

OFFICE OF THE SECRETARY OF DEFENSE

PUBLIC-PRIVATE PARTNERSHIPS
FOR
DEPOT-LEVEL MAINTENANCE



JULY 2003

Prepared for the
Deputy Under Secretary of Defense (Logistics and Materiel Readiness)

by

The Joint Depot Maintenance Activities Group

Executive Summary

This report reviews public-private partnerships to support depot-level maintenance requirements of the Department of Defense (DoD) weapon systems and equipment. This report reviews projects that were active through the end of Fiscal Year 2002.

The Deputy Undersecretary of Defense for Logistics and Materiel Readiness (DUSD(L&MR)), Diane K. Morales, formed the Joint Logistics Board (JLB) to assess and shape Future Logistics Enterprise (FLE) initiatives for the DoD. The FLE is DoD's mid-term vision (2005-2010) to accelerate logistics improvement, enhance support to the war fighter, and align logistics processes and infrastructure with the operational demands of the 21st century. The primary objective of the FLE is to ensure consistent, reliable support that meets war fighter requirements through enterprise integration and end-to-end customer service. It builds upon and accelerates specific, ongoing Service/Agency initiatives to meet the requirements of the Quadrennial Defense Review (QDR) and the National Defense Strategy. One of the six FLE initiatives is depot maintenance partnerships. The primary intent of the depot maintenance partnership initiative is to enhance depot support to the war fighter by enabling and empowering the DoD organic depots to develop appropriate partnerships with the commercial sector, to ensure optimal application of both sectors' depot maintenance capabilities while recognizing the legitimate national security need for DoD to retain depot maintenance capability. The desired end state is a dramatic increase in depot maintenance public-private partnerships, resulting in greater private sector investment in facilities and equipment, better facility utilization, reduced cost of ownership, workforce integration, and more efficient business processes.

This report recaps the progress of the Services to implement the depot maintenance partnering FLE initiative by providing summary-level information on current public-private arrangements.

The widespread use of partnering is evidenced by the fact that of the DoD's 20 most significant depot-level maintenance activities (DMAs), 18 are actively participating in public-private partnerships (now operating or recently concluded). Public-private partnerships take several forms including public-private teaming, workshare arrangements, sales of articles or services to the private sector, and leasing of DoD facilities or equipment by the private sector. Some partnerships have been established by contract under statutory authority, while others are workshare arrangements pursuant to Memorandums of Understanding (MOUs) or similar agreements. Of particular note is the use of the authority for partnering as contained in 10 U.S.C. 2474. As of the end of Fiscal Year 2002, 16 partnering arrangements cited this authority. This authority was created in the Fiscal Year 2001 National Defense Authorization Act. In 1999 DoD documented 54 depot maintenance public-private partnerships, at the end of Fiscal Year 2001 there were 73. At the end of Fiscal Year 2002, 99 had been put into place.

SECTION I

Depot Maintenance Public-Private Partnering Arrangements Introduction

In the accomplishment of depot-level maintenance, the Department of Defense must rely on an extensive industrial enterprise for support. Depot-level maintenance and repair entails repair, rebuilding, and major overhaul of weapon systems (e.g., ships, tanks, and aircraft), parts, assemblies, and subassemblies. It also includes limited manufacture of parts, technical support, modifications, testing, and reclamation as well as software maintenance. Each Military Service owns and operates an organic depot-level maintenance infrastructure, although a large amount of the workload is performed through interservice agreements. About \$20.8 billion was expended in Fiscal Year 2002 for organic and contract depot-level maintenance, using about 70,000 DoD civilian and military personnel as well as over a thousand private-sector firms. About \$11.1 billion of the \$20.8 billion was expended at the DoD's organic depot-level maintenance activities (DMAs).

By promoting continued use and development of the key capabilities of both public and private sectors, public-private partnerships help to maintain the viability of the depot maintenance enterprise. This report depicts the extent to which these types of arrangements are currently employed.

The definition of a depot maintenance partnering arrangement is:

A public-private partnership for depot maintenance is an agreement between an organic depot maintenance activity and one or more private industry or other entities to perform work or utilize facilities and equipment.

In general, depot maintenance public-private partnering arrangements include (but are not restricted to) one or more of the following forms:

- *Use of public sector facilities, equipment, and employees to perform work or produce goods for the private sector under certain defined circumstances;*
- *Private Sector use of public sector equipment and facilities to perform work for the public sector; and*
- *Work-sharing agreements, using both public and private sector facilities and/or employees.*

The overall purpose of this report is to provide a general description and a summary-level analysis of the Department's existing public-private partnering arrangements for depot-level maintenance. This report reviews only projects that were established through the end of Fiscal Year 2002¹. The public-private partnering arrangements reviewed herein are for the performance of, or related to, depot-level maintenance and repair within each Service and their respective depots or shipyards. This information and summary-level portrayals of depot-level public-private partnering are based on Service responses to data calls issued on 7 June, 2002 and January 29, 2003.

¹ Three arrangements with start dates during the fourth quarter of Calendar Year 2002 were reported; but are not included in this analysis as they commenced after the end of Fiscal Year 2002.

This report provides summary-level analysis of the value of the partnering arrangement. The value of the arrangements is described in dollars, workload accomplished as a result of the arrangements, Federal and non-Federal jobs associated with the arrangements and the benefits attained.

Public-private partnerships take many forms. They range from complex public-private teaming and workshare arrangements to straightforward leases of DoD facilities or equipment by the private sector. In a teaming arrangement, the public and private partners accomplish DoD work jointly through a contractual relationship. Some partnerships have been established by contract under statutory authority, and some are workshare arrangements pursuant to Memorandums of Agreement (MOAs) or other non-contractual agreements. In a workshare arrangement each partner works separately to accomplish a portion of a workload package. Typically the program office or command will arrange for accomplishment of a portion of the workload in the public sector through work orders and in the private sector by a contract. The performing entities make arrangements with each other to ensure completion and because of that, no statutory authority is required. In a workshare arrangement, each partner contributes technical, facility, equipment capabilities or employees to increase efficiency through the complementary use of resources.

Partnerships can range from joint public-private undertakings, to private sector participation in some aspect of DoD depot maintenance production to direct sales of articles or services to the private sector. The workforces' participation in these undertakings can be totally separate, or engaged in a more complex workshare with process-specific workload sharing, or fully integrated in a single production facility. Public-private partnerships have flexible characteristics; each partnership should reflect the unique objectives that are the basis of the partnership as well as the particular needs of the partners and the resources to be shared. The key element in each of these arrangements is the utilization of some aspect of organic depot maintenance capability to support the partnership.

In addition to organic depot maintenance activities, program offices, inventory control points and materiel/systems logistics commands may also be parties to agreements or be designated to act on behalf of organic depot maintenance activities.

Partnering arrangements typically cite one or more authorities, or are initiated with workshare arrangements. The Services have used a number of authorities to establish these public-private partnerships. Table 1 synthesizes the principal statutory and regulatory authorities for partnering.

Table 1. Principal Authorities Cited for Public-Private Partnerships

Authority	Description
10 U.S.C. 2208(j)	Permits depot financed through working capital funds <i>to sell articles or services</i> outside the DoD if the purchaser is fulfilling a DoD contract and the contract is awarded pursuant to a public-private competition.
10 U.S.C. 2474	Requires the Military Departments to designate depot maintenance activities as Centers of Industrial and Technical Excellence (<i>CITEs</i>), authorizes and encourages public-private partnerships, permits performance of work related to core competencies, permits use of facilities and equipment and permits <i>sale proceeds</i> from public-private partnerships to be credited to depot accounts.
10 U.S.C. 2539b	Authorizes the <i>sale of services</i> for testing of materials, equipment, models, computer software, and other items.
10 U.S.C. 2563 (Formerly 10 U.S.C. 2553)	Authorizes <i>sale of articles or services</i> outside the DoD (excluding those authorized 10 U.S.C. 4543), under specified conditions.
10 U.S.C. 2667	Allows <i>leasing</i> of non-excess equipment and facilities.
10 U.S.C. 4543	Authorizes <i>Army</i> industrial facilities that manufacture cannons, gun mounts, etc., to <i>sell articles or services</i> outside the DoD under specified conditions.
10 U.S.C. 7300	Authorizes <i>Naval</i> shipyard <i>sale of articles or services</i> to private shipyards for fulfillment of contracts for nuclear ships.
22 U.S.C. 2754	Allows <i>sale or lease of articles and services to friendly countries</i> and with certain conditions.
22 U.S.C. 2770	Allows <i>sales of articles and services</i> to a U.S. company for incorporation into end items to be sold to a friendly country or international organization under specific conditions.
FAR, Subpart 45.3	Permits provision of <i>government-furnished equipment, material and facilities</i> to contractors.
FAR, Subpart 45.4	Provides for contractor <i>use and rental of government property</i> .

Partnership arrangements must identify the statutory or regulatory authority for the specific undertaking, e.g., if there is a sale or lease involved. Among the various authorities, an important basis for establishing depot maintenance public-private partnerships is found in 10 U.S.C. 2474, which outlines provisions for designating DoD maintenance activities as Centers of Industrial and Technical Excellence (CITEs) in their core competencies. In designating CITEs, the Secretaries of the Military Departments shall also encourage each Center to enter into public-private partnerships comprising its own employees, private industry, or other entities to perform work within its core competencies, and allow private industry to lease or use under-utilized or unutilized facilities and equipment at the CITE. Such public-private partnerships should contribute to the implementation of best business practices and improvement of operations in their core competencies.

Other sections of title 10, such as 10 U.S.C. 2563 and 10 U.S.C. 2208, and regulatory guidance, including the Federal Acquisition Regulation, are applicable to the depot maintenance

public-private partnerships. In establishing depot maintenance public-private partnerships, whatever the form, the Military Departments shall ensure compliance with all applicable statutory provisions and regulatory guidance.

Two authorities not reflected in Table 1, 10 U.S.C. 2471 and 10 U.S.C. 2469a, are no longer valid for new public-private partnering arrangements, but were cited in arrangements established prior to 2001. The provisions of the former were incorporated into 10 U.S.C. 2474, and 10 U.S.C. 2469a, which dealt with workloads that were realigned due to BRAC actions, was eliminated as no longer relevant by the Fiscal Year 2003 National Defense Authorization Act (NDAA).

SECTION II

Depot Maintenance Public-Private Partnering Arrangements Through Fiscal Year 2002

DoD has been collecting limited amounts of information on depot-level public-private partnering for several years², but in early 2002 began efforts to collect a more comprehensive set of data regarding the implementation, benefits and results of public-private partnering. These efforts culminated in an initial data call on June 7, 2002 to establish a baseline of information on the extent of depot maintenance public-private partnering arrangements. That data call requested that all Services submit information on public private partnering arrangements through the end of the second quarter Fiscal Year 2002. Subsequently, a data call was issued on 29 January, 2003 to update the baseline information of all arrangements through the end of Fiscal Year 2002. Partnering information will be collected annually in the future at the conclusion of each fiscal year. Below is the summary-level data depicting arrangements that were made through the end of Fiscal Year 2002 and earlier.

It is important to note that the Services have differing interpretations of what constitutes a particular type of partnering agreement. Types of agreements that are viewed differently by the Services include worksharing, facilities use agreements, and arrangements that provide government non-depot maintenance services to on-site contractors performing depot maintenance. The partnering definition put forth in January 2002 encompasses all varying Service interpretations and attempts to standardize the categorization of partnerships, although some deviation is noted in arrangements established at earlier dates. The summary-level analysis is limited to those arrangements reported for Fiscal Year 2002, and must be considered in the context that standardization of categorization was not yet in place for some arrangements reported. The intent is not to compare the quantity or quality of partnering arrangements from Service to Service, but only to characterize what has been reported.

Characterizing Public-Private Partnering

Of the 99 projects noted as having been in place through the end of Fiscal Year 2002, 42 are Army, 32 are Navy, 24 are Air Force and one is Marine Corps. Figure 1 shows the end of Fiscal Year 2002 public-private partnerships by Service. Although several of the projects reported for the period have been completed and other partnering agreements have begun, what is important is the continuing level of the use of partnering and the increased amount of partnering agreements.

