**814,527**	**2,988,419**
8	Automotive/Const													132,400
8	**Auto/Constr Equip**													**132,400**
9A	Tact Veh - Automotve													358,500
9B	Tact Veh - Componts													125,000
9	**Tactical Vehicles**													**483,500**
10A	GP - Grnd Spt Eq													4,800
10B	GP - Small Arms													85,068
10C	GP - Munitions/Ord													32,829
10D	GP - Gnd Generators													63,204
10E	GP -Other													473,405
10	**Gnd Gen Purp Items**													**659,306**
11A	Sea Sys - Ships				528,280	3,042,669	1,678,317	3,143,567	2,224,955	11,483			10,629,271	10,629,671
11B	Sea Sys - Wpns Sys				56,450	65,584	93,381			123,714	527,973	275,851	1,142,953	1,142,953
11C	Sea Sys - Ship Spt					-178,553	77,667	28,972	72,158				244	244
11D	Sea Sys - ShipYd Spt				522,398	-145,291	138,285	-9,060	66,024				572,356	572,356
11E	Sea Sys - Ship Dsgn					-256,055		9,263	90,324				-156,468	-156,468
11	**Sea Systems**				**1,107,128**	**2,528,354**	**1,987,650**	**3,172,742**	**2,453,461**	**135,197**	**527,973**	**275,851**	**12,188,356**	**12,188,756**
12A	Software - Tact Sys													120,883
12B	Software - Spt Equip													363,971
12	**Software**													**484,854**
13A	Spec Int - Bearings			18	43,734								43,752	69,207
13B	Spec Int - Calibratn			654									654	13,654
13C	Spec Int - TMDE	10,375	16,950	25,124	5,519		39,781		6,846				104,595	508,044
13	**Spec Interest Items**	**10,375**	**16,950**	**25,796**	**49,253**		**39,781**		**6,846**				**149,001**	**590,905**
14	Other Commodity	16,484	118,414	56,992						4,988			196,878	1,074,974
14	**Other Commodity**	**16,484**	**118,414**	**56,992**						**4,988**			**196,878**	**1,074,974**
15	Assoc Fabric/Manufct	4,022	73,728	5,501			22,733		68,450				174,434	1,171,984
15	**Assoc Fabric/Mfg**	**4,022**	**73,728**	**5,501**			**22,733**		**68,450**				**174,434**	**1,171,984**
16A	Flt Spt - Prod Spt	384,456	914,641	526,891									1,825,988	1,825,988
16B	Flt Spt - Voyage Rpr		11,949	1,121									13,070	13,070
16C	Flt Spt - Cust Svc	4,801	4,746	27,454									37,001	37,001
16	**Fleet Support**	**389,257**	**931,336**	**555,466**									**1,876,059**	**1,876,059**
	TOTAL	1,415,772	2,111,896	1,484,292	1,598,787	2,526,839	2,321,406	3,185,771	2,541,438	298,376	527,973	275,851	18,288,401	40,100,139

Cart Excess Cap D950426A.XLS

NOTE: The values in the ALC-SA and ALC-SM columns are reversed in the 4/6/95 version of the spreadsheet

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Excess Capacity (DLH)

DM-1 - Minimize Sites/Maximize Military Value

Commodity Group	ANAD	CCAD	LEAD	RRAD	TOAD	Army	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force
1A Air Frames - Rotary		50,000				50,000							
1B Air Frames - VSTOL													
1C1 Air Frames-Trn/Tk/Bmb										377,707	754,980		1,132,687
1C2 Air Frames - Cmd&Ctl													
1C3 Air Frames - Lt Cbt								689,892		553,049			1,242,941
1C4 AirFrames - Adm/Tng													
1D Air Frames - Other													
1 Aircraft Airframes		**50,000**				**50,000**		**689,892**		**930,756**	**754,980**		**2,375,628**
2A Comp - Dynamic Comp		535,000				535,000							
2B Comp - Actt Struct		2,000				2,000	50,654	70,143		72,218	179,906		372,921
2C Comp - Hydraulic/Pneu							96,571	41,425		118,735	173		256,904
2D Comp - Instruments		17,000				17,000	227,444	191,781			412,786		832,011
2E Comp - Landing Gear		15,000				15,000		459,668			343		460,011
2F Comp - Avn Ordnance							1,171	314,631			230		316,032
2G Comp - Avionics/Elec		12,000			390,000	402,000	218,295	510,905		179,020			908,220
2H Comp - APUs		7,000				7,000		60,151					60,151
2I Comp - Other		37,000				37,000	370,025	312,234			107,877		790,136
2 Aircraft Comp		**625,000**			**390,000**	**1,015,000**	**964,160**	**1,960,938**		**369,973**	**701,315**		**3,996,386**
3A Engines - Aircraft		370,000				370,000		101,261					101,261
3B Engines - Ship													
3C Engines - Tank	109,055					109,055							
3D Engines - Blade/Vnes							49,271						49,271
3 Engines (Gas Turb)	**109,055**	**370,000**				**479,055**	**49,271**	**101,261**					**150,532**
4A Missiles - Strategic								14,553					14,553
4B Missiles - Tact/MLRS					93,000	93,000		248,292			18,105		266,397
4 Missiles & Comp					**93,000**	**93,000**		**262,845**			**18,105**		**280,950**
5A Amphibians - Vehicle													
5B Amphibians - Cmponts													
5 Amphibians													
6A Gnd Cbt Veh - SlfPrp													
6B Gnd Cbt Veh - Tanks	226,729					226,729							
6C Gnd Cbt Veh - Towed													
6D Gnd Cbt Veh - Comp													
6 Gnd Cbt Vehicles	**226,729**					**226,729**							
7A Commo - Radar					110,000	110,000				103,739	1,550		105,289
7B Commo - Radio					196,500	196,500				133,639	43		133,682
7C Commo - Wire					193,000	193,000				95,251	17		95,268
7D Commo - EW													
7E Commo - Nav Aids					19,000	19,000				17,111	145		17,256
7F Commo - ElOp/NtVis					5,000	5,000				70,956	87		71,043
7G Commo - Satellite					242,000	242,000				140,545			140,545
7H Commo - Crypto					169,000	169,000							
7 Comm & Electr					**934,500**	**934,500**				**561,241**	**1,842**		**563,083**
8 Automotive/Const													
8 Auto/Constr Equip													
9A Tact Veh - Automotve													
9B Tact Veh - Componts													
9 Tactical Vehicles													
10A GP - Grnd Spt Eq													
10B GP - Small Arms	280,768					280,768							
10C GP - Munitions/Ord	7,380					7,380							
10D GP - Gnd Generators										39,257			39,257
10E GP -Other	20,000				320,000	340,000				61,385			61,385
10 Gnd Gen Purp Items	**308,148**				**320,000**	**628,148**				**100,642**			**100,642**
11A Sea Sys - Ships													
11B Sea Sys - Wpns Sys													
11C Sea Sys - Ship Spt													
11D Sea Sys - ShipYd Spt													
11E Sea Sys - Ship Dsgn													
11 Sea Systems													
12A Software - Tact Sys					2,000	2,000		102,327		190,735			293,062
12B Software - Spt Equip							2,035	71,636		144,814			218,485
12 Software					**2,000**	**2,000**	**2,035**	**173,963**		**335,549**			**511,547**
13A Spec Int - Bearings		16,000				16,000	9,530	19,945					29,475
13B Spec Int - Calibratn	5,000					5,000							
13C Spec Int - TMDE							3,474						3,474
13 Spec Interest Items	**5,000**	**16,000**				**21,000**	**13,004**	**19,945**					**32,949**
14 Other Commodity					127,000	127,000				36,673		708,823	745,496
14 Other Commodity					**127,000**	**127,000**				**36,673**		**708,823**	**745,496**
15 Assoc Fabric/Manufct					362,000	362,000				158,568	116,664		275,232
15 Assoc Fabric/Mfg					**362,000**	**362,000**				**158,568**	**116,664**		**275,232**
16A Flt Spt - Prod Spt													
16B Flt Spt - Voyage Rpr													
16C Flt Spt - Cust Svc													
16 Fleet Support													
TOTAL	648,932	1,061,000	0	0	2,228,500	3,938,432	1,028,470	3,208,844	0	2,493,402	1,592,906	708,823	9,032,445

Commodity Group	MCLB-A	MCLB-B	Marines	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A Air Frames - Rotary				269,970											269,970	319,970
1B Air Frames - VSTOL				1,422											1,422	1,422
1C1 Air Frames-Trn/Tk/Bmb																1,132,687
1C2 Air Frames - Cmd&Ctl																0
1C3 Air Frames - Lt Cbt				235,332											235,332	1,478,273
1C4 AirFrames - Adm/Tng						73,695									73,695	73,695
1D Air Frames - Other						41,412									41,412	41,412
1 Aircraft Airframes				**506,724**		**115,107**									**621,831**	**3,047,459**
2A Comp - Dynamic Comp				18,050		5,291									23,341	558,341
2B Comp - Actt Struct																374,921
2C Comp - Hydraulic/Pneu						27,648									27,648	284,552
2D Comp - Instruments				12,162											12,162	861,173
2E Comp - Landing Gear				9,474		27,391									36,865	511,876
2F Comp - Avn Ordnance				2,688											2,688	318,720
2G Comp - Avionics/Elec				8,811											8,811	1,319,031
2H Comp - APUs																67,151
2I Comp - Other				89,361		20,007									109,368	936,504
2 Aircraft Comp				**140,546**		**80,337**									**220,883**	**5,232,269**
3A Engines - Aircraft																471,261
3B Engines - Ship						5,193									5,193	5,193
3C Engines - Tank																109,055
3D Engines - Blade/Vnes				31,479											31,479	80,750
3 Engines (Gas Turb)				**31,479**		**5,193**									**36,672**	**666,259**
4A Missiles - Strategic																14,553
4B Missiles - Tact/MLRS																359,397
4 Missiles & Comp																**373,950**
5A Amphibians - Vehicle	16,600	48,200	64,800													64,800
5B Amphibians - Cmponts	1,800	1,200	3,000													3,000
5 Amphibians	**18,400**	**49,400**	**67,800**													**67,800**
6A Gnd Cbt Veh - SlfPrp																0
6B Gnd Cbt Veh - Tanks	42,700	19,000	61,700													288,429
6C Gnd Cbt Veh - Towed																0
6D Gnd Cbt Veh - Comp	1,800	200	2,000													2,000
6 Gnd Cbt Vehicles	**44,500**	**19,200**	**63,700**													**290,429**
7A Commo - Radar	34,000	47,100	81,100				64,070	5,825							69,895	366,284
7B Commo - Radio	125,100	70,800	195,900				60,603				10,276				70,879	596,961
7C Commo - Wire	1,300		1,300													289,568
7D Commo - EW							363,619								363,619	363,619
7E Commo - Nav Aids							26,934				5,072				32,006	68,262
7F Commo - ElOp/NtVis		10,300	10,300				2,245								2,245	88,588
7G Commo - Satellite							1,875								1,875	384,420
7H Commo - Crypto																169,000
7 Comm & Electr	**160,400**	**128,200**	**288,600**				**519,346**	**5,825**			**15,348**				**540,519**	**2,326,702**
8 Automotive/Const	5,500	43,900	49,400													49,400
8 Auto/Constr Equip	**5,500**	**43,900**	**49,400**													**49,400**
9A Tact Veh - Automotve	46,800	35,700	82,500													82,500
9B Tact Veh - Componts	1,700	300	2,000													2,000
9 Tactical Vehicles	**48,500**	**36,000**	**84,500**													**84,500**
10A GP - Grnd Spt Eq		4,800	4,800													4,800
10B GP - Small Arms		2,900	2,900													283,668
10C GP - Munitions/Ord		200	200													7,580
10D GP - Gnd Generators		1,700	1,700													40,957
10E GP -Other		5,900	5,900													407,285
10 Gnd Gen Purp Items		**15,500**	**15,500**													**744,290**
11A Sea Sys - Ships											4,291,115				4,291,115	4,291,115
11B Sea Sys - Wpns Sys								196,156							196,156	196,156
11C Sea Sys - Ship Spt																0
11D Sea Sys - ShipYd Spt											441,511				441,511	441,511
11E Sea Sys - Ship Dsgn																0
11 Sea Systems								**196,156**			**4,732,626**				**4,928,782**	**4,928,782**
12A Software - Tact Sys																295,062
12B Software - Spt Equip																218,485
12 Software																**513,547**
13A Spec Int - Bearings							50,449								50,449	95,924
13B Spec Int - Calibratn						654									654	5,654
13C Spec Int - TMDE																3,474
13 Spec Interest Items						**654**	**50,449**								**51,103**	**105,052**
14 Other Commodity	1,600	4,000	5,600			56,992									56,992	935,088
14 Other Commodity	**1,600**	**4,000**	**5,600**			**56,992**									**56,992**	**935,088**
15 Assoc Fabric/Manufct											36,999				36,999	674,231
15 Assoc Fabric/Mfg											**36,999**				**36,999**	**674,231**
16A Flt Spt - Prod Spt				76,445		101,543									177,988	177,988
16B Flt Spt - Voyage Rpr																0
16C Flt Spt - Cust Svc				1,502		22,898									24,400	24,400
16 Fleet Support				**77,947**		**124,441**									**202,388**	**202,388**
TOTAL	278,900	296,200	575,100	756,696	0	382,724	569,795	201,981	0	0	4,784,973	0	0	0	6,696,169	20,242,146

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Excess Capacity (DLH)

DM-2 - Minimize Excess Capacity

Commodity Group		ANAD	CCAD	LEAD	RRAD	TOAD	Army
1A	Air Frames - Rotary		50,000				50,000
1B	Air Frames - VSTOL						
1C1	Air Frames-Trn/Tk/Bmb						
1C2	Air Frames - Cmd&Ctl						
1C3	Air Frames - Lt Cbt						
1C4	AirFrames - Adm/Tng						
1D	Air Frames - Other						
1	**Aircraft Airframes**		**50,000**				**50,000**
2A	Comp - Dynamic Comp		535,000				535,000
2B	Comp - Acft Struct		2,000				2,000
2C	Comp - Hydraulic/Pneu						
2D	Comp - Instruments		17,000				17,000
2E	Comp - Landing Gear		15,000				15,000
2F	Comp - Avn Ordnance						
2G	Comp - Avionics/Elec		12,000			390,000	402,000
2H	Comp - APUs		7,000				7,000
2I	Comp - Other		37,000				37,000
2	**Aircraft Comp**		**625,000**			**390,000**	**1,015,000**
3A	Engines - Aircraft		370,000				370,000
3B	Engines - Ship						
3C	Engines - Tank	109,055					109,055
3D	Engines - Blade/Vnes						
3	**Engines (Gas Turb)**	**109,055**	**370,000**				**479,055**
4A	Missiles - Strategic						
4B	Missiles - Tact/MLRS					93,000	93,000
4	**Missiles & Comp**					**93,000**	**93,000**
5A	Amphibians - Vehicle						
5B	Amphibians - Cmponts						
5	**Amphibians**						
6A	Gnd Cbt Veh - SlfPrp						
6B	Gnd Cbt Veh - Tanks	226,729					226,729
6C	Gnd Cbt Veh - Towed						
6D	Gnd Cbt Veh - Comp						
6	**Gnd Cbt Vehicles**	**226,729**					**226,729**
7A	Commo - Radar						
7B	Commo - Radio						
7C	Commo - Wire					74,671	74,671
7D	Commo - EW						
7E	Commo - Nav Aids						
7F	Commo - ElOp/NtVis					5,000	5,000
7G	Commo - Satellite					209,359	209,359
7H	Commo - Crypto					169,000	169,000
7	**Comm & Electr**					**458,030**	**458,030**
8	Automotive/Const						
8	**Auto/Constr Equip**						
9A	Tact Veh - Automotve						
9B	Tact Veh - Componts						
9	**Tactical Vehicles**						
10A	GP - Grnd Spt Eq						
10B	GP - Small Arms	280,768					280,768
10C	GP - Munitions/Ord	7,381					7,381
10D	GP - Gnd Generators						
10E	GP -Other	20,000				320,000	340,000
10	**Gnd Gen Purp Items**	**308,149**				**320,000**	**628,149**
11A	Sea Sys - Ships						
11B	Sea Sys - Wpns Sys						
11C	Sea Sys - Ship Spt						
11D	Sea Sys - ShipYd Spt						
11E	Sea Sys - Ship Dsgn						
11	**Sea Systems**						
12A	Software - Tact Sys					2,000	2,000
12B	Software - Spt Equip						
12	**Software**					**2,000**	**2,000**
13A	Spec Int - Bearings		6,000				6,000
13B	Spec Int - Calibratn	5,000					5,000
13C	Spec Int - TMDE						
13	**Spec Interest Items**	**5,000**	**6,000**				**11,000**
14	Other Commodity					127,000	127,000
14	**Other Commodity**					**127,000**	**127,000**
15	Assoc Fabric/Manufct					362,000	362,000
15	**Assoc Fabric/Mfg**					**362,000**	**362,000**
16A	Flt Spt - Prod Spt						
16B	Flt Spt - Voyage Rpr						
16C	Flt Spt - Cust Svc						
16	**Fleet Support**						
	TOTAL	648,933	1,051,000	0	0	1,752,030	3,451,963

Commodity Group		ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force
1A	Air Frames - Rotary							
1B	Air Frames - VSTOL							
1C1	Air Frames-Trn/Tk/Bmb					754,980		754,980
1C2	Air Frames - Cmd&Ctl							
1C3	Air Frames - Lt Cbt							
1C4	AirFrames - Adm/Tng							
1D	Air Frames - Other							
1	**Aircraft Airframes**					**754,980**		**754,980**
2A	Comp - Dynamic Comp							
2B	Comp - Acft Struct	69,854				154,906		224,760
2C	Comp - Hydraulic/Pneu		41,425			173		41,598
2D	Comp - Instruments		191,781			116,507		308,288
2E	Comp - Landing Gear		459,669			343		460,012
2F	Comp - Avn Ordnance	1,171	314,631			230		316,032
2G	Comp - Avionics/Elec	218,295	510,905					729,200
2H	Comp - APUs		60,151					60,151
2I	Comp - Other	370,025	312,234			107,877		790,136
2	**Aircraft Comp**	**659,345**	**1,890,796**			**380,036**		**2,930,177**
3A	Engines - Aircraft		2,158					2,158
3B	Engines - Ship							
3C	Engines - Tank							
3D	Engines - Blade/Vnes	49,271						49,271
3	**Engines (Gas Turb)**	**49,271**	**2,158**					**51,429**
4A	Missiles - Strategic		14,553					14,553
4B	Missiles - Tact/MLRS		248,292			18,105		266,397
4	**Missiles & Comp**		**262,845**			**18,105**		**280,950**
5A	Amphibians - Vehicle							
5B	Amphibians - Cmponts							
5	**Amphibians**							
6A	Gnd Cbt Veh - SlfPrp							
6B	Gnd Cbt Veh - Tanks							
6C	Gnd Cbt Veh - Towed							
6D	Gnd Cbt Veh - Comp							
6	**Gnd Cbt Vehicles**							
7A	Commo - Radar					1,550		1,550
7B	Commo - Radio					43		43
7C	Commo - Wire					63		63
7D	Commo - EW							
7E	Commo - Nav Aids					145		145
7F	Commo - ElOp/NtVis					87		87
7G	Commo - Satellite							
7H	Commo - Crypto							
7	**Comm & Electr**					**1,888**		**1,888**
8	Automotive/Const							
8	**Auto/Constr Equip**							
9A	Tact Veh - Automotve							
9B	Tact Veh - Componts							
9	**Tactical Vehicles**							
10A	GP - Grnd Spt Eq							
10B	GP - Small Arms							
10C	GP - Munitions/Ord							
10D	GP - Gnd Generators							
10E	GP -Other							
10	**Gnd Gen Purp Items**							
11A	Sea Sys - Ships							
11B	Sea Sys - Wpns Sys							
11C	Sea Sys - Ship Spt							
11D	Sea Sys - ShipYd Spt							
11E	Sea Sys - Ship Dsgn							
11	**Sea Systems**							
12A	Software - Tact Sys							
12B	Software - Spt Equip	2,035						2,035
12	**Software**	**2,035**						**2,035**
13A	Spec Int - Bearings	9,530	19,945					29,475
13B	Spec Int - Calibratn							
13C	Spec Int - TMDE	3,474						3,474
13	**Spec Interest Items**	**13,004**	**19,945**					**32,949**
14	Other Commodity						708,823	708,823
14	**Other Commodity**						**708,823**	**708,823**
15	Assoc Fabric/Manufct					62,385		62,385
15	**Assoc Fabric/Mfg**					**62,385**		**62,385**
16A	Flt Spt - Prod Spt							
16B	Flt Spt - Voyage Rpr							
16C	Flt Spt - Cust Svc							
16	**Fleet Support**							
	TOTAL	723,655	2,175,744	0	0	1,217,394	708,823	4,825,616

Commodity Group		MCLB-A	MCLB-B	Marines
1A	Air Frames - Rotary			
1B	Air Frames - VSTOL			
1C1	Air Frames-Trn/Tk/Bmb			
1C2	Air Frames - Cmd&Ctl			
1C3	Air Frames - Lt Cbt			
1C4	AirFrames - Adm/Tng			
1D	Air Frames - Other			
1	**Aircraft Airframes**			
2A	Comp - Dynamic Comp			
2B	Comp - Acft Struct			
2C	Comp - Hydraulic/Pneu			
2D	Comp - Instruments			
2E	Comp - Landing Gear			
2F	Comp - Avn Ordnance			
2G	Comp - Avionics/Elec			
2H	Comp - APUs			
2I	Comp - Other			
2	**Aircraft Comp**			
3A	Engines - Aircraft			
3B	Engines - Ship			
3C	Engines - Tank			
3D	Engines - Blade/Vnes			
3	**Engines (Gas Turb)**			
4A	Missiles - Strategic			
4B	Missiles - Tact/MLRS			
4	**Missiles & Comp**			
5A	Amphibians - Vehicle	16,600	48,200	64,800
5B	Amphibians - Cmponts	1,800	1,200	3,000
5	**Amphibians**	**18,400**	**49,400**	**67,800**
6A	Gnd Cbt Veh - SlfPrp			
6B	Gnd Cbt Veh - Tanks	42,700	19,000	61,700
6C	Gnd Cbt Veh - Towed			
6D	Gnd Cbt Veh - Comp	1,800	200	2,000
6	**Gnd Cbt Vehicles**	**44,500**	**19,200**	**63,700**
7A	Commo - Radar	4,300	5,700	10,000
7B	Commo - Radio	125,100	70,800	195,900
7C	Commo - Wire	1,200	100	1,300
7D	Commo - EW			
7E	Commo - Nav Aids			
7F	Commo - ElOp/NtVis			
7G	Commo - Satellite			
7H	Commo - Crypto			
7	**Comm & Electr**	**130,800**	**76,800**	**207,200**
8	Automotive/Const	5,500	43,900	49,400
8	**Auto/Constr Equip**	**5,500**	**43,900**	**49,400**
9A	Tact Veh - Automotve	46,800	35,700	82,500
9B	Tact Veh - Componts	1,700	300	2,000
9	**Tactical Vehicles**	**48,500**	**36,000**	**84,500**
10A	GP - Grnd Spt Eq		4,800	4,800
10B	GP - Small Arms		2,900	2,900
10C	GP - Munitions/Ord		200	200
10D	GP - Gnd Generators			
10E	GP -Other		5,900	5,900
10	**Gnd Gen Purp Items**		**13,800**	**13,800**
11A	Sea Sys - Ships			
11B	Sea Sys - Wpns Sys			
11C	Sea Sys - Ship Spt			
11D	Sea Sys - ShipYd Spt			
11E	Sea Sys - Ship Dsgn			
11	**Sea Systems**			
12A	Software - Tact Sys			
12B	Software - Spt Equip			
12	**Software**			
13A	Spec Int - Bearings			
13B	Spec Int - Calibratn			
13C	Spec Int - TMDE			
13	**Spec Interest Items**			
14	Other Commodity	1,600	4,000	5,600
14	**Other Commodity**	**1,600**	**4,000**	**5,600**
15	Assoc Fabric/Manufct			
15	**Assoc Fabric/Mfg**			
16A	Flt Spt - Prod Spt			
16B	Flt Spt - Voyage Rpr			
16C	Flt Spt - Cust Svc			
16	**Fleet Support**			
	TOTAL	249,100	242,900	492,000

Commodity Group		NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A	Air Frames - Rotary	269,970											269,970	319,970
1B	Air Frames - VSTOL	1,422											1,422	1,422
1C1	Air Frames-Trn/Tk/Bmb													754,980
1C2	Air Frames - Cmd&Ctl													0
1C3	Air Frames - Lt Cbt	235,332											235,332	235,332
1C4	AirFrames - Adm/Tng			73,695									73,695	73,695
1D	Air Frames - Other			41,412									41,412	41,412
1	**Aircraft Airframes**	**506,724**		**115,107**									**621,831**	**1,426,811**
2A	Comp - Dynamic Comp	18,050		5,291									23,341	558,341
2B	Comp - Acft Struct													226,760
2C	Comp - Hydraulic/Pneu			27,648									27,648	69,246
2D	Comp - Instruments	12,162											12,162	337,450
2E	Comp - Landing Gear	9,474		27,391									36,865	511,877
2F	Comp - Avn Ordnance	2,688											2,688	318,720
2G	Comp - Avionics/Elec	8,811								59,314			68,125	1,199,325
2H	Comp - APUs													67,151
2I	Comp - Other	89,361		20,007									109,368	936,504
2	**Aircraft Comp**	**140,546**		**80,337**						**59,314**			**280,197**	**4,225,374**
3A	Engines - Aircraft													372,158
3B	Engines - Ship			5,193									5,193	5,193
3C	Engines - Tank													109,055
3D	Engines - Blade/Vnes	31,479											31,479	80,750
3	**Engines (Gas Turb)**	**31,479**		**5,193**									**36,672**	**567,156**
4A	Missiles - Strategic									22,193			22,193	36,746
4B	Missiles - Tact/MLRS									37,800			37,800	397,197
4	**Missiles & Comp**									**59,993**			**59,993**	**433,943**
5A	Amphibians - Vehicle													64,800
5B	Amphibians - Cmponts													3,000
5	**Amphibians**													**67,800**
6A	Gnd Cbt Veh - SlfPrp													0
6B	Gnd Cbt Veh - Tanks													288,429
6C	Gnd Cbt Veh - Towed													0
6D	Gnd Cbt Veh - Comp													2,000
6	**Gnd Cbt Vehicles**													**290,429**
7A	Commo - Radar					5,825							5,825	17,375
7B	Commo - Radio						18,061		10,276				28,337	224,280
7C	Commo - Wire													76,034
7D	Commo - EW						586,391						586,391	586,391
7E	Commo - Nav Aids						29,171		5,072	29,327			63,570	63,715
7F	Commo - ElOp/NtVis								51,383				51,383	56,470
7G	Commo - Satellite													209,359
7H	Commo - Crypto													169,000
7	**Comm & Electr**					**5,825**	**633,623**		**66,731**	**29,327**			**735,506**	**1,402,624**
8	Automotive/Const													49,400
8	**Auto/Constr Equip**													**49,400**
9A	Tact Veh - Automotve													82,500
9B	Tact Veh - Componts													2,000
9	**Tactical Vehicles**													**84,500**
10A	GP - Grnd Spt Eq													4,800
10B	GP - Small Arms													283,668
10C	GP - Munitions/Ord													7,581
10D	GP - Gnd Generators													0
10E	GP -Other													345,900
10	**Gnd Gen Purp Items**													**641,949**
11A	Sea Sys - Ships						4,000,361			16,998			4,017,359	4,017,359
11B	Sea Sys - Wpns Sys					78,675							78,675	78,675
11C	Sea Sys - Ship Spt						185,124		35,458				220,582	220,582
11D	Sea Sys - ShipYd Spt								513,988				513,988	513,988
11E	Sea Sys - Ship Dsgn								187,781				187,781	187,781
11	**Sea Systems**					**78,675**	**4,185,485**		**737,227**	**16,998**			**5,018,385**	**5,018,385**
12A	Software - Tact Sys													2,000
12B	Software - Spt Equip													2,035
12	**Software**													**4,035**
13A	Spec Int - Bearings													35,475
13B	Spec Int - Calibratn			654									654	5,654
13C	Spec Int - TMDE						37,962		6,846				44,808	48,282
13	**Spec Interest Items**			**654**			**37,962**		**6,846**				**45,462**	**89,411**
14	Other Commodity			56,992						4,988			61,980	903,403
14	**Other Commodity**			**56,992**						**4,988**			**61,980**	**903,403**
15	Assoc Fabric/Manufct						22,733		68,450				91,183	515,568
15	**Assoc Fabric/Mfg**						**22,733**		**68,450**				**91,183**	**515,568**
16A	Flt Spt - Prod Spt	76,445		101,543									177,988	177,988
16B	Flt Spt - Voyage Rpr													0
16C	Flt Spt - Cust Svc	1,502		22,898									24,400	24,400
16	**Fleet Support**	**77,947**		**124,441**									**202,388**	**202,388**
	TOTAL	756,696	0	382,724	0	84,500	4,879,803	0	879,254	170,620	0	0	7,153,597	15,923,176

Excess Capacity (DLH)
Service Proposals

Commodity Group		ANAD	CCAD	LEAD	RRAD	TOAD	Army
1A	Air Frames - Rotary		50,000				50,000
1E	Air Frames - VSTOL						
1C1	Air Frames-Tn/Tk/Bmb						
1C2	Air Frames - Cmd&Ctl						
1C3	Air Frames - Lt Cbt						
1C4	AirFrames - Adm/Tng						
1D	Air Frames - Other						
1	**Aircraft Airframes**		**50,000**				**50,000**
2A	Comp - Dynamic Comp		535,000				535,000
2B	Comp - Acft Struct		2,000				2,000
2C	Comp - Hydraulic/Pneu						
2D	Comp - Instruments		17,000				17,000
2E	Comp - Landing Gear		4,000				4,000
2F	Comp - Avn Ordnance						
2G	Comp - Avionics/Elec		5,000			119,000	124,000
2H	Comp - APUs		2,000				2,000
2I	Comp - Other		37,000				37,000
2	**Aircraft Comp**		**602,000**			**119,000**	**721,000**
3A	Engines - Aircraft		164,000				164,000
3B	Engines - Ship						
3C	Engines - Tank	109,055					109,055
3D	Engines - Blade/Vnes						
3	**Engines (Gas Turb)**	**109,055**	**164,000**				**273,055**
4A	Missiles - Strategic						
4B	Missiles - Tact/MLRS	88,794					88,794
4	**Missiles & Comp**	**88,794**					**88,794**
5A	Amphibians - Vehicle						
5B	Amphibians - Cmponts						
5	**Amphibians**						
6A	Gnd Cbt Veh - SlfPrp						
6B	Gnd Cbt Veh - Tanks	280,829					280,829
6C	Gnd Cbt Veh - Towed						
6D	Gnd Cbt Veh - Comp						
6	**Gnd Cbt Vehicles**	**280,829**					**280,829**
7A	Commo - Radar					31,000	31,000
7B	Commo - Radio					369,000	369,000
7C	Commo - Wire					193,000	193,000
7D	Commo - EW					220,000	220,000
7E	Commo - Nav Aids					11,000	11,000
7F	Commo - ElOp/NtVis					5,000	5,000
7G	Commo - Satellite					242,000	242,000
7H	Commo - Crypto					169,000	169,000
7	**Comm & Electr**					**1,240,000**	**1,240,000**
8	Automotive/Const						
8	**Auto/Constr Equip**						
9A	Tact Veh - Automotve						
9B	Tact Veh - Componts						
9	**Tactical Vehicles**						
10A	GP - Grnd Spt Eq						
10B	GP - Small Arms	48,768					48,768
10C	GP - Munitions/Ord	9,000					9,000
10D	GP - Gnd Generators						
10E	GP -Other	20,000				320,000	340,000
10	**Gnd Gen Purp Items**	**77,768**				**320,000**	**397,768**
11A	Sea Sys - Ships						
11B	Sea Sys - Wpns Sys						
11C	Sea Sys - Ship Spt						
11D	Sea Sys - ShipYd Spt						
11E	Sea Sys - Ship Dsgn						
11	**Sea Systems**						
12A	Software - Tact Sys					2,000	2,000
12B	Software - Spt Equip						
12	**Software**					**2,000**	**2,000**
13A	Spec Int - Bearings		16,000				16,000
13B	Spec Int - Calibratn	5,000					5,000
13C	Spec Int - TMDE					125,000	125,000
13	**Spec Interest Items**	**5,000**	**16,000**			**125,000**	**146,000**
14	Other Commodity					127,000	127,000
14	**Other Commodity**					**127,000**	**127,000**
15	Assoc Fabric/Manufct					362,000	362,000
15	**Assoc Fabric/Mfg**					**362,000**	**362,000**
16A	Flt Spt - Prod Spt						
16E	Flt Spt - Voyage Rpr						
16C	Flt Spt - Cust Svc						
16	**Fleet Support**						
	TOTAL	561,446	832,000	0	0	2,295,000	3,688,446