Figure 2 captures the volume of public-private partnerships over time through Fiscal Year 2002 based on the starting date of the arrangement.

² *DoD Public-Private Partnerships for Depot-Level Maintenance*, Deputy Under Secretary of Defense (Logistics), September 1999, and *DoD Public-Private Partnerships for Depot-Level Maintenance*, Deputy Under Secretary of Defense (Logistics and Materiel Readiness), July 2001.

Figure 1. Fiscal Year 2002 and Earlier Public-Private Partnerships by Service.

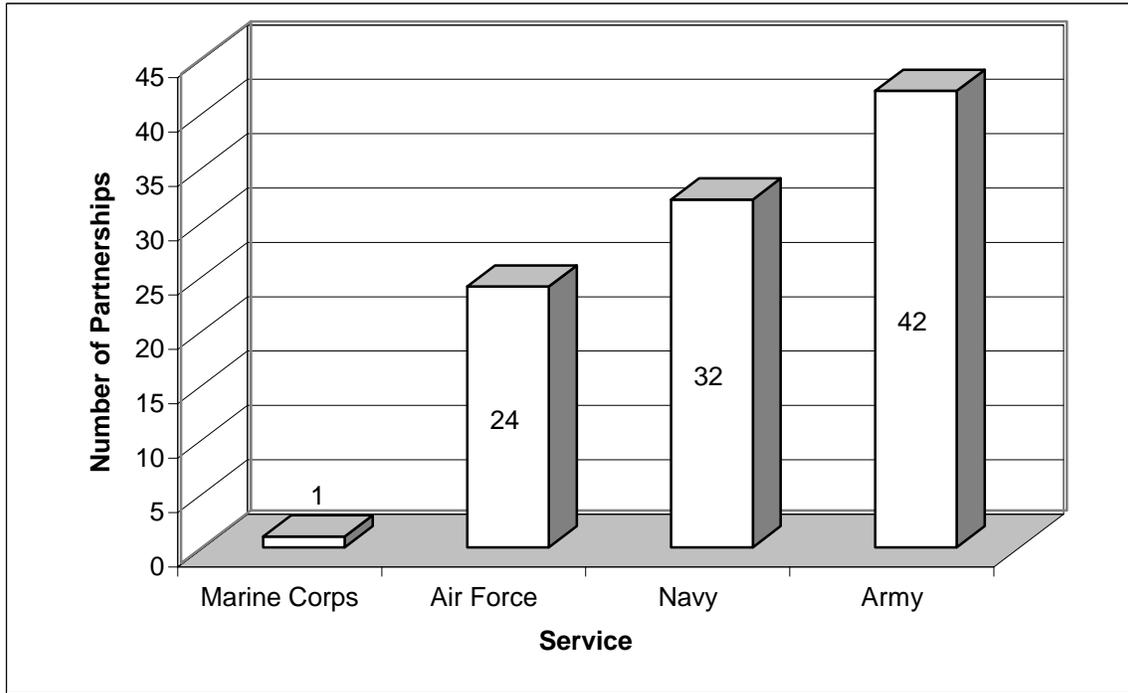


Figure 2. Volume of Public-Private Partnerships

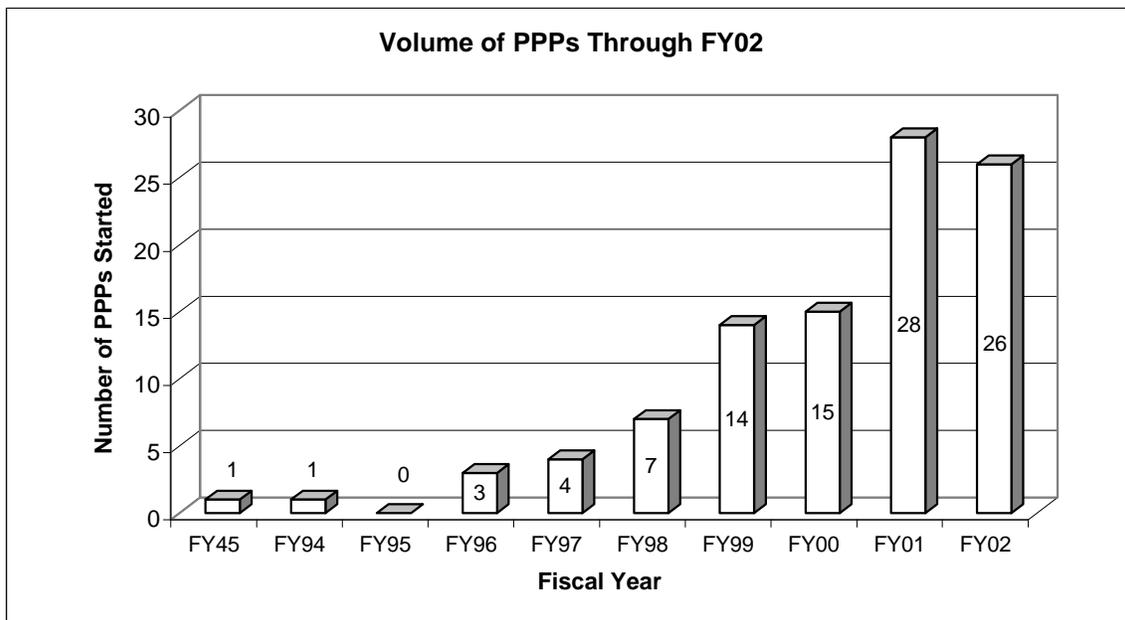


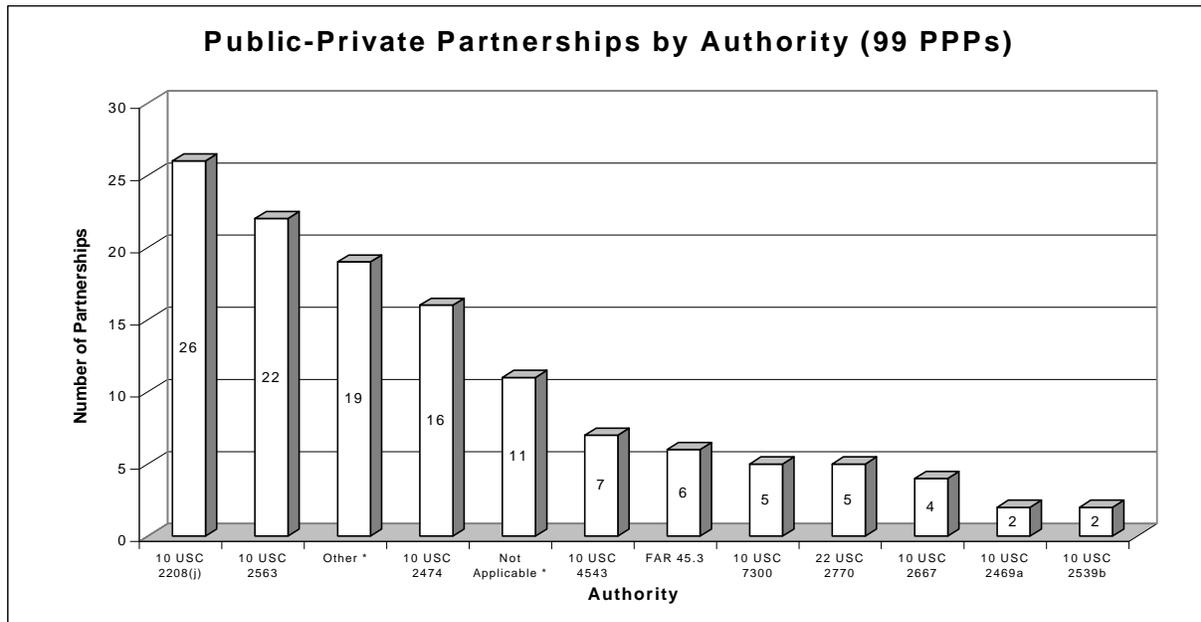
Table 1 portrays the volume of partnering arrangements over time by the Services.

Table 1. Volume of Public-Private Partnerships by Service

	FY45	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02
Marine Corps						1				
Air Force					1	2	3		5	13
NAVSEA	1						2	2	6	4
NAVAIR				1			2	3	5	6
Army		1		2	3	4	7	10	12	3
Total	1	1	0	3	4	7	14	15	28	26

Figure 3 shows the usage of authorities to establish depot-maintenance public-private partnerships. Most partnerships have been established under one or more statutory authorities, although many are non-statutory workshare arrangements established with MOAs or similar agreements (typically noted as Other or Not Applicable). From Fiscal Year 1996 through Fiscal Year 1999, citations of authorities tended to be limited to one authority per arrangement. As partnerships have become more complex, the tendency is to cite multiple authorities to address different aspects of arrangements. One fourth of the partnerships started in Fiscal Year 2001 cited multiple authorities. The use of 10 U.S.C. 2474 through the end of Fiscal Year 2001 was limited to three arrangements. Through the end of Fiscal Year 2002, 10 U.S.C. 2474 was cited in 14 partnering arrangements reflecting Service establishment Centers of Technical and Industrial Excellence (CITEs). Over time, use of 10 U.S.C. 2474 is expected to steadily increase.

Figure 3. Fiscal Year 2002 and Earlier Public-Private Partnerships by Authority



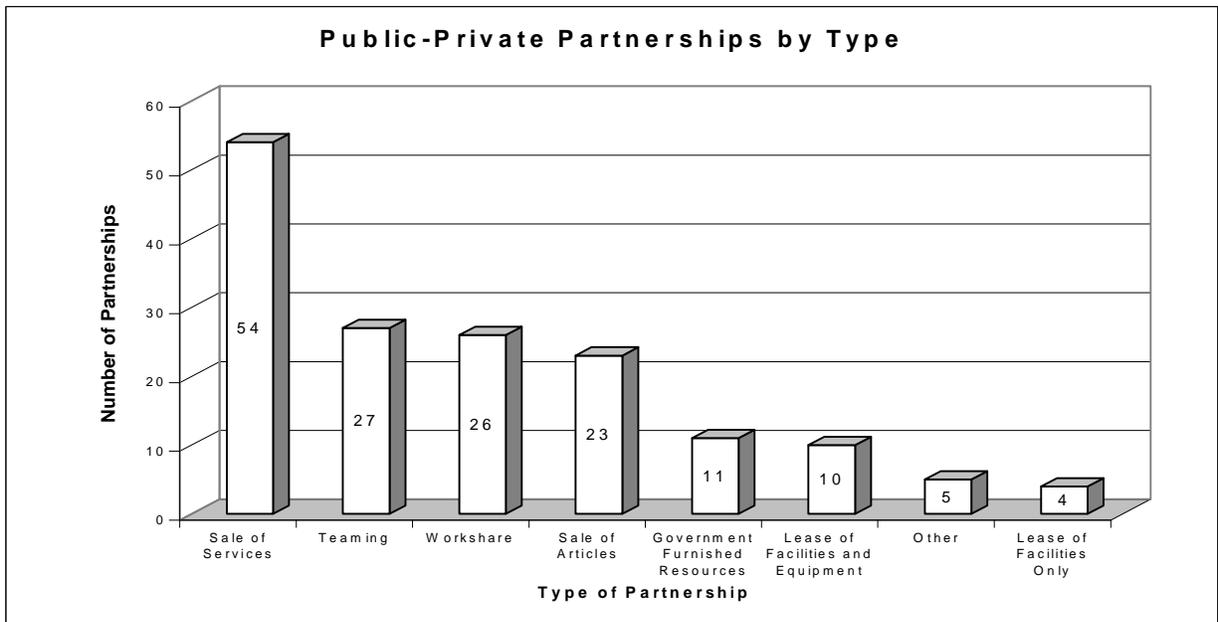
Note: Graph totals exceed total partnerships because a single partnership may have two or more authorities. Other and Not Applicable typically indicate a workshare or teaming arrangement.

In order to characterize the nature of public-private partnering arrangements, the information was categorized into several "types" of arrangements:

- Sale of Articles
- Sale of Services
- Lease of Facilities Only
- Lease of Facilities and Equipment
- Workshare
- Teaming
- Government Furnished Resources
- Other (where not expressly identified)

Figure 4 shows the amount of partnering by type. Sale of services is the dominant type of arrangement followed by teaming, workshare and sale of articles arrangements.

Figure 4. Fiscal Year 2002 and Earlier Public-Private Partnerships by Type



Note: Graph totals exceed total partnerships because a single partnership may be categorized as more than one type.

Tables 2 through 6 identify the 99 partnerships put into place through the end of Fiscal Year 2002. These tables show the project number assigned to the partnership, the name of the partnership, the DMA(s) involved and the type of partnering arrangement. The types of arrangements are abbreviated as: Sale of Articles = SOA, Sale of Services = SOS, Lease of Facilities and Equipment = LFE, Lease of Facilities Only = LOF, Workshare = WS, Teaming = TM, Government Furnished Resources = GFR and Other = OTH.

Table 2. Army Fiscal Year 2002 and Earlier Public-Private Partnerships

Army			
Partnership Number	Partnership Title	DMA	Type
A-01	FOX Vehicle Upgrade - Services and Facility Use	ANAD	LFE SOS
A-03	FOX Vehicle Maintenance - Facility Use	ANAD	LFE
A-06	Gunners Primary Sight (GPS) Manufacturing	ANAD	LFE
A-08	M1/M1A2 Upgrade	ANAD	WS
A-17	M113 Family of Vehicles (FOV) Overhaul and Conversion	ANAD	LFE WS
A-19	Abrams Integrated Management for the 21st Century (AIM XXI)	ANAD	WS
A-25	Partnership for Reduced Operation and Support Cost Engine (PROSE)	ANAD	LFE
A-29	FIREFINDER Block II Program	TYAD	SOA SOS TM
A-31	Rapid Response to Critical System Requirements (R2CSR) - ARINC, Inc.	TYAD	SOA SOS TM
A-32	Rapid Response to Critical System Requirements (R2CSR) - Lear Siegler	TYAD	SOA SOS TM
A-33	Rapid Response to Critical System Requirements (R2CSR) - Lockheed Martin	TYAD	SOA SOS TM
A-38	CECOM Field Support Services - 1	TYAD	SOA SOS TM
A-39	Navy Tri-Service	TYAD	SOA SOS TM
A-42	M915A4 Glider Program	RRAD	SOS
A-43	Multiple Launch Rocket System (MLRS) M270A1	RRAD	WS
A-44	Heavy Expanded Mobility Tactical Truck (HEMTT)	RRAD	WS
A-46	Bradley Fire Support Team (BFIST) Vehicle	RRAD	WS
A-47	AN/PRC-112 Modernization	TYAD	SOS TM
A-48	Weapon Systems Omnibus - 1	TYAD	OTH SOA SOS TM
A-49	Weapon Systems Omnibus - 2	TYAD	SOA SOS TM
A-50	CECOM Field Support Services - 2	TYAD	SOA SOS TM
A-51	Area Common User System (ACUS) Program	TYAD	OTH SOA SOS TM
A-52	H-60 Overhaul and Repair of Airframe and Structural Components	CCAD	TM
A-53	T700 Engine Overhaul and Repair	CCAD	TM
A-54	T55/T53 Engines Overhaul and Repair Activities	CCAD	TM
A-55	RT 875 Container Crane (CC) Pilot Project	LEAD	GFR SOS
A-56	Recuperator Plate Manufacturing	ANAD	LFE SOS

Table 2. (cont.) Army Fiscal Year 2002 and Earlier Public-Private Partnerships

Army (cont.)			
Partnership Number	Partnership Title	DMA	Type
A-57	AH-64 Apache & CH-47 Chinook Overhaul & Repair of Airframe Structures & Components	CCAD	TM
A-59	Opposing Forces Surrogate Vehicle (OSV)	ANAD	WS
A-60	Hercules	ANAD	WS
A-61	Paladin	ANAD	WS
A-62	STRYKER - 1	ANAD	LFE SOS
A-63	STRYKER - 2	ANAD	SOS
A-64	Wolverine	ANAD	WS
A-65	Brackets and Racks, Local Area Network (LAN) Box and Panel Display	TYAD	SOA SOS
A-66	Prophet Block I Cable Assemblies	TYAD	SOA SOS
A-67	Communications Security (COMSEC) Cryptographic Equipment	TYAD	SOS
A-68	Satellite Communications (SATCOM) Equipment	TYAD	SOA SOS TM
A-69	FIREFINDER AN/TPQ-37 Radar	TYAD	SOA SOS
A-70	Multiple Launch Rocket System (MLRS) Hoist Assembly	RRAD	SOS
A-71	Patriot Missile Conduit Cover Shields	RRAD	SOS
A-72	Small Emplacement Excavator (SEE) (Market Survey)	RRAD	TM

Table 3. Air Force Fiscal Year 2002 and Earlier Public-Private Partnerships

Air Force			
Partnership Number	Partnership Title	DMA	Type
AF-05	Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) Phase I	WR-ALC	LFE
AF-06	C-130 Integrated Weapon System Support Program (IWSSP)	WR-ALC	WS
AF-07	Sacramento Competition Workload for KC-135 Programmed Depot Maintenance (PDM) and A-10 PDM and Commodities	OO-ALC	TM
AF-08	OC-ALC and Lockheed Martin Kelly Aviation Center (LMKAC) PBA Partnership	OC-ALC	TM
AF-09	B-2 Advanced Composite	OO-ALC	GFR SOA WS
AF-10	B-2 Defensive Management System Tools Program Set (DMSTPS)	OC-ALC	TM
AF-17	C-17 Analytical Condition Inspection (ACI)	WR-ALC	SOA SOS
AF-20	Joint Surveillance Target Attack Radar System (JSTARS) Total Systems Support Responsibility (TSSR) Partnership	WR-ALC	WS
AF-21	Composites Umbrella Agreement	OO-ALC	LFE SOA SOS WS
AF-22	Digital Analog Test Station (DATS)	OO-ALC	WS

Table 3. (cont.) Air Force Fiscal Year 2002 and Earlier Public-Private Partnerships

Air Force (cont.)			
Partnership Number	Partnership Title	DMA	Type
AF-23	F-16 Block 40 Avionics Software Maintenance/Upgrade	OO-ALC	GFR WS
AF-24	Global Positioning System Metric Tracking Program (GMTP)	OO-ALC	GFR WS
AF-25	Intercontinental Ballistic Missile (ICBM) Automatic Test Systems	OO-ALC	WS
AF-26	F100 Engine Test Cell	OC-ALC	SOS
AF-27	F100 Eddy Current Workload	OC-ALC	GFR
AF-28	F100 Special Technologies Coating (STC) Facility	OC-ALC	LOF
AF-29	Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) Phase II	WR-ALC	SOA
AF-30	Flexible Acquisition and Sustainment Tool (FAST)	WR-ALC	WS
AF-31	C-130 Avionics Modernization Program (AMP)	WR-ALC	WS
AF-32	F100-220 Peacegate Engine Test	OC-ALC	SOS
AF-33	C-17 Heat Exchanger / Centrifugal Fan	OC-ALC	SOA SOS
AF-34	C-17 Wheels, Brakes and Auxiliary Power Unit Generator	OO-ALC	SOS
AF-35	Propulsion System Rocket Engine (PSRE) Life Extension Program (LEP)	OO-ALC	GFR OTH TM
AF-36	C-17 Airframe/Structures/Avionics/Software	WR-ALC	SOA SOS

Table 4. Marine Corps Fiscal Year 2002 and Earlier Public-Private Partnership

Marine Corps			
Partnership Number	Partnership Title	DMA	Type
MC-01	Amphibious Assault Vehicle Reliability, Availability and Maintainability / Rebuild to Standard (AAV RAM/RS)	MCA MCB	LOF WS

Table 5. NAVAIR Fiscal Year 2002 and Earlier Public-Private Partnerships

NAVAIR			
Partnership Number	Partnership Title	DMA	Type
NA-01	AV-8B Remanufacture Program	CHYPT	WS
NA-02	AN/AWG-9 Fire Control Radar Components	JAX	SOS
NA-03	Various F-14, EA-6B, AH-1 and F-22 Antenna and Radome Testing	JAX	SOS
NA-04	J-52 Engines	JAX	SOS
NA-06	LAU-7, PP-2581A/A Power Supply	JAX	SOS
NA-07 (1)	F/A-18E/F Integrated Readiness Support Teaming (FIRST) (1)	JAX	SOS
NA-07 (2)	F/A-18E/F Integrated Readiness Support Teaming (FIRST) (2)	CHYPT	SOS TM

Table 5. (cont.) NAVAIR Fiscal Year 2002 and Earlier Public-Private Partnerships

NAVAIR (cont.)			
Partnership Number	Partnership Title	DMA	Type
NA-07 (3)	F/A-18E/F Integrated Readiness Support Teaming (FIRST) (3)	NORIS	SOS
NA-08	SR-61/AS-61 Blades	CHYPT	SOS WS
NA-09	P-3/S-3/C-2/F/A-18 Auxiliary Power Units (APUs)	CHYPT	SOS TM
NA-11	Calibration, Metal Processing and Engineering Support	JAX	SOS
NA-12	LAU-7, AN/APG-65 and AN/ARA-48	JAX	SOS
NA-13	CF-18 Boresight	JAX	SOS
NA-14	Test and Repair Components on P-3, F/A-18, H-3 and H-60	JAX	SOS
NA-15	AN/ALQ-126B Countermeasures Set	JAX	SOS
NA-16	F404 High Pressure Turbine (HPT) Rotors	JAX	SOS
NA-18	ASN-150 Portable Programmer	NORIS	SOA SOS

Table 6. NAVSEA Fiscal Year 2002 and Earlier Public-Private Partnerships

NAVSEA			
Partnership Number	Partnership Title	DMA	Type
NS-01	High Performance Brush	PTNSY	SOS
NS-02	Lease of Portsmouth Naval Shipyard Former Prison	PTNSY	LOF
NS-03	SS INDEPENDENCE Drydocking	PHNSY	LOF
NS-04	Nuclear Aircraft Carrier (CVN) Maintenance Work Resource Sharing	PSNSY	GFR SOA SOS TM WS
NS-05	Puget Sound and Pacific (PS&P) Railway Contract	PSNSY	OTH
NS-06	USS ENTERPRISE (CVN-65) FY02 Extended Drydock Selected Restricted Availability (EDSRA)	NNSY	GFR SOS
NS-07	USS JOHN C. STENNIS (CVN- 74) Planned Incremental Availability (PIA)	PSNSY	GFR SOA SOS TM WS
NS-08	Explosion Bulge Plate Testing Services	PSNSY	GFR SOS
NS-09	Propeller Repair Facility	PHNSY	GFR
NS-10	Nuclear Aircraft Carrier (CVN) Maintenance Benchmarking	PSNSY	TM
NS-11	Guided Missile Attack Submarine (Nuclear-Powered) (SSGN) Design Conversion	PSNSY	OTH
NS-12	USS NIMITZ (CVN-68) and USS RONALD REAGAN (CVN-76) Production	NNSY	SOS
NS-13	USS DWIGHT D. EISENHOWER (CVN-69) and USS RONALD REAGAN (CVN-76) Production Services	NNSY	SOS
NS-14	USS MEMPHIS (SSN 691) FY02 Selected Restricted Availability/Restricted Availability (SRA/RAV)	PTNSY	TM WS
NS-19	Torpedo Facility Partnership	NUWCK	LFE

Table 7 identifies those partnering arrangements verified as completed, as reported in response to the January 29, 2003 data call. The average length of these arrangements was 1.5 years. The average length of the 99 arrangements (for those with a completion end date or an expected end date) reported through the end of Fiscal Year 2002 is 4.6 years. (Excludes NS-05 Puget Sound and Pacific (PS&P) Railway Contract that began in FY45.)