Commodity Group		ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force
1A	Air Frames - Rotary							
1E	Air Frames - VSTOL							
1C1	Air Frames-Tn/Tk/Bmb	356,084	95,922	144,567	77,872	238,097		912,542
1C2	Air Frames - Cmd&Ctl	90,172						90,172
1C3	Air Frames - Lt Cbt		121,950		160,012	223,655		505,617
1C4	AirFrames - Adm/Tng			16				16
1D	Air Frames - Other							
1	**Aircraft Airframes**	**446,256**	**217,871**	**144,583**	**237,884**	**461,753**		**1,508,347**
2A	Comp - Dynamic Comp							
2B	Comp - Acft Struct		194,856			21,850		216,706
2C	Comp - Hydraulic/Pneu	12,056			85,739			97,795
2D	Comp - Instruments		1,081		109,783	45,361		156,224
2E	Comp - Landing Gear		86,115	733		160		87,007
2F	Comp - Avn Ordnance		18,395			107		18,502
2G	Comp - Avionics/Elec	16,301	75,823			290,224		382,348
2H	Comp - APUs		5,090	18,009				23,098
2I	Comp - Other	23,102	31,816	16,392		49,413		120,723
2	**Aircraft Comp**	**51,459**	**413,175**	**35,134**	**195,522**	**407,115**		**1,102,404**
3A	Engines - Aircraft	406,144	18,075	462,171				886,390
3B	Engines - Ship							
3C	Engines - Tank							
3D	Engines - Blade/Vnes	13,444						13,444
3	**Engines (Gas Turb)**	**419,588**	**18,075**	**462,171**				**899,834**
4A	Missiles - Strategic		118,895	10,114				129,009
4B	Missiles - Tact/MLRS		31,931			2,320		34,251
4	**Missiles & Comp**		**150,826**	**10,114**		**2,320**		**163,261**
5A	Amphibians - Vehicle							
5B	Amphibians - Cmponts							
5	**Amphibians**							
6A	Gnd Cbt Veh - SlfPrp							
6B	Gnd Cbt Veh - Tanks							
6C	Gnd Cbt Veh - Towed							
6D	Gnd Cbt Veh - Comp							
6	**Gnd Cbt Vehicles**							
7A	Commo - Radar				75,967	199		76,166
7B	Commo - Radio				31,268	5		31,274
7C	Commo - Wire				20,877	8		20,885
7D	Commo - EW							
7E	Commo - Nav Aids				29,060	19		29,078
7F	Commo - ElOp/NtVis				19,259	11		19,270
7G	Commo - Satellite				5,696			5,696
7H	Commo - Crypto							
7	**Comm & Electr**				**182,127**	**242**		**182,368**
8	Automotive/Const							
8	**Auto/Constr Equip**							
9A	Tact Veh - Automotve							
9B	Tact Veh - Componts							
9	**Tactical Vehicles**							
10A	GP - Grnd Spt Eq							
10B	GP - Small Arms							
10C	GP - Munitions/Ord			285				285
10D	GP - Gnd Generators				10,877			10,877
10E	GP -Other		21,130					21,130
10	**Gnd Gen Purp Items**		**21,130**	**285**	**10,877**			**32,292**
11A	Sea Sys - Ships							
11B	Sea Sys - Wpns Sys							
11C	Sea Sys - Ship Spt							
11D	Sea Sys - ShipYd Spt							
11E	Sea Sys - Ship Dsgn							
11	**Sea Systems**							
12A	Software - Tact Sys	57,274	115,170	2,495	37,194	156,767		368,900
12B	Software - Spt Equip	42,515	42,598	28,843		145,398		259,354
12	**Software**	**99,788**	**157,768**	**31,338**	**37,194**	**302,165**		**628,254**
13A	Spec Int - Bearings	2,676	850					3,526
13B	Spec Int - Calibratn							
13C	Spec Int - TMDE	5		72,149				72,154
13	**Spec Interest Items**	**2,681**	**850**	**72,149**				**75,680**
14	Other Commodity				70		708,823	708,893
14	**Other Commodity**				**70**		**708,823**	**708,893**
15	Assoc Fabric/Manufct	21,974	11,816	23,737	66,237	45,865		169,629
15	**Assoc Fabric/Mfg**	**21,974**	**11,816**	**23,737**	**66,237**	**45,865**		**169,629**
16A	Flt Spt - Prod Spt							
16E	Flt Spt - Voyage Rpr							
16C	Flt Spt - Cust Svc							
16	**Fleet Support**							
	TOTAL	1,041,745	991,514	779,511	729,910	1,219,460	708,823	5,470,963

Commodity Group		MCLB-A	MCLB-B	Marines	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH
1A	Air Frames - Rotary				269,970					
1E	Air Frames - VSTOL				1,422					
1C1	Air Frames-Tn/Tk/Bmb									
1C2	Air Frames - Cmd&Ctl									
1C3	Air Frames - Lt Cbt				235,332	304,274	321,211			
1C4	AirFrames - Adm/Tng						73,695			
1D	Air Frames - Other				115,190	231,711	388,898			
1	**Aircraft Airframes**				**621,914**	**535,985**	**783,804**			
2A	Comp - Dynamic Comp				18,050		5,291			
2B	Comp - Acft Struct				98	1,354	4,145			
2C	Comp - Hydraulic/Pneu				5,928	7,085	3,910			
2D	Comp - Instruments				1,314	2,627	10,889			
2E	Comp - Landing Gear				902	170	2,138			
2F	Comp - Avn Ordnance				2,439	2,591	857			
2G	Comp - Avionics/Elec				2,663	9,273	4,303			
2H	Comp - APUs				56,403					
2I	Comp - Other				186,834	38,628	20,007			
2	**Aircraft Comp**				**274,631**	**61,728**	**51,540**			
3A	Engines - Aircraft				96,910	27,378				
3B	Engines - Ship						5,193			
3C	Engines - Tank									
3D	Engines - Blade/Vnes				2,179					
3	**Engines (Gas Turb)**				**99,089**	**27,378**	**5,193**			
4A	Missiles - Strategic									
4B	Missiles - Tact/MLRS		14,400	14,400						
4	**Missiles & Comp**		**14,400**	**14,400**						
5A	Amphibians - Vehicle	16,600	48,200	64,800						
5B	Amphibians - Cmponts	1,800	1,200	3,000						
5	**Amphibians**	**18,400**	**49,400**	**67,800**						
6A	Gnd Cbt Veh - SlfPrp									
6B	Gnd Cbt Veh - Tanks	5,400	2,200	7,600						
6C	Gnd Cbt Veh - Towed		14,000	14,000						
6D	Gnd Cbt Veh - Comp	1,800	200	2,000						
6	**Gnd Cbt Vehicles**	**7,200**	**16,400**	**23,600**						
7A	Commo - Radar	4,300	5,700	10,000						5,411
7B	Commo - Radio	15,900	7,500	23,400						7,578
7C	Commo - Wire	1,300		1,300						
7D	Commo - EW									246,015
7E	Commo - Nav Aids									12,238
7F	Commo - ElOp/NtVis		10,300	10,300						
7G	Commo - Satellite									
7H	Commo - Crypto									
7	**Comm & Electr**	**21,500**	**23,500**	**45,000**						**271,242**
8	Automotive/Const	22,500	43,900	66,400						
8	**Auto/Constr Equip**	**22,500**	**43,900**	**66,400**						
9A	Tact Veh - Automotve	46,800	35,700	82,500						
9B	Tact Veh - Componts	1,700	300	2,000						
9	**Tactical Vehicles**	**48,500**	**36,000**	**84,500**						
10A	GP - Grnd Spt Eq		4,800	4,800						
10B	GP - Small Arms	35,900	400	36,300						
10C	GP - Munitions/Ord		200	200						
10D	GP - Gnd Generators		1,700	1,700						
10E	GP -Other		5,900	5,900						
10	**Gnd Gen Purp Items**	**35,900**	**13,000**	**48,900**						
11A	Sea Sys - Ships		400	400					3,013,599	1,678,317
11B	Sea Sys - Wpns Sys									93,383
11C	Sea Sys - Ship Spt									77,667
11D	Sea Sys - ShipYd Spt									138,283
11E	Sea Sys - Ship Dsgn									
11	**Sea Systems**		**400**	**400**					**3,013,599**	**1,987,650**
12A	Software - Tact Sys									
12B	Software - Spt Equip									
12	**Software**									
13A	Spec Int - Bearings						18			
13B	Spec Int - Calibratn						654			
13C	Spec Int - TMDE				10,375	16,950	25,124			39,781
13	**Spec Interest Items**				**10,375**	**16,950**	**25,796**			**39,781**
14	Other Commodity	1,600	4,000	5,600	16,484	118,414	56,992			
14	**Other Commodity**	**1,600**	**4,000**	**5,600**	**16,484**	**118,414**	**56,992**			
15	Assoc Fabric/Manufct				4,022	73,728	5,501			22,733
15	**Assoc Fabric/Mfg**				**4,022**	**73,728**	**5,501**			**22,733**
16A	Flt Spt - Prod Spt				384,456	914,641	173,206			
16E	Flt Spt - Voyage Rpr						1,121			
16C	Flt Spt - Cust Svc				4,801	4,746	27,454			
16	**Fleet Support**				**389,257**	**919,387**	**201,781**			
	TOTAL	155,600	201,000	356,600	1,415,772	1,753,570	1,130,607	0	3,013,599	2,321,406

Commodity Group		NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A	Air Frames - Rotary						269,970	319,970
1E	Air Frames - VSTOL						1,422	1,422
1C1	Air Frames-Tn/Tk/Bmb							912,542
1C2	Air Frames - Cmd&Ctl							90,172
1C3	Air Frames - Lt Cbt						860,817	1,366,434
1C4	AirFrames - Adm/Tng						73,695	73,711
1D	Air Frames - Other						735,799	735,799
1	**Aircraft Airframes**						**1,941,703**	**3,500,050**
2A	Comp - Dynamic Comp						23,341	558,341
2B	Comp - Acft Struct						5,597	224,303
2C	Comp - Hydraulic/Pneu						16,923	114,718
2D	Comp - Instruments						14,830	188,054
2E	Comp - Landing Gear						3,210	94,217
2F	Comp - Avn Ordnance						5,887	24,389
2G	Comp - Avionics/Elec			59,334			75,573	581,921
2H	Comp - APUs						56,403	81,501
2I	Comp - Other						245,469	403,192
2	**Aircraft Comp**			**59,334**			**447,233**	**2,270,637**
3A	Engines - Aircraft						124,288	1,174,678
3B	Engines - Ship						5,193	5,193
3C	Engines - Tank							109,055
3D	Engines - Blade/Vnes						2,179	15,623
3	**Engines (Gas Turb)**						**131,660**	**1,304,549**
4A	Missiles - Strategic			22,193			22,193	151,202
4B	Missiles - Tact/MLRS							137,445
4	**Missiles & Comp**			**22,193**			**22,193**	**288,648**
5A	Amphibians - Vehicle							64,800
5B	Amphibians - Cmponts							3,000
5	**Amphibians**							**67,800**
6A	Gnd Cbt Veh - SlfPrp							0
6B	Gnd Cbt Veh - Tanks							288,429
6C	Gnd Cbt Veh - Towed							14,000
6D	Gnd Cbt Veh - Comp							2,000
6	**Gnd Cbt Vehicles**							**304,429**
7A	Commo - Radar						5,411	122,577
7B	Commo - Radio		715				8,293	431,967
7C	Commo - Wire							215,185
7D	Commo - EW						246,015	466,015
7E	Commo - Nav Aids	12,053	2,860	28,484			55,635	95,713
7F	Commo - ElOp/NtVis	976	3,577	48,200			52,753	87,323
7G	Commo - Satellite							247,696
7H	Commo - Crypto							169,000
7	**Comm & Electr**	**13,029**	**7,152**	**76,684**			**368,107**	**1,835,475**
8	Automotive/Const							66,400
8	**Auto/Constr Equip**							**66,400**
9A	Tact Veh - Automotve							82,500
9B	Tact Veh - Componts							2,000
9	**Tactical Vehicles**							**84,500**
10A	GP - Grnd Spt Eq							4,800
10B	GP - Small Arms							85,068
10C	GP - Munitions/Ord							9,485
10D	GP - Gnd Generators							12,577
10E	GP -Other							367,030
10	**Gnd Gen Purp Items**							**478,960**
11A	Sea Sys - Ships	3,143,567	1,535,050	11,483			9,382,016	9,382,416
11B	Sea Sys - Wpns Sys						93,383	93,383
11C	Sea Sys - Ship Spt	28,972	43,934				150,573	150,573
11D	Sea Sys - ShipYd Spt		38,531				176,814	176,814
11E	Sea Sys - Ship Dsgn	9,263	29,456				38,719	38,719
11	**Sea Systems**	**3,181,802**	**1,646,971**	**11,483**			**9,841,505**	**9,841,905**
12A	Software - Tact Sys							370,900
12B	Software - Spt Equip							259,354
12	**Software**							**630,254**
13A	Spec Int - Bearings						18	19,544
13B	Spec Int - Calibratn						654	5,654
13C	Spec Int - TMDE		4,056				96,286	293,440
13	**Spec Interest Items**		**4,056**				**96,958**	**318,638**
14	Other Commodity			4,988			196,878	1,038,371
14	**Other Commodity**			**4,988**			**196,878**	**1,038,371**
15	Assoc Fabric/Manufct		40,917				146,901	678,530
15	**Assoc Fabric/Mfg**		**40,917**				**146,901**	**678,530**
16A	Flt Spt - Prod Spt						1,472,303	1,472,303
16E	Flt Spt - Voyage Rpr						1,121	1,121
16C	Flt Spt - Cust Svc						37,001	37,001
16	**Fleet Support**						**1,510,425**	**1,510,425**
	TOTAL	3,194,831	1,699,096	174,682	0	0	14,703,563	24,219,572

13:04 4/26/95

Excess Capacity (% of Capacity)
Certified Data

Commodity Group	ANAD	CCAD	LEAD	RRAD	TOAD	Army	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force
1A Air Frames - Rotary		3				3							
1B Air Frames - VSTOL													
1C1 Air Frames-Tn/Tk/Bmb							11	-16	48	46	36		29
1C2 Air Frames - Cmd&Ctl							-77						-77
1C3 Air Frames - Lt Cbt								50		38	-17		27
1C4 AirFrames - Adm/Tng									12				12
1D Air Frames - Other													
1 Aircraft Airframes		**3**				**3**	**1**	**33**	**48**	**41**	**18**		**25**
2A Comp - Dynamic Comp		38				38							
2B Comp - Acft Struct		6				6	17	23	79	32	27		27
2C Comp - Hydraulic/Pneu		-5				-5	35	68	15	27	23		32
2D Comp - Instruments		49				49	-16	35	60	32	27		21
2E Comp - Landing Gear		27				27		53	50		28		52
2F Comp - Avn Ordnance				100		99	100	75			27		75
2G Comp - Avionics/Elec		42			31	31	58	16	69	27	27		29
2H Comp - APUs		29				29		68	64				65
2I Comp - Other		63				63	78	63	68		28		61
2 Aircraft Comp		**36**		**100**	**31**	**37**	**42**	**48**	**67**	**29**	**27**		**39**
3A Engines - Aircraft		44				44	8	-1	47				34
3B Engines - Ship													
3C Engines - Tank	35					35							
3D Engines - Blade/Vnes							51						51
3 Engines (Gas Turb)	**35**	**44**				**40**	**10**	**-1**	**47**				**34**
4A Missiles - Strategic								10	47				14
4B Missiles - Tact/MLRS	100		64	78	37	67		68			27		67
4 Missiles & Comp	**100**		**64**	**78**	**37**	**67**		**35**	**47**		**27**		**36**
5A Amphibians - Vehicle													
5B Amphibians - Cmponts													
5 Amphibians													
6A Gnd Cbt Veh - SlfPrp			52			52							
6B Gnd Cbt Veh - Tanks	57			48		53							
6C Gnd Cbt Veh - Towed			51			51							
6D Gnd Cbt Veh - Comp				15		15							
6 Gnd Cbt Vehicles	**57**		**62**	**47**		**62**							
7A Commo - Radar					28	28				39	27		39
7B Commo - Radio					36	36				48	28		48
7C Commo - Wire					62	62				45	27		45
7D Commo - EW					37	37							
7E Commo - Nav Aids					58	58				41	28		41
7F Commo - ElOp/NtVis					100	100				39	28		39
7G Commo - Satellite					100	100				81			81
7H Commo - Crypto					50	50							
7 Comm & Electr					**47**	**47**				**45**	**27**		**45**
8 Automotive/Const				80		80							
8 Auto/Constr Equip				**80**		**80**							
9A Tact Veh - Automotve				100		100							
9B Tact Veh - Componts				100		100							
9 Tactical Vehicles				**100**		**100**							
10A GP - Grnd Spt Eq													
10B GP - Small Arms	17					17							
10C GP - Munitions/Ord	100		100			100			46				46
10D GP - Gnd Generators			100			100				39			39
10E GP -Other	100		100	100	100	100		-16		100			27
10 Gnd Gen Purp Items	**25**		**100**	**100**	**100**	**69**		**-16**	**46**	**62**			**32**
11A Sea Sys - Ships													
11B Sea Sys - Wpns Sys													
11C Sea Sys - Ship Spt													
11D Sea Sys - ShipYd Spt													
11E Sea Sys - Ship Dsgn													
11 Sea Systems													
12A Software - Tact Sys					20	20	-37	14	30	48	-12		5
12B Software - Spt Equip							34	23	25	44	-12		20
12 Software					**20**	**20**	**10**	**16**	**26**	**46**	**-12**		**12**
13A Spec Int - Bearings		32				32	-60	76					32
13B Spec Int - Calibratn	100			100		100							
13C Spec Int - TMDE					74	74	99		40				40
13 Spec Interest Items	**100**	**32**		**100**	**74**	**67**	**-17**	**76**	**40**				**40**
14 Other Commodity					100	100				99		87	87
14 Other Commodity					**100**	**100**				**99**		**87**	**87**
15 Assoc Fabric/Manufct					41	41	40	-3	71	31	27		40
15 Assoc Fabric/Mfg					**41**	**41**	**40**	**-3**	**71**	**31**	**27**		**40**
16A Flt Spt - Prod Spt													
16B Flt Spt - Voyage Rpr													
16C Flt Spt - Cust Svc													
16 Fleet Support													
TOTAL	53	21	61	59	50	47	15	36	49	40	17	87	33

Commodity Group	MCLB-A	MCLB-B	Marines	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A Air Frames - Rotary				58											58	13
1B Air Frames - VSTOL				7											7	7
1C1 Air Frames-Tn/Tk/Bmb																29
1C2 Air Frames - Cmd&Ctl																-77
1C3 Air Frames - Lt Cbt				39	46	43									43	32
1C4 AirFrames - Adm/Tng						100									100	100
1D Air Frames - Other				47	54	45									49	49
1 Aircraft Airframes				**47**	**51**	**46**									**48**	**29**
2A Comp - Dynamic Comp				17		14									16	36
2B Comp - Acft Struct				0	3	10									5	25
2C Comp - Hydraulic/Pneu				13	26	14									17	27
2D Comp - Instruments				11	32	11									12	21
2E Comp - Landing Gear				10	0	8									4	49
2F Comp - Avn Ordnance				91	11	24									19	76
2G Comp - Avionics/Elec				30	9	3						21			14	27
2H Comp - APUs				44											44	59
2I Comp - Other				46	28	13									35	54
2 Aircraft Comp				**37**	**16**	**9**						**21**			**23**	**37**
3A Engines - Aircraft				27	13										20	33
3B Engines - Ship						5									5	5
3C Engines - Tank																35
3D Engines - Blade/Vnes				7											7	43
3 Engines (Gas Turb)				**25**	**13**	**6**									**18**	**33**
4A Missiles - Strategic												100			100	17
4B Missiles - Tact/MLRS		100	100													66
4 Missiles & Comp		**100**	**100**									**37**			**37**	**53**
5A Amphibians - Vehicle	13	26	20													20
5B Amphibians - Cmponts	13	24	16													16
5 Amphibians	**13**	**25**	**20**													**20**
6A Gnd Cbt Veh - SlfPrp																52
6B Gnd Cbt Veh - Tanks	13	12	12													53
6C Gnd Cbt Veh - Towed		16	16													33
6D Gnd Cbt Veh - Comp	13	10	12													14
6 Gnd Cbt Vehicles	**13**	**15**	**14**													**51**
7A Commo - Radar	13	12	12				84	-26	42						71	38
7B Commo - Radio	13	11	12				84		42		12				67	37
7C Commo - Wire	13		12													54
7D Commo - EW							84		42						58	50
7E Commo - Nav Aids							84		42	15	12	97			39	41
7F Commo - ElOp/NtVis		12	12				84			3	12	31			23	28
7G Commo - Satellite							84								84	92
7H Commo - Crypto																50
7 Comm & Electr	**13**	**11**	**12**				**84**	**-26**	**42**	**11**	**12**	**41**			**51**	**45**
8 Automotive/Const	13	29	20													32
8 Auto/Constr Equip	**13**	**29**	**20**													**32**
9A Tact Veh - Automotve	13	11	12													37
9B Tact Veh - Componts	13	11	12													90
9 Tactical Vehicles	**13**	**11**	**12**													**43**
10A GP - Grnd Spt Eq		100	100													100
10B GP - Small Arms	13	14	13													15
10C GP - Munitions/Ord		100	100													95
10D GP - Gnd Generators		100	100													51
10E GP -Other		100	78													80
10 Gnd Gen Purp Items	**12**	**84**	**16**													**50**
11A Sea Sys - Ships		7	7				18	33	42	51	21	68			32	32
11B Sea Sys - Wpns Sys							18	33	42			29	30	27	29	29
11C Sea Sys - Ship Spt								-27	42	76	14				0	0
11D Sea Sys - ShipYd Spt							55	-42	42	-12	13				26	26
11E Sea Sys - Ship Dsgn								-26		32	8				-7	-7
11 Sea Systems		**7**	**7**				**26**	**22**	**42**	**51**	**20**	**31**	**30**	**27**	**29**	**29**
12A Software - Tact Sys																5
12B Software - Spt Equip																20
12 Software																**12**
13A Spec Int - Bearings						0	87								57	44
13B Spec Int - Calibratn						2									2	25
13C Spec Int - TMDE				11	16	21	75		42		13				22	38
13 Spec Interest Items				**11**	**16**	**14**	**85**		**42**		**13**				**25**	**38**
14 Other Commodity	100	82	86	14	47	16						100			26	62
14 Other Commodity	**100**	**82**	**86**	**14**	**47**	**16**						**100**			**26**	**62**
15 Assoc Fabric/Manufct				8	13	1			42		13				10	28
15 Assoc Fabric/Mfg				**8**	**13**	**1**			**42**		**13**				**10**	**28**
16A Flt Spt - Prod Spt				43	56	47									50	50
16B Flt Spt - Voyage Rpr					9	1									6	6
16C Flt Spt - Cust Svc				100	38	14									17	17
16 Fleet Support				**44**	**52**	**39**									**46**	**46**
TOTAL	13	19	16	39	41	31	33	22	42	50	19	31	30	27	31	34

Excess Capacity (% of Capacity)

DM-1 - Minimize Sites/Maximize Military Value

Code	Commodity Group	ANAD	CCAD	LEAD	RRAD	TOAD	Army	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force
1A	Air Frames - Rotary		3				3							
1B	Air Frames - VSTOL													
1C1	Air Frames-Tn/Tk/Bmb										46	36		18
1C2	Air Frames - Cmd&Ctl													
1C3	Air Frames - Lt Cbt								50		38			30
1C4	AirFrames - Adm/Tng													
1D	Air Frames - Other													
1	**Aircraft Airframes**		**3**				**3**		**36**		**41**	**22**		**22**
2A	Comp - Dynamic Comp		38				38							
2B	Comp - Acft Struct		6				6	13	23		32	27		23
2C	Comp - Hydraulic/Pneu							35	100		24	100		32
2D	Comp - Instruments		49				49	100	100			100		48
2E	Comp - Landing Gear		100				100		45			28		45
2F	Comp - Avn Ordnance							100	75			27		75
2G	Comp - Avionics/Elec		100			100	100	100	100		39			27
2H	Comp - APUs		100				100		68					68
2I	Comp - Other		63				63	62	63			28		54
2	**Aircraft Comp**		**37**			**100**	**49**	**56**	**64**		**18**	**19**		**38**
3A	Engines - Aircraft		100				100		100					2
3B	Engines - Ship													
3C	Engines - Tank	35					35							
3D	Engines - Blade/Vnes							32						32
3	**Engines (Gas Turb)**	**35**	**100**				**70**	**1**	**100**					**3**
4A	Missiles - Strategic								2					2
4B	Missiles - Tact/MLRS					100	16		44			100		45
4	**Missiles & Comp**					**100**	**16**		**20**			**100**		**21**
5A	Amphibians - Vehicle													
5B	Amphibians - Cmponts													
5	**Amphibians**													
6A	Gnd Cbt Veh - SlfPrp													
6B	Gnd Cbt Veh - Tanks	9					9							
6C	Gnd Cbt Veh - Towed													
6D	Gnd Cbt Veh - Comp													
6	**Gnd Cbt Vehicles**	**8**					**8**							
7A	Commo - Radar					100	100				15	100		15
7B	Commo - Radio					19	19				39	100		39
7C	Commo - Wire					62	62				45	27		45
7D	Commo - EW													
7E	Commo - Nav Aids					100	100				6	100		6
7F	Commo - ElOp/NtVis					100	100				39	100		39
7G	Commo - Satellite					100	100				81			81
7H	Commo - Crypto					50	50							
7	**Comm & Electr**					**33**	**33**				**30**	**96**		**30**
8	Automotive/Const													
8	**Auto/Constr Equip**													
9A	Tact Veh - Automotve													
9B	Tact Veh - Componts													
9	**Tactical Vehicles**													
10A	GP - Grnd Spt Eq													
10B	GP - Small Arms	100					100							
10C	GP - Munitions/Ord	82					82							
10D	GP - Gnd Generators										39			39
10E	GP -Other	100				100	100				100			34
10	**Gnd Gen Purp Items**	**99**				**100**	**100**				**62**			**36**
11A	Sea Sys - Ships													
11B	Sea Sys - Wpns Sys													
11C	Sea Sys - Ship Spt													
11D	Sea Sys - ShipYd Spt													
11E	Sea Sys - Ship Dsgn													
11	**Sea Systems**													
12A	Software - Tact Sys					20	20		14		48			12
12B	Software - Spt Equip							0	23		44			13
12	**Software**					**20**	**20**	**0**	**16**		**46**			**12**
13A	Spec Int - Bearings		32				32	100	100					100
13B	Spec Int - Calibratn	100					100							
13C	Spec Int - TMDE							100						100
13	**Spec Interest Items**	**100**	**32**				**6**	**100**	**100**					**100**
14	Other Commodity					100	100				99		87	87
14	**Other Commodity**					**100**	**100**				**99**		**87**	**87**
15	Assoc Fabric/Manufctl					41	41				31	27		22
15	**Assoc Fabric/Mfg**					**41**	**41**				**31**	**27**		**22**
16A	Flt Spt - Prod Spt													
16B	Flt Spt - Voyage Rpr													
16C	Flt Spt - Cust Svc													
16	**Fleet Support**													
	TOTAL	16	26	0	0	45	30	9	42	0	32	18	87	25

Code	Commodity Group	MCLB-A	MCLB-B	Marines	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A	Air Frames - Rotary				58											58	13
1B	Air Frames - VSTOL				7											7	7
1C1	Air Frames-Tn/Tk/Bmb																18
1C2	Air Frames - Cmd&Ctl																0
1C3	Air Frames - Lt Cbt				39											17	27
1C4	AirFrames - Adm/Tng						100									100	100
1D	Air Frames - Other						5									4	4
1	**Aircraft Airframes**				**38**		**7**									**20**	**19**
2A	Comp - Dynamic Comp				17		14									16	36
2B	Comp - Acft Struct																21
2C	Comp - Hydraulic/Pneu						100									25	27
2D	Comp - Instruments				100											10	46
2E	Comp - Landing Gear				100		100									100	47
2F	Comp - Avn Ordnance				100											10	71
2G	Comp - Avionics/Elec				100											2	31
2H	Comp - APUs																24
2I	Comp - Other				22		13									19	45
2	**Aircraft Comp**				**17**		**9**									**12**	**36**
3A	Engines - Aircraft																7
3B	Engines - Ship						5									5	5
3C	Engines - Tank																35
3D	Engines - Blade/Vnes				100											100	43
3	**Engines (Gas Turb)**				**4**		**5**									**4**	**10**
4A	Missiles - Strategic																2
4B	Missiles - Tact/MLRS																29
4	**Missiles & Comp**																**19**
5A	Amphibians - Vehicle	13	26	20													20
5B	Amphibians - Cmponts	13	24	16													16
5	**Amphibians**	**13**	**25**	**20**													**20**
6A	Gnd Cbt Veh - SlfPrp																0
6B	Gnd Cbt Veh - Tanks	100	100	100													11
6C	Gnd Cbt Veh - Towed																0
6D	Gnd Cbt Veh - Comp	13	10	12													2
6	**Gnd Cbt Vehicles**	**78**	**14**	**33**													**8**
7A	Commo - Radar	100	100	100				86	100							87	38
7B	Commo - Radio	100	100	100				100				100				100	36
7C	Commo - Wire	13		12													54
7D	Commo - EW							100								100	32
7E	Commo - Nav Aids							100				12				47	19
7F	Commo - ElOp/NtVis		12	12				100								1	19
7G	Commo - Satellite							84								84	92
7H	Commo - Crypto																50
7	**Comm & Electr**	**95**	**63**	**77**				**96**	**100**			**6**				**70**	**40**
8	Automotive/Const	3	29	15													15
8	**Auto/Constr Equip**	**3**	**29**	**15**													**15**
9A	Tact Veh - Automotve	13	11	12													12
9B	Tact Veh - Componts	13	11	12													12
9	**Tactical Vehicles**	**13**	**11**	**12**													**12**
10A	GP - Grnd Spt Eq		100	100													100
10B	GP - Small Arms		100	1													37
10C	GP - Munitions/Ord		100	100													82
10D	GP - Gnd Generators		100	100													40
10E	GP -Other		100	82													77
10	**Gnd Gen Purp Items**		**100**	**3**													**53**
11A	Sea Sys - Ships											41				16	16
11B	Sea Sys - Wpns Sys								97							7	7
11C	Sea Sys - Ship Spt																0
11D	Sea Sys - ShipYd Spt											86				21	21
11E	Sea Sys - Ship Dsgn																0
11	**Sea Systems**								**1**			**37**				**14**	**14**
12A	Software - Tact Sys																12
12B	Software - Spt Equip																13
12	**Software**																**13**
13A	Spec Int - Bearings							100								49	52
13B	Spec Int - Calibratn						2									2	12
13C	Spec Int - TMDE																0
13	**Spec Interest Items**						**0**	**86**								**8**	**10**
14	Other Commodity	100	82	86			16									9	59
14	**Other Commodity**	**100**	**82**	**86**			**16**									**9**	**59**
15	Assoc Fabric/Manufctl											7				2	18
15	**Assoc Fabric/Mfg**											**7**				**2**	**18**
16A	Flt Spt - Prod Spt				9		9									9	9
16B	Flt Spt - Voyage Rpr																0
16C	Flt Spt - Cust Svc				31		12									12	12
16	**Fleet Support**				**8**		**8**									**8**	**8**
	TOTAL	20	27	23	16	0	7	11	1	0	0	35	0	0	0	14	20

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Excess Capacity (% of Capacity)
DM-2 - Minimize Excess Capacity

Commodity Group	ANAD	CCAD	LEAD	RRAD	TOAD	Army	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force	MCLB-A	MCLB-B	Marines	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A Air Frames - Rotary		3				3											58											58	13
1B Air Frames - VSTOL																	7											7	7
1C1 Air Frames-Tn/Tk/Bmb											36		13																13
1C2 Air Frames - Cmd&Ctl																													0
1C3 Air Frames - Lt Cbt																	39											17	6
1C4 AirFrames - Adm/Tng																			100									100	100
1D Air Frames - Other																			5									4	4
1 Aircraft Airframes		**3**				**3**					**21**		**8**				**38**		**7**									**20**	**10**
2A Comp - Dynamic Comp		38				38											17		14									16	36
2B Comp - Acft Struct		6				6	17				24		15																14
2C Comp - Hydraulic/Pneu								100			100		7						100									25	8
2D Comp - Instruments		49				49		100			28		26				100											10	25
2E Comp - Landing Gear		100				100		45			28		45				100		100									100	47
2F Comp - Avn Ordnance							100	75			27		75				100											10	71
2G Comp - Avionics/Elec		100			100	100	100	100					25				100								21			8	29
2H Comp - APUs		100				100		68					68																24
2I Comp - Other		63				63	62	63			28		54				22		13									19	45
2 Aircraft Comp		**37**			**100**	**49**	**26**	**60**			**10**		**32**				**17**		**8**						**21**			**12**	**32**
3A Engines - Aircraft		100				100		2					0																6
3B Engines - Ship																			5									5	5
3C Engines - Tank	35					35																							35
3D Engines - Blade/Vnes							32						32				100											100	43
3 Engines (Gas Turb)	**35**	**100**				**70**	**1**	**2**					**1**				**4**		**5**									**4**	**8**
4A Missiles - Strategic								2					2												100			100	5
4B Missiles - Tact/MLRS					100	16		44			100		45												100			100	31
4 Missiles & Comp					**100**	**16**		**20**			**100**		**21**												**100**			**100**	**21**
5A Amphibians - Vehicle														13	26	20													20
5B Amphibians - Cmponts														13	24	16													16
5 Amphibians														**13**	**25**	**20**													**20**
6A Gnd Cbt Veh - SlfPrp																													0
6B Gnd Cbt Veh - Tanks	9					9								100	100	100													11
6C Gnd Cbt Veh - Towed																													0
6D Gnd Cbt Veh - Comp														13	10	12													2
6 Gnd Cbt Vehicles	**8**					**8**								**78**	**14**	**33**													**9**
7A Commo - Radar											100		100	13	12	12					100							18	3
7B Commo - Radio											100		100	100	100	100						100		100				100	18
7C Commo - Wire					24	24					100		100	12	100	12													24
7D Commo - EW																						100						100	43
7E Commo - Nav Aids											100		100									100		12	100			64	18
7F Commo - ElOp/NtVis					100	100					100		100											100				15	13
7G Commo - Satellite					87	87																							87
7H Commo - Crypto					50	50																							50
7 Comm & Electr					**13**	**13**					**100**		**100**	**77**	**36**	**55**					**100**	**96**		**65**	**9**			**68**	**28**
8 Automotive/Const														3	29	15													15
8 Auto/Constr Equip														**3**	**29**	**15**													**15**
9A Tact Veh - Automotve														13	11	12													12
9B Tact Veh - Componts														13	11	12													12
9 Tactical Vehicles														**13**	**11**	**12**													**12**
10A GP - Grnd Spt Eq															100	100													100
10B GP - Small Arms	100					100									100	1													37
10C GP - Munitions/Ord	82					82									100	100													82
10D GP - Gnd Generators																													0
10E GP -Other	100				100	100									100	82													74
10 Gnd Gen Purp Items	**99**				**100**	**100**									**20**	**2**													**48**
11A Sea Sys - Ships																						100			100			15	15
11B Sea Sys - Wpns Sys																					39							3	3
11C Sea Sys - Ship Spt																						100		7				13	13
11D Sea Sys - ShipYd Spt																								100				24	24
11E Sea Sys - Ship Dsgn																								17				8	8
11 Sea Systems																					**1**	**74**		**5**	**1**			**14**	**14**
12A Software - Tact Sys					20	20																							0
12B Software - Spt Equip							0						0																0
12 Software					**20**	**20**	**0**						**0**																**0**
13A Spec Int - Bearings		12				12	100	100					100																29
13B Spec Int - Calibratn	100					100													2									2	12
13C Spec Int - TMDE							100						100									40		13				8	6
13 Spec Interest Items	**100**	**12**				**3**	**100**	**100**					**100**						**0**			**40**		**13**				**7**	**9**
14 Other Commodity					100	100						87	87	100	82	86			16						100			10	58
14 Other Commodity					**100**	**100**						**87**	**87**	**100**	**82**	**86**			**16**						**100**			**10**	**58**
15 Assoc Fabric/Manufct					41	41					14		6									42		13				6	15
15 Assoc Fabric/Mfg					**41**	**41**					**14**		**6**									**42**		**13**				**6**	**15**
16A Flt Spt - Prod Spt																	9		9									9	9
16B Flt Spt - Voyage Rpr																													0
16C Flt Spt - Cust Svc																	31		12									12	12
16 Fleet Support																	**8**		**8**									**8**	**8**
TOTAL	**16**	**26**	**0**	**0**	**31**	**25**	**6**	**26**	**0**	**0**	**13**	**87**	**16**	**18**	**21**	**19**	**16**	**0**	**7**	**0**	**1**	**75**	**0**	**6**	**9**	**0**	**0**	**15**	**17**