Table 7. Completed Public-Private Partnerships

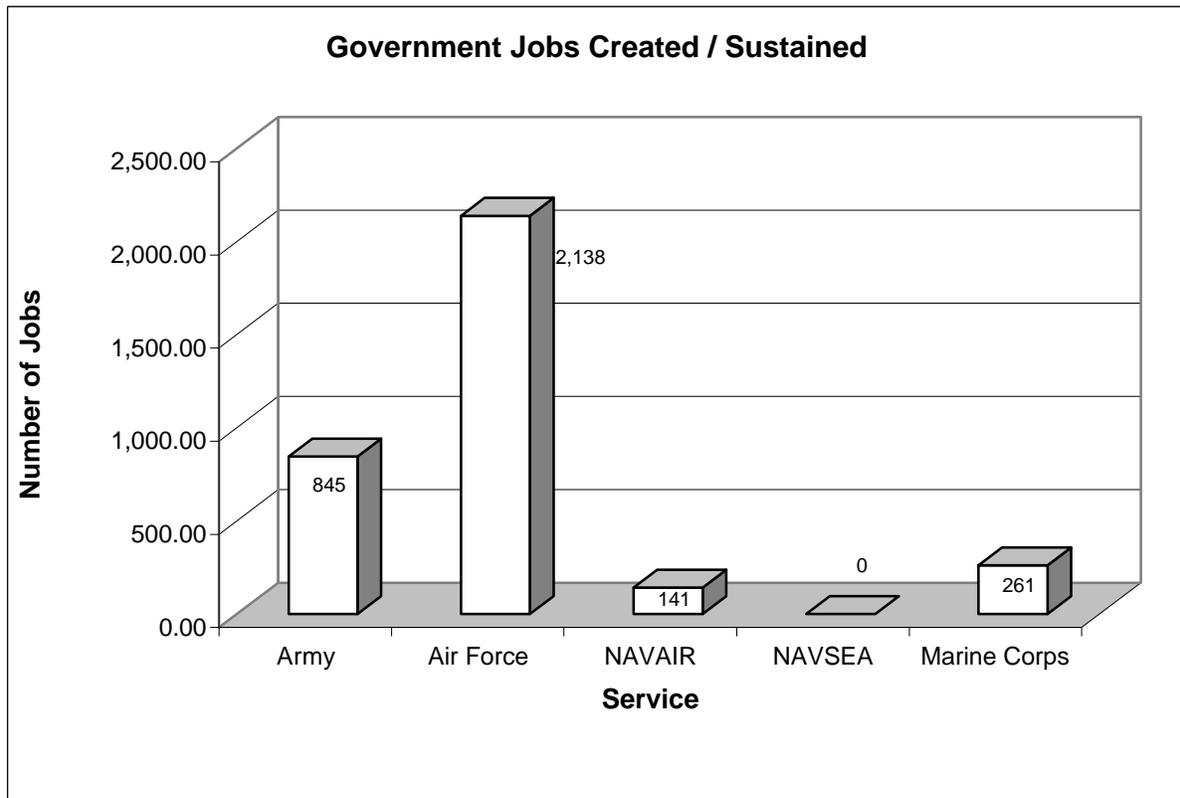
Project ID	Partnership Name	Start Date	Completion Date	Partnership Length (Years)
A-29	FIREFINDER Block II Program	01/1999	06/2002	3.4
A-42	M915A4 Glider Program	03/2001	09/2002	1.5
A-48	Weapon Systems Omnibus - 1	12/1999	10/2002	2.8
A-55	RT 875 Container Crane (CC) Pilot Project	01/2001	08/2001	0.6
A-65	Brackets and Racks, Local Area Network (LAN) Box and Panel Display	08/2001	04/2002	0.7
A-71	Patriot Missile Conduit Cover Shields	04/2001	06/2001	0.2
AF-07	Sacramento Competition Workload for KC-135 Programmed Depot Maintenance (PDM) and A-10 PDM and Commodities	09/1998	09/2002	4.0
NA-03	Various F-14, EA-6B, AH-1 and F-22 Antenna and Radome Testing	12/2000	10/2001	0.8
NA-04	J-52 Engines	09/2000	02/2003	2.4
NA-06	LAU-7, PP-2581A/A Power Supply	07/2000	08/2001	1.1
NA-08	SR-61/AS-61 Blades	05/1999	09/2001	2.3
NA-18	ASN-150 Portable Programmer	06/2002	10/2002	0.3
NS-02	Lease of Portsmouth Naval Shipyard Former Prison	06/1999	01/2003	3.6
NS-03	SS INDEPENDENCE Drydocking	03/2001	03/2001	0.0
NS-07	USS JOHN C. STENNIS (CVN- 74) Planned Incremental Availability (PIA)	10/2000	01/2003	2.3
NS-08	Explosion Bulge Plate Testing Services	10/2000	01/2001	0.3
NS-11	Guided Missile Attack Submarine (Nuclear-Powered) (SSGN) Design Conversion	10/2001	12/2002	1.2
NS-12	USS NIMITZ (CVN-68) and USS RONALD REAGAN (CVN-76) Production Services	11/2000	02/2001	0.3
NS-13	USS DWIGHT D. EISENHOWER (CVN-69) and USS RONALD REAGAN (CVN-76) Production Services	07/2001	09/2001	0.2

Partnering Benefits Attainment

Entering into public partnering arrangements assumes that there are benefits to be derived from the arrangement from both the commercial and organic perspectives. The data calls collected information on certain benefits identified as fundamental to partnering. The benefits were grouped into the categories of jobs, revenue, direct labor hours (DLHs), contribution to core capability, investment at DMAs, and a variety of production performance improvements at DMAs.

In terms of jobs, data from the end of Fiscal Year 2002 projected that over 3,500 Government jobs were anticipated at DMAs that could be directly attributable to partnerships. As of the end of Fiscal Year 2002, the number of Government jobs to date was reported as 3,386 jobs sustained or created as a result of the arrangements.

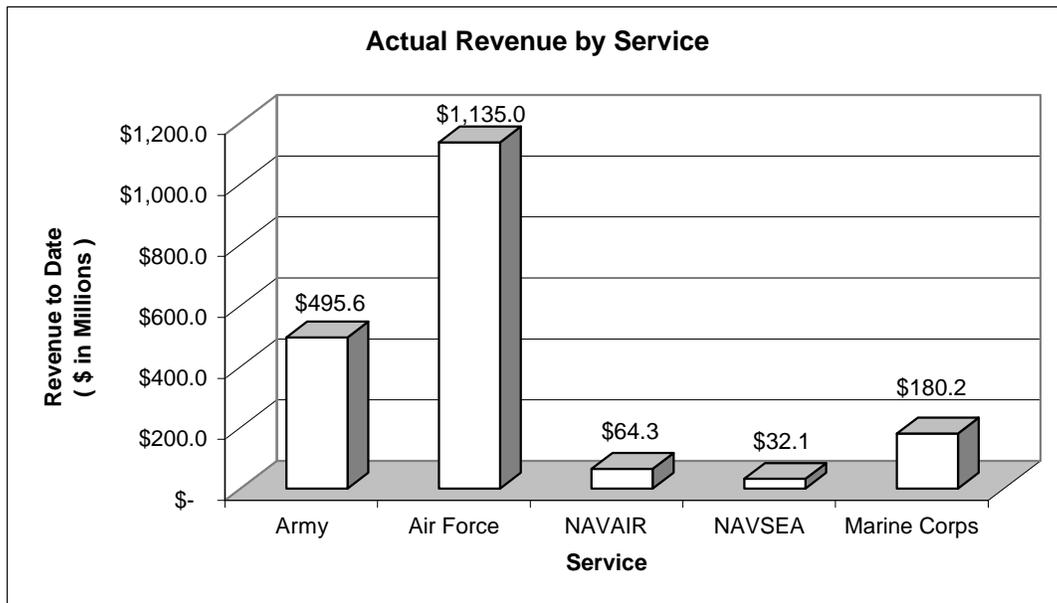
Figure 5. Fiscal Year 2002 and Earlier Jobs Sustained or Created by Service



Thirty-six arrangements also projected non-Federal jobs at or near the DMA. The information shows 967 non-Federal jobs projected at DMAs and 1,965 in nearby communities. (This latter figure is largely driven by two NAVSEA partnering arrangements, NS-03 *SS Independence Drydocking* and NS-04 *CVN Maintenance Resource Sharing*.)

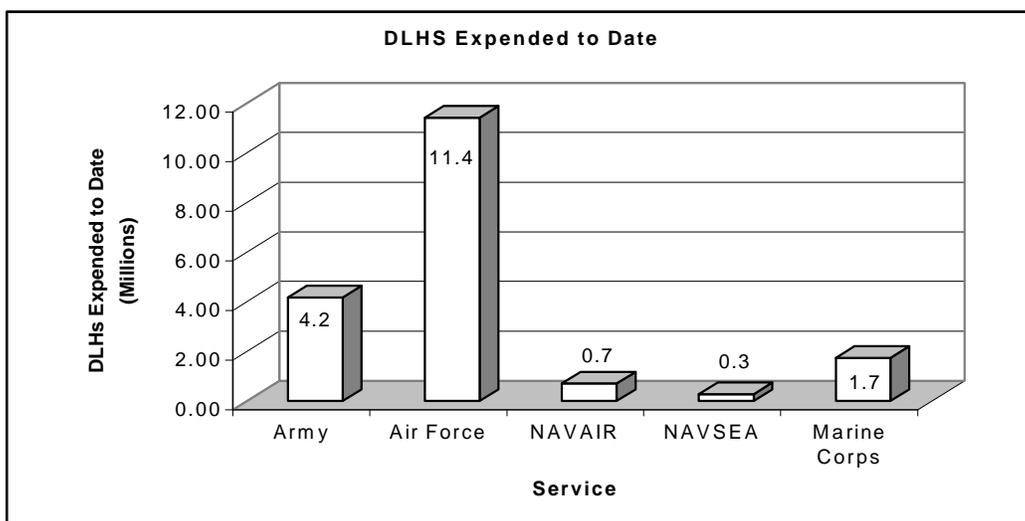
Revenue data was also collected. Ninety-three percent of the arrangements are generating revenues or are anticipated to do so. The estimated anticipated revenue from these arrangements over the life of the arrangements was projected as \$7.3 billion. Of the public-private partnering arrangements that provided an annual revenue projection stream, the projection was \$457.7 million per year. The actual revenue from public-private partnering arrangements as of the end of Fiscal Year 2002 was reported as \$1.9 billion. Figure 6 portrays the reported actual revenue by Service.

Figure 6. Fiscal Year 2002 and Earlier Actual Revenue from Public-Private Partnering by Service



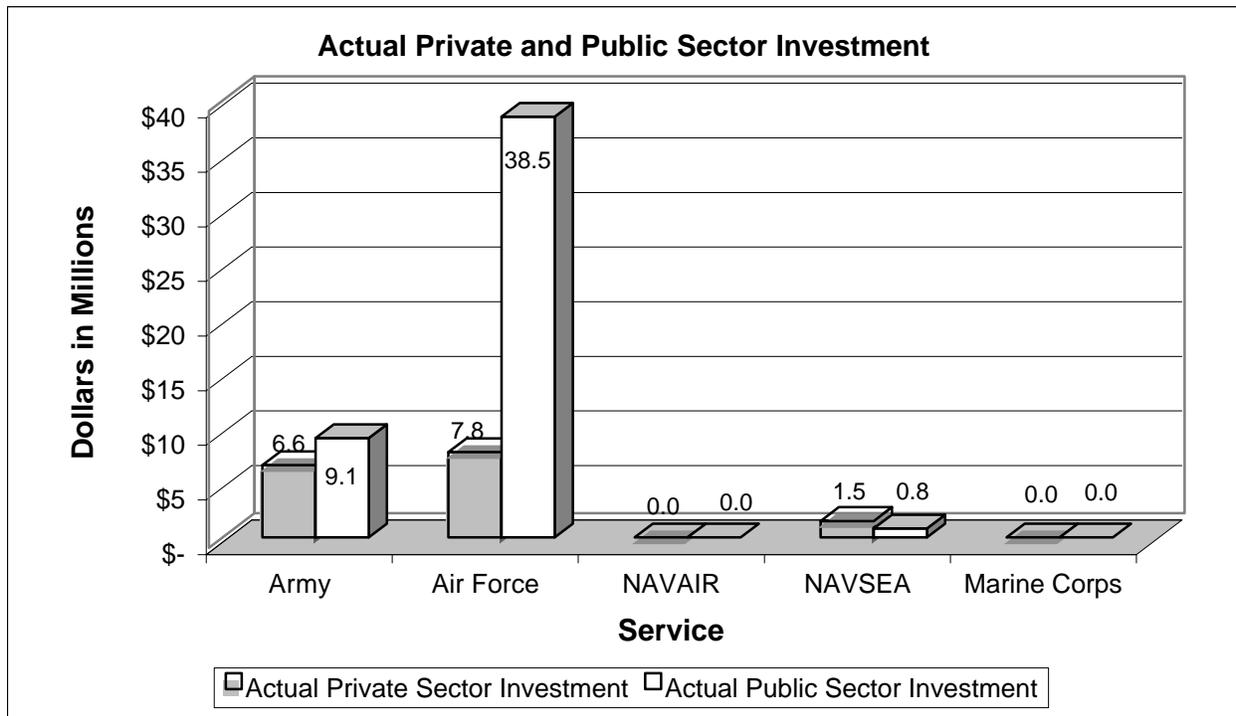
Direct labor hours is an important measure of public-private partnering arrangements because it characterizes the extent to which arrangements are contributing to the maintenance of the organic depot maintenance industrial base. The partnerships through Fiscal Year 2002 information indicated that 84 arrangements, or 85 percent, would entail expenditure of Government DLHs, with 66 arrangements having actually expended 18.3 million DLHs (see Figure 7). An important aspect of the workloads being accomplished by DMAs in public-private partnering arrangements is that they contribute to the maintenance of the core capability of the DoD DMAs. Of the 84 arrangements involving expenditure of DLHs, 71 arrangements noted that the DLHs would contribute to maintenance of core capability.

Figure 7. Fiscal Year 2002 and Earlier Actual DLHs Expended to Date by Service



The level of both public and private sector investment at DMAs was also captured. Figure 8 depicts the amounts of investment that occurred through the end of Fiscal Year 2002. Seven arrangements have actual investment from the private sector, and seven have actual investment from public sources.

Figure 8. Public and Private Sector Investments in Fiscal Year 2002 and Earlier Public-Private Partnerships

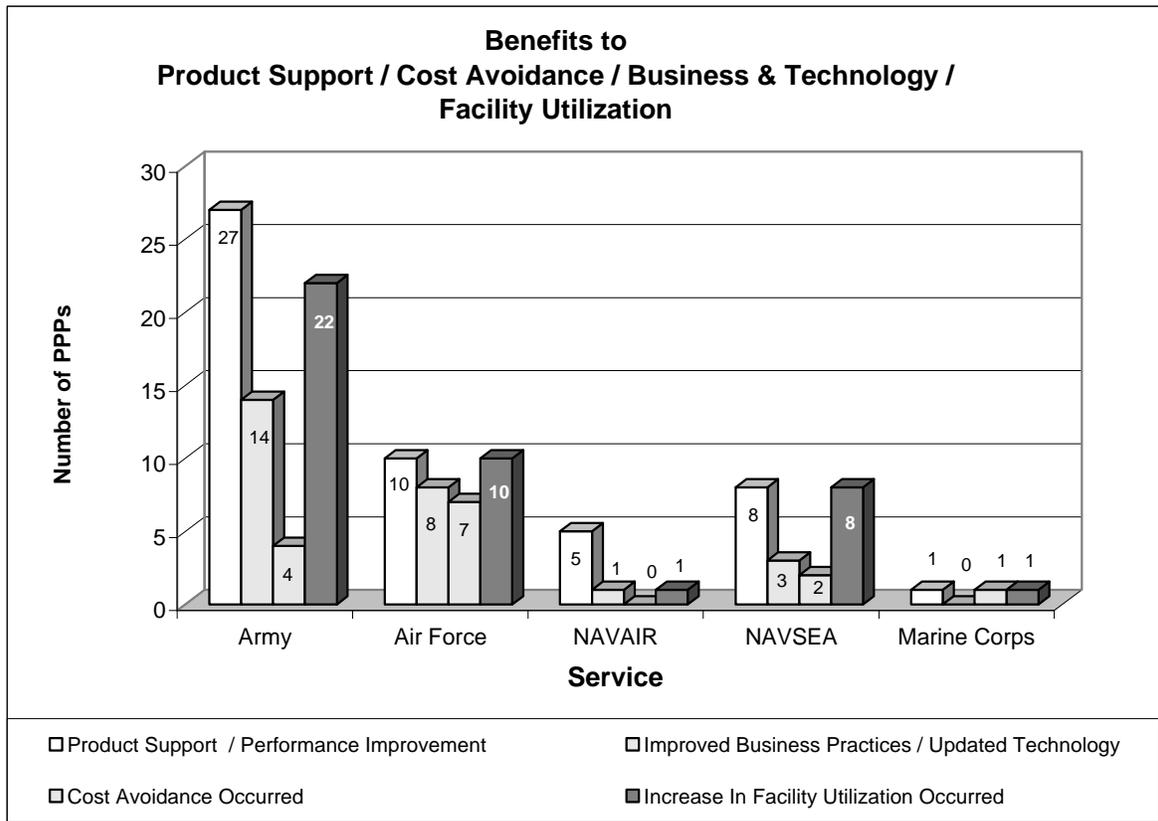


The benefits attributed to partnering are also evidenced in the variety of production performance improvements at DMAs. The Services provided information in four categories of benefits:

- Explicit Product Support Performance Improvement
- Improved Business Practices Updated Technology
- Identifiable Cost Avoidance
- Identifiable Increase In Facility Utilization

Figure 9 portrays the performance improvements by Service.

Figure 9. Public and Private Sector Performance Improvements in Fiscal Year 2002 and Earlier
Public-Private Partnerships by Service



Explicit Product Support Performance Improvement. Fifty-one arrangements noted performance improvement as a result of partnering. Analysis of the narratives associated with the improvements shows that most of the improvement occurred in the reduction of the amount of time associated with the maintenance, repair or overhaul of items or systems and reduction in the amount of time for related material/parts support. Another prominent performance benefit was reduced product support/logistics costs. In eleven partnering arrangements, the significant benefit was that the arrangement represented the best value to the Government. Improved weapon system availability, reliability and maintainability, and enhanced performance of the weapon system for the warfighter received significant mention. Finally, a wide range of specific performance improvements such as improved aircrew training, efficient use of labor, improved quality and enhanced testing/diagnostic/inspection were reported.

Improved Business Practices and Updated Technology. Twenty-six arrangements entailed some form of improved business practice or updated technology to the DMA as a result of the partnering. The most salient category reported was exposure or implementation of a commercial best business practice. In most cases best business practices led to an improvement on the depot floor such as increased efficiency, improved schedule conformance or quicker turn-around-time. Other results reflect additional capabilities or processes resulting from application of new technologies. By having new technology at the DMA, the capability to accomplish workload to support core and weapon systems becomes resident.

Identifiable Cost Avoidance. Cost avoidances totaling \$97.8 million were reported in 14 arrangements through the end of Fiscal Year 2002. The partnership narratives commonly attributed cost avoidances to minimization of capability establishment, i.e., capability was only created once and typically at the organic facility. In some cases the capability was already available and the partnership enabled contractors to use existing capability at a DMA rather than have to establish additional capability. Cost avoidances have occurred also where the arrangement enabled the furnishing of government material to the contractor's location. Other cost avoidances resulted from shipping and transportation costs being greatly reduced or eliminated. Cost avoidances were also attributed to implementation of specific process improvements for production and repair.

Identifiable Increase in Facility Utilization. Forty-two of the 99 depot-level maintenance public-private partnering arrangements through Fiscal Year 2002 involved increased facility utilization at the DMA. In 26 of these arrangements increased facility utilization resulted from additional workload accomplished by Federal Government direct workers. Eleven partnerships increased facility utilization through accomplishment of workload by direct contractor personnel. In five arrangements a combination of contractor and Federal Government direct workers accomplished workload that increased facility utilization. The increase in facility utilization correlates to the type of arrangement. Although arrangements may be categorized as being multiple types, some generalizations may be drawn. For example, sale of articles or services (25 arrangements) tends to be the predominant type of arrangement that is present when an increase in facility utilization occurs, followed by workshare-type arrangements (15 arrangements) and leasing (11 arrangements). The general conclusion is that these types of arrangements will increase facility utilization more than other types.

General Accounting Office (GAO) Report on Depot Maintenance Public-Private Partnering

In April 2003, the GAO published a report addressing depot maintenance public-private partnering, *Defense Depot Maintenance: Public-Private Partnerships Have Increased, but Long-Term Growth and Results Are Uncertain*, GAO-03-432 (Washington, D.C.: April 10, 2003).

SECTION III

This portion of the report provides synopses of selected, current partnerships. Arrangements that were verified as completed are not synopsized here. (This includes some short-term arrangements started and completed in Fiscal Year 2002.) Also excluded in this section are several arrangements that were established (ongoing) in years prior to Fiscal Year 2002 but where little or no activity is occurring. These are noted in Table 8. For information on these or any other partnering arrangement, please visit the Deputy Under Secretary of Defense (Logistics & Materiel Readiness) Maintenance Policy, Programs and Resources website at:

http://www.acq.osd.mil/log/logistics_materiel_readiness/organizations/mppr/html/dmp.htm

Table 8. Established Public-Private Partnerships with No Activity

Partnership Number	Partnership Title
A-31	Rapid Response to Critical System Requirements (R2CSR) - ARINC, Inc.
A-32	Rapid Response to Critical System Requirements (R2CSR) - Lear Siegler
A-33	Rapid Response to Critical System Requirements (R2CSR) - Lockheed Martin
A-38	CECOM Field Support Services - 1
A-39	Navy Tri-Service
A-49	Weapon Systems Omnibus - 2
A-50	CECOM Field Support Services - 2
AF-30	Flexible Acquisition and Sustainment Tool (FAST)

Army

A-01

FOX Vehicle Upgrade - Services and Facility Use			
COMMAND: TACOM	DMA(s): ANAD	Private Entity: General Dynamics Land Systems (GDLS); Reinmetall Land Systeme, GMBH	
Authority(ies): 10 USC 4543, Other-Interservice Support Agreement (ISSA)	Partnership Type: Lease Of Facilities And Equipment, Sale Of Services	Start: December 1996 End: December 2005	
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: M901 FOX NBCRS Vehicle	
Description Of Partnership: Anniston Army Depot performs vehicle hull upgrade, vehicle NBC tail upgrade, vehicle hull and tail prime paint, vehicle final paint and camouflage application, engine disassembly, and asbestos removal. General Dynamics performs vehicle disassembly, subassembly/component rework, vehicle reassembly, and systems integration and test.			
Revenue to DMA To Date: \$6,550,000		DMA DLHs Expended to Date: 65,548.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			10.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 16.00	In Local Community: Unknown	
Arrangement indicates Responsive Product Support, Improved Business Processes, and Facility Utilization benefits.			

A-03

FOX Vehicle Maintenance - Facility Use			
COMMAND: TACOM	DMA(s): ANAD	Private Entity: General Dynamics Land Systems (GDLS)	
Authority(ies): Other-Interservice Support Agreement (ISSA)	Partnership Type: Lease Of Facilities And Equipment	Start: June 1996	End: Ongoing
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: FOX NBCRS Vehicles	
Description Of Partnership: Anniston Army Depot provides use of underutilized facility to GDLS. General Dynamics performs receipt, storage, and issue of Fox Vehicle subassemblies, components, and parts for fielded vehicles.			
Revenue to DMA To Date: \$208,000		DMA DLHs Expended to Date: 0.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 3.00	In Local Community: Unknown	
Arrangement indicates Facility Utilization benefits.			