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Excess Capacity (% of Capacity)
Service Proposals

Commodity Group		ANAD	CCAD	LEAD	RRAD	TOAD	Army	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force	MCLB-A	MCLB-B	Marines	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A	Air Frames - Rotary		3				3											58											58	13
1B	Air Frames - VSTOL																	7											7	7
1C1	Air Frames-Tn/Tk/Bmb							15	15	15	15	15		15																15
1C2	Air Frames - Cmd&Ctl							15						15																15
1C3	Air Frames - Lt Cbt								15		15	15		15				39	46	43									43	25
1C4	AirFrames - Adm/Tng									15				15						100									100	100
1D	Air Frames - Other																	47	23	45									35	35
1	**Aircraft Airframes**		**3**				**3**	**15**	**15**	**15**	**15**	**15**		**15**				**47**	**32**	**46**									**41**	**21**
2A	Comp - Dynamic Comp		38				38											17		14									16	36
2B	Comp - Acft Struct		6				6		15			15		15				0	3	10									5	14
2C	Comp - Hydraulc/Pneu							15			15			15				13	26	14									17	13
2D	Comp - Instruments		49				49		15		15	15		15				11	32	11									12	16
2E	Comp - Landing Gear		27				27		15	15		15		15				10	0	8									4	14
2F	Comp - Avn Ordnance								15			15		15				91	11	24									19	16
2G	Comp - Avionics/Elec		42			31	31	15	15			15		15				30	9	3						21			14	17
2H	Comp - APUs		29				29		15	15				15				44											44	28
2I	Comp - Other		63				63	15	15	15		15		15				46	28	13									35	26
2	**Aircraft Comp**		**36**			**31**	**36**	**15**	**15**	**15**	**15**	**15**		**15**				**37**	**16**	**9**						**21**			**23**	**20**
3A	Engines - Aircraft		44				44	15	15	15				15				27	6										16	17
3B	Engines - Ship																			5									5	5
3C	Engines - Tank	35					35																							35
3D	Engines - Blade/Vnes							15						15				7											7	13
3	**Engines (Gas Turb)**	**35**	**44**				**40**	**15**	**15**	**15**				**15**				**25**	**6**	**5**									**14**	**17**
4A	Missiles - Strategic								15	15				15												100			100	17
4B	Missiles - Tact/MLRS	100					12		15			15		15		100	100													14
4	**Missiles & Comp**	**100**					**12**		**15**	**15**		**15**		**15**		**100**	**100**									**37**			**37**	**15**
5A	Amphibians - Vehicle														13	26	20													20
5B	Amphibians - Cmponts														13	24	16													16
5	**Amphibians**														**13**	**25**	**20**													**20**
6A	Gnd Cbt Veh - SlfPrp																													0
6B	Gnd Cbt Veh - Tanks	11					11								13	12	12													11
6C	Gnd Cbt Veh - Towed															16	16													11
6D	Gnd Cbt Veh - Comp														13	10	12													2
6	**Gnd Cbt Vehicles**	**9**					**9**								**13**	**15**	**14**													**9**
7A	Commo - Radar					28	28				15	15		15	13	12	12						42						27	17
7B	Commo - Radio					36	36				15	15		15	13	11	12						42		7				29	29
7C	Commo - Wire					62	62				15	15		15	13		12													47
7D	Commo - EW					37	37																42						42	40
7E	Commo - Nav Aids					58	58				15	15		15									42	15	7	97			31	24
7F	Commo - ElOp/NtVis					100	100				15	15		15		12	12							3	7	31			22	19
7G	Commo - Satellite					100	100				15			15																88
7H	Commo - Crypto					50	50																							50
7	**Comm & Electr**					**47**	**47**				**15**	**15**		**15**	**13**	**11**	**12**						**42**	**11**	**7**	**41**			**35**	**35**
8	Automotive/Const														13	29	20													19
8	**Auto/Constr Equip**														**13**	**29**	**20**													**19**
9A	Tact Veh - Automotve														13	11	12													12
9B	Tact Veh - Componts														13	11	12													12
9	**Tactical Vehicles**														**13**	**11**	**12**													**12**
10A	GP - Grnd Spt Eq															100	100													100
10B	GP - Small Arms	17					17								13	14	13													15
10C	GP - Munitions/Ord	100					100			15				15		100	100													85
10D	GP - Gnd Generators										15			15		100	100													17
10E	GP -Other	100				100	100		15					15		100	82													75
10	**Gnd Gen Purp Items**	**25**				**100**	**63**		**15**	**15**	**15**			**15**	**13**	**84**	**16**													**42**
11A	Sea Sys - Ships															7	7					32	42	51	15	68			31	31
11B	Sea Sys - Wpns Sys																						42						4	4
11C	Sea Sys - Ship Spt																						42	76	8				9	9
11D	Sea Sys - ShipYd Spt																						42		7				12	12
11E	Sea Sys - Ship Dsgn																							32	3				2	2
11	**Sea Systems**															**7**	**7**					**24**	**42**	**61**	**13**	**1**			**28**	**28**
12A	Software - Tact Sys					20	20	15	15	15	15	15		15																15
12B	Software - Spt Equip							15	15	15		15		15																15
12	**Software**					**20**	**20**	**15**	**15**	**15**	**15**	**15**		**15**																**15**
13A	Spec Int - Bearings		32				32	15	15					15						0									0	20
13B	Spec Int - Calibratn	100					100													2									2	12
13C	Spec Int - TMDE					74	74	15		15				15				11	16	21			42		8				21	26
13	**Spec Interest Items**	**100**	**32**			**74**	**65**	**15**	**15**	**15**				**16**				**11**	**16**	**14**			**42**		**8**				**18**	**25**
14	Other Commodity					100	100				15		87	87	100	82	86	14	47	16						100			26	61
14	**Other Commodity**					**100**	**100**				**15**		**87**	**87**	**100**	**82**	**86**	**14**	**47**	**16**						**100**			**26**	**61**
15	Assoc Fabric/Manufct					41	41	15	15	15	15	15		15				8	13	1			42		8				9	18
15	**Assoc Fabric/Mfg**					**41**	**41**	**15**	**15**	**15**	**15**	**15**		**15**				**8**	**13**	**1**			**42**		**8**				**9**	**18**
16A	Flt Spt - Prod Spt																	43	56	16									40	40
16B	Flt Spt - Voyage Rpr																			1									0	0
16C	Flt Spt - Cust Svc																	100	38	14									17	17
16	**Fleet Support**																	**44**	**50**	**14**									**37**	**37**
	TOTAL	15	21	0	0	44	28	15	15	15	15	15	87	17	13	19	16	39	33	23	0	24	42	50	13	12	0	0	27	24

Capacity - DM-1 - Minimize Sites/Maximize Military Value

	Commodity Group	ANAD	CCAD	LEAD	RRAD	TOAD	Army	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force
1A	Air Frames - Rotary		1,921,000				1,921,000							
1E	Air Frames - VSTOL													
1C1	Air Frames-Tn/Tk/Bmb							2,844,606	543,465		818,908	2,103,974		6,310,953
1C2	Air Frames - Cmd&Ctl							512,342						512,342
1C3	Air Frames - Lt Cbt								1,380,825		1,459,632	1,267,169		4,107,626
1C4	AirFrames - Adm/Tng							92						92
1D	Air Frames - Other													
1	**Aircraft Airframes**		**1,921,000**				**1,921,000**	**3,357,040**	**1,924,290**		**2,278,540**	**3,371,143**		**10,931,013**
2A	Comp - Dynamic Comp		1,396,000				1,396,000							
2B	Comp - Acft Struct		34,000				34,000	403,608	311,453		229,181	656,477		1,600,719
2C	Comp - Hydraulic/Pneu		114,000				114,000	277,731	41,425		491,846	173		811,175
2D	Comp - Instruments		35,000				35,000	227,444	191,781		885,643	412,266		1,717,134
2E	Comp - Landing Gear		15,000				15,000		1,027,946		4,164	1,247		1,033,357
2F	Comp - Avn Ordnance		1,000				1,000	1,171	418,850			837		420,858
2G	Comp - Avionics/Elec		12,000			390,000	402,000	218,295	510,905		457,020	2,166,541		3,352,761
2H	Comp - APUs		7,000				7,000		88,987					88,987
2I	Comp - Other		59,000				59,000	594,423	492,494			387,839		1,474,756
2	**Aircraft Comp**		**1,673,000**			**390,000**	**2,063,000**	**1,722,672**	**3,083,841**		**2,067,854**	**3,625,380**		**10,499,747**
3A	Engines - Aircraft		370,000				370,000	5,036,015	101,261					5,137,276
3B	Engines - Ship													
3C	Engines - Tank	316,055					316,055							
3D	Engines - Blade/Vnes							154,957						154,957
3	**Engines (Gas Turb)**	**316,055**	**370,000**				**686,055**	**5,190,972**	**101,261**					**5,292,233**
4A	Missiles - Strategic								745,646					745,646
4B	Missiles - Tact/MLRS	502,752				93,000	595,752		569,207			18,105		587,312
4	**Missiles & Comp**	**502,752**				**93,000**	**595,752**		**1,314,853**			**18,105**		**1,332,958**
5A	Amphibians - Vehicle													
5B	Amphibians - Cmponts													
5	**Amphibians**													
6A	Gnd Cbt Veh - SlfPrp	416,000					416,000							
6B	Gnd Cbt Veh - Tanks	2,480,829					2,480,829							
6C	Gnd Cbt Veh - Towed													
6D	Gnd Cbt Veh - Comp	106,000					106,000							
6	**Gnd Cbt Vehicles**	**3,002,829**					**3,002,829**							
7A	Commo - Radar					110,000	110,000				702,409	1,550		703,959
7B	Commo - Radio					1,036,000	1,036,000				340,306	43		340,349
7C	Commo - Wire					311,000	311,000				213,534	63		213,597
7D	Commo - EW					771,309	771,309							
7E	Commo - Nav Aids					19,000	19,000				279,054	145		279,199
7F	Commo - ElOp/NtVis					5,000	5,000				180,134	87		180,221
7G	Commo - Satellite					242,000	242,000				172,816			172,816
7H	Commo - Crypto					337,000	337,000							
7	**Comm & Electr**					**2,831,309**	**2,831,309**				**1,888,253**	**1,888**		**1,890,141**
8	Automotive/Const													
8	**Auto/Constr Equip**													
9A	Tact Veh - Automotve													
9B	Tact Veh - Componts													
9	**Tactical Vehicles**													
10A	GP - Grnd Spt Eq													
10B	GP - Small Arms	280,768					280,768							
10C	GP - Munitions/Ord	9,000					9,000							
10D	GP - Gnd Generators										100,881			100,881
10E	GP -Other	20,000				320,000	340,000		119,718		61,385			181,103
10	**Gnd Gen Purp Items**	**309,768**				**320,000**	**629,768**		**119,718**		**162,266**			**281,984**
11A	Sea Sys - Ships													
11B	Sea Sys - Wpns Sys													
11C	Sea Sys - Ship Spt													
11D	Sea Sys - ShipYd Spt													
11E	Sea Sys - Ship Dsgn													
11	**Sea Systems**													
12A	Software - Tact Sys					10,000	10,000	339,596	754,851		401,464	888,197		2,384,108
12B	Software - Spt Equip							455,476	312,987		328,470	592,131		1,689,064
12	**Software**					**10,000**	**10,000**	**795,072**	**1,067,838**		**729,934**	**1,480,328**		**4,073,172**
13A	Spec Int - Bearings		50,000				50,000	9,530	19,945					29,475
13B	Spec Int - Calibratn	5,000					5,000							
13C	Spec Int - TMDE					284,000	284,000	3,474						3,474
13	**Spec Interest Items**	**5,000**	**50,000**			**284,000**	**339,000**	**13,004**	**19,945**					**32,949**
14	Other Commodity					127,000	127,000				37,072		817,755	854,827
14	**Other Commodity**					**127,000**	**127,000**				**37,072**		**817,755**	**854,827**
15	Assoc Fabric/Manufct					874,000	874,000	216,720	75,949		512,847	431,525		1,237,041
15	**Assoc Fabric/Mfg**					**874,000**	**874,000**	**216,720**	**75,949**		**512,847**	**431,525**		**1,237,041**
16A	Flt Spt - Prod Spt													
16B	Flt Spt - Voyage Rpr													
16C	Flt Spt - Cust Svc													
16	**Fleet Support**													
	TOTAL	**4,136,404**	**4,014,000**	**0**	**0**	**4,929,309**	**13,079,713**	**11,295,480**	**7,707,695**	**0**	**7,676,766**	**8,928,369**	**817,755**	**36,426,065**

	Commodity Group	MCLB-A	MCLB-B	Marines	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A	Air Frames - Rotary				466,412											466,412	2,387,412
1E	Air Frames - VSTOL				20,534											20,534	20,534
1C1	Air Frames-Tn/Tk/Bmb																6,310,953
1C2	Air Frames - Cmd&Ctl																512,342
1C3	Air Frames - Lt Cbt				599,892		780,863									1,380,755	5,488,381
1C4	AirFrames - Adm/Tng						73,695									73,695	73,787
1D	Air Frames - Other				249,744		871,268									1,121,012	1,121,012
1	**Aircraft Airframes**				**1,336,582**		**1,725,826**									**3,062,408**	**15,914,421**
2A	Comp - Dynamic Comp				108,932		36,841									145,773	1,541,773
2B	Comp - Acft Struct				39,519		76,658									116,177	1,750,896
2C	Comp - Hydraulic/Pneu				82,501		27,648									110,149	1,035,324
2D	Comp - Instruments				12,162		105,033									117,195	1,869,329
2E	Comp - Landing Gear				9,474		27,391									36,865	1,085,222
2F	Comp - Avn Ordnance				2,688		24,457									27,145	449,003
2G	Comp - Avionics/Elec				8,811		482,187									490,998	4,245,759
2H	Comp - APUs				179,796											179,796	275,783
2I	Comp - Other				405,042		158,921									563,963	2,097,719
2	**Aircraft Comp**				**848,925**		**939,136**									**1,788,061**	**14,350,808**
3A	Engines - Aircraft				838,040											838,040	6,345,316
3B	Engines - Ship						103,583									103,583	103,583
3C	Engines - Tank																316,055
3D	Engines - Blade/Vnes				31,479											31,479	186,436
3	**Engines (Gas Turb)**				**869,519**		**103,583**									**973,102**	**6,951,390**
4A	Missiles - Strategic																745,646
4B	Missiles - Tact/MLRS		48,192	48,192													1,231,256
4	**Missiles & Comp**		**48,192**	**48,192**													**1,976,902**
5A	Amphibians - Vehicle	130,900	189,000	319,900													319,900
5B	Amphibians - Cmponts	13,900	5,000	18,900													18,900
5	**Amphibians**	**144,800**	**194,000**	**338,800**													**338,800**
6A	Gnd Cbt Veh - SlfPrp																416,000
6B	Gnd Cbt Veh - Tanks	42,700	19,000	61,700													2,542,529
6C	Gnd Cbt Veh - Towed		116,700	116,700													116,700
6D	Gnd Cbt Veh - Comp	14,100	2,000	16,100													122,100
6	**Gnd Cbt Vehicles**	**56,800**	**137,700**	**194,500**													**3,197,329**
7A	Commo - Radar	34,000	47,100	81,100				74,070	5,825							79,895	974,954
7B	Commo - Radio	125,100	70,800	195,900				60,603				10,276				70,879	1,643,128
7C	Commo - Wire	10,400	100	10,500													535,097
7D	Commo - EW							363,619								363,619	1,134,928
7E	Commo - Nav Aids							26,934				41,106				68,040	366,239
7F	Commo - ElOp/NtVis		86,500	86,500				2,245				187,928				190,173	461,894
7G	Commo - Satellite							2,245								2,245	417,061
7H	Commo - Crypto																337,000
7	**Comm & Electr**	**169,500**	**204,500**	**374,000**				**529,716**	**5,825**			**239,310**				**774,851**	**5,870,301**
8	Automotive/Const	177,200	153,200	330,400													330,400
8	**Auto/Constr Equip**	**177,200**	**153,200**	**330,400**													**330,400**
9A	Tact Veh - Automotve	368,800	332,700	701,500													701,500
9B	Tact Veh - Componts	13,600	2,700	16,300													16,300
9	**Tactical Vehicles**	**382,400**	**335,400**	**717,800**													**717,800**
10A	GP - Grnd Spt Eq		4,800	4,800													4,800
10B	GP - Small Arms	481,400	2,900	484,300													765,068
10C	GP - Munitions/Ord		200	200													9,200
10D	GP - Gnd Generators		1,700	1,700													102,581
10E	GP -Other	1,300	5,900	7,200													528,303
10	**Gnd Gen Purp Items**	**482,700**	**15,500**	**498,200**													**1,409,952**
11A	Sea Sys - Ships		6,800	6,800				3,314,187	12,776,603			10,439,851				26,530,641	26,537,441
11B	Sea Sys - Wpns Sys							358,846	201,240					2,426,838		2,986,924	2,986,924
11C	Sea Sys - Ship Spt								838,278			590,000				1,428,278	1,428,278
11D	Sea Sys - ShipYd Spt							1,069,501	508,024			513,988				2,091,513	2,091,513
11E	Sea Sys - Ship Dsgn								1,045,684			1,200,000				2,245,684	2,245,684
11	**Sea Systems**		**6,800**	**6,800**				**4,742,534**	**15,369,829**			**12,743,839**		**2,426,838**		**35,283,040**	**35,289,840**
12A	Software - Tact Sys																2,394,108
12B	Software - Spt Equip																1,689,064
12	**Software**																**4,083,172**
13A	Spec Int - Bearings						53,183	50,449								103,632	183,107
13B	Spec Int - Calibratn						40,654									40,654	45,654
13C	Spec Int - TMDE				139,079		286,520	8,032				103,096				536,727	824,201
13	**Spec Interest Items**				**139,079**		**380,357**	**58,481**				**103,096**				**681,013**	**1,052,962**
14	Other Commodity	1,600	4,900	6,500	241,095		365,254									606,349	1,594,676
14	**Other Commodity**	**1,600**	**4,900**	**6,500**	**241,095**		**365,254**									**606,349**	**1,594,676**
15	Assoc Fabric/Manufct				248,665		776,199					517,054				1,541,918	3,652,959
15	**Assoc Fabric/Mfg**				**248,665**		**776,199**					**517,054**				**1,541,918**	**3,652,959**
16A	Flt Spt - Prod Spt				887,700		1,114,910									2,002,610	2,002,610
16B	Flt Spt - Voyage Rpr				51,534		169,166									220,700	220,700
16C	Flt Spt - Cust Svc				4,801		198,267									203,068	203,068
16	**Fleet Support**				**944,035**		**1,482,343**									**2,426,378**	**2,426,378**
	TOTAL	**1,415,000**	**1,100,192**	**2,515,192**	**4,627,900**	**0**	**5,772,698**	**5,330,731**	**15,375,654**	**0**	**0**	**13,603,299**	**0**	**2,426,838**	**0**	**47,137,120**	**99,158,090**

12:29 4/26/95

Capacity - DM-2 - Minimize Excess Capacity

Commodity Group		ANAD	CCAD	LEAD	RRAD	TOAD	Army	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force	MCLB-A	MCLB-B	Marines	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A	Air Frames - Rotary		1,921,000				1,921,000											466,412											466,412	2,387,412
1B	Air Frames - VSTOL																	20,534											20,534	20,534
1C1	Air Frames-Tn/Tk/Bmb							3,285,807	543,465			2,103,974		5,933,246																5,933,246
1C2	Air Frames - Cmd&Ctl							512,342						512,342																512,342
1C3	Air Frames - Lt Cbt								1,447,516			1,417,169		2,864,685				599,892		780,863									1,380,755	4,245,440
1C4	AirFrames - Adm/Tng								92					92						73,695									73,695	73,787
1D	Air Frames - Other																	249,744		871,268									1,121,012	1,121,012
1	**Aircraft Airframes**		**1,921,000**				**1,921,000**	**3,798,149**	**1,991,073**			**3,521,143**		**9,310,365**				**1,336,582**		**1,725,826**									**3,062,408**	**14,293,773**
2A	Comp - Dynamic Comp		1,396,000				1,396,000											108,932		36,841									145,773	1,541,773
2B	Comp - Acft Struct		34,000				34,000	403,608	392,473			656,477		1,452,558				33,519		82,658									116,177	1,602,735
2C	Comp - Hydraulic/Pneu		114,000				114,000	554,271	41,425			173		595,869				82,501		27,648									110,149	820,018
2D	Comp - Instruments		35,000				35,000	589,364	191,781			412,266		1,193,411				12,162		105,033									117,195	1,345,606
2E	Comp - Landing Gear		15,000				15,000	4,164	1,027,946			1,247		1,033,357				9,474		27,391									36,865	1,085,222
2F	Comp - Avn Ordnance		1,000				1,000	1,171	418,850			837		420,858				2,688		24,457									27,145	449,003
2G	Comp - Avionics/Elec		12,000			390,000	402,000	218,295	510,905			2,166,541		2,895,741				8,811		537,199						282,302			828,312	4,126,053
2H	Comp - APUs		7,000				7,000		88,987					88,987				179,796											179,796	275,783
2I	Comp - Other		59,000				59,000	594,423	492,494			387,839		1,474,756				405,042		158,921									563,963	2,097,719
2	**Aircraft Comp**		**1,673,000**			**390,000**	**2,063,000**	**2,365,296**	**3,164,861**			**3,625,380**		**9,155,537**				**842,925**		**1,000,148**						**282,302**			**2,125,375**	**13,343,912**
3A	Engines - Aircraft		370,000				370,000	4,936,912	101,261					5,038,173				838,040											838,040	6,246,213
3B	Engines - Ship																			103,583									103,583	103,583
3C	Engines - Tank	316,055					316,055																							316,055
3D	Engines - Blade/Vnes							154,957						154,957				31,479											31,479	186,436
3	**Engines (Gas Turb)**	**316,055**	**370,000**				**686,055**	**5,091,869**	**101,261**					**5,193,130**				**869,519**		**103,583**									**973,102**	**6,852,287**
4A	Missiles - Strategic								745,646					745,646												22,193			22,193	767,839
4B	Missiles - Tact/MLRS	502,752				93,000	595,752		569,207			18,105		587,312		48,192	48,192									37,800			37,800	1,269,056
4	**Missiles & Comp**	**502,752**				**93,000**	**595,752**		**1,314,853**			**18,105**		**1,332,958**		**48,192**	**48,192**									**59,993**			**59,993**	**2,036,895**
5A	Amphibians - Vehicle														130,900	189,000	319,900													319,900
5B	Amphibians - Cmponts														13,900	5,000	18,900													18,900
5	**Amphibians**														**144,800**	**194,000**	**338,800**													**338,800**
6A	Gnd Cbt Veh - SlfPrp	416,000					416,000																							416,000
6B	Gnd Cbt Veh - Tanks	2,480,829					2,480,829								42,700	19,000	61,700													2,542,529
6C	Gnd Cbt Veh - Towed															116,700	116,700													116,700
6D	Gnd Cbt Veh - Comp	106,000					106,000								14,100	2,000	16,100													122,100
6	**Gnd Cbt Vehicles**	**3,002,829**					**3,002,829**								**56,800**	**137,700**	**194,500**													**3,197,329**
7A	Commo - Radar					510,535	510,535					1,550		1,550	34,000	47,100	81,100					5,825	27,037						32,862	626,047
7B	Commo - Radio					1,046,167	1,046,167					43		43	125,100	70,800	195,900						18,061		10,276				28,337	1,270,447
7C	Commo - Wire					311,000	311,000					63		63	10,400	100	10,500													321,563
7D	Commo - EW					771,309	771,309																586,391						586,391	1,357,700
7E	Commo - Nav Aids					261,943	261,943					145		145									29,171		41,106	29,327			99,604	361,692
7F	Commo - ElOp/NtVis					5,000	5,000					87		87		92,300	92,300								51,383	281,006			332,389	429,776
7G	Commo - Satellite					242,000	242,000																							242,000
7H	Commo - Crypto					337,000	337,000																							337,000
7	**Comm & Electr**					**3,484,954**	**3,484,954**					**1,888**		**1,888**	**169,500**	**210,300**	**379,800**					**5,825**	**660,660**		**102,765**	**310,333**			**1,079,583**	**4,946,225**
8	Automotive/Const														177,200	153,200	330,400													330,400
8	**Auto/Constr Equip**														**177,200**	**153,200**	**330,400**													**330,400**
9A	Tact Veh - Automotve														368,800	332,700	701,500													701,500
9B	Tact Veh - Componts														13,600	2,700	16,300													16,300
9	**Tactical Vehicles**														**382,400**	**335,400**	**717,800**													**717,800**
10A	GP - Grnd Spt Eq															4,800	4,800													4,800
10B	GP - Small Arms	280,768					280,768								481,400	2,900	484,300													765,068
10C	GP - Munitions/Ord	9,000					9,000									200	200													9,200
10D	GP - Gnd Generators														5,499	56,125	61,624													61,624
10E	GP -Other	20,000				320,000	340,000		119,718					119,718	1,300	5,900	7,200													466,918
10	**Gnd Gen Purp Items**	**309,768**				**320,000**	**629,768**		**119,718**					**119,718**	**488,199**	**69,925**	**558,124**													**1,307,610**
11A	Sea Sys - Ships															6,799	6,799					10,425,450	4,000,361		11,814,076	16,998			26,256,885	26,263,684
11B	Sea Sys - Wpns Sys																					201,240	358,845			1,168,261		1,141,096	2,869,442	2,869,442
11C	Sea Sys - Ship Spt																					931,712	185,124		532,023				1,648,859	1,648,859
11D	Sea Sys - ShipYd Spt																					508,024	1,141,977		513,988				2,163,989	2,163,989
11E	Sea Sys - Ship Dsgn																					1,351,384			1,082,080				2,433,464	2,433,464
11	**Sea Systems**															**6,799**	**6,799**					**13,417,810**	**5,686,307**		**13,942,167**	**1,185,259**		**1,141,096**	**35,372,639**	**35,379,438**
12A	Software - Tact Sys					10,000	10,000	339,596	863,253			888,197		2,091,046																2,101,046
12B	Software - Spt Equip							455,476	425,007			592,131		1,472,614																1,472,614
12	**Software**					**10,000**	**10,000**	**795,072**	**1,288,260**			**1,480,328**		**3,563,660**																**3,573,660**
13A	Spec Int - Bearings		50,000				50,000	9,530	19,945					29,475						43,183									43,183	122,658
13B	Spec Int - Calibratn	5,000					5,000													40,654									40,654	45,654
13C	Spec Int - TMDE					284,000	284,000	3,474						3,474				139,079		295,336			94,820		52,301				581,536	869,010
13	**Spec Interest Items**	**5,000**	**50,000**			**284,000**	**339,000**	**13,004**	**19,945**					**32,949**				**139,079**		**379,173**			**94,820**		**52,301**				**665,373**	**1,037,322**
14	Other Commodity					127,000	127,000	399					817,755	818,154	1,600	4,900	6,500	241,095		365,254						4,986			611,337	1,562,991
14	**Other Commodity**					**127,000**	**127,000**	**399**					**817,755**	**818,154**	**1,600**	**4,900**	**6,500**	**241,095**		**365,254**						**4,986**			**611,337**	**1,562,991**
15	Assoc Fabric/Manufct					874,000	874,000	216,720	375,949			431,525		1,024,194				248,665		776,199			54,184		517,054				1,596,102	3,494,296
15	**Assoc Fabric/Mfg**					**874,000**	**874,000**	**216,720**	**375,949**			**431,525**		**1,024,194**				**248,665**		**776,199**			**54,184**		**517,054**				**1,596,102**	**3,494,296**
16A	Flt Spt - Prod Spt																	887,700		1,114,910									2,002,610	2,002,610
16B	Flt Spt - Voyage Rpr																	51,534		169,166									220,700	220,700
16C	Flt Spt - Cust Svc																	4,801		198,267									203,068	203,068
16	**Fleet Support**																	**944,035**		**1,482,343**									**2,426,378**	**2,426,378**
	TOTAL	4,136,404	4,014,000	0	0	5,582,954	13,733,358	12,280,509	8,375,920	0	0	9,078,369	817,755	30,552,553	1,420,499	1,160,416	2,580,915	4,621,900	0	5,832,526	0	13,423,635	6,495,971	0	14,614,287	1,842,875	0	1,141,096	47,972,290	94,839,116

Capacity - Service Proposals

Commodity Group		ANAD	CCAD	LEAD	RRAD	TOAD	Army
1A	Air Frames - Rotary		1,921,000				1,921,000
1E	Air Frames - VSTOL						
1C1	Air Frames-Tn/Tk/Bmb						
1C2	Air Frames - Cmd&Ctl						
1C3	Air Frames - Lt Cbt						
1C4	AirFrames - Adm/Tng						
1D	Air Frames - Other						
1	**Aircraft Airframes**		**1,921,000**				**1,921,000**
2A	Comp - Dynamic Comp		1,396,000				1,396,000
2B	Comp - Acft Struct		34,000				34,000
2C	Comp - Hydraulic/Pneu		114,000				114,000
2D	Comp - Instruments		35,000				35,000
2E	Comp - Landing Gear		15,000				15,000
2F	Comp - Avn Ordnance		1,000				1,000
2G	Comp - Avionics/Elec		12,000			390,000	402,000
2H	Comp - APUs		7,000				7,000
2i	Comp - Other		59,000				59,000
2	**Aircraft Comp**		**1,673,000**			**390,000**	**2,063,000**
3A	Engines - Aircraft		370,000				370,000
3B	Engines - Ship						
3C	Engines - Tank	316,055					316,055
3D	Engines - Blade/Vnes						
3	**Engines (Gas Turb)**	**316,055**	**370,000**				**686,055**
4A	Missiles - Strategic						
4B	Missiles - Tact/MLRS	88,794				640,000	728,794
4	**Missiles & Comp**	**88,794**				**640,000**	**728,794**
5A	Amphibians - Vehicle						
5B	Amphibians - Cmponts						
5	**Amphibians**						
6A	Gnd Cbt Veh - SlfPrp	416,000					416,000
6B	Gnd Cbt Veh - Tanks	2,480,829					2,480,829
6C	Gnd Cbt Veh - Towed	42,000					42,000
6D	Gnd Cbt Veh - Comp	106,000					106,000
6	**Gnd Cbt Vehicles**	**3,044,829**					**3,044,829**
7A	Commo - Radar					110,000	110,000
7B	Commo - Radio					1,036,000	1,036,000
7C	Commo - Wire					311,000	311,000
7D	Commo - EW					591,000	591,000
7E	Commo - Nav Aids					19,000	19,000
7F	Commo - ElOp/NtVis					5,000	5,000
7G	Commo - Satellite					242,000	242,000
7H	Commo - Crypto					337,000	337,000
7	**Comm & Electr**					**2,651,000**	**2,651,000**
8	Automotive/Const	17,000					17,000
8	**Auto/Constr Equip**	**17,000**					**17,000**
9A	Tact Veh - Automotve						
9B	Tact Veh - Componts						
9	**Tactical Vehicles**						
10A	GP - Grnd Spt Eq						
10B	GP - Small Arms	280,768					280,768
10C	GP - Munitions/Ord	9,000					9,000
10D	GP - Gnd Generators						
10E	GP -Other	20,000				320,000	340,000
10	**Gnd Gen Purp Items**	**309,768**				**320,000**	**629,768**
11A	Sea Sys - Ships						
11B	Sea Sys - Wpns Sys						
11C	Sea Sys - Ship Spt						
11D	Sea Sys - ShipYd Spt						
11E	Sea Sys - Ship Dsgn						
11	**Sea Systems**						
12A	Software - Tact Sys					10,000	10,000
12B	Software - Spt Equip						
12	**Software**					**10,000**	**10,000**
13A	Spec Int - Bearings		50,000				50,000
13E	Spec Int - Calibratn	5,000					5,000
13C	Spec Int - TMDE					168,000	168,000
13	**Spec Interest Items**	**5,000**	**50,000**			**168,000**	**223,000**
14	Other Commodity					127,000	127,000
14	**Other Commodity**					**127,000**	**127,000**
15	Assoc Fabric/Manufct					874,000	874,000
15	**Assoc Fabric/Mfg**					**874,000**	**874,000**
16A	Flt Spt - Prod Spt						
16B	Flt Spt - Voyage Rpr						
16C	Flt Spt - Cust Svc						
16	**Fleet Support**						
	TOTAL	3,781,446	4,014,000	0	0	5,180,000	12,975,446

Commodity Group	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force
1A							
1E							
1C1	2,379,286	639,387	965,969	519,073	1,587,091		6,090,806
1C2	602,514						602,514
1C3		812,883		1,066,595	1,490,824		3,370,302
1C4			108				108
1D							
1	**2,981,802**	**1,452,269**	**966,077**	**1,585,668**	**3,077,916**		**10,063,732**
2A							
2B		1,298,856			145,648		1,444,504
2C	80,556			571,510			652,066
2D		7,204		731,783	302,361		1,041,347
2E		574,019	4,897		1,064		579,979
2F		122,614			714		123,328
2G	108,920	505,414			1,934,555		2,548,889
2H		33,926	120,331				154,256
2i	154,362	212,076	109,530		329,375		805,343
2	**343,838**	**2,754,108**	**234,758**	**1,303,293**	**2,713,717**		**7,349,713**
3A	2,713,779	120,484	3,088,142				5,922,405
3B							
3C							
3D	89,830						89,830
3	**2,803,609**	**120,484**	**3,088,142**				**6,012,235**
4A		792,521	67,581				860,102
4B		212,846			15,464		228,310
4		**1,005,367**	**67,581**		**15,464**		**1,088,413**
5A							
5B							
5							
6A							
6B							
6C							
6D							
6							
7A				506,377	1,324		507,701
7B				208,424	36		208,461
7C				139,160	54		139,214
7D							
7E				193,704	124		193,827
7F				128,374	74		128,448
7G				37,967			37,967
7H							
7				**1,214,006**	**1,612**		**1,215,617**
8							
8							
9A							
9B							
9							
10A							
10B							
10C			1,905				1,905
10D				72,501			72,501
10E		140,848					140,848
10		**140,848**	**1,905**	**72,501**			**215,254**
11A							
11B							
11C							
11D							
11E							
11							
12A	382,692	767,694	16,673	247,923	1,044,964		2,459,946
12B	284,075	283,949	192,724		969,185		1,729,933
12	**666,766**	**1,051,644**	**209,397**	**247,923**	**2,014,149**		**4,189,879**
13A	17,878	5,668					23,546
13E							
13C	35		482,084				482,119
13	**17,913**	**5,668**	**482,084**				**505,665**
14				469		817,755	818,224
14				**469**		**817,755**	**818,224**
15	146,824	78,765	158,607	441,516	305,726		1,131,438
15	**146,824**	**78,765**	**158,607**	**441,516**	**305,726**		**1,131,438**
16A							
16B							
16C							
16							
TOTAL	6,960,751	6,609,155	5,208,551	4,865,375	8,128,584	817,755	32,590,171

Commodity Group	MCLB-A	MCLB-B	Marines
1A			
1E			
1C1			
1C2			
1C3			
1C4			
1D			
1			
2A			
2B			
2C			
2D			
2E			
2F			
2G			
2H			
2i			
2			
3A			
3B			
3C			
3D			
3			
4A			
4B		14,400	14,400
4		**14,400**	**14,400**
5A	130,900	189,000	319,900
5B	13,900	5,000	18,900
5	**144,800**	**194,000**	**338,800**
6A			
6B	42,700	19,000	61,700
6C		88,700	88,700
6D	14,100	2,000	16,100
6	**56,800**	**109,700**	**166,500**
7A	34,000	47,100	81,100
7B	125,100	70,800	195,900
7C	10,400	100	10,500
7D			
7E			
7F		86,500	86,500
7G			
7H			
7	**169,500**	**204,500**	**374,000**
8	177,200	153,200	330,400
8	**177,200**	**153,200**	**330,400**
9A	368,800	332,700	701,500
9B	13,600	2,700	16,300
9	**382,400**	**335,400**	**717,800**
10A		4,800	4,800
10B	282,800	2,900	285,700
10C		200	200
10D		1,700	1,700
10E	1,300	5,900	7,200
10	**284,100**	**15,500**	**299,600**
11A		5,400	5,400
11B			
11C			
11D			
11E			
11		**5,400**	**5,400**
12A			
12B			
12			
13A			
13E			
13C			
13			
14	1,600	4,900	6,500
14	**1,600**	**4,900**	**6,500**
15			
15			
16A			
16B			
16C			
16			
TOTAL	1,216,400	1,037,000	2,253,400

Commodity Group	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A	466,412											466,412	2,387,412
1E	20,534											20,534	20,534
1C1													6,090,808
1C2													602,514
1C3	599,892	660,918	745,430									2,006,240	5,376,542
1C4			73,695									73,695	73,803
1D	246,934	1,013,574	871,268									2,131,776	2,131,776
1	**1,333,772**	**1,674,492**	**1,690,393**									**4,698,657**	**16,683,389**
2A	108,932		36,841									145,773	1,541,773
2B	27,617	53,283	40,874									121,774	1,600,278
2C	44,493	27,283	27,648									99,424	865,490
2D	12,162	8,302	99,399									119,863	1,196,210
2E	9,474	35,719	27,391									72,584	667,563
2F	2,688	24,029	3,627									30,344	154,672
2G	8,811	105,055	161,572						282,302			557,740	3,508,629
2H	128,877											128,877	290,133
2i	405,042	136,101	158,921									700,064	1,564,407
2	**748,096**	**389,772**	**556,273**						**282,302**			**1,976,443**	**11,389,156**
3A	358,322	428,006										786,328	7,078,733
3B			103,583									103,583	103,583
3C													316,055
3D	31,479											31,479	121,309
3	**389,801**	**428,006**	**103,583**									**921,390**	**7,619,680**
4A									22,193			22,193	882,295
4B									37,800			37,800	1,009,304
4									**59,993**			**59,993**	**1,891,600**
5A													319,900
5B													18,900
5													**338,800**
6A													416,000
6B													2,542,529
6C													130,700
6D													122,100
6													**3,211,329**
7A					7,340	12,897						20,237	719,038
7B						18,061		10,276				28,337	1,468,698
7C													480,714
7D						586,391						586,391	1,177,391
7E						29,171	79,032	41,106	29,327			178,636	391,463
7F							35,692	51,383	156,000			243,079	463,023
7G													279,967
7H													337,000
7					**7,340**	**646,520**	**114,724**	**102,765**	**185,327**			**1,056,676**	**5,297,293**
8													347,400
8													**347,400**
9A													701,500
9B													16,300
9													**717,800**
10A													4,800
10B													566,468
10C													11,105
10D													74,201
10E													488,048
10													**1,144,622**
11A					9,336,201	4,000,361	6,122,497	10,439,851	16,998			29,915,906	29,921,306
11B					737,494	222,579			926,636		548,224	2,434,933	2,434,933
11C					851,873	185,124	38,055	532,023				1,607,075	1,607,075
11D					493,600	329,611	86,020	513,988				1,423,219	1,423,219
11E					1,234,000		29,191	1,082,080				2,345,271	2,345,271
11					**12,653,168**	**4,737,675**	**6,275,763**	**12,567,942**	**943,634**		**548,224**	**37,726,406**	**37,731,806**
12A													2,469,946
12B													1,729,933
12													**4,199,879**
13A			26,466									26,466	100,012
13E			40,654									40,654	45,654
13C	92,075	104,680	121,144			94,820		52,301				465,020	1,115,139
13	**92,075**	**104,680**	**188,264**			**94,820**		**52,301**				**532,140**	**1,260,805**
14	121,439	254,554	365,254						4,988			746,235	1,697,959
14	**121,439**	**254,554**	**365,254**						**4,988**			**746,235**	**1,697,959**
15	49,422	557,692	501,001			54,184		517,054				1,679,353	3,684,791
15	**49,422**	**557,692**	**501,001**			**54,184**		**517,054**				**1,679,353**	**3,684,791**
16A	887,700	1,648,000	1,114,910									3,650,610	3,650,610
16B		170,700	99,121									269,821	269,821
16C	4,801	12,601	198,267									215,668	215,669
16	**892,501**	**1,831,301**	**1,412,298**									**4,136,100**	**4,136,100**
TOTAL	3,627,106	5,240,497	4,817,066	0	12,660,508	5,533,199	6,390,487	13,240,062	1,476,244	0	548,224	53,533,393	101,352,410

12:34 4/26/95

Workload - DM-1 - Minimize Sites/Maximize Military Value

Commodity Group	ANAD	CCAD	LEAD	RRAD	TOAD	Army	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force	MCLB-A	MCLB-B	Marines	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A Air Frames - Rotary		1,871,000															196,442											196,442	196,442
1B Air Frames - VSTOL																	19,112											19,112	19,112
1C1 Air Frames-Tn/Tk/Bmb							2,844,606	543,465		441,201	1,348,994		5,178,266																5,178,266
1C2 Air Frames - Cmd&Ctl							512,342						512,342																512,342
1C3 Air Frames - Lt Cbt								690,933		906,583	1,267,169		2,864,685				364,560		780,863									1,145,423	4,010,108
1C4 AirFrames - Adm/Tng							92						92																92
1D Air Frames - Other																	249,744		829,856									1,079,600	1,079,600
1 Aircraft Airframes		**1,871,000**				**1,871,000**	**3,357,040**	**1,234,398**		**1,347,784**	**2,616,163**		**8,555,385**				**829,858**		**1,610,719**									**2,440,577**	**12,866,962**
2A Comp - Dynamic Comp		861,000				861,000											90,882		31,550									122,432	983,432
2B Comp - Acft Struct		32,000				32,000	352,954	241,310		156,963	476,571		1,227,798				39,519		76,658									116,177	1,375,975
2C Comp - Hydraulic/Pneu		114,000				114,000	181,160			373,111			554,271				82,501											82,501	750,772
2D Comp - Instruments		18,000				18,000				885,643	-520		885,123						105,033									105,033	1,008,156
2E Comp - Landing Gear								568,278		4,164	904		573,346																573,346
2F Comp - Avn Ordnance		1,000				1,000		104,219			607		104,826						24,457									24,457	130,283
2G Comp - Avionics/Elec										278,000	2,166,541		2,444,541						482,187									482,187	2,926,728
2H Comp - APUs								28,836					28,836				179,796											179,796	208,632
2I Comp - Other		22,000				22,000	224,398	180,260			279,962		684,620				315,681		138,914									454,595	1,161,215
2 Aircraft Comp		**1,048,000**				**1,048,000**	**758,512**	**1,122,903**		**1,697,881**	**2,924,065**		**6,503,361**				**708,379**		**858,799**									**1,567,178**	**9,118,539**
3A Engines - Aircraft							5,036,015						5,036,015				838,040											838,040	5,874,055
3B Engines - Ship																			98,390									98,390	98,390
3C Engines - Tank	207,000					207,000																							207,000
3D Engines - Blade/Vnes							105,686						105,686																105,686
3 Engines (Gas Turb)	**207,000**					**207,000**	**5,141,701**						**5,141,701**				**838,040**		**98,390**									**936,430**	**6,285,131**
4A Missiles - Strategic								731,093					731,093																731,093
4B Missiles - Tact/MLRS	502,752					502,752		320,915					320,915		48,192	48,192													871,859
4 Missiles & Comp	**502,752**					**502,752**		**1,052,008**					**1,052,008**		**48,192**	**48,192**													**1,602,952**
5A Amphibians - Vehicle														114,300	140,800	255,100													255,100
5B Amphibians - Cmponts														12,100	3,800	15,900													15,900
5 Amphibians														**126,400**	**144,600**	**271,000**													**271,000**
6A Gnd Cbt Veh - SlfPrp	416,000					416,000																							416,000
6B Gnd Cbt Veh - Tanks	2,254,100					2,254,100																							2,254,100
6C Gnd Cbt Veh - Towed															116,700	116,700													116,700
6D Gnd Cbt Veh - Comp	106,000					106,000								12,300	1,800	14,100													120,100
6 Gnd Cbt Vehicles	**2,776,100**					**2,776,100**								**12,300**	**118,500**	**130,800**													**2,906,900**
7A Commo - Radar										598,670			598,670							10,000								10,000	608,670
7B Commo - Radio					839,500	839,500				206,667			206,667																1,046,167
7C Commo - Wire					118,000	118,000				118,283	46		118,329	9,100	100	9,200													245,529
7D Commo - EW					771,309	771,309																							771,309
7E Commo - Nav Aids										261,943			261,943											36,034				36,034	297,977
7F Commo - ElOp/NtVis										109,178			109,178		76,200	76,200								187,928				187,928	373,306
7G Commo - Satellite										32,271			32,271							370								370	32,641
7H Commo - Crypto					168,000	168,000																							168,000
7 Comm & Electr					**1,896,809**	**1,896,809**				**1,327,012**	**46**		**1,327,058**	**9,100**	**76,300**	**85,400**				**10,370**				**223,962**				**234,332**	**3,543,599**
8 Automotive/Const														171,700	109,300	281,000													281,000
8 Auto/Constr Equip														**171,700**	**109,300**	**281,000**													**281,000**
9A Tact Veh - Automotve														322,000	297,000	619,000													619,000
9B Tact Veh - Componts														11,900	2,400	14,300													14,300
9 Tactical Vehicles														**333,900**	**299,400**	**633,300**													**633,300**
10A GP - Grnd Spt Eq																													0
10B GP - Small Arms														481,400		481,400													481,400
10C GP - Munitions/Ord	1,620					1,620																							1,620
10D GP - Gnd Generators										61,624			61,624																61,624
10E GP -Other								119,718					119,718	1,300		1,300													121,018
10 Gnd Gen Purp Items	**1,620**					**1,620**		**119,718**		**61,624**			**181,342**	**482,700**		**482,700**													**665,662**
11A Sea Sys - Ships															6,800	6,800				3,314,187	12,776,603			6,148,736				22,239,526	22,246,326
11B Sea Sys - Wpns Sys																				358,846	5,084					2,426,838		2,790,768	2,790,768
11C Sea Sys - Ship Spt																					838,278			590,000				1,428,278	1,428,278
11D Sea Sys - ShipYd Spt																				1,069,501	508,024			72,477				1,650,002	1,650,002
11E Sea Sys - Ship Dsgn																					1,045,684			1,200,000				2,245,684	2,245,684
11 Sea Systems															**6,800**	**6,800**				**4,742,534**	**15,173,673**			**8,011,213**		**2,426,838**		**30,354,258**	**30,361,058**
12A Software - Tact Sys					8,000	8,000	339,596	652,524		210,729	888,197		2,091,046																2,099,046
12B Software - Spt Equip							453,441	241,351		183,656	592,131		1,470,579																1,470,579
12 Software					**8,000**	**8,000**	**793,037**	**893,875**		**394,385**	**1,480,328**		**3,561,625**																**3,569,625**
13A Spec Int - Bearings		34,000				34,000													53,183									53,183	87,183
13B Spec Int - Calibratn																			40,000									40,000	40,000
13C Spec Int - TMDE					284,000	284,000											139,079		286,520	8,032				103,096				536,727	820,727
13 Spec Interest Items		**34,000**			**284,000**	**318,000**											**139,079**		**379,703**	**8,032**				**103,096**				**629,910**	**947,910**
14 Other Commodity										399		108,932	109,331		900	900	241,095		308,262									549,357	659,588
14 Other Commodity										**399**		**108,932**	**109,331**		**900**	**900**	**241,095**		**308,262**									**549,357**	**659,588**
15 Assoc Fabric/Manufct					512,000	512,000	216,720	75,949		354,279	314,861		961,809				248,665		776,199					480,055				1,504,919	2,978,728
15 Assoc Fabric/Mfg					**512,000**	**512,000**	**216,720**	**75,949**		**354,279**	**314,861**		**961,809**				**248,665**		**776,199**					**480,055**				**1,504,919**	**2,978,728**
16A Flt Spt - Prod Spt																	811,255		1,013,367									1,824,622	1,824,622
16B Flt Spt - Voyage Rpr																	51,534		169,166									220,700	220,700
16C Flt Spt - Cust Svc																	3,299		175,369									178,668	178,668
16 Fleet Support																	**866,088**		**1,357,902**									**2,223,990**	**2,223,990**
TOTAL	3,487,472	2,953,000	0	0	2,700,809	9,141,281	10,267,010	4,498,851	0	5,183,364	7,335,463	108,932	27,393,620	1,136,100	803,992	1,940,092	3,871,204	0	5,389,974	4,760,936	15,173,673	0	0	8,818,326	0	2,426,838	0	40,440,951	78,915,944

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Workload - DM-2 - Minimize Excess Capacity

Code	Commodity Group	ANAD	CCAD	LEAD	RRAD	TOAD	Army	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force
1A	Air Frames - Rotary		1,871,000				1,871,000							
1B	Air Frames - VSTOL													
1C1	Air Frames-Tn/Tk/Bmb							3,285,807	543,465			1,348,994		5,178,266
1C2	Air Frames - Cmd&Ctl							512,342						512,342
1C3	Air Frames - Lt Cbt								1,447,516			1,417,169		2,864,685
1C4	AirFrames - Adm/Tng								92					92
1D	Air Frames - Other													
1	**Aircraft Airframes**		**1,871,000**				**1,871,000**	**3,798,149**	**1,991,073**			**2,766,163**		**8,555,385**
2A	Comp - Dynamic Comp		861,000				861,000							
2B	Comp - Acft Struct		32,000				32,000	333,754	392,473			501,571		1,227,798
2C	Comp - Hydraulic/Pneu		114,000				114,000	554,271						554,271
2D	Comp - Instruments		18,000				18,000	589,364				295,759		885,123
2E	Comp - Landing Gear							4,164	568,277			904		573,345
2F	Comp - Avn Ordnance		1,000				1,000		104,219			607		104,826
2G	Comp - Avionics/Elec											2,166,541		2,166,541
2H	Comp - APUs								28,836					28,836
2I	Comp - Other		22,000				22,000	224,398	180,260			279,962		684,620
2	**Aircraft Comp**		**1,048,000**				**1,048,000**	**1,705,951**	**1,274,065**			**3,245,344**		**6,225,360**
3A	Engines - Aircraft							4,936,912	99,103					5,036,015
3B	Engines - Ship													
3C	Engines - Tank	207,000					207,000							
3D	Engines - Blade/Vnes							105,686						105,686
3	**Engines (Gas Turb)**	**207,000**					**207,000**	**5,042,598**	**99,103**					**5,141,701**
4A	Missiles - Strategic								731,093					731,093
4B	Missiles - Tact/MLRS	502,752					502,752		320,915					320,915
4	**Missiles & Comp**	**502,752**					**502,752**		**1,052,008**					**1,052,008**
5A	Amphibians - Vehicle													
5B	Amphibians - Cmponts													
5	**Amphibians**													
6A	Gnd Cbt Veh - SlfPrp	416,000					416,000							
6B	Gnd Cbt Veh - Tanks	2,254,100					2,254,100							
6C	Gnd Cbt Veh - Towed													
6D	Gnd Cbt Veh - Comp	106,000					106,000							
6	**Gnd Cbt Vehicles**	**2,776,100**					**2,776,100**							
7A	Commo - Radar					510,535	510,535							
7B	Commo - Radio					1,046,167	1,046,167							
7C	Commo - Wire					236,329	236,329							
7D	Commo - EW					771,309	771,309							
7E	Commo - Nav Aids					261,943	261,943							
7F	Commo - ElOp/NtVis													
7G	Commo - Satellite					32,641	32,641							
7H	Commo - Crypto					168,000	168,000							
7	**Comm & Electr**					**3,026,924**	**3,026,924**							
8	Automotive/Const													
8	**Auto/Constr Equip**													
9A	Tact Veh - Automotve													
9B	Tact Veh - Componts													
9	**Tactical Vehicles**													
10A	GP - Grnd Spt Eq													
10B	GP - Small Arms													
10C	GP - Munitions/Ord	1,619					1,619							
10D	GP - Gnd Generators													
10E	GP -Other								119,718					119,718
10	**Gnd Gen Purp Items**	**1,619**					**1,619**		**119,718**					**119,718**
11A	Sea Sys - Ships													
11B	Sea Sys - Wpns Sys													
11C	Sea Sys - Ship Spt													
11D	Sea Sys - ShipYd Spt													
11E	Sea Sys - Ship Dsgn													
11	**Sea Systems**													
12A	Software - Tact Sys					8,000	8,000	339,596	863,253			888,197		2,091,046
12B	Software - Spt Equip							453,441	425,007			592,131		1,470,579
12	**Software**					**8,000**	**8,000**	**793,037**	**1,288,260**			**1,480,328**		**3,561,625**
13A	Spec Int - Bearings		44,000				44,000							
13B	Spec Int - Calibratn													
13C	Spec Int - TMDE					284,000	284,000							
13	**Spec Interest Items**		**44,000**			**284,000**	**328,000**							
14	Other Commodity							399					108,932	109,331
14	**Other Commodity**							**399**					**108,932**	**109,331**
15	Assoc Fabric/Manufct					512,000	512,000	216,720	375,949			369,140		961,809
15	**Assoc Fabric/Mfg**					**512,000**	**512,000**	**216,720**	**375,949**			**369,140**		**961,809**
16A	Flt Spt - Prod Spt													
16B	Flt Spt - Voyage Rpr													
16C	Flt Spt - Cust Svc													
16	**Fleet Support**													
	TOTAL	3,487,471	2,963,000	0	0	3,830,924	10,281,395	11,556,854	6,200,176	0	0	7,860,975	108,932	25,726,937

Code	Commodity Group	MCLB-A	MCLB-B	Marines	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A	Air Frames - Rotary				196,442											196,442	2,067,442
1B	Air Frames - VSTOL				19,112											19,112	19,112
1C1	Air Frames-Tn/Tk/Bmb																5,178,266
1C2	Air Frames - Cmd&Ctl																512,342
1C3	Air Frames - Lt Cbt				364,560		780,863									1,145,423	4,010,108
1C4	AirFrames - Adm/Tng																92
1D	Air Frames - Other				249,744		829,856									1,079,600	1,079,600
1	**Aircraft Airframes**				**829,858**		**1,610,719**									**2,440,577**	**12,866,962**
2A	Comp - Dynamic Comp				90,882		31,550									122,432	983,432
2B	Comp - Acft Struct				33,519		82,658									116,177	1,375,975
2C	Comp - Hydraulic/Pneu				82,501											82,501	750,772
2D	Comp - Instruments						105,033									105,033	1,008,156
2E	Comp - Landing Gear																573,345
2F	Comp - Avn Ordnance						24,457									24,457	130,283
2G	Comp - Avionics/Elec						537,199						222,988			760,187	2,926,728
2H	Comp - APUs				179,796											179,796	208,632
2I	Comp - Other				315,681		138,914									454,595	1,161,215
2	**Aircraft Comp**				**702,379**		**919,811**						**222,988**			**1,845,178**	**9,118,538**
3A	Engines - Aircraft				838,040											838,040	5,874,055
3B	Engines - Ship						98,390									98,390	98,390
3C	Engines - Tank																207,000
3D	Engines - Blade/Vnes																105,686
3	**Engines (Gas Turb)**				**838,040**		**98,390**									**936,430**	**6,285,131**
4A	Missiles - Strategic																731,093
4B	Missiles - Tact/MLRS		48,192	48,192													871,859
4	**Missiles & Comp**		**48,192**	**48,192**													**1,602,952**
5A	Amphibians - Vehicle	114,300	140,800	255,100													255,100
5B	Amphibians - Cmponts	12,100	3,800	15,900													15,900
5	**Amphibians**	**126,400**	**144,800**	**271,000**													**271,000**
6A	Gnd Cbt Veh - SlfPrp																416,000
6B	Gnd Cbt Veh - Tanks																2,254,100
6C	Gnd Cbt Veh - Towed		116,700	116,700													116,700
6D	Gnd Cbt Veh - Comp	12,300	1,800	14,100													120,100
6	**Gnd Cbt Vehicles**	**12,300**	**118,500**	**130,800**													**2,906,900**
7A	Commo - Radar	29,700	41,400	71,100						27,037						27,037	608,672
7B	Commo - Radio																1,046,167
7C	Commo - Wire	9,200		9,200													245,529
7D	Commo - EW																771,309
7E	Commo - Nav Aids											36,034				36,034	297,977
7F	Commo - ElOp/NtVis		92,300	92,300									281,006			281,006	373,306
7G	Commo - Satellite																32,641
7H	Commo - Crypto																168,000
7	**Comm & Electr**	**38,900**	**133,700**	**172,600**						**27,037**		**36,034**	**281,006**			**344,077**	**3,543,601**
8	Automotive/Const	171,700	109,300	281,000													281,000
8	**Auto/Constr Equip**	**171,700**	**109,300**	**281,000**													**281,000**
9A	Tact Veh - Automotve	322,000	297,000	619,000													619,000
9B	Tact Veh - Componts	11,900	2,400	14,300													14,300
9	**Tactical Vehicles**	**333,900**	**299,400**	**633,300**													**633,300**
10A	GP - Grnd Spt Eq																0
10B	GP - Small Arms	481,400		481,400													481,400
10C	GP - Munitions/Ord																1,619
10D	GP - Gnd Generators	5,499	56,125	61,624													61,624
10E	GP -Other	1,300		1,300													121,018
10	**Gnd Gen Purp Items**	**488,199**	**56,125**	**544,324**													**665,661**
11A	Sea Sys - Ships		6,799	6,799					10,425,450			11,814,076				22,239,526	22,246,325
11B	Sea Sys - Wpns Sys								122,565	358,845			1,168,261		1,141,096	2,790,767	2,790,767
11C	Sea Sys - Ship Spt								931,712			496,565				1,428,277	1,428,277
11D	Sea Sys - ShipYd Spt								508,024	1,141,977						1,650,001	1,650,001
11E	Sea Sys - Ship Dsgn								1,351,384			894,299				2,245,683	2,245,683
11	**Sea Systems**		**6,799**	**6,799**					**13,339,135**	**1,500,822**		**13,204,940**	**1,168,261**		**1,141,096**	**30,354,254**	**30,361,053**
12A	Software - Tact Sys																2,099,046
12B	Software - Spt Equip																1,470,579
12	**Software**																**3,569,625**
13A	Spec Int - Bearings						43,183									43,183	87,183
13B	Spec Int - Calibratn						40,000									40,000	40,000
13C	Spec Int - TMDE				139,079		295,336			56,858		45,455				536,728	820,728
13	**Spec Interest Items**				**139,079**		**378,519**			**56,858**		**45,455**				**619,911**	**947,911**
14	Other Commodity		900	900	241,095		308,262									549,357	659,588
14	**Other Commodity**		**900**	**900**	**241,095**		**308,262**									**549,357**	**659,588**
15	Assoc Fabric/Manufct				248,665		776,199			31,451		448,604				1,504,919	2,976,728
15	**Assoc Fabric/Mfg**				**248,665**		**776,199**			**31,451**		**448,604**				**1,504,919**	**2,976,728**
16A	Flt Spt - Prod Spt				811,255		1,013,367									1,824,622	1,824,622
16B	Flt Spt - Voyage Rpr				51,534		169,166									220,700	220,700
16C	Flt Spt - Cust Svc				3,299		175,369									178,668	178,668
16	**Fleet Support**				**866,088**		**1,357,902**									**2,223,990**	**2,223,990**
	TOTAL	1,171,399	917,516	2,088,915	3,865,204	0	5,449,802	0	13,339,135	1,616,168	0	13,735,033	1,672,255	0	1,141,096	40,818,893	78,915,940

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Workload - Service Proposals

	Commodity Group	ANAD	CCAD	LEAD	RRAD	TOAD	Army	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force
1A	Air Frames - Rotary		1,871,000				1,871,000							
1B	Air Frames - VSTOL													
1C1	Air Frames-Tn/Tk/Bmb							2,023,204	543,465	821,402	441,201	1,348,994		5,178,266
1C2	Air Frames - Cmd&Ctl							512,342						512,342
1C3	Air Frames - Lt Cbt								690,933		906,583	1,267,169		2,864,685
1C4	AirFrames - Adm/Tng									92				92
1D	Air Frames - Other													
1	**Aircraft Airframes**		**1,871,000**				**1,871,000**	**2,535,546**	**1,234,398**	**821,494**	**1,347,784**	**2,616,163**		**8,555,385**
2A	Comp - Dynamic Comp		861,000				861,000							
2B	Comp - Acft Struct		32,000				32,000		1,104,000			123,798		1,227,798
2C	Comp - Hydraulic/Pneu		114,000				114,000	68,500			485,771			554,271
2D	Comp - Instruments		18,000				18,000		6,123		622,000	257,000		885,123
2E	Comp - Landing Gear		11,000				11,000		487,904	4,164		904		492,972
2F	Comp - Avn Ordnance		1,000				1,000		104,219			607		104,826
2G	Comp - Avionics/Elec		7,000			271,000	278,000	92,619	429,591			1,644,331		2,166,541
2H	Comp - APUs		5,000				5,000		28,836	102,322				131,158
2I	Comp - Other		22,000				22,000	131,260	180,260	93,138		279,962		684,620
2	**Aircraft Comp**		**1,071,000**			**271,000**	**1,342,000**	**292,379**	**2,340,933**	**199,624**	**1,107,771**	**2,306,602**		**6,247,309**
3A	Engines - Aircraft		206,000				206,000	2,307,635	102,409	2,625,971				5,036,015
3B	Engines - Ship													
3C	Engines - Tank	207,000					207,000							
3D	Engines - Blade/Vnes							76,386						76,386
3	**Engines (Gas Turb)**	**207,000**	**206,000**				**413,000**	**2,384,021**	**102,409**	**2,625,971**				**5,112,401**
4A	Missiles - Strategic								673,626	57,467				731,093
4B	Missiles - Tact/MLRS					640,000	640,000		180,915			13,144		194,059
4	**Missiles & Comp**					**640,000**	**640,000**		**854,541**	**57,467**		**13,144**		**925,152**
5A	Amphibians - Vehicle													
5B	Amphibians - Cmponts													
5	**Amphibians**													
6A	Gnd Cbt Veh - SlfPrp	416,000					416,000							
6B	Gnd Cbt Veh - Tanks	2,200,000					2,200,000							
6C	Gnd Cbt Veh - Towed	42,000					42,000							
6D	Gnd Cbt Veh - Comp	106,000					106,000							
6	**Gnd Cbt Vehicles**	**2,764,000**					**2,764,000**							
7A	Commo - Radar					79,000	79,000				430,410	1,125		431,535
7B	Commo - Radio					667,000	667,000				177,156	31		177,187
7C	Commo - Wire					118,000	118,000				118,283	46		118,329
7D	Commo - EW					371,000	371,000							
7E	Commo - Nav Aids					8,000	8,000				164,644	105		164,749
7F	Commo - ElOp/NtVis										109,115	63		109,178
7G	Commo - Satellite										32,271			32,271
7H	Commo - Crypto					168,000	168,000							
7	**Comm & Electr**					**1,411,000**	**1,411,000**				**1,031,879**	**1,370**		**1,033,249**
8	Automotive/Const	17,000					17,000							
8	**Auto/Constr Equip**	**17,000**					**17,000**							
9A	Tact Veh - Automotve													
9B	Tact Veh - Componts													
9	**Tactical Vehicles**													
10A	GP - Grnd Spt Eq													
10B	GP - Small Arms	232,000					232,000							
10C	GP - Munitions/Ord									1,620				1,620
10D	GP - Gnd Generators										61,624			61,624
10E	GP -Other								119,718					119,718
10	**Gnd Gen Purp Items**	**232,000**					**232,000**		**119,718**	**1,620**	**61,624**			**182,962**
11A	Sea Sys - Ships													
11B	Sea Sys - Wpns Sys													
11C	Sea Sys - Ship Spt													
11D	Sea Sys - ShipYd Spt													
11E	Sea Sys - Ship Dsgn													
11	**Sea Systems**													
12A	Software - Tact Sys					8,000	8,000	325,418	652,524	14,178	210,729	888,197		2,091,046
12B	Software - Spt Equip							241,560	241,351	163,881		823,787		1,470,579
12	**Software**					**8,000**	**8,000**	**566,978**	**893,875**	**178,059**	**210,729**	**1,711,984**		**3,561,625**
13A	Spec Int - Bearings		34,000				34,000	15,202	4,818					20,020
13B	Spec Int - Calibratn													
13C	Spec Int - TMDE					43,000	43,000	30		409,935				409,965
13	**Spec Interest Items**		**34,000**			**43,000**	**77,000**	**15,232**	**4,818**	**409,935**				**429,985**
14	Other Commodity										399		108,932	109,331
14	**Other Commodity**										**399**		**108,932**	**109,331**
15	Assoc Fabric/Manufct					512,000	512,000	124,850	66,949	134,870	375,279	259,861		961,809
15	**Assoc Fabric/Mfg**					**512,000**	**512,000**	**124,850**	**66,949**	**134,870**	**375,279**	**259,861**		**961,809**
16A	Flt Spt - Prod Spt													
16B	Flt Spt - Voyage Rpr													
16C	Flt Spt - Cust Svc													
16	**Fleet Support**													
	TOTAL	3,220,000	3,182,000	0	0	2,885,000	9,287,000	5,919,006	5,617,641	4,429,040	4,135,465	6,909,124	108,932	27,119,208