A-06

Gunnery Primary Sight (GPS) Manufacturing			
COMMAND: TACOM	DMA(s): ANAD	Private Entity: General Dynamics Land Systems (GDLS)	
Authority(ies): Not Applicable, Other ISSA	Partnership Type: Lease Of Facilities And Equipment	Start: January 1997	End: Ongoing
Status: Currently Active		Weapon system(s) or equipment being supported: Gunnery Primary Sight (GPS) for the Abrams Tank	
Description Of Partnership: Anniston Army Depot provides use of an under-utilized facility to General Dynamics. GDLS performs manufacture of new GPS.			
Revenue to DMA To Date: \$510,000		DMA DLHs Expended to Date: 0.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 11.00	In Local Community: Unknown	
Arrangement indicates Cost Avoidance and Facility Utilization benefits.			

A-08

M1/M1A2 Upgrade			
COMMAND: TACOM	DMA(s): ANAD	Private Entity: General Dynamics Land Systems (GDLS)	
Authority(ies): Not Applicable	Partnership Type: Workshare	Start: January 1994	End: Ongoing
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: M1 Basic Vehicles Upgraded to the M1A2 Configuration	
Description Of Partnership: This is a partnership program for the upgrade of a basic M1 tank to the M1A2 configuration. Anniston Army Depot performs vehicle receipt, complete vehicle disassembly, vehicle hull rework and upgrade, demil of turret, overhaul of major subassemblies, overhaul of components, and shipment of vehicle to Lima Army Tank Plant. General Dynamics performs vehicle reassembly, installation of new turret, systems test, and integration.			
Revenue to DMA To Date: \$197,300,000		DMA DLHs Expended to Date: 1,635,948.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			107.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.00	In Local Community: 0.00	
Arrangement indicates Responsive Product Support and Facility Utilization benefits.			

A-17

M113 Family of Vehicles (FOV) Overhaul and Conversion			
COMMAND: TACOM	DMA(s): ANAD	Private Entity: United Defense Limited Partnership (UDLP)	
Authority(ies): Other-Interservice Support, Agreement (ISSA)	Partnership Type: Lease Of Facilities And Equipment, workshare	Start: January 1997	End: Ongoing
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: M113 Family of Vehicles (FOV)	
Description Of Partnership: Anniston Army Depot performs vehicle disassembly, hull overhaul and conversion, and dismate of powerpack. UDLP performs overhaul of subassemblies and components, RISE modification, vehicle assembly, systems integration and test, and final paint.			
Revenue to DMA To Date: \$15,896,800		DMA DLHs Expended to Date: 153,858.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			31.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 2.00	In Local Community: 135.00	
Arrangement indicates Responsive Product Support, Cost Avoidance, and Facility Utilization benefits			

A-19

Abrams Integrated Management for the 21st Century (AIM XXI)			
COMMAND: TACOM	DMA(s): ANAD	Private Entity: General Dynamics Land Systems (GDLS)	
Authority(ies): Not Applicable	Partnership Type: Workshare	Start: January 1996	End: September 2010
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: M1A1 Vehicle	
Description Of Partnership: This is a partnership for an overhaul plus (recapitalization) of the M1A1 tank. Anniston Army Depot performs vehicle receipt, complete vehicle disassembly, vehicle hull overhaul, vehicle turret overhaul, overhaul of major subassemblies, overhaul of components, and shipment of vehicle to Lima Army Tank Plant. General Dynamics performs vehicle reassembly and systems test and integration.			
Revenue to DMA To Date: \$140,200,000		DMA DLHs Expended to Date: 1,147,737.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			240.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.00	In Local Community: 0.00	
Arrangement indicates Responsive Product Support and Facility Utilization benefits.			

A-25

Partnership for Reduced Operation and Support Cost Engine (PROSE)			
COMMAND: TACOM	DMA(s): ANAD	Private Entity: Honeywell	
Authority(ies): Not Applicable, Other-Interservice Support Agreement (ISSA)	Partnership Type: Lease Of Facilities And Equipment	Start: March 1999	End: Ongoing
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: Abrams AGT 1500 Turbine Engine	
Description Of Partnership: Anniston Army Depot provides use of an under-utilized facility to Honeywell. Honeywell performs the supply of quality parts and material in timeframes to effectively support ANAD's turbine engine repair/overhaul line.			
Revenue to DMA To Date: \$105,000		DMA DLHs Expended to Date: 0.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 3.00	In Local Community: 0.00	
Arrangement indicates Responsive Product Support and Facility Utilization Benefits.			

A-43

Multiple Launch Rocket System (MLRS) M270A1			
COMMAND: TACOM	DMA(s): RRAD	Private Entity: Lockheed Martin Missiles and Fire Control (LMMFC) - Camden	
Authority(ies): Other-PM managed MOA	Partnership Type: Workshare	Start: June 2000	End: Ongoing
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: M270A1 Multiple Launch Rocket System (MLRS)	
Description Of Partnership: RRAD is overhauling the M270A1 vehicle chassis and components and transporting the completed chassis to LMMFC-Camden facilities for integration and upgrade of the Loader Launcher and its related components.			
Revenue to DMA To Date: \$24,000,000		DMA DLHs Expended to Date: 157,940.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			70.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.00	In Local Community: 0.00	
Arrangement indicates no additional benefits.			

A-44

Heavy Expanded Mobility Tactical Truck (HEMITT)			
COMMAND: TACOM	DMA(s): RRAD	Private Entity: Oshkosh Truck Center (OTC)	
Authority(ies): Other-PM-managed MOA	Partnership Type: Workshare	Start: January 2001	End: Ongoing
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: Heavy Expanded Mobility Tactical Truck (HEMITT)	
Description Of Partnership: Program for the recapitalization of the Heavy Expanded Mobility Tactical Truck (HEMITT) is a direct "50/50" split of vehicle requirements between Red River Army Depot and Oshkosh Truck Center. Each partner is to overhaul or recapitalize a complete vehicle. The MOA is PM-managed.			
Revenue to DMA To Date: \$9,500,000		DMA DLHs Expended to Date: 62,128.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			30.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.00	In Local Community: 0.00	
Arrangement indicates Facility Utilization benefits.			

A-46

Bradley Fire Support Team (BFIST) Vehicle			
COMMAND: TACOM	DMA(s): RRAD	Private Entity: United Defense Limited Partnership (UDLP)-York	
Authority(ies): Other-PM managed MOA	Partnership Type: Workshare	Start: October 2000	End: Ongoing
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: Bradley Fire Support Team Vehicle	
Description Of Partnership: Red River Army Depot (RRAD) produces and overhauls the A2 Operation Desert Storm (ODS) configuration of the Bradley Fighting Vehicle System to a statement of work. Once the chassis and related components are completed at RRAD, the vehicle is then transported to United Defense Limited Partnership (UDLP)-York for BFIST integration. The actual work on the BFIST Vehicle was completed in June 2002, but the agreement remains open for additional work.			
Revenue to DMA To Date: \$38,904,000		DMA DLHs Expended to Date: 254,280.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			83.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.00	In Local Community: 0.00	
Arrangement indicates Facility Utilization benefits.			

A-47

AN/PRC-112 Modernization			
COMMAND: CECOM	DMA(s): TYAD	Private Entity: American Competitive Institute (ACI); Engineering & Professional Services, Inc.; Kaiser Electronics	
Authority(ies): 10 USC 2208(j)	Partnership Type: Sale of Services , Teaming	Start: February 2001	End: February 2011
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: AN-PRC-112(D) Survival Radio	
Description Of Partnership: Engineering Professional Services (EPS) will manage the overall contract. Tadiran Spectralink will design the radio and components. Kaiser Electronics will manufacture a component and subassembly. American Competitive Institute (ACI) will make an enhanced battery, case, and charger. Tobyhanna Army Depot will assemble and warrant the final product (10 year warranty).			
Revenue to DMA To Date: \$1,600,000		DMA DLHs Expended to Date: 560.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			6.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.00	In Local Community: 0.00	
Arrangement indicates Responsive Product Support, Improved Business Processes, and Facility Utilization benefits.			

A-51

Area Common User System (ACUS) Program			
COMMAND: CECOM	DMA(s): TYAD	Private Entity: CMC Electronics	
Authority(ies): 10 USC 2208(j)	Partnership Type: Other-Under an agreement with the Program Mgr, use of space by Laguna Industries. Sale of Articles, Sale of Services, Teaming	Start: October 1998	End: October 2007
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: Area Common User System	
<p>Description Of Partnership: The Area Common User System (ACUS) supports the power projection force of the 21st century, from sustaining-base to foxhole, through planned modifications and support for its migration to the Army's Warfighter Information Network-Tactical (WIN-T) systems architecture. ACUS is a communications system made up of a series of network node switching centers connected primarily by line-of-sight (LOS) multi-channel radios and tactical satellites (TACSAT). Army ACUS networks are Tri-Service Tactical Communications (TRI-TAC) at echelons above corps (EAC) and mobile subscriber equipment (MSE) at echelons corps and below (ECB). ACUS provides a multi-user, common-user area system for high-volume voice and data communications. Users at or near extension nodes link to the system for access to other users. Tobyhanna Army Depot (TYAD) is designing and manufacturing modification installation kits that are being installed by Laguna Industries personnel at TYAD and Ft. Hood.</p>			
Revenue to DMA To Date:		\$2,150,000	DMA DLHs Expended to Date: 24,538.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			15.40
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support, Improved Business Processes, and Facility Utilization benefits.			

A-52

H-60 Overhaul and Repair of Airframe and Structural Components			
COMMAND: AMCOM	DMA(s): CCAD	Private Entity: Sikorsky Aircraft Corporation	
Authority(ies): Other-MOU Dated 13 Jan 2000	Partnership Type: Teaming	Start: January 2000	End: January 2004
Status: Currently Active		Weapon system(s) or equipment being supported: H-60 Black Hawk Aircraft	
<p>Description Of Partnership: Sikorsky Aircraft Corporation, AMCOM, CCAD and DLA are mutually exploring technical, engineering and logistical services and supplies to assist the depot and AMCOM in achieving reduced repair turnaround time, and applying industry best practices in the overhaul and repair of H-60 components. Sikorsky is providing technical support for each H-60 aircraft and component repair lines to identify cycle time inhibitors and to measure current repair turnaround time prior to installation of new processes and practices. The goal of this partnering effort is to reduce repair turnaround time of overhauled/repared airframes and components for the H-60. This effort is aimed at enabling sufficient production line capacity to fulfill AMCOM's annual demands supporting DoD units through CCAD production. This partnering effort also focuses on CCAD's ability to surge to address H-60 demand levels during increased optempo. Sikorsky Aircraft Corporation currently has four on-site representatives providing technical services and support to CCAD plus another full-time equivalent within the factory to provide support to the on-site team. Through collaboration with CCAD Pre-Shop Analysis personnel, Sikorsky Aircraft Corporation has identified major structures, long lead-time recurring demand parts and strategic inventory required to expedite the repair of critically-need aircraft moving through the CCAD repair lines. A second key tenet of this effort is to fully integrate these major assemblies into the depot repair methodology to expedite the return of critically needed aircraft to DoD operators.</p>			
Revenue to DMA To Date:		\$0	DMA DLHs Expended to Date: 0.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	4.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support and Improved Business Processes benefits.			

A-53

T700 Engine Overhaul and Repair			
COMMAND: AMCOM	DMA(s): CCAD	Private Entity: General Electric Aircraft Engines	
Authority(ies): Other-MOU	Partnership Type: Teaming	Start: September 2000	End: December2005
Status: Currently Active		Weapon system(s) or equipment being supported: T700 Engines	
<p>Description Of Partnership: The GE contract includes GE-provided technical, engineering and logistical services to CCAD's T700 engine line. 100 percent of parts support is a key element of this contract. This plan is included in all CCAD partnering efforts. GE is providing overhaul workstation kits from an on-site kitting warehouse in addition to Original Equipment Manufacturer (OEM) technical and engineering assistance to improve overhaul processes at CCAD. CCAD artisans overhaul the T700 utilizing kits.</p>			
Revenue to DMA To Date:		\$0	DMA DLHs Expended to Date: 0.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	15.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support, Improved Business Processes, and Cost Avoidance benefits.			