	Commodity Group	MCLB-A	MCLB-B	Marines	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A	Air Frames - Rotary				196,442											196,442	2,067,442
1B	Air Frames - VSTOL				19,112											19,112	19,112
1C1	Air Frames-Tn/Tk/Bmb																5,178,266
1C2	Air Frames - Cmd&Ctl																512,342
1C3	Air Frames - Lt Cbt				364,560	356,644	424,219									1,145,423	4,010,108
1C4	AirFrames - Adm/Tng																92
1D	Air Frames - Other				131,744	781,863	482,370									1,395,977	1,395,977
1	**Aircraft Airframes**				**711,858**	**1,138,507**	**906,589**									**2,756,954**	**13,183,339**
2A	Comp - Dynamic Comp				90,882		31,550									122,432	983,432
2B	Comp - Acft Struct				27,519	51,929	36,729									116,177	1,375,975
2C	Comp - Hydraulic/Pneu				38,565	20,198	23,738									82,501	750,772
2D	Comp - Instruments				10,848	5,675	88,510									105,033	1,008,156
2E	Comp - Landing Gear				8,572	35,549	25,253									69,374	573,346
2F	Comp - Avn Ordnance				249	21,438	2,770									24,457	130,283
2G	Comp - Avionics/Elec				6,148	95,782	157,269						222,968			482,167	2,926,708
2H	Comp - APUs				72,474											72,474	208,632
2I	Comp - Other				218,208	97,473	138,914									454,595	1,161,215
2	**Aircraft Comp**				**473,465**	**328,044**	**504,733**						**222,968**			**1,529,210**	**9,118,519**
3A	Engines - Aircraft				261,412	400,628										662,040	5,904,055
3B	Engines - Ship						98,390									98,390	98,390
3C	Engines - Tank																207,000
3D	Engines - Blade/Vnes				29,300											29,300	105,686
3	**Engines (Gas Turb)**				**290,712**	**400,628**	**98,390**									**789,730**	**6,315,131**
4A	Missiles - Strategic																731,093
4B	Missiles - Tact/MLRS												37,800			37,800	871,859
4	**Missiles & Comp**												**37,800**			**37,800**	**1,602,952**
5A	Amphibians - Vehicle	114,300	140,800	255,100													255,100
5B	Amphibians - Cmponts	12,100	3,800	15,900													15,900
5	**Amphibians**	**126,400**	**144,600**	**271,000**													**271,000**
6A	Gnd Cbt Veh - SlfPrp																416,000
6B	Gnd Cbt Veh - Tanks	37,300	16,800	54,100													2,254,100
6C	Gnd Cbt Veh - Towed		74,700	74,700													116,700
6D	Gnd Cbt Veh - Comp	12,300	1,800	14,100													120,100
6	**Gnd Cbt Vehicles**	**49,600**	**93,300**	**142,900**													**2,906,900**
7A	Commo - Radar	29,700	41,400	71,100					7,340	7,486						14,826	596,461
7B	Commo - Radio	109,200	63,300	172,500						10,483		9,561				20,044	1,036,731
7C	Commo - Wire	9,100	100	9,200													245,529
7D	Commo - EW									340,376						340,376	711,376
7E	Commo - Nav Aids									16,933	66,979	38,246	843			123,001	295,750
7F	Commo - ElOp/NtVis		76,200	76,200							34,716	47,806	107,800			190,322	375,700
7G	Commo - Satellite																32,271
7H	Commo - Crypto																168,000
7	**Comm & Electr**	**148,000**	**181,000**	**329,000**					**7,340**	**375,278**	**101,695**	**95,613**	**108,643**			**688,569**	**3,461,818**
8	Automotive/Const	154,700	109,300	264,000													281,000
8	**Auto/Constr Equip**	**154,700**	**109,300**	**264,000**													**281,000**
9A	Tact Veh - Automotve	322,000	297,000	619,000													619,000
9B	Tact Veh - Componts	11,900	2,400	14,300													14,300
9	**Tactical Vehicles**	**333,900**	**299,400**	**633,300**													**633,300**
10A	GP - Grnd Spt Eq																0
10B	GP - Small Arms	246,900	2,500	249,400													481,400
10C	GP - Munitions/Ord																1,620
10D	GP - Gnd Generators																61,624
10E	GP -Other	1,300		1,300													121,018
10	**Gnd Gen Purp Items**	**248,200**	**2,500**	**250,700**													**665,662**
11A	Sea Sys - Ships		5,000	5,000					6,322,602	2,322,044	2,978,930	8,904,801	5,515			20,533,892	20,538,892
11B	Sea Sys - Wpns Sys								737,494	129,196			926,636		548,224	2,341,550	2,341,550
11C	Sea Sys - Ship Spt								851,873	107,457	9,083	488,089				1,456,502	1,456,502
11D	Sea Sys - ShipYd Spt								493,600	191,328	86,020	475,457				1,246,405	1,246,405
11E	Sea Sys - Ship Dsgn								1,234,000		19,928	1,052,624				2,306,552	2,306,552
11	**Sea Systems**		**5,000**	**5,000**					**9,639,569**	**2,750,025**	**3,093,961**	**10,920,971**	**932,151**		**548,224**	**27,884,901**	**27,889,901**
12A	Software - Tact Sys																2,099,046
12B	Software - Spt Equip																1,470,579
12	**Software**																**3,569,625**
13A	Spec Int - Bearings						26,448									26,448	80,468
13B	Spec Int - Calibratn						40,000									40,000	40,000
13C	Spec Int - TMDE				81,700	87,730	96,020			55,039		48,245				368,734	821,699
13	**Spec Interest Items**				**81,700**	**87,730**	**162,468**			**55,039**		**48,245**				**435,182**	**942,167**
14	Other Commodity		900	900	104,955	136,140	308,262									549,357	659,588
14	**Other Commodity**		**900**	**900**	**104,955**	**136,140**	**308,262**									**549,357**	**659,588**
15	Assoc Fabric/Manufct				45,400	483,964	495,500			31,451		476,137				1,532,452	3,006,261
15	**Assoc Fabric/Mfg**				**45,400**	**483,964**	**495,500**			**31,451**		**476,137**				**1,532,452**	**3,006,261**
16A	Flt Spt - Prod Spt				503,244	733,359	941,704									2,178,307	2,178,307
16B	Flt Spt - Voyage Rpr					170,700	98,000									268,700	268,700
16C	Flt Spt - Cust Svc					7,855	170,813									178,668	178,668
16	**Fleet Support**				**503,244**	**911,914**	**1,210,517**									**2,625,675**	**2,625,675**
	TOTAL	1,060,800	836,000	1,896,800	2,211,334	3,486,927	3,686,459	0	9,646,909	3,211,793	3,195,656	11,540,966	1,301,562	0	548,224	38,829,830	77,132,838

2:21 /22/94 FY99 Maximum Pot pacity (from Database) 2:21 PM 11/22/94

CGID	ANAD	CCAD	LEAD	RRAD	TOAD	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	MCLB-A	MCLB-B	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	TOTAL
1A		1,945,000												597,771											2,542,771
1B														26,279											26,279
1C1						2,301,020	469,481	3,250,896	982,904	2,103,974															9,108,275
1C2						607,066																			607,066
1C3						389,468	1,870,251		1,520,131	1,083,865				734,056	986,437	1,086,237									7,650,445
1C4								795,123								107,640									902,763
1D									163,672					349,355	1,156,739	1,312,000									2,981,766
2A		1,615,000												364,263		124,488									2,103,751
2B		40,000				434,208	311,453	161,844	524,929	801,152				32,664	320,983	243,048									2,870,281
2C		126,000				884,751	41,425	3,672	815,232	223				175,634	29,137	183,768									2,259,842
2D		41,000				712,396	191,781	24,230	541,515	503,352				65,328	8,302	529,568									2,617,472
2E		17,000					1,027,946	15,085		1,517				39,318	35,719	63,232									1,199,817
2F		1,000		274,000		1,467	418,850			1,026				10,311	79,091	27,664									813,409
2G		14,000			774,000	218,295	811,619	141,768	869,605	2,152,671				28,072	476,622	563,160						426,987			6,476,799
2H		8,000					88,987	558,624						264,342											919,953
2I		69,000				816,914	1,103,126	442,575		462,934				405,928	239,108	262,896									3,802,481
3A		773,000				4,912,111	101,261	7,317,828						862,840	1,073,873										15,040,913
3B																130,805									130,805
3C	923,618																								923,618
3D						529,321								135,014											664,335
4A							745,646	199,618														29,343			974,607
4B	107,206		1,572,606	380,000	129,000		569,207			21,907			78,700									76,000			2,934,626
5A												150,100	302,700												452,800
5B												29,000	8,600												37,600
6A			1,446,797																						1,446,797
6B	3,117,542			2,768,000								50,100	22,200												5,957,842
6C			158,030										101,900												259,930
6D				170,000								29,400	2,400												201,800
7A					186,000				1,235,243	1,550		37,700	49,600				83,083	8,032	18,722						1,619,930
7B					1,757,000				734,385	43		155,000	76,800				67,976		26,217		11,396				2,828,817
7C					527,000				232,517	63		17,000	100												776,680
7D					1,003,000				6,536								407,860		851,206						2,268,602
7E					33,000				501,476	145							30,212		42,345	104,000	45,586	71,214			827,978
7F					8,000				215,300	87		800	92,300				2,518			48,000	56,982	637,000			1,060,987
7G					410,000				186,014								2,518								596,532
7H					338,000																				338,000
8				160,000								202,600	217,200												579,800
9A				399,000								496,000	507,900												1,402,900
9B				133,000								18,100	5,100												156,200
10A												66,500	44,200												110,700
10B	329,864											408,300	3,400												741,564
10C	9,000		42,959					5,544				300	300												58,103
10D			42,959						112,730			5,500	12,000												173,189
10E	20,000		23,014	360,000	444,000		102,795		61,385			3,600	25,700												1,040,494
11A													6,800				3,314,187	12,776,603	5,806,930	7,650,816	11,814,076	31,392			41,400,804
11B																	358,846	275,397	323,098			1,168,261	2,479,750	1,141,096	5,746,446
11C																		931,712	268,726	59,800	590,000				1,850,238
11D																	1,069,501	508,024	478,464	96,600	570,000				2,722,589
11E																		1,351,384		36,640	1,200,000				2,588,024
12A					16,000	240,230	754,851	25,620	451,835	1,358,465		2,100													2,849,101
12B						455,476	312,987	241,179	357,504	905,643															2,272,789
13A		65,000				62,412	19,945									65,208	56,787								269,352
13B	5,000			40,000												148,200									193,200
13C					284,000	3,519		978,486				113,600		139,079	104,680	286,520	8,032		137,641		58,000				2,113,557
14			420,385		216,000				37,203		817,755	97,400	5,100	121,439	294,336	497,500						10,774			2,517,892
15					1,481,000	294,499	62,904	1,057,660	740,691	514,172				291,460	557,692	537,432			78,653		573,400				6,189,563
16A														1,086,906	1,648,000	1,318,000									4,052,906
16B															134,649	106,704									241,353
16C														5,084	12,601	198,267									
16D																									
TOTAL	4,512,230	4,714,000	3,706,750	4,684,000	7,606,000	12,863,153	9,004,515	15,219,752	10,290,807	9,912,789	817,755	1,883,100	1,563,000	5,735,143	7,157,969	7,772,337	5,401,520	15,851,152	8,032,000	7,995,858	14,919,440	2,450,971	2,479,750	1,14	

Workload - Certified Data

Commodity Group	ANAD	CCAD	LEAD	RRAD	TOAD	Army
1A Air Frames - Rotary		1,871,000				1,871,000
1B Air Frames - VSTOL						
1C1 Air Frames-Trn/Tk/Bmb						
1C2 Air Frames - Cmd&Ctl						
1C3 Air Frames - Lt Cbt						
1C4 AirFrames - Adm/Tng						
1D Air Frames - Other						
1 Aircraft Airframes		**1,871,000**				**1,871,000**
2A Comp - Dynamic Comp		861,000				861,000
2B Comp - Acft Struct		32,000				32,000
2C Comp - Hydraulc/Pneu		114,000				114,000
2D Comp - Instruments		18,000				18,000
2E Comp - Landing Gear		11,000				11,000
2F Comp - Avn Ordnance		1,000				1,000
2G Comp - Avionics/Elec		7,000			271,000	278,000
2H Comp - APUs		5,000				5,000
2I Comp - Other		22,000				22,000
2 Aircraft Comp		**1,071,000**			**271,000**	**1,342,000**
3A Engines - Aircraft		206,000				206,000
3B Engines - Ship						
3C Engines - Tank	207,000					207,000
3D Engines - Blade/Vnes						
3 Engines (Gas Turb)	**207,000**	**206,000**				**413,000**
4A Missiles - Strategic						
4B Missiles - Tact/MLRS			523,000	58,000	59,000	640,000
4 Missiles & Comp			**523,000**	**58,000**	**59,000**	**640,000**
5A Amphibians - Vehicle						
5B Amphibians - Cmponts						
5 Amphibians						
6A Gnd Cbt Veh - SlfPrp			416,000			416,000
6B Gnd Cbt Veh - Tanks	1,058,000			1,142,000		2,200,000
6C Gnd Cbt Veh - Towed			42,000			42,000
6D Gnd Cbt Veh - Comp				106,000		106,000
6 Gnd Cbt Vehicles	**1,058,000**		**458,000**	**1,248,000**		**2,764,000**
7A Commo - Radar					79,000	79,000
7B Commo - Radio					667,000	667,000
7C Commo - Wire					118,000	118,000
7D Commo - EW					371,000	371,000
7E Commo - Nav Aids					8,000	8,000
7F Commo - ElOp/NtVis						
7G Commo - Satellite						
7H Commo - Crypto					168,000	168,000
7 Comm & Electr					**1,411,000**	**1,411,000**
8 Automotive/Const				17,000		17,000
8 Auto/Constr Equip				**17,000**		**17,000**
9A Tact Veh - Automotve						
9B Tact Veh - Componts						
9 Tactical Vehicles						
10A GP - Grnd Spt Eq						
10B GP - Small Arms	232,000					232,000
10C GP - Munitions/Ord						
10D GP - Gnd Generators						
10E GP -Other						
10 Gnd Gen Purp Items	**232,000**					**232,000**
11A Sea Sys - Ships						
11B Sea Sys - Wpns Sys						
11C Sea Sys - Ship Spt						
11D Sea Sys - ShipYd Spt						
11E Sea Sys - Ship Dsgn						
11 Sea Systems						
12A Software - Tact Sys					8,000	8,000
12B Software - Spt Equip						
12 Software					**8,000**	**8,000**
13A Spec Int - Bearings		34,000				34,000
13B Spec Int - Calibratn						
13C Spec Int - TMDE					43,000	43,000
13 Spec Interest Items		**34,000**			**43,000**	**77,000**
14 Other Commodity						
14 Other Commodity						
15 Assoc Fabric/Manufct					512,000	512,000
15 Assoc Fabric/Mfg					**512,000**	**512,000**
16A Flt Spt - Prod Spt						
16B Flt Spt - Voyage Rpr						
16C Flt Spt - Cust Svc						
16 Fleet Support						
TOTAL	**1,497,000**	**3,182,000**	**981,000**	**1,323,000**	**2,304,000**	**9,287,000**

Commodity Group	ALC-OC	ALC-OG	ALC-SA	ALC-SM	ALC-WR	AMARC	Air Force	MCLB-A	MCLB-B	Marines
1A Air Frames - Rotary										
1B Air Frames - VSTOL										
1C1 Air Frames-Trn/Tk/Bmb	2,023,204	543,465	821,402	441,201	1,348,994		5,178,266			
1C2 Air Frames - Cmd&Ctl	512,342						512,342			
1C3 Air Frames - Lt Cbt		690,933		906,583	1,267,169		2,864,685			
1C4 AirFrames - Adm/Tng			92				92			
1D Air Frames - Other										
1 Aircraft Airframes	**2,535,546**	**1,234,398**	**821,494**	**1,347,784**	**2,616,163**		**8,555,385**			
2A Comp - Dynamic Comp										
2B Comp - Acft Struct	333,754	241,310	19,200	156,963	476,571		1,227,798			
2C Comp - Hydraulc/Pneu	181,160	13,296	2,979	356,703	133		554,271			
2D Comp - Instruments	263,920	124,288	4,965	192,664	299,286		885,123			
2E Comp - Landing Gear		487,904	4,164		904		492,972			
2F Comp - Avn Ordnance		104,219			607		104,826			
2G Comp - Avionics/Elec	92,619	429,591	30,506	333,936	1,279,889		2,166,541			
2H Comp - APUs		28,836	102,322				131,158			
2I Comp - Other	131,260	180,260	93,138		279,962		684,620			
2 Aircraft Comp	**1,002,713**	**1,609,704**	**257,274**	**1,040,266**	**2,337,352**		**6,247,309**			
3A Engines - Aircraft	2,307,635	102,409	2,625,971				5,036,015			
3B Engines - Ship										
3C Engines - Tank										
3D Engines - Blade/Vnes	76,386						76,386			
3 Engines (Gas Turb)	**2,384,021**	**102,409**	**2,625,971**				**5,112,401**			
4A Missiles - Strategic		673,626	57,467				731,093			
4B Missiles - Tact/MLRS		180,915			13,144		194,059			
4 Missiles & Comp		**854,541**	**57,467**		**13,144**		**925,152**			
5A Amphibians - Vehicle								114,300	140,800	255,100
5B Amphibians - Cmponts								12,100	3,800	15,900
5 Amphibians								**126,400**	**144,600**	**271,000**
6A Gnd Cbt Veh - SlfPrp										
6B Gnd Cbt Veh - Tanks								37,300	16,800	54,100
6C Gnd Cbt Veh - Towed									74,700	74,700
6D Gnd Cbt Veh - Comp								12,300	1,800	14,100
6 Gnd Cbt Vehicles								**49,600**	**93,300**	**142,900**
7A Commo - Radar				430,410	1,125		431,535	29,700	41,400	71,100
7B Commo - Radio				177,156	31		177,187	109,200	63,300	172,500
7C Commo - Wire				118,283	46		118,329	9,100	100	9,200
7D Commo - EW										
7E Commo - Nav Aids				164,644	105		164,749			
7F Commo - ElOp/NtVis				109,115	63		109,178		76,200	76,200
7G Commo - Satellite				32,271			32,271			
7H Commo - Crypto										
7 Comm & Electr				**1,031,879**	**1,370**		**1,033,249**	**148,000**	**181,000**	**329,000**
8 Automotive/Const								154,700	109,300	264,000
8 Auto/Constr Equip								**154,700**	**109,300**	**264,000**
9A Tact Veh - Automotve								322,000	297,000	619,000
9B Tact Veh - Componts								11,900	2,400	14,300
9 Tactical Vehicles								**333,900**	**299,400**	**633,300**
10A GP - Grnd Spt Eq										
10B GP - Small Arms								246,900	2,500	249,400
10C GP - Munitions/Ord			1,620				1,620			
10D GP - Gnd Generators				61,624			61,624			
10E GP -Other		119,718					119,718	1,300		1,300
10 Gnd Gen Purp Items		**119,718**	**1,620**	**61,624**			**182,962**	**248,200**	**2,500**	**250,700**
11A Sea Sys - Ships									5,000	5,000
11B Sea Sys - Wpns Sys										
11C Sea Sys - Ship Spt										
11D Sea Sys - ShipYd Spt										
11E Sea Sys - Ship Dsgn										
11 Sea Systems									**5,000**	**5,000**
12A Software - Tact Sys	325,418	652,524	14,178	210,729	888,197		2,091,046			
12B Software - Spt Equip	298,560	241,351	154,881	183,656	592,131		1,470,579			
12 Software	**623,978**	**893,875**	**169,059**	**394,385**	**1,480,328**		**3,561,625**			
13A Spec Int - Bearings	15,202	4,818					20,020			
13B Spec Int - Calibratn										
13C Spec Int - TMDE	30		409,935				409,965			
13 Spec Interest Items	**15,232**	**4,818**	**409,935**				**429,985**			
14 Other Commodity				399		108,932	109,331		900	900
14 Other Commodity				**399**		**108,932**	**109,331**		**900**	**900**
15 Assoc Fabric/Manufct	96,850	75,949	119,870	354,279	314,861		961,809			
15 Assoc Fabric/Mfg	**96,850**	**75,949**	**119,870**	**354,279**	**314,861**		**961,809**			
16A Flt Spt - Prod Spt										
16B Flt Spt - Voyage Rpr										
16C Flt Spt - Cust Svc										
16 Fleet Support										
TOTAL	**6,658,340**	**4,895,412**	**4,462,690**	**4,230,616**	**6,763,218**	**108,932**	**27,119,208**	**1,060,800**	**836,000**	**1,896,800**

Commodity Group	NAD-CH	NAD-JX	NAD-NI	NSY-LB	NSY-NF	NSY-PH	NSY-PM	NSY-PS	NSW-CR	NSW-LO	NUW-KP	Navy	TOTAL
1A Air Frames - Rotary	196,442											196,442	2,067,442
1B Air Frames - VSTOL	19,112											19,112	19,112
1C1 Air Frames-Trn/Tk/Bmb													5,178,266
1C2 Air Frames - Cmd&Ctl													512,342
1C3 Air Frames - Lt Cbt	364,560	356,644	424,219									1,145,423	4,010,108
1C4 AirFrames - Adm/Tng													92
1D Air Frames - Other	131,744	465,486	482,370									1,079,600	1,079,600
1 Aircraft Airframes	**711,858**	**822,130**	**906,589**									**2,440,577**	**12,866,962**
2A Comp - Dynamic Comp	90,882		31,550									122,432	983,432
2B Comp - Acft Struct	27,519	51,929	36,729									116,177	1,375,975
2C Comp - Hydraulc/Pneu	38,565	20,198	23,738									82,501	750,772
2D Comp - Instruments	10,848	5,675	88,510									105,033	1,008,156
2E Comp - Landing Gear	8,572	35,549	25,253									69,374	573,346
2F Comp - Avn Ordnance	249	21,438	2,770									24,457	130,283
2G Comp - Avionics/Elec	6,148	95,782	157,269						222,988			482,187	2,926,728
2H Comp - APUs	72,474											72,474	208,632
2I Comp - Other	218,208	97,473	138,914									454,595	1,161,215
2 Aircraft Comp	**473,465**	**328,044**	**504,733**						**222,988**			**1,529,230**	**9,118,539**
3A Engines - Aircraft	261,412	370,628										632,040	5,874,055
3B Engines - Ship			98,390									98,390	98,390
3C Engines - Tank													207,000
3D Engines - Blade/Vnes	29,300											29,300	105,686
3 Engines (Gas Turb)	**290,712**	**370,628**	**98,390**									**759,730**	**6,285,131**
4A Missiles - Strategic													731,093
4B Missiles - Tact/MLRS									37,800			37,800	871,859
4 Missiles & Comp									**37,800**			**37,800**	**1,602,952**
5A Amphibians - Vehicle													255,100
5B Amphibians - Cmponts													15,900
5 Amphibians													**271,000**
6A Gnd Cbt Veh - SlfPrp													416,000
6B Gnd Cbt Veh - Tanks													2,254,100
6C Gnd Cbt Veh - Towed													116,700
6D Gnd Cbt Veh - Comp													120,100
6 Gnd Cbt Vehicles													**2,906,900**
7A Commo - Radar				12,209	7,340	7,486						27,035	608,670
7B Commo - Radio				9,989		10,483		9,008				29,480	1,046,167
7C Commo - Wire													245,529
7D Commo - EW				59,933		340,376						400,309	771,309
7E Commo - Nav Aids				4,439		16,933	66,979	36,034	843			125,228	297,977
7F Commo - ElOp/NtVis				370			34,716	45,042	107,800			187,928	373,306
7G Commo - Satellite				370								370	32,641
7H Commo - Crypto													168,000
7 Comm & Electr				**87,310**	**7,340**	**375,278**	**101,695**	**90,084**	**108,643**			**770,350**	**3,543,599**
8 Automotive/Const													281,000
8 Auto/Constr Equip													**281,000**
9A Tact Veh - Automotve													619,000
9B Tact Veh - Componts													14,300
9 Tactical Vehicles													**633,300**
10A GP - Grnd Spt Eq													0
10B GP - Small Arms													481,400
10C GP - Munitions/Ord													1,620
10D GP - Gnd Generators													61,624
10E GP -Other													121,018
10 Gnd Gen Purp Items													**665,662**
11A Sea Sys - Ships				2,426,409	6,293,532	2,322,044	2,978,930	8,214,896	5,515			22,241,326	22,246,326
11B Sea Sys - Wpns Sys				263,471	135,656	129,198			300,234	1,228,240	733,969	2,790,768	2,790,768
11C Sea Sys - Ship Spt					851,873	107,457	9,083	459,865				1,428,278	1,428,278
11D Sea Sys - ShipYd Spt				431,092	493,600	191,326	86,020	447,964				1,650,002	1,650,002
11E Sea Sys - Ship Dsgn					1,234,000		19,928	991,756				2,245,684	2,245,684
11 Sea Systems				**3,120,972**	**9,008,661**	**2,750,025**	**3,093,961**	**10,114,481**	**305,749**	**1,228,240**	**733,969**	**30,356,058**	**30,361,058**
12A Software - Tact Sys													2,099,046
12B Software - Spt Equip													1,470,579
12 Software													**3,569,625**
13A Spec Int - Bearings			26,448	6,715								33,163	87,183
13B Spec Int - Calibratn			40,000									40,000	40,000
13C Spec Int - TMDE	81,700	87,730	96,020	1,819		55,039		45,455				367,763	820,728
13 Spec Interest Items	**81,700**	**87,730**	**162,468**	**8,534**		**55,039**		**45,455**				**440,926**	**947,911**
14 Other Commodity	104,955	136,140	308,262									549,357	659,588
14 Other Commodity	**104,955**	**136,140**	**308,262**									**549,357**	**659,588**
15 Assoc Fabric/Manufct	45,400	483,964	495,500			31,451		448,604				1,504,919	2,978,728
15 Assoc Fabric/Mfg	**45,400**	**483,964**	**495,500**			**31,451**		**448,604**				**1,504,919**	**2,978,728**
16A Flt Spt - Prod Spt	503,244	733,359	588,019									1,824,622	1,824,622
16B Flt Spt - Voyage Rpr		122,700	98,000									220,700	220,700
16C Flt Spt - Cust Svc		7,855	170,813									178,668	178,668
16 Fleet Support	**503,244**	**863,914**	**856,832**									**2,223,990**	**2,223,990**
TOTAL	**2,211,334**	**3,092,550**	**3,332,774**	**3,216,816**	**9,016,001**	**3,211,793**	**3,195,656**	**10,698,624**	**675,180**	**1,228,240**	**733,969**	**40,612,937**	**78,915,945**

fitting Core Re[illegible]

Sheet1

OC MPC	12863	SA MPC	15220	OO MPC	9005	SM MPC	10291	WR core	6763
OC core	6658	SA core	4463	OO core	4895	SM core	4231	to OC	1849
from WR	1849	from WR	2349	from WR	850	from WR	1716	to SA	2349
remaining	4356		8408		3259		4344	to OO	850
								to SM	1716
									0

	to OC	to SA	to OO	to SM	WR core	remaining
1A airframes rotory						
1b VSTAL						
1c1 air frames train/tank/bomb		1349			1349	0
1c3 air frames lt Combat	1267				1267	0
1c4 airframe admin						0
aircraft air frames	1267	1349	0	0	2616	0
2a dynamic component						0
2b aircraft structures		477			477	0
2c hydraulics				0	0	0
2d instruments	299				299	0
2e landing gear			1		1	0
2f avn ordinance			1		1	0
2 g avionics electron	125	110	382	663	1280	0
2h APUs						0
2i other			280		280	0
aircraft components	425	587	664	663	2337	0
3a engines -aircraft						0
3d engines blade/vane						0
engines	0	0	0	0	0	0
4a missles strategic						0
4b missles tact			13		13	0
missles	0	0	13	0	13	0
7a grnd radar				1	1	0
7b radio comm				0	0	0
7c wire comm				0	0	0
7e navigation aids						0
7f electr optics				0	0	0
7g satelite				0	0	0
comm &elct	0	0	0	1	1	0
10c munition ord						0
10d grnd generators						0
gnd gen purpose	0	0	0	0	0	0
12a software tact systems		11	102	775 534	888	0
12b software spt equip	157	87	71	277 102	592	0
softward	157	98	173	1052	1480	0
13a bearings						0
13c TMDE						0
special interest	0	0	0	0	0	0
14 spec interest						0
15 assoc manufactor		315			315	0
total	1849	2349	850	1716	6763	0
						0

	Thousands of Direct Labor hours in FY 1999			
	workload	capacity	excess capacity	% excess capacity
airframes	821	3,251	2,429	75%
aircraft structures	19	162	143	88%
hydralics	3	4	1	19%
instruments	5	24	19	80%
landing gear	4	15	11	72%
avionics	31	142	111	78%
engines	2,626	7,318	4,692	64%
software	169	267	98	37%
manufacturing	120	1,058	938	89%

Reese
15 June

	Thousands of Direct Labor hours in FY 1999			
	workload	capacity	excess capacity	% excess capacity
airframes	821	3,251	2,429	75%
aircraft structures	19	162	143	88%
hydralics	3	4	1	19%
instruments	5	24	19	80%
landing gear	4	15	11	72%
avionics	31	142	111	78%
engines	2,626	7,318	4,692	64%
software	169	267	98	37%
manufacturing	120	1,058	938	89%

Reese
15 Jun

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1995 MAINTENANCE DEPOT CLOSURE AND REALIGNMENT ALTERNATIVES

Category	DoD	Cross-Service 1	Cross-Service 2
Army Depots	(C) Red River (R) Letterkenny	(C) Red River (C) Letterkenny	(C) Red River (C) Letterkenny
Navy Shipyards	(C) Long Beach	(C) Portsmouth (C) Pearl Harbor	*(C) Long Beach * (C) Portsmouth *(C) Pearl Harbor
Navy Aviation Depots		(C) Jacksonville	(C) Jacksonville
Navy Weapon Center	(C) Crane-Louisville (R) Keyport	(C) Crane-Louisville (C) Keyport	** (C) Crane- Louisville ** (C) Keyport
Air Force Aviation	(R) San Antonio (R) Sacramento (R) Ogden (R) Warner Robins (R) Ok City	(C) San Antonio	(C) San Antonio (C) Sacramento

C = CLOSURE
R = REALIGN
* = CLOSE any 2 of 3
** = CLOSE any 1 of 2

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27 April, 1995 CROSS SERVICE TEAM/DBCRC
AF MAINTENANCE DEPOTS

	OK CTY OK	OGDEN UT	KELLY TX	McCLELLAN CA	WARN ROB GA
PRODUCTS MANAGED AIRCRAFT: ENGINES:	B-1,B-2,B 52, C-135,E-3 TF30,TF33,TF41,J57,F103, F107,F108, F110,F112, F118	C-130,F-16, Large Missiles	C-5,C-17 T56,TF39, F100,F117, F119	A-10,F-15,F-22,F-111,KC-135,T-37	C-130,C-141, F-15
SQUARE FOOTAGE OF DEPOT	7,290,130	6,298,306	6,238,000	4,599,726	4,712,900
CIVILIAN EMPLOYEES	6169	4373	5453	4799	5220
MILITARY EMPLOYEES	82	134	70	51	74
TOTAL EMPLOYEES	6251	4507	5523	4850	5294
DEPOT SPECIALTIES	Hydraulics, Pneudralics, Instruments	Munitions, Landing Gear, Turbines, Instruments	Elect, Mech supp eqpt, nucl compon, instruments	Ground comt elect hydraul pneudral instrum shelt	Air elect, gyroscopes, prop, life supp equip
CAPACITY IN HOURS (THOUSANDS OF HOURS FY 99)	7,811	7,615	8,804	7,068	8,187
MAXIMUM POTENTIAL CAPACITY (THOUSANDS OF HOURS FY 99)	12,863	9,005	15,220	10,291	9,913
CORE IN HRS(THOU HRS FY 99)	6,658	4,895	4,463	4,231	6,763
PERCENT UTILIZATION (CORE /CAPACITY)	85	64	51	60	83
PROJECTED FY 99 WORKLOAD	7,325	4,796	5,635	5,161	7,399

NAVY AVIATION DEPOTS

	CHERRY PT NC	JACKS'VIL FL	NORTH ISL CA		
PRODUCTS MANAGED: AIRCRAFT	F-4,AV-8B,V-22,H-46,H-53	P-3,EA-6B,F-14	E-2,C-2,F/A-18,S-3		
ENGINES	T56,T76,T400, F-402,T-64,J-79	J-52, F-404,TF-34	LM 2500		
SQUARE FOOTAGE OF DEPOT	1,270,000	1,597,900	2,831,600		
CIVILIAN EMPLOYEES	3,685	3,896	4,306		
MILITARY EMPLOYEES	79	26	31		
TOTAL EMPLOYEES	3,764	3,922	4,337		
DEPOT SPECIALIES	Rotary Wing, Ground sup equip,Dynamic components	Electro-optics, Electronic warfare,Bomb racks	Bearings, Instruments, Radar, Electronics		
CAPACITY IN HOURS (THOUSANDS OF HOURS FY99)	3,627	5,204	4,817		
MAXIMUM POTENTIAL CAPACITY (THOUSANDS OF HOURS FY 99)	5,735	7,158	7,772		
CORE (IN THOUSANDS OFHOURS FY 99)	2,211	3,092	3,333		
PERCENT UTILIZATION (CORE/CAPACITY)	61	59	69		
PROJECTED FY 99 WORKLOAD	2,818	3,328	3,398		

USMC MAINTENANCE DEPOTS

	ALBANY GA	BARSTOW CA			
PRODUCTS MANAGED	Multi-commodity Center	Multi-commodity Center			
SQUARE FOOTAGE OF DEPOT	832,100	671,680			
CIVILIAN EMPLOYEES	809	935			
MILITARY EMPLOYEES	10	10			
TOTAL EMPLOYEES	819	945			
DEPOT SPECIALTIES	Multi-commodity Maintenance Center	Multi-commodity Maintenance Center			
CAPACITY IN HOURS (THOUSANDS OF HOURS FY 99)	1,215	1,037			
MAX POTENTIALCAPACITY (THOUSANDS OF HOURS FY 99)	1,883	1,563			
CORE (IN THOUSANDS OF HOURS FY 99)	1,061	836			
PERCENT UTILIZATION (CORE/CAPACITY)	87	81			
PROJECTED FY 99 WORKLOAD	1,507	1,308			