A-54

T55/T53 Engines Overhaul and Repair Activities			
COMMAND: AMCOM	DMA(s): CCAD	Private Entity: Honeywell International	
Authority(ies): Other-MOU Dated 10 August 2000	Partnership Type: Teaming	Start: August 2000	End: August 2003
Status: Currently Active		Weapon system(s) or equipment being supported: T55 Family of Engines	
Description Of Partnership: Honeywell provides technical, engineering and logistical support with parts being furnished to CCAD workstations, with the goals of reducing repair turnaround time (RTAT) and increasing the reliability of overhauled/repared engines and engine components for the CH-47 weapon system. The intent is to have Honeywell provide its technical and engineering assistance based on Original Equipment Manufacturer (OEM) product design and logistics database. Honeywell will develop workscope and process improvement recommendations to be utilized in the depot repair procedures based on best commercial practices. Moreover CCAD anticipates following in the same footsteps developed through partnering efforts with General Electric.			
Revenue to DMA To Date:		\$0	DMA DLHs Expended to Date: 0.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	9.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support benefits.			

A-56

Recuperator Plate Manufacturing			
COMMAND: TACOM	DMA(s): ANAD	Private Entity: Honeywell (Formerly Allied Signal)	
Authority(ies): 10 USC 4543	Partnership Type: Lease Of Facilities And Equipment, Sale of Services	Start: January 1998	End: Ongoing
Status: Currently Active, Active Preceding Fiscal year		Weapon system(s) or equipment being supported: AGT 1500 Engine Recuperator	
Description Of Partnership: Anniston Army Depot performs material handling and material movement. Honeywell performs the manufacture of recuperator pair plates. Note: Former partnerships entitled "Recuperator - Packaging and Material Movement" and "Recuperator - Facility Use" have been combined under this partnership.			
Revenue to DMA To Date:		\$1,600,000	DMA DLHs Expended to Date: 5,000.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			2.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	41.00	In Local Community: Unknown
Arrangement indicates Responsive Product Support, Improved Business Processes, Cost Avoidance, and Facility Utilization benefits.			

A-57

AH-64 Apache & CH-47 Chinook Overhaul & Repair of Airframe Structures & Components			
COMMAND: AMCOM	DMA(s): CCAD	Private Entity: The Boeing Company	
Authority(ies): Other-MOU Dated 14 Sep 2000	Partnership Type: Teaming	Start: September 2000	End: July 2003
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: AH-64 and CH-47	
Description Of Partnership: CCAD awarded a partnering contract to Boeing, 1 May 02. Boeing provides technical, engineering and logistical support, and parts being furnished on an emergency basis only. The goals of this arrangement are reducing repair turnaround time (RTAT) and increasing the reliability of overhauled/repared airframes and components for both the AH-64 and CH-47 weapon systems. Boeing provides its technical and engineering assistance based on Original Equipment Manufacturer (OEM) product design and logistics database. Boeing develops workscope and process improvement recommendations to be utilized in the depot repair procedures, based on best commercial practices. Boeing currently has ten on-site representatives that will be providing services and support to CCAD.			
Revenue to DMA To Date:		\$0	DMA DLHs Expended to Date: 0.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	10.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support and Improved Business Processes benefits.			

A-59

Opposing Forces Surrogate Vehicle (OSV)			
COMMAND: Tank-automotive and Armaments Command	DMA(s): ANAD	Private Entity: United Defense Limited Partnership (UDLP)	
Authority(ies): Not Applicable	Partnership Type: Workshare	Start: January 1999	End: May 2003
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: M113 Family of Vehicles (FOV)	
Description Of Partnership: Anniston Army Depot performs fabrication of OSV unique parts and spares, partial vehicle disassembly, abrasive cleaning of hull, hull machining and repair, component repair and conversion, component painting, turret assembly, turret integration and program management. UDLP performs overhaul of subassemblies and components, RISE modification, vehicle assembly, systems integration and test, and final painting. Rock Island performs fabrication of turrets, rotors, and baskets; and provides Bradley kit components			
Revenue to DMA To Date:		\$35,660,641	DMA DLHs Expended to Date: 401,000.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			148.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 135.00
Arrangement indicates Responsive Product Support and Improved Business Processes benefits.			

A-60

Hercules			
COMMAND: TACOM	DMA(s): ANAD	Private Entity: United Defense Limited Partnership	
Authority(ies): Not Applicable	Partnership Type: Workshare	Start: January 1998	End: Ongoing
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: Hercules (M88A2) Vehicle	
Description Of Partnership: Anniston Army Depot performs vehicle disassembly, hull structural repair, and front blade assembly repair. UDLP performs vehicle modifications, vehicle reassembly, and systems test and integration.			
Revenue to DMA To Date: \$9,000,000		DMA DLHs Expended to Date: 110,272.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			30.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.00	In Local Community: 0.00	
Arrangement indicates no additional benefits..			

A-61

Paladin			
COMMAND: TACOM	DMA(s): ANAD	Private Entity: United Defense Limited Partnership (UDLP)	
Authority(ies): Not Applicable	Partnership Type: Workshare	Start: January 1998	End: Ongoing
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: Paladin Self Propelled Artillery	
Description Of Partnership: Anniston Army Depot performs overhaul and conversion of chassis assembly, overhaul and conversion of armament system, and provides components of turret kit. UDLP performs fabrication and assembly of new cab, vehicle reassembly, and systems test and integration.			
Revenue to DMA To Date: \$1,600,000		DMA DLHs Expended to Date: 23,434.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			10.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.00	In Local Community: 0.00	
Arrangement indicates Improved Business Processes and Facility Utilization benefits.			

A-62

STRYKER			
COMMAND: TACOM	DMA(s): ANAD	Private Entity: General Dynamics Land Systems (GDLS)	
Authority(ies): 10 USC 2208(j) , 10 USC 2474	Partnership Type: Lease Of Facilities And Equipment, Sale of Services	Start: June 2001	End: December 2008
Status: Currently Active		Weapon system(s) or equipment being supported: Stryker Vehicle	
Description Of Partnership: Anniston Army Depot performs vehicle assembly, vehicle finishing operations, vehicle final paint and miscellaneous production services (e.g., POL, Paint, Hazardous Waste). General Dynamics performs vehicle assembly, vehicle test and acceptance, and supply of all parts and material.			
Revenue to DMA To Date: \$2,600,000		DMA DLHs Expended to Date: 56,000.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			30.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 260.00	In Local Community: Unknown	
Arrangement indicates Improved Business Processes and Facility Utilization benefits.			

A-63

STRYKER			
COMMAND: TACOM	DMA(s): ANAD	Private Entity: General Motors Defense (GMD)	
Authority(ies): 10 USC 2208(j)	Partnership Type: Sale of Services	Start: May 2001	End: December 2008
Status: Currently Active		Weapon system(s) or equipment being supported: Stryker Vehicle	
Description Of Partnership: Anniston Army Depot performs hull modification and repair, and component modification and repair. General Motors performs vehicle assembly, vehicle test and acceptance, and supply of all parts and material.			
Revenue to DMA To Date: \$20,000		DMA DLHs Expended to Date: 285.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			1.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.00	In Local Community: Unknown	
Arrangement indicates Responsive Product Support benefits.			

A-64

Wolverine			
COMMAND: TACOM	DMA(s): ANAD	Private Entity: General Dynamics Land Systems	
Authority(ies): Not Applicable	Partnership Type: Workshare	Start: January 1998	End: Ongoing
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: M1 Vehicles	
Description Of Partnership: This is a partnership program for the conversion of a basic M1 tank to the Wolverine, a Leguan Bridge System Vehicle. Anniston Army Depot performs complete vehicle disassembly, hull rework, demilitarization of turrets, overhaul of major subassemblies, overhaul of components, and shipment of vehicles to the Lima Army Tank Plant. General Dynamics performs chassis assembly, procures and installs bridges, inspects, and tests.			
Revenue to DMA To Date: \$4,182,000		DMA DLHs Expended to Date: 44,569.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			14.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.00	In Local Community: 0.00	
Arrangement indicates Facility Utilization benefits.			

A-66

Prophet Block I Cable Assemblies			
COMMAND: CECOM	DMA(s): TYAD	Private Entity: Titan Systems Corp.	
Authority(ies): 10 USC 2208(j)	Partnership Type: Sale Of Articles, Sale Of Services	Start: June 2001	End: June 2007
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: : Manufacture of cable assemblies for Prophet Block I program	
Description Of Partnership: The Prophet System provides accurate HF/VHF/UHF monitoring and direction finding capabilities that will be the sole tactical commander's Signals Intelligence/ Electronic Warfare (SIGINT/EW) Ground Surveillance capability for echelons Division and below. The Prophet System is replacing many of the current SIGINT/EW systems (AN/TSQ-138, AN/TRQ-32, AN/TLA-17A and AN/PRD-12). Titan provided the engineering and development of prototype vehicles. Tobyhanna Army Depot manufactured cable assemblies.			
Revenue to DMA To Date: \$461,907		DMA DLHs Expended to Date: 3,400.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.00	In Local Community: 0.00	
Arrangement indicates Improved Business Processes and Facility Utilization benefits.			

A-67

Communications Security (COMSEC) Cryptographic Equipment			
COMMAND: CECOM	DMA(s): TYAD	Private Entity: Titan Systems	
Authority(ies): 10 USC 2474	Partnership Type: Sale Of Services	Start: June 2002	End: June 2007
Status: Currently Active		Weapon system(s) or equipment being supported: Communications Security (COMSEC) Cryptographic Equipment	
Description Of Partnership: Tobyhanna Army Depot provided personnel, labor, equipment, facilities, tools, parts, and materials necessary to inspect, repair and test. Tobyhanna Army Depot also provided other services for type/cryptographic and ancillary equipment for Titan Systems.			
Revenue to DMA To Date:		\$775	DMA DLHs Expended to Date: 10.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support, Improved Business Processes, and Facility Utilization benefits.			

A-68

Satellite Communications (SATCOM) Equipment			
COMMAND: CECOM	DMA(s): TYAD	Private Entity: Signal Corp.	
Authority(ies): 10 USC 2208(j)	Partnership Type: Sale of Articles, Sale of Services, Teaming.	Start: February 2002	End: February 2007
Status: Currently Active		Weapon system(s) or equipment being supported: Navy Satellite Communications (SATCOM) Equipment support	
Description Of Partnership: This is an OMNIBUS contract to provide engineering, analytical, technical and logistic services in support of exterior and satellite communications for Navy ships and shore activities. Tobyhanna Army Depot will provide hardware modification, field engineering, installation and prototyping on a task order basis. Tobyhanna has not executed any task orders on this program.			
Revenue to DMA To Date:		\$0	DMA DLHs Expended to Date: 0.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support benefits..			

A-69

FIREFINDER AN/TPQ-37 Radar			
COMMAND: CECOM	DMA(s): TYAD	Private Entity: Raytheon	
Authority(ies): 10 USC 4543	Partnership Type: Sale Of Articles, Sale of Services	Start: August 2001	End: May 2003
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: AN/TPQ-37 FIREFINDER Radar System Modular Azimuth Positioning System Kits for the Country of Greece	
Description Of Partnership: Tobyhanna Army Depot provides eight-each modular azimuth positioning system kits for the country of Greece. Raytheon provides the AN/TPQ-37 FIREFINDER radar systems.			
Revenue to DMA To Date:		DMA DLHs Expended to Date:	
\$660,580		3,645.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			2.25
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	In Local Community:	
	0.00	0.00	
Arrangement indicates Responsive Product Support and Facility Utilization benefits.			

A-70

Multiple Launch Rocket System (MLRS) Hoist Assembly			
COMMAND: TACOM	DMA(s): RRAD	Private Entity: Lockheed Martin Missiles and Fire Control (LMMFC) - Camden	
Authority(ies): 10 USC 2208(j)	Partnership Type: Sale Of Services	Start: June 2001	End: June 2003
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: MLRS Hoist Assembly and Motor	
Description Of Partnership: RRAD is provided hoist assemblies as candidates for overhaul. Upon completion of repair, assets are returned to LMMFC-Camden for installation upon the vehicle.			
Revenue to DMA To Date:		DMA DLHs Expended to Date:	
\$434,000		2,304.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			1.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	In Local Community:	
	0.00	0.00	
Arrangement indicates Facility Utilization benefits.			