NAVY SHIPYARDS

	NORFOLK VA	PEARL HAR HI	PO'MOUTH NH	PUGET-SD WA	LONG BEA CA
PRODUCTS MANAGED	CVN,CV PLUS ALL SHIP/SUB CLASSES	ATTACK SUBS PLUS ALL OTHER SHIP TYPES	ALL SUB TYPES	CVN, CV PLUS ALL SHIP/SUB CLASSES	CV PLUS ALL NON-NUCLEAR SHIP TYPES
SQUARE FOOTAGE OF DEPOT	3,748,497	3,323,768	4,049,100	3,347,925	1,604,400
CIVILIAN EMPLOYEES	8,481	2,963	2,640	9,796	2,746
MILITARY EMPLOYEES	105	50	66	176	20
TOTAL EMPLOYEES	8,586	3,013	2,706	9,972	2,766
DEPOT SPECIALTIES	NUCLEAR REFUEL AND REPAIR PROP REPAIR GEN SHIP REPAIR	NUCLEAR REFUEL AND REPAIR QA TESTING GEN SHIP REPAIR	TOWED ARRAY TEST/WORK XDUCER TEST/WORK 688 REFUEL GEN SUB REPAIR	NUCLEAR REACTOR COMPART. DISPOSAL NUCLEAR REPAIR GEN SHIP REPAIR	PUMP, MOTOR, DIESEL & BOILER TEST AND REPAIR GEN SHIP REPAIR
CAPACITY IN HOURS (THOUSANDS OF HOURS FY 99)	11,543	TO BE ADDED	TO BE ADDED	13,240	4,816
MAXIMUM POTENTIAL CAPACITY (THOUSANDS OF HOURS FY 99)	15,851	8,032	7,996	14,919	5,401
CORE (IN THOU OF HRS FY 99)	9,016	3,212	3,196	10,699	3,217
PERCENT UTILIZATION (CORE /APACITY)	78	58	50	81	67
PROJECTED FY 99 WORKLOAD	10,360	4,631	3,834	13,552	3,770

NAVAL WEAPONS CENTERS

	CRANE IN	LOUISVILLE KY	KEYPORT WA		
PRODUCTS MANAGED	Navy Guns & Elec Systems Engineering Army Ammo Storage &Maintenance	Navy Guns and Ordnance Systems Support	Navy Underwater Weapon systems		
SQUARE FOOTAGE OF DEPOT	10,250,400	1,543,301	2,798,621		
CIVILIAN EMPLOYEES	3,954	1,607	2,884		
MILITARY EMPLOYEES	112	16	277		
TOTAL EMPLOYEES	5,380	2,078	3161		
DEPOT SPECIALTIES	Depot Center of Excellence for Electronic Warfare, Surface Missile Systems Launchers, Mechanical Devices, &Mine Countermeas.	Comprehensive full life cycle engineering support for all naval gun weapon systems	Life cycle support of underwater weapons systems		
CAPACITY IN HOURS (THOUSANDS OF HOURS FY 99)	974	750	1,010		
MAXIMUM POTENTIAL CAPACITY (THOUSANDS OF HOURS FY 99)	2,451	2,479	1,141		
CORE (THOUSANDS OF HOURS FY 99)	675	1,228	734		
PERCENT UTILIZATION (CORE /CAPACITY)*	69	70	73		
PROJECTED FY 99 WORKLOAD					

ARMY DEPOTS

	ANNISTON AL	COR CHRIS TX	LETTERKE PA	RED RIVER TX	TOBYHAN PA
PRODUCTS MANAGED	M1Tank,Sm Arms, Crew-ServedWeapons;ConventionalAmmo,Missile&Chemical Munitions Storage	UH-60, AH-64, UH-1, CH-47 Series of Helicopters	Self-propelled and Towed Artillery, Tactical Missile; Conventional Ammo/Missile Storage	BFVS, M113 Series, MLRS, FSTV, ACE, ROWPU, Track, Tires, Roadwheels; ConvenAmmo MissileStorage	Ground Communications/Electronics, Ground-Based Satellite Systems, COMSEC
SQUARE FOOTAGE OF DEPOT	8842	1957	8336	7745	4231
CIVILIAN EMPLOYEES	3796	2857	2944	2957	3602
MILITARY EMPLOYEES	12	22	73	14	115
TOTAL EMPLOYEES	3808	2879	3017	2971	3717
DEPOT SPECIALTIES	Center of Excellence for Heavy Track Combat Vehicles, Sm Arms Crew-serv Weapons	Center of Excellence for Rotary Wing Aircraft and associated equipment	Center of Excellence for Self-propelled and Towed Artillery, Tactical Missile Repair	Center for Excel for Lt TrackCombat Vehicles, RubberProd. Facility	Center of Excellence for Communications and Electronics
CAPACITY THOUS OF HOURS	3200	4009	2485	3233	4633
MAXIMUM POTENTIAL CAPACITY	4512	4714	3707	4684	7606
CORE IN HOURS (THOUSANDS OF HOURS FY 99)	1497	3182	981	1323	2304
PERCENT UTILIZATION (CORE /CAPACITY)	47	79	39	41	50
PROJECTED 99 WORKLOAD	1763	3833	1961	1493	3732

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	no 95 BRAC		
	MPC	CORE	% UTILIZATION
HILL	9005	4895	54%
TINKER	12863	6658	52%
ROBINS	9913	6763	68%
KELLY	15220	4463	29%
McCLELLAN	10291	4231	41%
AIR FORCE	57292	27010	47%
TOBY	7606	2304	30%
RED RIVER	4684	1323	28%
ANNISTON	4512	1497	33%
LEAD	3707	981	26%
CORPUS	4714	3182	68%
ARMY	25223	9287	37%
CHERRY PNT	5735	2211	39%
JAX	7158	3093	43%
NORTH ISLAND	7772	3333	43%
NORFOLK	15851	9016	57%
PEARL HARBOR	8032	3212	40%
PORTSMOUTH	7996	3196	40%
PUGET SOUND	14919	10699	72%
LONG BEACH	5401	3217	60%
CRANE	2451	675	28%
LOUISVILLE	2480	1228	50%
KEYPORT	1141	734	64%
ALBANY	1883	1061	56%
BARSTOW	1563	836	53%
DON	82382	42511	52%
	164897	78808	48%

	DoD BRAC		
	MPC	CORE	% UTILIZATION
HILL	9005	4895	
TINKER	12863	6658	
ROBINS	9913	6763	
KELLY	15220	4463	
McCLELLAN	10291	4231	
AIR FORCE	57292	27010	47%
TOBY	7606	2304	
RED RIVER		1323	
ANNISTON	4512	1497	
LEAD		981	
CORPUS	4714	3182	
ARMY	16832	9287	55%
CHERRY PNT	5735	2211	
JAX	7158	3093	
NORTH ISLAND	7772	3333	
NORFOLK	15851	9016	
PEARL HARBOR	8032	3212	
PORTSMOUTH	7996	3196	
PUGET SOUND	14919	10699	
LONG BEACH		3217	
CRANE	2451	675	
LOUISVILLE		1228	
KEYPORT	1141	734	
ALBANY	1883	1061	
BARSTOW	1563	836	
DON	74501	42511	57%
	148625	78808	53%

	D M - 1		
	MPC	CORE	% UTILIZATION
HILL	9005	4895	
TINKER	12863	6658	
ROBINS	9913	6763	
KELLY		4463	
McCLELLAN	10291	4231	
AIR FORCE	42072	27010	64%
TOBY	7606	2304	
RED RIVER		1323	
ANNISTON	4512	1497	
LEAD		981	
CORPUS	4714	3182	
ARMY	16832	9287	55%
CHERRY PNT	5735	2211	
JAX		3093	
NORTH ISLAND	7772	3333	
NORFOLK	15851	9016	
PEARL HARBOR		3212	
PORTSMOUTH		3196	
PUGET SOUND	14919	10699	
LONG BEACH	5401	3217	
CRANE		675	
LOUISVILLE	2480	1228	
KEYPORT		734	
ALBANY	1883	1061	
BARSTOW	1563	836	
DON	55604	42511	76%
	114508	78808	69%

	D M - 2		
	MPC	CORE	% UTILIZATION
HILL	9005	4895	
TINKER	12863	6658	
ROBINS	9913	6763	
KELLY		4463	
McCLELLAN		4231	
AIR FORCE	31781	27010	85%
TOBY	7606	2304	
RED RIVER		1323	
ANNISTON	4512	1497	
LEAD		981	
CORPUS	4714	3182	
ARMY	16832	9287	55%
CHERRY PNT	5735	2211	
JAX		3093	
NORTH ISLAND	7772	3333	
NORFOLK	15851	9016	
PEARL HARBOR	8032	3212	
PORTSMOUTH		3196	
PUGET SOUND	14919	10699	
LONG BEACH		3217	
CRANE	2451	675	
LOUISVILLE		1228	
KEYPORT	1141	734	
ALBANY	1883	1061	
BARSTOW	1563	836	
DON	59347	42511	72%
	107960	78808	73%

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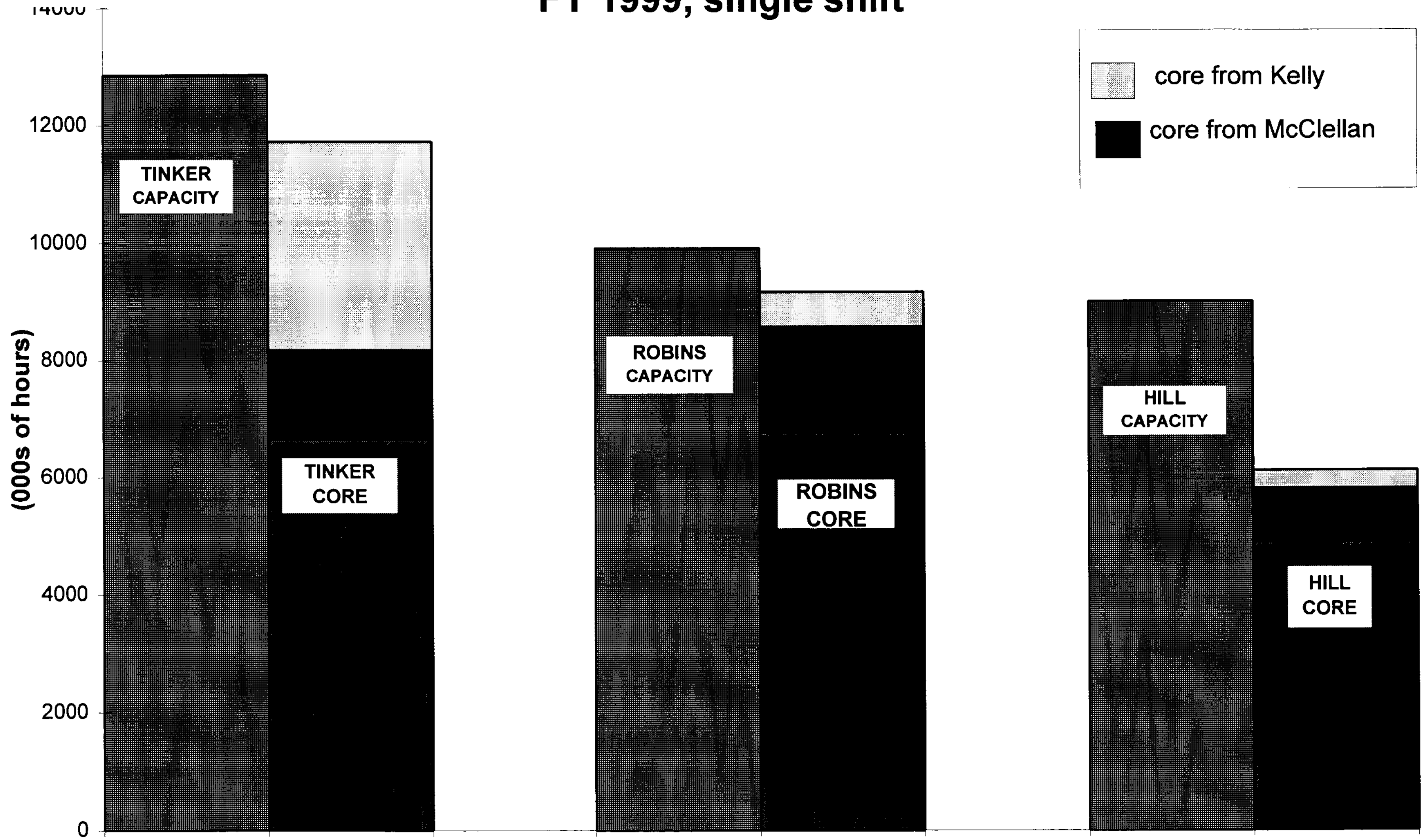
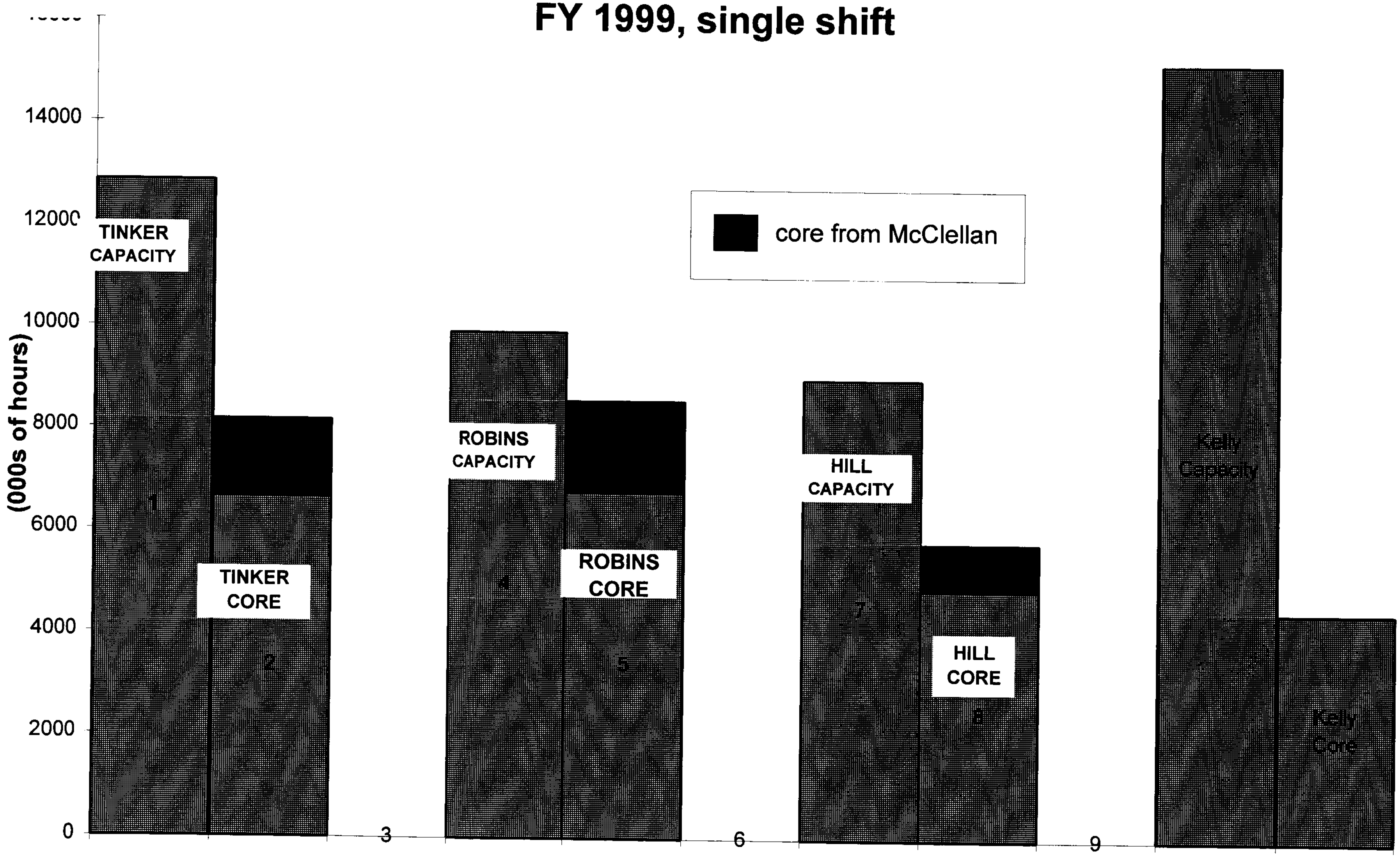
Consolidation of core workload within 3 Air Force depots FY 1999, single shift



DISTRIBUTION OF WORK WITHIN AIR FORCE DEPOTS (TWO CLOSURES)

work from McClellan to Tinker:	Thousands of direct Labor hours
air frames (tanker / bomber)	441
hydraulics	357
instruments	193
ground generators	62
tactical system and equip software	395
manufacturing	70
subtotal	**1,517**
work from McClellan to Robins:	
aircraft structures	157
avionics	334
ground radar	430
radio communication	177
wire communication	118
navigation aides	165
satelite	32
electrical optics	109
manufactoring	284
subtotal	**1,807**
from McClellan to Hill:	
lt combat airframes	907
subtotal	**907**
work from Kelly to Tinker:	
air frames	421
hydraulics	3
other components	93
engines	2,626
TMDE	410
subtotal	**3,553**
work from Kelly to Robins:	
airframes	400
avionics	31
software	169
subtotal	**600**
work from Kelly to Hill:	
aircraft structures	19
instruments	5
landing gear	4
APU	102
missiles	57
munitions	2
manufacturing	120
subtotal	**310**

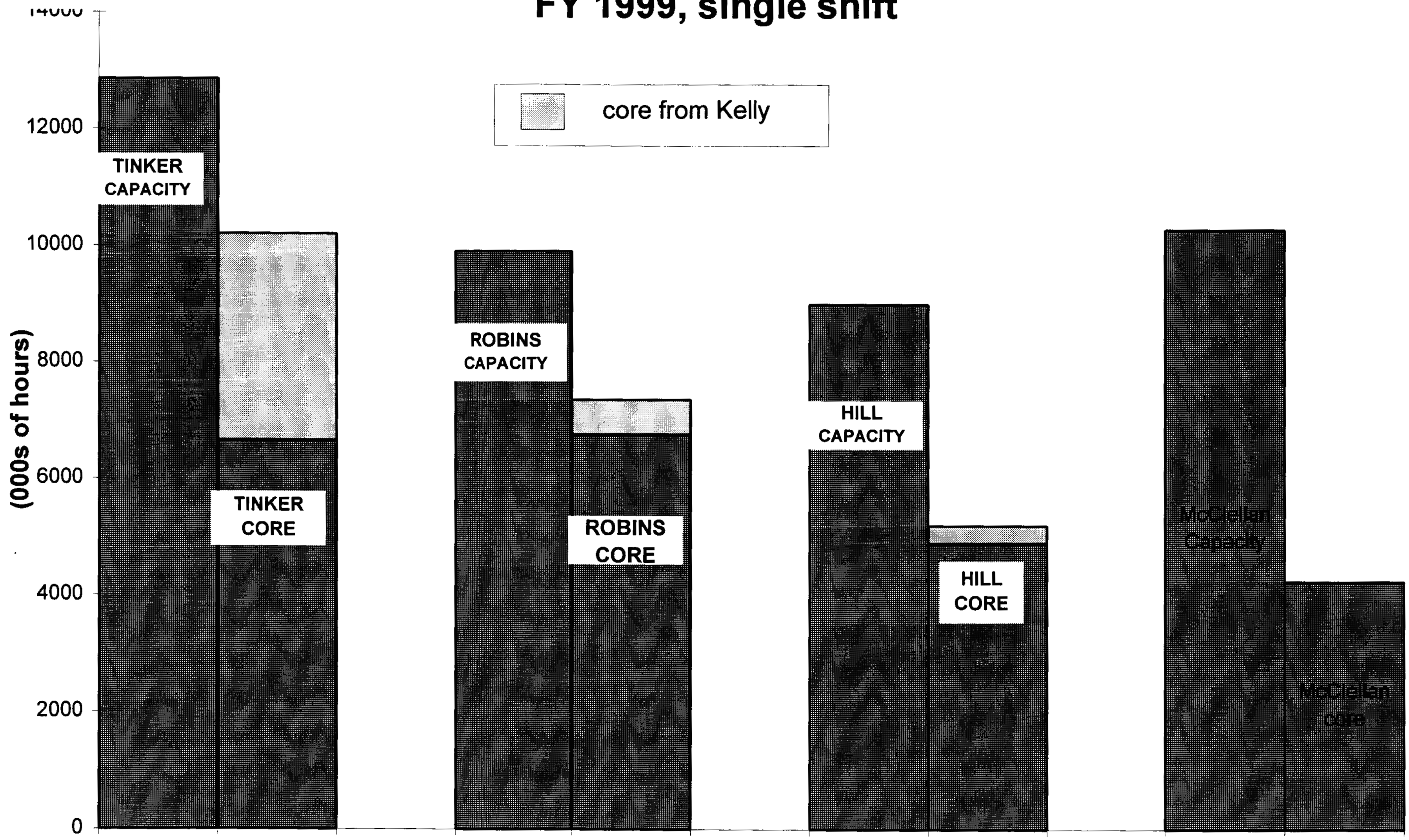
Consolidation of McClellan within Air Force depots FY 1999, single shift



DISTRIBUTION OF WORK WITHIN AIR FORCE DEPOTS (McCLELLAN CLOSURE)

	Thousands of direct Labor hours
work from McClellan to Tinker:	
air frames (tanker / bomber)	441
hydraulics	357
instruments	193
ground generators	62
tactical system and equip software	395
manufacturing	70
subtotal	**1,517**
work from McClellan to Robins:	
aircraft structures	157
avionics	334
ground radar	430
radio communication	177
wire communication	118
navigation aides	165
satelite	32
electrical optics	109
manufactoring	284
subtotal	**1,807**
from McClellan to Hill:	
lt combat airframes	907
subtotal	**907**
from McClellan to Kelly:	
none	**0**

Consolidation of Kelly core workload within Air Force depots FY 1999, single shift



DISTRIBUTION OF WORK WITHIN AIR FORCE DEPOTS (KELLY CLOSURE)

work from Kelly to Robins:	
airframes	400
avionics	31
software	169
subtotal	**600**
work from Kelly to Hill:	
aircraft structures	19
landing gear	4
APU	102
missiles	57
munitions	2
manufacturing	120
subtotal	**304**
work from Kelly to Tinker:	
air frames	421
other components	93
engines	2,626
TMDE	410
subtotal	**3,550**
work from Kelly to McClellan:	
instruments	5
hydraulics	3
subtotal	**8**

Joint Cross Service Distribution of Kelly and McClellan workload

relocation of work	thousands of direct labor hours
Tinker	4,828
Robins	613
Hill	1,674
Tobyhanna	1,081
North Island	205
Cherry Point	102
Annisition	2
Barstow	62

JOINT CROSS SERVICE DISTRIBUTION OF McCELLAN WORKLOAD

	Thousands of direct labor hours
to Tinker:	
air frames	441
hydraulics	357
instruments	193
subtotal	**991**
to Robins:	
airframes	150
aircraft structures	25
avionics	334
manufactoring	54
subtotal	**563**
to Hill:	
lt combat airframes	757
aircraft structures	151
software tactical systems	211
software equipment	184
manufactoring	300
subtotal	**1,602**
to Tobyhanna:	
ground radar	430
radio communication	177
wire communication	118
navigation aides	118
electical optics	32
subtotal	**876**
to Barstow:	
ground generators	62
subtotal	**62**
to Crane:	
electical optics	109
subtotal	**109**

JOINT CROSS SERVICE DISTRIBUTION OF KELLY WORKLOAD

to Tinker:	Thousands of direct labor hours
air frames	821
hydralics	3
instruments	5
aircraft (other components)	93
engines	2,626
tactical software	14
equip software	155
associated manufactoring	120
subtotal	**3,837**
to Robins:	
aircraft structures	19
avionics	31
subtotal	**50**
to Hill:	
aircraft structures	10
landing gear	4
missiles	57
subtotal	**71**
to Tobyhanna:	
TMDE	205
subtotal	**205**
to North Island:	
TMDE	205
subtotal	**205**
to Cherry Point:	
APU	102
subtotal	**102**
to Anniston:	
ordinance	2
subtotal	**2**

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COMPARISON OF COBRAs

	Navy depot base closure	Air Force depot base closure	Army depot closure
Time to Close	2-3 years	6 years	3-4 years
positions eliminated before workload move	average has been 20-30% gainer estimated requirement	none	based on gainer estimated requirement
timing of position elimination	phased over closure period based on COBRA calculations	all in 2001	phased according to scenerio
civilian personnel leave cost	none recognized as BRAC gov't obligated to pay regardless	all recognized as BRAC cost	none recognized as BRAC gov't obligated to pay regardless
cost to hire at receiving base	none recognized as BRAC cost	$4,000 per new employee	$1,109 per new employee
Program planning	COBRA calculated (increase production prior to move but this cost assumed to net to O over time)	COBRA calculated plus cost to run parallel lines and interim contract support	COBRA calculated
amount of equipment moved	based on estimate of receiver	all moved or repurchased	based on requirments of receiver and historical data
equipment transportation costs	COBRA calculated based on tonnage	estimated as 4% of equipment acquisition cost	COBRA calculated based on tonage
equipment excess cost	not recognized as BRAC cost assume costs to disposes equals proceeds	recognize cost of sending equip to excess	none recognized as BRAC cost equipment disposed of in place, purchaser responsible for removal of equipment
supply transportation costs	based on tonnage	estimated as 1% of inventory value	based on short tons
procurement of new equipment	scenerio specific unique cost	five percent of equipment at loosing base is repurchased	scenario driven, some equip may be claimed
Administrative MilCon	rehab admin space	new and rehab administrative space	scenario driven new requirements based on standard sq ft factors
MilCon avoidance	savings from all projects programmed at losing base with complete closure	none recognized	savings from all projects budgeted for losing base
Base Conversion Agency Costs	COBRA calculation	COBRA calculation plus $30 M/ base closed	COBRA calculation

Comparison of Closure COBRA data from each Military Department (costs in $M)

	Air Force Kelly AFB	Navy Long Beach	Army Red River	Army Letterkenny
ROI year	9	0	0	0
NPV	283	1,949	1,497	952
costs and savings:				
one time costs	582	75	60	50
one time savings	7	0	0	0
Steady state savings	76	131	123	78
positions:				
population	19,104	3,891	2,971	3,017
eliminated	1,245	1,697	1,861	1,287
realigned	16,415	472	1,040	803
% eliminated	7%	44%	63%	43%
% realigned	86%	12%	35%	27%

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VOTE TOTALS BY BASE

Base	Score	Tier
Hill AFB, Utah	33	1
Kelly AFB, Texas	15	3
McClellan AFB, California	11	3
Robins AFB, Georgia	26	2
Tinker AFB, Oklahoma	29	1

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DEPOT CATEGORY

OVERALL

	Overall Mission Requirements	Facilities and Infrastructure	Contingency and Mobility	Costs and Manpower Implications	Return on Investment	Economic Impact	Community	Environmental Impact	TIER installation	depot
Base Name	I	II	III	IV	V	VI	VII	VIII		
Hill AFB	Green -	Yellow +	Green -	1,409/ 514	30	38,748 (6.8%)	Green -	Yellow +	I	1
Tinker AFB	Yellow +	Green	Green	1,312/ 633	42	47,590 (10.1%)	Green -	Yellow +	I	2
Robins AFB	Green -	Green -	Green	1,011/ 133	18	32,004 (24.3%)	Green -	Yellow +	II	1
Kelly AFB	Yellow	Green -	Yellow +	653/-179	10	41,125 (6.4%)	Green -	Red +	III	3
McClellan AFB	Yellow +	Yellow +	Yellow +	514/-609	5	32,438 (5.2%)*	Yellow	Yellow +	III	2

summary of depot + installation tiers

BCEG CLOSE HOLD

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DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

15 NOV 1994

OFFICE OF THE ASSISTANT SECRETARY

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

FROM: SAF/MII

SUBJECT: Military Values for Air Force Depot Installations

In your letter of August 29, 1994, you requested military site values for Air Force installations where depot maintenance activities are performed be provided to the Depot Maintenance Joint Cross-Service Group (JCSG-DM). I have this day delivered results to date of the Air Force process to the Air Force representative to the JCSG-DM Working Group, for use in your process. A copy is also attached for your ready reference. Since the Air Force does not determine a "military value" in its process, I have provided the initial installation tiering our process has so far produced. This is, of course, only one measure of the relative merit of a base within its primary category as determined at this point in the Air Force process. It is not a closure or retention recommendation.

The Air Force categorizes its bases according to the primary mission, and some activities for which values were requested by your group are not in the Depot Subcat have annotated those bases considered in the Depot Subcategory. For bases not in subcategory, their tier reflects a relative merit compared to the bases of the subc which they are analyzed.

The tiering (1(top), 2, or 3) of the bases results from the Air For and there is no predetermined number of bases to go into any of the t tier, bases are listed alphabetically. Each of these installations is c possesses excellent physical assets and labor forces. The fact th placed in a given tier represents only its merit relative to the c category/subcategory at this preliminary stage in the proces analyses. It certainly does not imply that the depot activ valuable contribution to the Air Force mission. Indee considerable excess capacity and is capable of recei discover.

In addition to the installation tiering merit of the depot function alone, witho assets are located. Once again, the ba analysis on which this tiering was based comparative analysis of bases. I offer this fo the installation tiering, this tiering represents on preliminary stage in the Air Force analysis, and is not a recommendation for closure or realignment.

I trust your JCSG analysis will not permit "military value" tiering to preclude or override head-to-head comparison of all depot maintenance activities. The Air Force supports the OSD goal of retaining those assets which represent the best combination of functional capability and cost effectiveness, based on the selection criteria and force structure. We look forward to receiving the input from your analysis for inclusion in the Air Force process.

JAMES F. BOATRIGHT
Co-Chairman, Air Force Base Closure Executive Group

Attachment
Tiering Information

Depot Joint Cross-Service Group Air Forces Bases by Tier

Installation Tiering

Tier 1

Davis-Monthan AFB (AMARC)
Hill AFB*
Tinker AFB*

Tier 2

Robins AFB*

Tier 3

Kelly AFB*
McClellan AFB*

* Considered in the Depot Subcategory

Tiering by Depot Asset

Tier 1

Hill AFB
Robins AFB

Tier 2

McClellan AFB
Tinker AFB

Tier 3

Kelly AFB

AMARC is not analyzed in the tiering of depot assets. AMARC represents an irreplaceable mission function that would be retained under any scenario.

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Air Force Tiering of ALC Installations

criterion 1 - depot value 70%

a. commodity analysis 80 %

1) capacity
2) core workload
3) unique workloads
4) unique test facilities
5) other workloads

b. cost analysis 20%

criterion 2 - operational capabilities analysis 30%

a. operations 70%
b. airspace 20%
c. airfield 10%

Remaining criteria determined in manner consistent with other categories of bases

All criteria were reviewed prior to tiering by the BCEG using secret ballots

Air Force Tiering of ALC Installations

Attributes considered in the Air Force tiering process
- large industrial facilities
- access to technically oriented labor pool
- runway and ramp to support large aircraft
- specialized equipment and facilities

criterion 1 --	depot value		70%
a.	commodity analysis	80 %	
	5 measures of merit: 1) capacity 2) core workload 3) unique workloads 4) unique test facilities 5) other workloads		
b.	cost analysis	20%	
criterion 2 --			30%
	operational capabilities analysis		
	1) operations fighter operations bomber operations tanker operations	70%	
	2) airspace	20%	
	3) airfield	10%	

Remaining criteria determined in manner consistent with other categories of bases (Facilities, Air Quality, community)

All criteria were reviewed prior to tiering by the BCEG using secret written ballots

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JOINT CROSS SERVICE GROUP - DEPOT
FUNCTIONAL VALUE SCORING

24 DOD DEPOTS REPORTED CORE WORKLOAD & CAPACITY FOR 60 COMMODITY GROUPINGS

JCSG ASSIGNED FUNCTIONAL SCORES BY COMMODITY GROUP BASED ON CURRENT DEPOT EXPERIIENCE:

- 30 POINT MAXIMUM SCORE BASED ON PERCENTAGE OF TOTAL CORE WORKLOAD ASSIGNED TO THE DEPOT
- 15 POINT MAXIMUM SCORE BASED ON RELATIVE IMPORTANCE OF UNIQUE CORE WORK
- 15 POINT MAXIMUM SCORE BASED ON RELATIVE IMPORTANCE OF UNIQUE TEST FACILITIES
- 30 POINT MAXIMUM SCORE BASED RELATIVE IMPORTANCE ON NON-CORE WORK
- 10 POINT MAXIMUM BASED ON ENVIRONMENTAL PROBLEMS WHICH MIGHT LIMIT EXPANDED WORK

JCSG ASSIGNED COMMODITY WORK FROM CLOSING BASES TO DEPOT WITH HIGHEST FUNCTIONAL VALUE SCORES SUBJECT TO AVAILABLE CAPACITY.

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Joint Cross-Service Group for Depot Maintenance
Military Values

Air Force:

Highest (3)	Second (2)	Lowest (1)
OG-ALC	SM-ALC	SA-ALC
WR-ALC	OC-ALC	
AMARC		

Army:

Highest (3)	Second (2)	Lowest (1)
TOAD	RRAD	LEAD
ANAD		
CCAD		

Navy:

Highest (3)	Second (2)	Lowest (1)
NADEP CH	NADEP NI	
NADEP JX	MCLB B	
MCLB A	NSY LB	
NSY NF	NSY PM	
NSY PH	NSWC LO	
NSY PS		
NSWC CR		
NUWC KP		

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		Installation population		
	Mil	civ		personnel @ base
Tinker	7,425	11,678		19,103
Hill	4,566	8,691		13,257
Robins	4,008	11,119		15,127
Kelly	4,220	12,678		16,898
McClellan	2,774	8,882		11,656
Jax	2,227	5,354		7,581
Letterkenn	73	2,944		3,017
Toby	115	3,602		3,717
Anniston	12	3,795		3,807

AIR LOGISTICS CENTER MANPOWER HISTORY

	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00	FY 01
HILL AFB (Ogden ALC)														
Foreign Military Sales (FMS)														
OFF	8	4	4	4	4	4	3	2	2	2	2	2	2	2
ENL	-	-	-	1	1	1	-	-	-	-	-	-	-	-
CIV	493	502	437	423	388	366	421	417	412	412	412	412	412	412
TOT	501	506	441	428	393	371	424	419	414	414	414	414	414	414
Depot Maintenance (Maint)														
OFF	45	45	45	46	46	46	45	45	45	45	45	45	45	45
ENL	109	108	109	109	109	128	128	117	117	117	117	117	117	117
CIV	7,844	7,851	7,800	6,070	5,991	6,389	6,140	6,047	5,957	5,957	5,957	5,957	5,957	5,957
TOT	7,998	8,004	7,954	6,225	6,146	6,563	6,313	6,209	6,119	6,119	6,119	6,119	6,119	6,119
Materiel Management (MM)														
OFF	91	91	82	82	80	71	76	79	79	79	79	79	79	79
ENL	18	18	18	57	17	17	17	17	16	16	16	16	16	16
CIV	3,321	3,077	2,922	2,766	3,072	2,446	1,954	1,704	1,685	1,685	1,685	1,685	1,685	1,685
TOT	3,430	3,186	3,022	2,905	3,169	2,534	2,047	1,800	1,780	1,780	1,780	1,780	1,780	1,780
Central Contracting (PK)														
OFF	17	17	17	15	15	13	12	12	12	12	12	12	12	12
ENL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CIV	561	538	473	420	409	334	268	219	223	223	223	223	223	223
TOT	578	555	490	435	424	347	280	231	235	235	235	235	235	235
Management Overhead (MGMT)														
OFF	7	7	8	8	8	8	7	6	6	6	6	6	6	6
ENL	11	11	11	12	12	3	3	3	3	3	3	3	3	3
CIV	83	86	91	83	79	81	76	65	66	66	66	66	66	66
TOT	101	104	110	103	99	92	86	74	75	75	75	75	75	75
Communications & Computers (COMM/COMP)														
OFF	2	2	2	6	9	9	8	8	8	8	8	8	8	8
ENL	-	-	-	150	162	226	193	192	184	184	184	184	184	184
CIV	538	517	487	507	455	424	92	90	90	90	90	90	90	90
TOT	540	519	489	663	626	659	293	290	282	282	282	282	282	282
Medical (MED)														
OFF	106	111	118	123	133	142	147	144	143	143	143	143	143	143
ENL	253	258	277	272	271	291	320	352	348	348	348	348	348	348
CIV	117	123	139	152	154	143	144	139	133	133	133	133	133	133
TOT	476	492	534	547	558	576	611	635	624	624	624	624	624	624
Base Operating Support (BOS)														
OFF	69	70	71	76	75	70	64	61	61	61	61	61	61	61
ENL	973	1,015	1,039	1,133	1,097	885	836	809	798	798	798	798	798	798
CIV	3,964	3,825	3,554	3,301	1,730	1,517	1,382	1,348	1,344	1,344	1,344	1,344	1,344	1,344
TOT	5,006	4,910	4,664	4,510	2,902	2,472	2,282	2,218	2,203	2,203	2,203	2,203	2,203	2,203
TOTAL ALC MANPOWER														
OFF	345	347	347	360	370	363	362	357	356	356	356	356	356	356
ENL	1,364	1,410	1,454	1,734	1,669	1,551	1,497	1,490	1,466	1,466	1,466	1,466	1,466	1,466
CIV	16,921	16,519	15,903	13,722	12,278	11,700	10,477	10,029	9,910	9,910	9,910	9,910	9,910	9,910
TOT	18,630	18,276	17,704	15,816	14,317	13,614	12,336	11,876	11,732	11,732	11,732	11,732	11,732	11,732

AIR LOGISTICS CENTER MANPOWER HISTORY

	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00	FY 01
KELLY AFB (San Antonio ALC)														
Foreign Military Sales (FMS)														
OFF	17	18	19	17	17	16	15	15	15	15	15	15	15	15
ENL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CIV	762	705	616	573	684	578	681	722	708	708	708	708	708	708
TOT	779	723	635	590	701	594	696	737	723	723	723	723	723	723
Depot Maintenance (Maint)														
OFF	43	39	38	38	37	35	35	34	34	34	34	34	34	34
ENL	146	143	143	143	143	159	159	128	128	128	128	128	128	128
CIV	7,600	7,584	7,448	6,660	6,817	7,048	5,661	5,835	5,358	5,358	5,358	5,358	5,358	5,358
TOT	7,789	7,766	7,629	6,841	6,997	7,242	5,855	5,997	5,520	5,520	5,520	5,520	5,520	5,520
Materiel Management (MM)														
OFF	150	149	131	127	127	117	107	101	97	97	97	97	97	97
ENL	352	352	347	320	331	347	135	130	130	130	130	130	130	130
CIV	2,940	2,797	2,519	2,357	2,803	2,639	2,174	2,000	2,080	2,080	2,080	2,080	2,080	2,080
TOT	3,442	3,298	2,997	2,804	3,261	3,103	2,416	2,231	2,307	2,307	2,307	2,307	2,307	2,307
Central Contracting (PK)														
OFF	17	17	17	16	13	13	13	13	13	13	13	13	13	13
ENL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CIV	646	598	586	538	492	431	373	328	357	357	357	357	357	357
TOT	663	615	603	554	505	444	386	341	370	370	370	370	370	370
Management Overhead (MGMT)														
OFF	7	6	7	7	8	9	9	8	8	8	8	8	8	8
ENL	12	12	12	11	11	11	11	11	11	11	11	11	11	11
CIV	73	79	85	87	70	56	48	45	45	45	45	45	45	45
TOT	92	97	104	105	89	76	68	64	64	64	64	64	64	64
Communications & Computers (COMM/COMP)														
OFF	4	4	4	7	8	7	5	14	14	14	14	14	14	14
ENL	-	-	-	152	166	171	150	226	218	218	218	218	218	218
CIV	408	392	374	431	358	278	96	266	266	266	266	266	266	266
TOT	412	396	378	590	532	456	251	506	498	498	498	498	498	498
Medical (MED)														
OFF	8	9	11	12	46	42	43	49	49	49	49	49	49	49
ENL	20	20	19	20	104	105	110	119	119	119	119	119	119	119
CIV	31	31	30	33	74	73	75	67	64	64	64	64	64	64
TOT	59	60	60	65	224	220	228	235	232	232	232	232	232	232
Base Operating Support (BOS)														
OFF	65	67	69	66	64	54	63	80	83	83	83	83	83	83
ENL	559	568	556	527	474	466	455	652	651	651	651	651	651	651
CIV	4,235	4,071	3,976	3,666	2,889	1,447	1,400	1,601	1,578	1,578	1,578	1,578	1,578	1,578
TOT	4,859	4,706	4,601	4,259	3,427	1,967	1,918	2,333	2,312	2,312	2,312	2,312	2,312	2,312
TOTAL ALC MANPOWER														
OFF	311	309	296	290	320	293	290	314	313	313	313	313	313	313
ENL	1,089	1,095	1,077	1,173	1,229	1,259	1,020	1,266	1,257	1,257	1,257	1,257	1,257	1,257
CIV	16,695	16,257	15,634	14,345	14,187	12,550	10,508	10,864	10,456	10,456	10,456	10,456	10,456	10,456
TOT	18,095	17,661	17,007	15,808	15,736	14,102	11,818	12,444	12,026	12,026	12,026	12,026	12,026	12,026

AIR LOGISTICS CENTER MANPOWER HISTORY

	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00	FY 01
MCCLELLAN AFB (Sacramento ALC)														
Foreign Military Sales (FMS)														
OFF	13	10	8	8	4	4	4	4	4	4	4	4	4	4
ENL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CIV	527	401	279	212	203	187	367	378	374	374	374	374	374	374
TOT	540	411	287	220	207	191	371	382	378	378	378	378	378	378
Depot Maintenance (Maint)														
OFF	40	40	40	40	40	40	33	32	32	32	32	32	32	32
ENL	263	263	262	260	259	252	248	183	183	183	183	183	183	183
CIV	6,026	6,035	6,045	5,415	5,322	5,354	5,104	4,890	4,480	4,480	4,480	4,480	4,480	4,480
TOT	6,329	6,338	6,347	5,715	5,621	5,646	5,385	5,105	4,695	4,695	4,695	4,695	4,695	4,695
Materiel Management (MM)														
OFF	104	105	100	100	112	97	96	81	80	80	80	80	80	80
ENL	90	91	93	91	153	30	29	23	23	23	23	23	23	23
CIV	2,283	2,301	2,297	2,093	2,421	1,884	1,634	1,284	1,440	1,440	1,440	1,440	1,440	1,440
TOT	2,477	2,497	2,490	2,284	2,686	2,011	1,759	1,388	1,543	1,543	1,543	1,543	1,543	1,543
Central Contracting (PK)														
OFF	16	16	16	14	11	11	11	10	10	10	10	10	10	10
ENL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CIV	326	333	304	280	251	174	121	108	112	112	112	112	112	112
TOT	342	349	320	294	262	185	132	118	122	122	122	122	122	122
Management Overhead (MGMT)														
OFF	13	13	13	14	13	10	7	6	6	6	6	6	6	6
ENL	22	22	22	22	22	12	14	13	13	13	13	13	13	13
CIV	61	64	72	71	64	58	38	29	30	30	30	30	30	30
TOT	96	99	107	107	99	80	59	48	49	49	49	49	49	49
Communications & Computers (COMM/COMP)														
OFF	3	3	3	11	11	26	35	18	17	17	17	17	17	17
ENL	-	-	22	269	293	292	299	269	255	255	255	255	255	255
CIV	477	458	443	457	356	346	157	117	127	127	127	127	127	127
TOT	480	461	468	737	660	664	491	404	399	399	399	399	399	399
Medical (MED)														
OFF	38	40	46	54	57	146	157	157	157	157	157	157	157	157
ENL	110	109	121	127	346	365	320	396	393	393	393	393	393	393
CIV	84	83	91	92	94	161	167	147	141	141	141	141	141	141
TOT	232	232	258	273	497	672	644	700	691	691	691	691	691	691
Base Operating Support (BOS)														
OFF	62	64	64	61	52	56	54	68	68	68	68	68	68	68
ENL	973	1,015	1,039	1,133	1,097	885	836	698	689	689	689	689	689	689
CIV	3,964	3,825	3,554	3,301	1,730	1,517	1,382	1,113	1,090	1,090	1,090	1,090	1,090	1,090
TOT	4,999	4,904	4,657	4,495	2,879	2,458	2,272	1,879	1,847	1,847	1,847	1,847	1,847	1,847
TOTAL ALC MANPOWER														
OFF	289	291	290	302	300	390	397	376	374	374	374	374	374	374
ENL	1,458	1,500	1,559	1,902	2,170	1,836	1,746	1,582	1,556	1,556	1,556	1,556	1,556	1,556
CIV	13,748	13,500	13,085	11,921	10,441	9,681	8,970	8,066	7,794	7,794	7,794	7,794	7,794	7,794
TOT	15,495	15,291	14,934	14,125	12,911	11,907	11,113	10,024	9,724	9,724	9,724	9,724	9,724	9,724

AIR LOGISTICS CENTER MANPOWER HISTORY

	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00	FY 01
ROBINS AFB (Warner Robins ALC)														
Foreign Military Sales (FMS)														
OFF	7	7	7	7	6	4	8	8	8	8	8	8	8	8
ENL	-	-	-	-	-	-	-	1	1	1	1	1	1	1
CIV	589	598	490	489	577	448	471	520	514	514	514	514	514	514
TOT	596	605	497	496	583	452	479	529	523	523	523	523	523	523
Depot Maintenance (Maint)														
OFF	39	39	39	40	37	37	37	37	37	37	37	37	37	37
ENL	136	136	135	135	135	138	138	158	158	158	158	158	158	158
CIV	6,132	6,213	6,399	5,913	6,147	6,308	6,349	6,101	5,632	5,632	5,632	5,632	5,632	5,632
TOT	6,307	6,388	6,573	6,088	6,319	6,483	6,524	6,296	5,827	5,827	5,827	5,827	5,827	5,827
Materiel Management (MM)														
OFF	108	103	87	88	96	95	97	101	101	101	101	101	101	101
ENL	18	18	19	20	83	38	28	26	26	26	26	26	26	26
CIV	2,887	2,634	2,286	2,122	2,817	2,205	1,730	1,560	1,553	1,553	1,553	1,553	1,553	1,553
TOT	3,013	2,755	2,392	2,230	2,996	2,338	1,855	1,687	1,680	1,680	1,680	1,680	1,680	1,680
Central Contracting (PK)														
OFF	18	18	17	17	15	15	14	11	11	11	11	11	11	11
ENL	1	1	1	1	-	-	-	-	-	-	-	-	-	-
CIV	575	540	515	425	386	314	234	213	208	208	208	208	208	208
TOT	594	559	533	443	401	329	248	224	219	219	219	219	219	219
Management Overhead (MGMT)														
OFF	7	7	7	6	6	6	6	5	5	5	5	5	5	5
ENL	4	4	3	4	4	5	5	5	5	5	5	5	5	5
CIV	72	76	80	77	78	58	51	50	49	49	49	49	49	49
TOT	83	87	90	87	88	69	62	60	59	59	59	59	59	59
Communications & Computers (COMM/COMP)														
OFF	6	6	6	9	9	10	8	8	8	8	8	8	8	8
ENL	1	1	1	71	85	120	108	107	99	99	99	99	99	99
CIV	405	389	368	351	292	240	58	48	45	45	45	45	45	45
TOT	412	396	375	431	386	370	174	163	152	152	152	152	152	152
Medical (MED)														
OFF	82	86	89	91	100	102	104	108	108	108	108	108	108	108
ENL	181	183	189	185	194	198	207	236	233	233	233	233	233	233
CIV	86	95	107	115	109	126	127	114	109	109	109	109	109	109
TOT	349	364	385	391	403	426	438	458	450	450	450	450	450	450
Base Operating Support (BOS)														
OFF	74	75	76	80	69	63	59	79	79	79	79	79	79	79
ENL	894	895	852	880	793	726	708	685	728	728	728	728	728	728
CIV	3,749	3,507	3,159	3,418	2,499	1,401	1,367	1,434	1,473	1,473	1,473	1,473	1,473	1,473
TOT	4,717	4,477	4,087	4,378	3,361	2,190	2,134	2,198	2,280	2,280	2,280	2,280	2,280	2,280
TOTAL ALC MANPOWER														
OFF	341	341	328	338	338	332	333	357	357	357	357	357	357	357
ENL	1,235	1,238	1,200	1,296	1,294	1,225	1,194	1,218	1,250	1,250	1,250	1,250	1,250	1,250
CIV	14,495	14,052	13,404	12,910	12,905	11,100	10,387	10,040	9,583	9,583	9,583	9,583	9,583	9,583
TOT	16,071	15,631	14,932	14,544	14,537	12,657	11,914	11,615	11,190	11,190	11,190	11,190	11,190	11,190

AIR LOGISTICS CENTER MANPOWER HISTORY

	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00	FY 01
TINKER AFB (Oklahoma City ALC)														
Foreign Military Sales (FMS)														
OFF	9	10	8	8	3	6	6	6	6	6	6	6	6	6
ENL	3	3	1	1	4	4	4	4	4	4	4	4	4	4
CIV	713	770	671	599	487	577	761	754	753	753	753	753	753	753
TOT	725	783	680	608	494	587	771	764	763	763	763	763	763	763
Depot Maintenance (Maint)														
OFF	45	47	46	45	45	27	27	26	26	26	26	26	26	26
ENL	356	358	357	355	355	352	353	326	326	326	326	326	326	326
CIV	6,634	6,553	6,696	5,611	5,567	5,427	4,571	4,269	4,205	4,205	4,205	4,205	4,205	4,205
TOT	7,035	6,958	7,099	6,011	5,967	5,806	4,951	4,621	4,557	4,557	4,557	4,557	4,557	4,557
Materiel Management (MM)														
OFF	126	119	107	108	112	105	109	111	111	111	111	111	111	111
ENL	106	102	102	102	112	94	65	98	98	98	98	98	98	98
CIV	2,392	2,150	1,854	1,631	1,583	1,082	930	856	789	789	789	789	789	789
TOT	2,624	2,371	2,063	1,841	1,807	1,281	1,104	1,065	998	998	998	998	998	998
Central Contracting (PK)														
OFF	16	16	16	15	11	12	12	11	11	11	11	11	11	11
ENL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CIV	437	410	410	380	324	233	162	168	150	150	150	150	150	150
TOT	453	426	426	395	335	245	174	179	161	161	161	161	161	161
Management Overhead (MGMT)														
OFF	9	10	10	10	9	8	7	7	7	7	7	7	7	7
ENL	11	13	13	12	12	12	12	12	12	12	12	12	12	12
CIV	67	71	77	74	67	58	55	44	44	44	44	44	44	44
TOT	87	94	100	96	88	78	74	63	63	63	63	63	63	63
Communications & Computers (COMM/COMP)														
OFF	5	5	5	8	11	12	8	8	8	8	8	8	8	8
ENL	-	-	-	93	99	134	101	100	95	95	95	95	95	95
CIV	523	497	472	451	397	358	82	75	79	79	79	79	79	79
TOT	528	502	477	552	507	504	191	183	182	182	182	182	182	182
Medical (MED)														
OFF	72	81	89	90	101	98	104	105	105	105	105	105	105	105
ENL	179	180	190	196	202	194	197	208	205	205	205	205	205	205
CIV	87	85	97	118	136	129	128	107	103	103	103	103	103	103
TOT	338	346	376	404	439	421	429	420	413	413	413	413	413	413
Base Operating Support (BOS)														
OFF	73	73	71	79	81	76	74	71	71	71	71	71	71	71
ENL	1,066	1,067	1,062	1,093	1,053	993	948	900	888	888	888	888	888	888
CIV	3,504	3,378	3,238	3,186	2,228	1,623	1,576	1,385	1,149	1,149	1,149	1,149	1,149	1,149
TOT	4,643	4,518	4,371	4,358	3,362	2,692	2,598	2,356	2,108	2,108	2,108	2,108	2,108	2,108
TOTAL ALC MANPOWER														
OFF	355	361	352	363	373	344	347	345	345	345	345	345	345	345
ENL	1,721	1,723	1,725	1,852	1,837	1,783	1,680	1,648	1,628	1,628	1,628	1,628	1,628	1,628
CIV	14,357	13,914	13,515	12,050	10,789	9,487	8,265	7,658	7,272	7,272	7,272	7,272	7,272	7,272
TOT	16,433	15,998	15,592	14,265	12,999	11,614	10,292	9,651	9,245	9,245	9,245	9,245	9,245	9,245

total	16258	1189	3389	2200						
T O T A L						Average				
ALC	0	0	0	0		ALC	0	0	0	0
FMS	2801	0	0	0		FMS	560	0	0	0
depot	26718	0	4008	4008		depot	5,344	0	802	802
mater mgt	8308	0	1245	1245		mater mgt	1,662	0	249	249
contract	1107	0	166	166		contract	221	0	33	33
computer	1513	0	228	228		computer	303	0	46	46
mgt overh	310	0	154	154		mgt overh	62	0	31	31
medical	2410	0	1205	1205		medical	482	0	241	241
ALC total	43167	1867	7006	5139		ALC total	8,633	373	1,401	1,028
DA	0	0	0	0		DA	0	0	0	0
DLA	4160	0	1355	0		DLA	832	0	271	0
Com	784	0	676	0		Com	157	0	135	0
DFAS	719	0	0	0		DFAS	144	0	0	0
DISA	1036	0	1036	0		DISA	207	0	207	0
total	6699	0	3067	3067		total	1,340	0	613	613
	0	0	0	0			0	0	0	0
AF Tenent	17682	0	111	111		AF Tenent	3,536	0	22	22
	0	0	0	0			0	0	0	0
BOS	10820	4230	5721	1491		BOS	2,164	846	1,144	298
total	78368	6097	15905	9808		total	15,674	1,219	3,181	1,962

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KELLY AIR FORCE BASE
TENANT RELOCATION/ELIMINATION DATA

NON-ALC TENANT	TOTAL PERS	MIL PERS	CIV PERS	FORCE STRUC REDUC	TOTAL PERS ELIM	MIL PERS ELIM	CIV PERS ELIM	TOTAL PERS RELGD	MIL PERS RELGD	CIV PERS RELGD	MIL RELGD %	CIV RELGD %	RCVG BASE #1	RCVG BASE #2	MIL CON ($M)	MVG COSTS ($M)	COMMENTS
DLA - DISTRIBUTION	955	4	951	382	269	4	265	304	0	304	0%	53%					
DLA - DRMO	84	0	84		42	0	42	42	0	42	#####	50%	FT HOOD	CORPUS			
DEF COMM AGCY	303	1	302		303	1	302	0	0	0	0%	0%					
DECA - MW RGN	108	14	94		0	0	0	108	14	94	100%	100%					
DFAS	162	10	152		0	0	0	162	10	152	100%	100%	LOCAL				
DISA	210	23	187		210	23	187	0	0	0	0%	0%					
AIR INTEL AGY	2975	2142	833		0	0	0	2975	2142	833	100%	100%	LACKLAND		3		
AF INFO SVC	159	84	75		0	0	0	159	84	75	100%	100%	LACKLAND		0		
433RD AW AFRES	665	5	660		0	0	0	665	5	660	100%	100%	LACKLAND		0		
149TH FTR GP ANG	253	51	202		0	0	0	253	51	202	100%	100%					
DET 1, 615TH AMOG	78	77	1		0	0	0	78	77	1	100%	100%	LACKLAND		0		
AF AUDIT AGENCY	30	0	30		30	0	30	0	0	0	#####	0%					
OLB, CIVIL ENG SPT	28	12	16		0	0	0	28	12	16	100%	100%					
FMS	723	15	708		0	0	0	723	15	708	100%	100%					
MAINTENANCE	5520	162	5358		828	24	804	4692	138	4554	85%	85%					
MATERIEL MGT	2307	227	2080		346	34	312	1961	193	1768	85%	85%					
CENTRAL CONT'ING	370	13	357		56	2	54	314	11	303	85%	85%					
MGT OVERHEAD	64	19	45		32	10	22	32	9	23	47%	51%					
COM & COMPUTER	498	232	266		75	35	40	423	197	226	85%	85%					
MEDICAL	232	168	64		116	84	32	116	84	32	50%	50%					
TOTAL	15724	3259	12465	382	2307	217	2090	13035	3042	9993	93%	83%			3	0	
BOS (ANG/AFRES)	0	0	0		0	0	0	165	10	155	#####	#####					
BOS (OTHER)	0	0	0		0	0	0	1091	269	822	#####	#####					
BOS (TOTAL)	2312	734	1578	0	1056	455	601	1256	279	977							
FINAL TOTAL	18036	3993	14043	382	3363	672	2691	14291	3321	10970	83%	80%					

-ONLY THOSE ORGANIZATIONS WITH MORE THAN 25 PERSONNEL AUTHORIZATIONS (MIL OR CIV) ARE LISTED
-BOS FACTOR OF 18% WAS APPLIED TO REALIGNING ANG/AFRES PERSONNEL
-BOS FACTOR OF 9% WAS APPLIED TO OTHER REALIGNING PERSONNEL

6/9/95

McCLELLAN AIR FORCE BASE
TENANT RELOCATION/ELIMINATION DATA

NON-ALC TENANT	TOTAL PERS	MIL PERS	CIV PERS	FORCE STRUC REDUC	TOTAL PERS ELIM	MIL PERS ELIM	CIV PERS ELIM	TOTAL PERS RELGD	MIL PERS RELGD	CIV PERS RELGD	MIL RELGD %	CIV RELGD %	RCVG BASE #1	RCVG BASE #2	MIL CON ($M)	MVG COSTS ($M)	COMMENTS
DLA - DISTRIBUTION	565	1	564	138	203	1	202	224	0	224	0%	53%					
DLA - DRMO	61	0	61		30	0	30	31	0	31	#####	51%	STOCKTON				
DEF COMM AGCY	101	11	90		101	11	90	0	0	0	0%	0%					
DFAS	127	9	118		0	0	0	127	9	118	100%	100%	SAN BERN				
DISA	138	0	138		138	0	138	0	0	0	#####	0%					
AF AUDIT AGENCY	23	0	23		23	0	23	0	0	0	#####	0%					
364TH RECRUIT SQ	26	23	3		0	0	0	26	23	3	100%	100%					
HQ 4TH AIR FORCE	49	0	49		0	0	0	49	0	49	#####	100%	MARCH				
1849TH EIS	283	265	18		0	0	0	283	265	18	100%	100%	TRAVIS				
TECH OPS	356	328	28		0	0	0	356	328	28	100%	100%	OFFUTT				
US COAST GUARD	190	190	0		0	0	0	190	190	0	100%	#####	MOFFETT				
FAA	80	0	80		0	0	0	80	0	80	#####	100%	LOCAL				
FMS	378	4	374		0	0	0	378	4	374	100%	100%					
MAINTENANCE	4695	215	4480		704	32	672	3991	183	3808	85%	85%					
MATERIEL MGT	1543	103	1440		231	15	216	1312	88	1224	85%	85%					
CENTRAL CONT'ING	122	10	112		18	1	17	104	9	95	90%	85%					
MGT OVERHEAD	49	19	30		24	9	15	25	10	15	53%	50%					
COM & COMPUTER	399	272	127		60	41	19	339	231	108	85%	85%					
MEDICAL	691	550	141		345	275	70	346	275	71	50%	50%					
TOTAL	9876	2000	7876	138	1877	385	1492	7861	1615	6246	81%	81%					
BOS (R&A)	1847	757	1090		1164	629	535	683	128	555							
FINAL TOTAL	11723	2757	8966	138	3041	1014	2027	8544	1743	6801	63%	77%					

-ONLY THOSE ORGANIZATIONS WITH MORE THAN 25 PERSONNEL AUTHORIZATIONS (MIL OR CIV) ARE LISTED
-BOS FACTOR OF 9% WAS APPLIED TO REALIGNING PERSONNEL
-BOS WAS NOT APPLIED TO USCG OR FAA

6/9/95

3221

HILL AIR FORCE BASE
TENANT RELOCATION/ELIMINATION DATA

NON-ALC TENANT	TOTAL PERS	MIL PERS	CIV PERS	FORCE STRUC REDUC	TOTAL PERS ELIM	MIL PERS ELIM	CIV PERS ELIM	TOTAL PERS RELGD	MIL PERS RELGD	CIV PERS RELGD	MIL RELGD %	CIV RELGD %	RCVG BASE #1	RCVG BASE #2	MIL CON ($M)	MVG COSTS ($M)	COMMENTS
DLA - DISTRIBUTION	558	1	557	261	138	1	137	159	0	159	0%	54%					
DLA - DRMO	62	0	62		22	0	22	40	0	40	#####	65%	COL SPGS	NELLIS			
DEF COMM AGCY	73	9	64		73	9	64	0	0	0	0%	0%					
DFAS	153	8	145		0	0	0	153	8	145	100%	100%	SAN BERN				
DISA	255	53	202		255	53	202	0	0	0	0%	0%					
AF AUDIT AGENCY	29	0	29		29	0	29	0	0	0	#####	0%					
388TH FW	1861	1654	207		0	0	0	1861	1654	207	100%	100%	CANNON	SHAW			
419TH FW	264	7	257		0	0	0	264	7	257	100%	100%					
372ND RECRUIT GP	45	42	3		0	0	0	45	42	3	100%	100%					
TOOELE DEP RAIL	48	0	48		0	0	0	48	0	48	#####	100%					
CORPS OF ENG	25	1	24		0	0	0	25	1	24	100%	100%					
545TH TEST GP	61	22	39		0	0	0	61	22	39	100%	100%					
729TH AIR CONT SQ	243	226	17		0	0	0	243	226	17	100%	100%	CANNON				
FMS	763	10	753		0	0	0	763	10	753	100%	100%					
MAINTENANCE	4557	352	4205		684	53	631	3873	299	3574	85%	85%					
MATERIEL MGT	998	209	789		149	31	118	849	178	671	85%	85%					
CENTRAL CONT'ING	161	11	150		24	2	22	137	9	128	82%	85%					
MGT OVERHEAD	63	19	44		32	10	22	31	9	22	47%	50%					
COM & COMPUTER	182	103	79		27	15	12	155	88	67	85%	85%					
MEDICAL	413	310	103		207	155	52	206	155	51	50%	50%					
TOTAL	10814	3037	7777	261	1640	329	1311	8913	2708	6205	89%	83%					
BOS (R&A)	2108	959	1149		1306	715	591	802	244	558							
FINAL TOTAL	12922	3996	8926	261	2946	1044	1902	9715	2952	6763	74%	78%					

-ONLY THOSE ORGANIZATIONS WITH MORE THAN 25 PERSONNEL AUTHORIZATONS (MIL OR CIV) ARE LISTED
-BOS FACTOR OF 9% WAS APPLIED TO REALIGNING PERSONNEL

6/9/95

TINKER AIR FORCE BASE
TENANT RELOCATION/ELIMINATION DATA

NON-ALC TENANT	TOTAL PERS	MIL PERS	CIV PERS	FORCE STRUC REDUC	TOTAL PERS ELIM	MIL PERS ELIM	CIV PERS ELIM	TOTAL PERS RELGD	MIL PERS RELGD	CIV PERS RELGD	MIL RELGD %	CIV RELGD %	RCVG BASE #1	RCVG BASE #2	MIL CON ($M)	MVG COSTS ($M)	COMMENTS
DLA - DISTRIBUTION	949	1	948	334	285	1	284	330	0	330	0%	54%					
DLA - DRMO	53	0	53		21	0	21	32	0	32	#####	60%	FT SILL				
DEF COMM AGCY	125	12	113		125	12	113	0	0	0	0%	0%					
DFAS	147	12	135		0	0	0	147	12	135	100%	100%	STAY-OKC				
DISA	235	16	219		235	16	219	0	0	0	0%	0%					
DET 440	29	0	29		0	0	0	29	0	29	#####	100%					
NAVY TACAMO	1186	1165	21		0	0	0	1186	1165	21	100%	100%	Base X				
3RD COMBAT COMM	778	767	11		0	0	0	778	767	11	100%	100%	DM		22		
552ND ACW	1452	1368	84		0	0	0	1452	1368	84	100%	100%	BEALE		401*		
752ND COM SYS SQ	146	133	13		0	0	0	146	133	13	100%	100%					
8TH ACCS	86	85	1		0	0	0	86	85	1	100%	100%					
963RD ACWS	640	638	2		0	0	0	640	638	2	100%	100%	BEALE		*		
964TH ACWS	625	622	3		0	0	0	625	622	3	100%	100%	BEALE		*		
965TH ACWS	625	622	3		0	0	0	625	622	3	100%	100%	BEALE		*		
966TH ACWS	288	285	3		0	0	0	288	285	3	100%	100%	BEALE		*		
349TH RECRUIT SQ	25	22	3		0	0	0	25	22	3	100%	100%					
DET 413/373RD TNSQ	45	44	1		0	0	0	45	44	1	100%	100%					
507TH ARG	158	0	158		0	0	0	158	0	158	#####	100%					
DET 7, GLOBAL WX	38	35	3		0	0	0	38	35	3	100%	100%					
465TH ARS	67	0	67		0	0	0	67	0	67	#####	100%	MARCH				
FMS	414	2	412		0	0	0	414	2	412	100%	100%					
MAINTENANCE	6119	162	5957		918	24	894	5201	138	5063	85%	85%					
MATERIEL MGT	1780	95	1685		267	14	253	1513	81	1432	85%	85%					
CENTRAL CONT'ING	235	12	223		35	2	33	200	10	190	83%	85%					
MGT OVERHEAD	75	9	66		37	4	33	38	5	33	56%	50%					
COM & COMPUTER	282	192	90		43	29	14	239	163	76	85%	84%					
MEDICAL	624	491	133		312	245	67	312	246	66	50%	50%					
TOTAL	17226	6790	10436	334	2278	347	1931	14614	6443	8171	95%	81%			22		
BOS (R&A)	2203	859	1344		888	279	609	1315	580	735							
FINAL TOTAL	19429	7649	11780	334	3166	626	2540	15929	7023	8906	92%	78%			22		

-ONLY THOSE ORGANIZATIONS WITH MORE THAN 25 PERSONNEL AUTHORIZATIONS ARE LISTED

-BOS FACTOR OF 9% WAS APPLIED TO REALIGNING PERSONNEL

6/9/95

ROBINS AIR FORCE BASE
TENANT RELOCATION/ELIMINATION DATA

NON-ALC TENANT	TOTAL PERS	MIL PERS	CIV PERS	FORCE STRUC REDUC	TOTAL PERS ELIM	MIL PERS ELIM	CIV PERS ELIM	TOTAL PERS RELGD	MIL PERS RELGD	CIV PERS RELGD	MIL RELGD %	CIV RELGD %	RCVG BASE #1	RCVG BASE #2	MIL CON ($M)	MVG COSTS ($M)	COMMENTS
DLA - DISTRIBUTION	821	4	817	181	298	4	294	342	0	342	0%	54%					
DLA - DRMO	52	0	52		47	0	47	5	0	5	#####	10%	FT BENNING				
DEF COMM AGCY	74	12	62		74	12	62	0	0	0	0%	0%					
DFAS	130	17	113		0	0	0	130	17	113	100%	100%	SAN BERN	DAYTON			
DISA	198	28	170		198	28	170	0	0	0	0%	0%					
AF AUDIT AGENCY	29	0	29		29	0	29	0	0	0	#####	0%					
5TH COMBAT COMM	741	683	58		0	0	0	741	683	58	100%	100%	SHAW				
HQ AFRES	937	434	503		0	0	0	937	434	503	100%	100%	DOBBINS				
19TH ARW	898	828	70		0	0	0	898	828	70	100%	100%	CHARLESTON				
9TH SPACE WNG SQ	84	80	4	84	0	0	0	0	0	0	0%	0%					
FAA	38	0	38		0	0	0	38	0	38	#####	100%	LOCAL				
JOINT STARS	996	895	101		0	0	0	996	895	101	100%	100%	BEALE				
FMS	523	9	514		0	0	0	523	9	514	100%	#####					
MAINTENANCE	5827	195	5632		874	29	845	4953	166	4787	85%	85%					
MATERIEL MGT	1680	127	1553		252	19	233	1428	108	1320	85%	85%					
CENTRAL CONT'ING	219	11	208		33	2	31	186	9	177	82%	85%					
MGT OVERHEAD	59	10	49		29	5	24	30	5	25	50%	51%					
COM & COMPUTER	152	107	45		23	16	7	129	91	38	85%	84%					
MEDICAL	450	341	109		225	170	55	225	171	54	50%	50%					
TOTAL	13908	3781	10127	265	2082	285	1797	11561	3416	8145	90%	83%					
BOS (R&A)	~~2280~~	807	1473		1243	500	807	1037	307	730							
FINAL TOTAL	16188	4588	11600	265	3325	785	2604	12598	3723	8875	81%	78%					

-ONLY THOSE ORGANIZATIONS WITH MORE THAN 25 PERSONNEL AUTHORIZATIONS (MIL OR CIV) ARE LISTED
-BOS FACTOR OF 9% WAS APPLIED TO REALIGNING PERSONNEL
-BOS WAS NOT APPLIED TO FAA

6/9/95

2350

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Kelly Air Force Base
Personnel Impact of R[illegible] COBRA Assumptions

	Baseline	Air Force eliminations	R&A eliminations	delta
Air Logistics Center				
FMS	723			
Maintenance	5,520		747	
materiel management	2,307		346	
contracting	370		56	
Computer support	498		75	
MGT overhead	64		32	
Medical	232		116	
ALC Total	9,714	500	1,372	872
Defense Agency tenants				
DLA	1,039	0	311	
Commissary	411	0	303	
Finance Agency	162	0	0	
Info Systems Agency	210	0	210	
Defense Agency Total	1,822	0	824	824
Air Force tenants	4,188	0	30	30
Base Operating Personnel	2,312	745	1,056	311
Total	18,036	1,245	3,282	2,037

Hill Air Force Base
Personnel Impact of R[illegible] COBRA Assumptions

	Baseline	Air Force eliminations	R&A eliminations	delta
Air Logistics Center				
FMS	763		0	
Maintenance	4,557		684	
materiel management	998		149	
contracting	161		24	
Computer support	182		27	
MGT overhead	63		32	
Medical	413		207	
ALC Total	7,137	317	1,123	806
Defense Agency tenants				
DLA	620	0	160	160
Commissary	73	0	73	73
Finance Agency	153	0	0	0
Info Systems Agency	255	0	255	255
Defense Agency Total	1,101	0	488	488
Air Force tenants	2,576	0	29	29
Base Operating Personnel	2,108	877	1,306	429
Total	12,922	1,194	2,946	1,752

Tinker Air Force Base
Personnel Impact of R[illegible] COBRA Assumptions

	Baseline	Air Force	R&A	delta
Air Logistics Center				
FMS	414		0	
Maintenance	6,119		918	
Materiel management	1,780		267	
contracting	235		35	
Computer support	282		43	
MGT overhead	75		37	
Medical	624		312	
ALC Total	9,529	245	1,612	1,367
Defense Agency tenants				
DLA	1,002	0	306	
Commissary	125	0	125	
Finance Agency	147	0	0	
Info Systems Agency	235	0	235	
Defense Agency Total	1,509	0	666	666
Air Force tenants	6,188	0	0	0
Base Operating Personnel	2203	795	888	93
Total	19,429	1,040	3,166	2,126

Robins Air Force Base
Personnel Impact of R[illegible] COBRA Assumptions

	Baseline	Air Force Eliminations	R&A Eliminations	Delta
Air Logistics Center				
FMS	523		0	
Maintenance	5,827		874	
materiel management	1,680		252	
Contracting	219		33	
Computer support	152		23	
MGT overhead	59		29	
Medical	450		225	
ALC Total	**8,910**	**440**	**1,436**	**996**
Defense Agency tenants				
DLA	873	0	345	
Commissary	74	0	74	
Finance Agency	130	0	0	
Info Systems Agency	198	0	198	
Defense Agency Total	**1,275**	**0**	**617**	**617**
Air Force tenants	**3,723**	**0**	**29**	**29**
Base Operating Personnel	**2,350**	**749**	**1,307**	**558**
Total	**16,258**	**1,189**	**3,389**	**2,200**

McClellan Air Force Base
Personnel Impact of R&A COBRA Assumptions

	baseline	Air Force eliminations	R&A eliminations	delta
Air Logistics Center				
FMS	378		0	
Maintenance	4,695		704	
Material Mgt	1543		231	
contracting	122		18	
Computer support	399		60	
MGT overhead	49		24	
Medical	691		345	
ALC Total	7,877	365	1,382	1,017
Defense Agency tenants				
DLA	626	0	233	233
Commissary	101	0	101	101
Finance Agency	127	0	0	0
Info Systems Agency	138	0	138	138
Defense Agency Total	992	0	472	472
Air Force tenants	1,007	0	23	23
Base Operating Personnel	1,164	1,064	1,164	100
Total	11,040	1,429	3,041	1,612

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ALC only closure

	Hill	Tinker	Robins	Kelly	McClellan
1-time cost	1,025.0	612.4	461.9	467.0	333.4
annual savings	20.9	30.7	28.0	32.6	30.4
ROI	100 + years	31 years	23 years	19 years	13 years
positions eliminated	346	520	476	495	448
positions realigned	5,583	8,492	7,804	8,055	7,239

Depot only closure

	Hill	Tinker	Robins	Kelly	McClellan
1-time cost	682.1	463.1	314.7	321.3	251.9
annual savings	13.7	21.2	18.5	19.3	20.2
ROI	100 + years	36 years	25 years	24 years	16 years
positions eliminated	250	377	336	329	328
positions realigned	4,088	6,262	5,609	5,450	5,365

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Comparison of Cost Estimates to Transfer C-5 Workload

($'s in millions)

	Kelly community	Air Force	Commission Staff
Military construction	82	78	78
transfer equipment	102	11	11
training and production transition	45	57	32
move C-5 personnel		44	38
TOTAL	229	190	159

			Hutch		AF		DBCRC
milcon c-5 hanger			82		52		52
C-5 portion of milcon engine test & other					26		26
total milcon for C-5					78		78
transfer equip			102		11		11
training & production cost			45	53% prod	31		7
				train c-5	6		5
				rearrange	19		19
total prod cost			45		57		32
	TOTAL		229		146		121
plus cost to move C-5 people					44		38
other than C-5 milcon		49					
	53%	26					
AF production		59					
53% AF production		31					
DBCRB		14					
0.53 DBCRB producti		7					
	train per	4,000					
c-5 hours		2381306					
c-5 people		1474.493					
train c-5		6					
train 85 % c-5 people		5					
	train $ per	4,000					
	transfered	11,165					
	53%	5,917					
	85%	5,030					
	rearrange	37					
	53%	19					
	equip mov	21					
	53%	11					
c-5 hours		2,381,306					
c-5 personnel		1,474					
per move		30,000					
move c-5 people		44					
85% C-5 people		1,253					
move 85 %c-5 people		38					

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KAY BAILEY HUTCHISON
TEXAS

COMMITTEES:
ARMED SERVICES
SMALL BUSINESS
COMMERCE, SCIENCE,
AND TRANSPORTATION

United States Senate

WASHINGTON, DC 20510-4304

June 16, 1995

The Honorable Alan J. Dixon
Chairman
Defense Base Closure and
Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22209

Please refer to this number when responding 950616-24

Dear Alan:

Recent comments by LTG (Ret.) Burpee and other supporters of Tinker AFB during testimony at a recent BRAC hearing require clarification to avoid any misrepresentation.

During his testimony on June 10, 1995 at the hearing in Fort Worth, Texas, LTG Burpee stated that facilities at Tinker AFB could be modified to accommodate C-5s at a cost of $52 million. This estimate is based on an AFMC study which projected $52 million in Military Construction Costs for the annual maintenance of 13 aircraft. The current projected annual workload is 21 aircraft. Additionally, this estimate does not include transfer of equipment and personnel, training costs, or added production costs. As a result, the actual costs to transfer the C-5 workload would include:

-Military Construction	$82M
-Transfer of Equipment	$102M
-Training and additional production costs	$45M

These costs do not include the "cost" of losing experienced personnel and resulting degradation of support of the C-5 which would surely occur if the workload were relocated. That could well prove to be the most unaffordable "cost" of all.

Most recently, on June 13, 1995, during testimony before the Commission, information was presented that Kelly's on-time delivery rate was 10%, while Tinker's was over 90%. The facts are as follows: during 1994, Kelly delivered 1 of 19 C-5s on time for a %5 rate. Tinker's on time deliveries were 3 of 51 KC-135s for the same period for a 6% rate. The Kelly rate was the result of a significant increase in the work required. Similarly, other mitigating factors may have affected Tinker's rate. The point is that it is inappropriate to cite a single measure of performance without an explanation of the circumstances which may have caused the rate to go up or down. In the case of Kelly's rate, the original work package was increased by 166% as a result of increased flying related to operational requirements.

Much of the credit for the low-cost and high effectiveness of operations at the San Antonio Air Logistics Center is a result of joint initiatives undertaken by the ALC management and the AFGE, Local 1617. In November 1994, management and the union formalized a partnership to establish mutually beneficial goals, implement joint training, and decrease adversarial relationships. The outcome has been a unified focus on providing quality service to the ALC's customers. This partnership is a model for all Federal agencies. A measure of that relationship was shown by the workers' support at the hearing in Fort Worth and at the site visit. Their team spirit is heartfelt and solid.

I still believe that the Air Force position of maintaining all five Air Logistics Centers is the correct one from a national security perspective. A substantial deviation from Air Force recommendations has not been shown when military value, cost to close and use of assets are considered. It would be a substantial leap to go against the strong Air Force request made by General Fogelman. If the Commission decides, however, that it is necessary to close one or two Air Logistics Centers, I believe the data on quality, productivity, cost advantage and facilities clearly place Kelly AFB among the top ALCs.

Sincerely,

Kay

Kay Bailey Hutchison

KBH:kj

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OC-ALC PROPOSAL FOR
C-5 GALAXY MAINTENANCE

- Under AFMC 21 option IVG, OC-ALC prepared a comprehensive plan to relocate C-5 maintenance/modification workloads at a cost of $52.0M. This price tag includes both new construction and modifications to existing structures

- Cost for new construction is $7.2M

  - 60K square feet (SF) corrosion control facility

- Cost for modifying existing structures is $23.4M

  - Enlarge Building 240 dock for tail enclosure

  - Ceiling modification to raise nose radome

- Cost for supporting facilities is $16.2M

  - Supplement concrete paving

  - Expand fuel/defuel system

  - Attach industrial waste line

  - Upgrade steam generation plant/utility connections

  - Purchase blast deflectors

- The remaining $5.2M consists of a 5 percent contingency and 6 percent for support/inspection/overhead (Corps of Engineers) cost

AFMC 21

CERTIFICATION WORKSHEET
PHASE ____ OPTION 4

INSTALLATION: Tinker Air Base Oklahoma

PURPOSE: To provide a comprehensive plan to acquire C-5 workload from SA-ALC IAW Option IV of the AFMC 21 Plan. Real Estate and Milcon's for facilities required to accomplish and identify workload.

SOURCE: Richard Wright, 72 CEG/CECX, 884-3201 and Jerald Terrell, OC-ALC/LAPEE, 336-7757.

METHOD: Knowledge of program provided by SA-ALC was used. Unit costs were based on category codes of the facility requirements provided. Civil Engineering standards were used to develop the costs.

Per discussion with Col Pitcher, HQ AFMC/LGP, 2 Dec 94 AF Form 1178 was revised to breakout depot maintenance support shops, C-5 hangar tail enclosure and the hangar radome area. Unit costs for these facilities were adjusted to the current Air Force pricing guide data. A line item was added for the overhead bridge crane systems. The total MILCON request is a rounded number and remains \$52.0M. Initial outfitting equipment and shop rearrangement costs are shown at the bottom of the AF Form 1178.

CONCLUSION: The C-5 Aircraft workload can be relocated to OC-ALC with a MILCON cost of \$52.0M.

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

Green Base Level Preparer(s): Richard D. Wright Date 02 DEC 199
Richard Wright, 72 CEG/CECX
DSN 884-3201

Green Base Level Reviewer(s): Edna E. McDaniel Date 02 DEC 1994
Edna E McDaniel
OC-ALC/FMP
DSN 339-3426

FY 1996 PROJECT COST ESTIMATE SUMMARY (Computer-Generated)

1. PDC NUMBER AFMC21C5OPT	2. PROJECT TITLE AFMC 21, C5 OPTION AREA A			3. DATE 940308
. MAJCOM MTC	5. BASE/STATE/INST CODE TINKER AFB OK			6. ACF .87
7. CONST START 960400	8. MTHS OF CONST 24	9. PG DATE 9410	10. CURRENT PA	11. EXCHANGE RATE .0000

12. PRIMARY FACILITIES	13. CAT CODE	14. SAF	15. CGF	16. U/M	17. SCOPE 326,000	18. UNIT COST	19. COS (000)
DEPOT MAINTENANCE HANGAR	211-116	.93	1.08	SF	266,000	88.00	23,40
CORROSION CONTROL FACILITY	211-159	.93	1.08	SF	60,000	120.00	7,20
20. PRIMARY FACILITY SUBTOTAL							30,60

21. SUPPORTING FACILITIES	22. CGF	23. U/M	24. SCOPE	25. UNIT COST	26. Cost (000)
CONCRETE PAVING 18"	1.08	SY	11,600	44.00	510
HANGAR VENTILATION	1.08	LS			510
FUEL/DEFUEL SYSTEM EXPANSION	1.08	LS			3,000
INDUSTRIAL WASTE LINE	1.08	LS			2,000
STEAM GENERATION PLANT	1.08	LS			1,000
ELECTRICAL SUBSTATION	1.08	LS			1,500
VEHICLE PARKING	1.08	LS			442
LAST DEFLECTOR	1.08	SY	13,000	34.00	250
FF HOLDING POND	1.08	LS			500
UTILITY CONNECTIONS	1.08	LS			6,500
	1.08	LS			

27. SUPPORTING FACILITY SUBTOTAL	16,212
28. PRIMARY + SUPPORT SUBTOTAL (20 + 27)	46,820
29. CONTINGENCY (5.0%)	2,341
30. TOTAL CONTRACT COST (28 + 29)	49,161
31. SIOH (6.0%)	2,950
32. TOTAL REQUEST (30 + 31)	52,111
33. TOTAL REQUEST ROUNDED	52,000
34. EQUIPMENT FROM OTHER APPROPRIATIONS	

Form 1178, NOV 88.

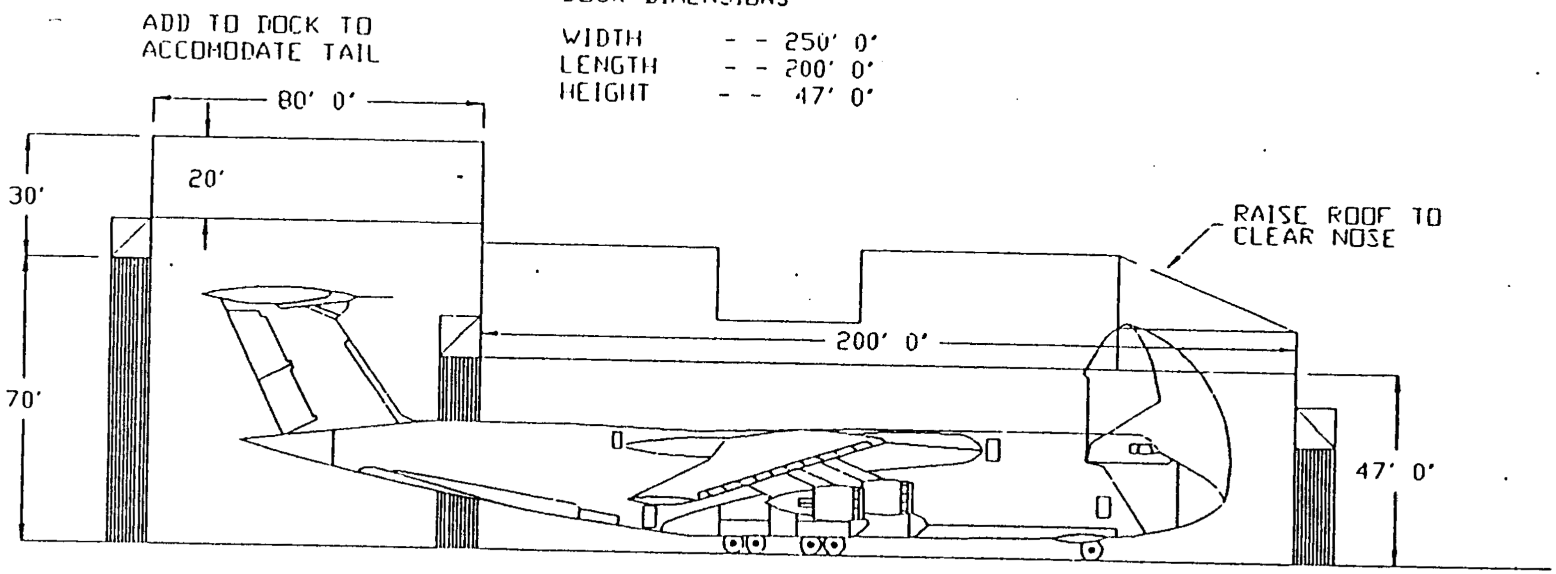
BLDG 240
SIDE VIEW
C-5 DOCK

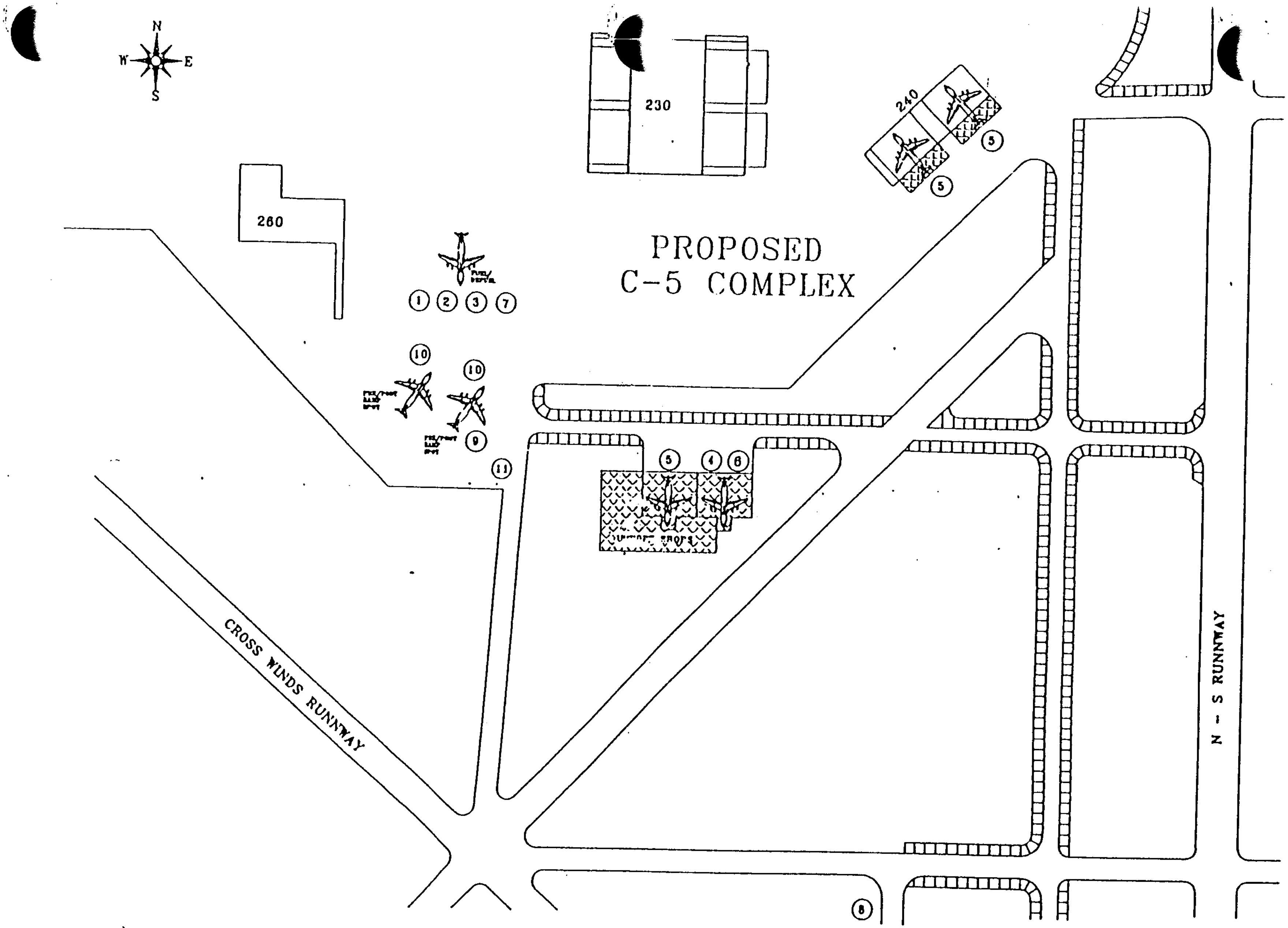
C-5 GALAXY

WING SPAN - - 222' 8.5"
LENGTH - - 247' 10.0"
HEIGHT - - 65' 1.5"
TOP OF FUSELAGE - - 32' (EST.)

DOCK DIMENSIONS

WIDTH - - 250' 0"
LENGTH - - 200' 0"
HEIGHT - - 47' 0"





DEPOT MAINTENANCE FLOW

1. ARRIVAL/INVENTORY/DRAIN LAVATORY
2. DEFUEL/PURGE/INCOMING LEAK CHECKS
3. REMOVE FLIGHT CONTROLS/ENGINES
4. LARPS STRIP/FUEL DOCK
5. PDM DOCKS
6. PAIN·
7. INITIAL FUEL/LEAK CHECKS
8. ENGINE RUN/LOAD BANK
9. BORESITE AVIONICS CHECK
10. FLIGHT PREP/FCF
11. DEPARTURE

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	Tinker Capacity		4,912		Kelly Capacity		7,318
	Tinker Core		2,304		Kelly Core		2,626
	Kelly Core		2,626		Tinker Core		2,384
			4,930				5,010
			-18				2,308

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AIR FORCE DEPOT CLOSURE
IMPACT ON AIR FORCE BUDGET
COST/(SAVINGS) $MIL

	McClellan			Kelly			
	Cost	Savings	Net	Cost	Savings	Net	Total Net
96	7.2	0	7.2	1.6	0	1.6	8.8
97	103.2	19.5	83.6	104.2	21.0	83.2	166.8
98	130.4	63.8	66.6	122.1	75.6	46.6	113.2
99	94.9	105.1	(10.3)	122.6	126.3	(4.7)	(15.0)
00	115.6	148.2	(32.6)	122.6	174.9	(52.2)	(84.8)
01	15.5	175.2	(159.7)	21.6	202.2	(180.6)	(340.3)
Total	466.8	511.8	(45.0)	493.79	600.0	(106.2)	(151.3)
Annual Savings:			(159.7)			(178.5)	(338.2)

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ECONOMIC SECURITY

ASSISTANT SECRETARY OF DEFENSE

3300 DEFENSE PENTAGON
WASHINGTON DC 20301-3300

June 21, 1995

The Honorable Alan J. Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 N. Moore St., Suite 1424
Arlington, VA 22209

Dear Mr. Chairman,

The Base Closure Commission staff has requested information regarding the closure or realignment assumptions to be used for Defense Information Systems Agency (DISA) megacenters if an Air Logistics Center (ALC) on which one is located is recommended for closure.

As with other tenants on military installations, each has options available to it if the host installation is selected for closure. These options include: remaining in an enclave at the closing site; moving to another location; or disestablishment of the activity. If an ALC is designated for closure DISA would develop an appropriate response.

While the details of any closure scenario would impact tenant responses, it is reasonable to assume that DISA would close a megacenter located on a closing ALC base because the Agency projects excess capacity among its megacenters.

I hope this information is useful to you.

Sincerely,

Joshua Gotbaum

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KELLY DEPOT OPTION

	Military	Civilian	Total
Kelly ALC	1,024	10,001	11,025
Kelly DLA	5	1,071	1,076
Kelly Tennants	2,962	2,969	5,931
Total FY 97	3,991	14,041	18,032
Remain After Closure	2,620	2,385	5,005

Note: BOS numbers included.

SAN ANTONIO AREA INSTALLATIONS

	Military	Civilian	Total
Brooks AFB	1,639	1,766	3,405
Kelly AFB	3,991	14,041	18,032
Lackland AFB	11,649	2,728	14,377
Fort Sam Houston	9,568	4,817	14,385
Randolph AFB	4,323	3,137	7,460
Total	31,170	26,489	57,659

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Sensitivity Analysis of Timing & Phasing of McClellan AFB & Kelly AFB

Alternative 1:	FY96	FY97	FY98	FY99	FY00	FY01
Mission Realign & Eliminated	0%	10%	25%	35%	30%	0%
BOS Realign & Eliminated	0%	0%	15%	15%	35%	35%

Alternative 2:	FY96	FY97	FY98	FY99	FY00	FY01
Mission Realign & Eliminated	0%	10%	20%	35%	35%	0%
BOS Realign & Eliminated	0%	0%	15%	15%	35%	35%

	1-Time Cost ($M)	Annual Savings ($M)	20-Yr Savings NPV ($M)	ROI (years)
McClellan	409.8	159.7	1,606.7	1
Alternative 1	410.2	160.1	1,568.3	1
Alternative 2	410.2	160.4	1,560.5	1
Kelly	412.8	178.5	1,848.0	1
Alternative 1	413.1	178.7	1,802.7	0
Alternative 2	413.1	178.9	1,792.9	0

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Impacts From Closing Two AF Depots Are Unacceptable

Purpose: This paper outlines the unacceptable operational support impacts, inadequate reserve depot capacity, and unaffordable financial implications of closing two AF depot installations.

Background:

- Throughout their BRAC 95 deliberations, Senior AF leaders evaluated the risk of closing depot installations and rejected the possibility of closing two depots due to the extremely high cost and unacceptable risk to the operational forces.
- In the 12 Dec 94 AF response conveying our analysis of the JCSG-DM alternative (DM-2) which proposed elimination of the Kelly and McClellan AFB depots the AF stated: ***" Our ... evaluation indicates this much disruption in our depot maintenance capacity may create an unacceptable risk to mission readiness. Additionally, ... we believe the cost of a dual-ALC closure alternative may be unaffordable."***
- The AF collocates materiel management and depot maintenance functions for most commodities at single ALCs in a symbiotic relationship we believe provides the best possible AF logistics support.
  - -- Materiel management activities consist of system management and engineering functions, and item management / inventory control point functions.
  - -- Materiel management functions provide critical support to depot maintenance capabilities by ensuring effective technical assistance (engineering support and current technical orders) and repair parts supportability.
- The AF Technology Repair Center concept consolidated related commodity repair capabilities at single centers of technical excellence, eliminating most redundant depot maintenance capabilities.
  - -- Under this concept the AF relies on unique, centralized capabilities at every ALC for logistics support for all weapon systems.
    - --- This approach requires the AF to establish new capabilities to perform most transferring work in the event any depot installations are eliminated.
- The very large population at a typical depot installation consists of approximately one half the ALC function and one half AF and other Agency tenants.
  - -- The ALC function is divided approximately equally between depot maintenance activities and materiel / item management functions.
  - -- Tenant populations are substantial at each site and include major operational units: from over 2,250 tenant personnel and associated BOS at McClellan AFB to over 10,000 at Tinker AFB.

Closing Two Depot Installations Would Create Unacceptable Risk to Operational Capability:

- The closure of the two AF depots at Kelly and McClellan AFBs would require the concurrent transfer of all materiel management support functions for several entire weapon systems and commodities, and the transfer of over 14 million hours of depot maintenance workload, directly affecting virtually every AF weapon system and many in other Services.
  - -- Over 13,000 ALC personnel perform these workloads.
- Disruption of critical materiel management activities imposes risk to operational capability.
  - -- Past experience proves even temporary interruptions in materiel management support can degrade operational capabilities and logistics support from the depot maintenance function.
  - -- The critical interface and personal relationships between operational units and their ALC counterparts must be recreated following any ALC workload transfers.
- Although a new ALC workforce can be trained before existing capabilities are interrupted, an experienced, efficient workforce can take years to reestablish.

-- All unique capacity must be moved or replicated before a potential gaining depot could support these workloads.

-- Some unique facility requirements may only be met through new construction such as several C-5 airframe overhaul, strip and paint facilities, and the F100 engine compressor disk cryogenic spin test facility all located at the SA-ALC.

- Any analysis of depot capacity based on JCSG-DM Maximum Potential Capacity (MPC) data should be considered very carefully.

  -- Although JCSG-DM MPC data was certified by the Services, it was largely discounted during JCSG-DM deliberations because it has very limited practical application.

  -- MPC information reflects the potential capacity level that might be expected to be achieved within existing depot facilities, not actual capacity existing at that depot at this time.

A Double Depot Closure Decision Would Create Unacceptable Financial Impacts:

- The cost to close two depot installations is also unacceptable.

  -- Estimated to cost the AF approximately $2.1 B of total AF TOA during the next six years.

    --- BRAC costs of $1.2 B using COBRA cost model.

    --- Additional $887 M for non-BRAC fundable environmental cleanup required prior to reuse following closure.

  -- Concurrent closure of both ALCs at Kelly and McClellan AFBs would require more facilities than are available at the gaining ALCs resulting in an additional $44 M MILCON expense to provide all needed industrial and material management support facilities.

- Even without any ALC closures, the current AF MILCON program already requires $298 M more funds than are available in the FY 96 - 97 timeframe, effectively preventing accelerated ALC MILCONs needed to close any ALC in less than the full six-year BRAC interval.

  -- The closure of Kelly AFB and its ALC would raise this MILCON shortfall to over $317 M for the FY 96 - 01 BRAC implementation period.

  -- $458 M in MILCON funding shortfall would occur considering facilities required to support a double closure of both the Kelly and McClellan AFBs and their ALCs.

    --- Such funds are simply not available within the AF FYDP without making unacceptable tradeoffs in required current and future operational capabilities.

- The cost of some depot operations may increase after workloads are transferred because efficiencies from state-of-the-art facilities currently available at a closing depot may not be possible at the new site due to limits on new construction funds which would prevent facility replication.

  -- SM-ALC's centralized hydraulic overhaul and test facility.

  -- SA-ALC's centralized fuel component and auxiliary power unit overhaul and test facilities.

- These costs would compromise a very large portion of the AF TOA currently programmed to support force modernization programs and the AF operations and maintenance programs.

Conclusions:

- **A BRAC Commission recommendation to close two ALC installations would be unacceptable to the AF.**

  -- Operational risk factors, insufficient remaining capacity, and excessively high costs would all impose grave risk to future AF capabilities.

- **There would be unacceptable operational risk from relocating such a large amounts of critical ALC support functions and tenant activities.**

  -- Relocating the total workload of two ALCs into the remaining three would disrupt well over half the materiel management and depot maintenance support of the entire AF.

  -- Many tenant relocations would also create increased risk throughout the transition period.

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ratio of C-5 hours to total SA hours in FY 1999				
	C-5 Air frame		1083643	
	C-5 engine		1297663	
	C-5 total		2381306	
	SA total		4462690	
	ratio		0.533603	

DBCRC STAFFER DATA REQUEST

1. Data verbally requested by Ms. Anne Reese on 19 June 1995.

2. Data requested:

   a. Workload hours for the C-5 airframe for FY99.

   b. Workload hours for the C-5 engine for FY99.

3. Data provided below in the same format as Table 3.1.b from the JCSG-DM data call and is updated based upon the latest Planned Labor Application, dated April 1995, and differs from the data submitted to the Air Force in October 1994. Airframe and engine work is supported by various commodities beyond the obvious ones, therefore, the portion of the associated workload from each commodity group is identified.

C-5 AIRFRAME Support	FY99 DLH
1C1 C-5 Airframe	826,927
2B Aircraft Components - Structures	142,202
2E Aircraft Components - Landing Gear	227
2G Aircraft Components - Avionics/ Electronics	38,929
2J Aircraft Components - Manufacturing & Fabrication	33,138
3A Engines (GTE) Aircraft	31,034
12A Software - Tactical Systems	471
12B Software - Support Equipment	9,894
13C Special Interest Item - TMDE	821
C-5 AIRFRAME Total	1,083,643

C-5 ENGINE (TF39) Support	FY99 DLH
2I Aircraft Components - Other	1,417
3A Engines (GTE) Aircraft	1,289,891
13C Special Interest Item - TMDE	6,355
C-5 ENGINE Total	1,297,663

4. Data requested by Mr Cantwell on 97/4 manpower for Cryptologic Support Directorate:

20	Officers
178	Enlisted
339	Civilian
537	TOTAL 97/4

OFFICE OF THE DIRECTOR OF FINANCIAL MANAGEMENT

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NUMBER OF PAGES FOLLOWING: 1

TO: MR FRANK CANTWELL

OFFICE: Def Base Closure & Realignment

OFFICE #: (703) 696-0504 FAX #: (703) 696-0550

SUBJECT: DATA REQUEST MADE BY MR. CANTWELL TO MS. LAURA PERRIT.

COMMENTS: Here's the data you requested.

If you do not receive this fax in its entirety, please call Mrs. Maria Reyes or Mrs. Holly Kincaid at DSN 945-7234, commercial (210) 925-7234.