A-72

Small Emplacement Excavator (SEE) (Market Survey)			
COMMAND: TACOM	DMA(s): RRAD	Private Entity: Stewart & Stevenson Tactical Vehicle Systems LP (S & S TVSLP)	
Authority(ies): 10 USC 2208(j)	Partnership Type: Teaming	Start: March 2002	End: Ongoing
Status: Currently Active		Weapon system(s) or equipment being supported: None	
Description Of Partnership: RRAD has signed a teaming agreement with Stewart and Stevenson to cooperate in potential partnerships on mutually beneficial programs and solicitations. This partnership was formed to respond to a TACOM market survey concerning new technologies for the SEE vehicle. No workload requirements have yet been generated from the survey, but the partnership remains in place.			
Revenue to DMA To Date:		\$0	DMA DLHs Expended to Date: 0.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates no additional benefits.			

Air Force

AF-05

Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) Phase I			
COMMAND: Air Force Materiel Command	DMA(s): WR-ALC	Private Entity: Lockheed Martin Missiles and Fire Control (LMM&FC)	
Authority(ies): 10 USC 2667	Partnership Type: Lease Of Facilities And Equipment	Start: January 1997	End: January 2004
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: None	
Description Of Partnership: Lease provides LMM&FC depot facilities at WR-ALC/LYP (Bldg 640) for the repair of LANTIRN Targeting and Navigation Pods in support of DoD, FMS and commercial customers. LANTIRN Phase-I consists of the prime contract award of LANTIRN Line Replaceable Unit (LRU) component repair to LMM&FC and provides for the lease of facilities within the WR-ALC/LYP organic LANTIRN depot. The lease cost per square foot (annually) is \$ 9.37 per sq. ft. and includes all utilities and other support costs.			
Revenue to DMA To Date:		\$329,000	DMA DLHs Expended to Date: 0.00
Other Consideration Accruing: The lease agreement provides for rental adjustment or offset for value work items performed by LMM&FC, approved in advance by the government, to include repair, restoration, and/or improvements to the leased facilities. The actual lease payment is paid to the U.S. Army Corp of Engineers.			
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 44.00	In Local Community: 0.00	
Arrangement indicates Responsive Product Support, Improved Business Processes, Cost Avoidance, and Facility Utilization benefits.			

AF-06

C-130 Integrated Weapon System Support Program (IWSSP)			
COMMAND: Air Force Materiel Command	DMA(s): WR-ALC	Private Entity: The Boeing Company	
Authority(ies): FAR 45.3	Partnership Type: Workshare	Start: September 2001	End: September 2004
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: C-130 Aircraft	
Description Of Partnership: WR-ALC/LYS is providing depot software development for the Integrated Air Refueling System (IARS) modification for the C-130 Combat Talon II aircraft and previously provided integration support of the AN/ALR-69 system integration for the AC-130U aircraft, under the Total Systems Support Requirements (TSSR) contract between the Air Force and Boeing. The MOA between Boeing and WR-ALC establishes an innovative Government-Furnished Supplies and Services (GFSS) approach for providing depot-produced goods and/or services to the contractor via the Government prime Total Systems Support Responsibility (TSSR) contract. This is a generic agreement that makes arrangements for the depot and contractor to work together to determine future workload contents and methods. The possibility exists for future depot work under this agreement for the life of the IWSSP prime contract.			
Revenue to DMA To Date:		\$877,000	DMA DLHs Expended to Date: 7,706.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			4.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.00	In Local Community: 0.00	
Arrangement indicates Improved Business Processes benefits.			

AF-08

OC-ALC and Lockheed Martin Kelly Aviation Center (LMKAC) PBA Partnership			
COMMAND: Air Force Materiel Command	DMA(s): OC-ALC	Private Entity: Lockheed Martin	
Authority(ies): 10 USC 2469a	Partnership Type: Teaming	Start: February 1999	End: February 2014
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: F100 Engine, T56 Engine, and TF39 Engine	
<p>Description Of Partnership: The Propulsion Business Area (PBA) workload consists of overhaul and repair of the F100, T56, and TF39 engines, major modules, components, and fuel accessories. The F100 work (i.e. engines, modules, components, and fuel accessories) is accomplished organically at OC-ALC. The Propulsion Business Area (PBA) workload, consisting of the repair and overhaul of the T56, TF39, and F100 engines, fuel accessories and two-level maintenance (2LM) on T56 and TF39 engines was awarded to the OC-ALC and Lockheed Martin Kelly Aviation Center (LMKAC) team on 12 Feb 1999 by SA-ALC. The contract awarded, F41608-99-D-2001, was a Source Selection Competitive Commercial Fixed Price Requirements Contract with Economic Price Adjustment and Award Term provisions. The estimated value at award of the PBA contract was \$10,164,013,176.00. The contract has an initial ordering period of seven (7) years. The ordering period will not be less than five (5) years from completion of the transition period and not more than fifteen (15) years from the date of contact award. On 19 Feb 1999 OC-ALC issued the "subcontract" portion of the PBA Award to LMKAC for the repair and overhaul of the T56 and TF39 engines, fuel accessories and 2LM on T56 and TF39 engines under OC-ALC Contract Number F34601-99-D-0002 at an estimated value of \$2,693,024,098.00. The contract to LMKAC, as a result of the competitive teaming agreement and competitive PBA award, contains the same contract terms and provisions as the SA-ALC to OC-ALC PBA contract. The workload awarded to LMKAC by OC-ALC was formerly organic workload performed by SA-ALC Depot Maintenance Activity Group (DMAG). The T56 and TF39 workload is accomplished by LMKAC at the now privatized facilities at the former Kelly AFB in San Antonio Texas.</p>			
Revenue to DMA To Date:		\$604,028,000	DMA DLHs Expended to Date: 7,804,000.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			1,150.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support, Cost Avoidance, and Facility Utilization benefits.			

AF-09

B-2 Advanced Composite			
COMMAND: Air Force Materiel Command	DMA(s): OO-ALC	Private Entity: Northrop Grumman	
Authority(ies): 10 USC 2474	Partnership Type: Government Furnished Resources, Sale of Articles, Workshare	Start: March 1998	End: December 2004
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: B-2	
Description Of Partnership: OO-ALC provides maintenance and repair for eleven different flight control surfaces and two radomes from the B-2 stealth bomber on a regular schedule. Manufacture and repair of 413 different panels, doors, and surfaces are covered in this agreement. Northrop Grumman provides engineering services and technical assistance as required. There is also a Northrop Grumman statement of work to perform a correction of deficiency on exhaust lips. There is a signed Memorandum of Agreement between Northrop Grumman and OO-ALC, Aircraft Directorate.			
Revenue to DMA To Date: \$6,575,000		DMA DLHs Expended to Date: 55,012.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			50.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 25.00	In Local Community: 0.00	
Arrangement indicates Responsive Product Support, Improved Business Processes, Cost Avoidance, and Facility Utilization benefits.			

AF-10

B-2 Defensive Management System Tools Program Set (DMSTPS)			
COMMAND: Air Force Materiel Command	DMA(s): OC-ALC	Private Entity: Northrop Grumman	
Authority(ies): Not Applicable, Other-Memorandum of Agreement	Partnership Type: Teaming	Start: March 1999	End: May 2003
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: B-2	
Description Of Partnership: This teaming arrangement provides for software engineering support for the sustainment of B-2 Defense Management System Tools Program Set (DMSTPS). Northrop Grumman (NG) maintains Total System Performance Responsibility (TSPR) for the DMSTPS support effort, with OC-ALC/LAS performing specified development and software maintenance tasks. NG is responsible for fulfilling roles of TSPR/Project Management, Requirements, Test, System and Data Base Administration and the equivalent tool software maintenance for two tools (MGT and TDF). OC-ALC/LAS is responsible for fulfilling the roles of build coordinator and the equivalent tool software maintenance for three tools (EID, Test Tool, and Utility).The partnership is authorized via a Memorandum of Agreement (B-2-DMT-MOA-001), dated 8 Mar 00. The partnership is a teaming arrangement between Northrop Grumman and OC-ALC.			
Revenue to DMA To Date: \$2,800,000		DMA DLHs Expended to Date: 54,080.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			11.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 5.00	In Local Community: 5.00	
Arrangement indicates Facility Utilization benefits.			

AF-17

C-17 Analytical Condition Inspection (ACI)			
COMMAND: Air Force Materiel Command	DMA(s): WR-ALC	Private Entity: The Boeing Company	
Authority(ies): 10 USC 2563	Partnership Type: Sale of Articles, Sale of Services	Start: September 1999 End: September 2003	
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: C-17 Aircraft	
Description Of Partnership: In this partnership WR-ALC identifies hidden defects, deteriorating conditions, corrosion, fatigue, overstress, and other conditions that affect the structure of the C-17 aircraft. Boeing provides engineering, parts and equipment support to the depot.			
Revenue to DMA To Date: \$3,842,351		DMA DLHs Expended to Date: 40,525.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			38.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 3.00	In Local Community: 0.00	
Arrangement indicates Improved Business Processes and Facility Utilization benefits.			

AF-20

Joint Surveillance Target Attack Radar System (JSTARS) Total Systems Support Responsibility (TSSR) Partnership			
COMMAND: Air Force Materiel Command	DMA(s): WR-ALC	Private Entity: Northrop Grumman Corporation	
Authority(ies): FAR 45.3	Partnership Type: Workshare	Start: October 2000	End: September 2022
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: JSTARS Aircraft	
<p>Description Of Partnership: Northrop Grumman Corporation (NGC) is the prime contractor under a sole-source TSSR contract for the sustainment of JSTARS for a maximum contract period of 22 years. The WR-ALC depot performs core sustaining workloads (repair of prime mission equipment and system software maintenance) and other workloads (ground support software maintenance and various backshop functions) under a workshare (Government-Furnished Supplies/Services) partnership with NGC. WR-ALC delivers goods and services directly to NGC in support of the NGCs TSSR activities. The contractor determines the depot’s work requirements and provides sustaining engineering and other support functions to the depot to facilitate the depot’s accomplishment of the work.</p> <p>Several agreements are in place to implement this partnership. The Long Range Memorandum of Agreement (LRMOA) document is between all partners—the JSTARS Joint Program Office, NGC, and the WR-ALC depot. The LRMOA provides the overarching goals and objectives of each of the parties and documents the top-level commitments to negotiate subsequent agreements in concert with these goals and objectives. The LRMOA is reviewed and updated semi-annually. The Partnering Agreement (PA) between NGC and the WR-ALC depot—with coordination by the JSTARS Joint Program Office, provides the general terms and conditions by which all depot-performed workloads will be accomplished and outlines the general responsibilities of the parties for performance of the workloads. Specific legal issues (e.g., disputes resolution, warranties, assignments, legal remedies, funding processes, etc.) are addressed by the PA. The PA has been incorporated into the prime TSSR contract as the guiding basis for the Air Force providing the depot-performed workloads to the contractor. NGC is in general control of the funding, although funds are actually transferred from the Government buying activity to the depot. The Implementation Agreements (IAs) are between NGC and the WR-ALC depot. These documents provide specific details for each major category of work being performed by the depot in support of the TSSR prime contract. The IAs are structured similar to a contract order containing line item pricing, work descriptions, delivery times, Statements of Work, and other information and commitments pertinent to each specific workload. IAs also include budgetary dollar estimates for the following 5 years of requirements.</p>			
Revenue to DMA To Date:		\$15,000,000	DMA DLHs Expended to Date: 202,382.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			67.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	4.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support, Improved Business Processes, Cost Avoidance, and Facility Utilization benefits.			

AF-21

Composites Umbrella Agreement			
COMMAND: Air Force Materiel Command	DMA(s): OO-ALC	Private Entity: Alliant Techsystems	
Authority(ies): 10 USC 2474	Partnership Type: Lease Of Facilities And Equipment, Sale Of Articles, Sale Of Services, Workshare	Start: June 2002	End: Ongoing
Status: Currently Active		Weapon system(s) or equipment being supported: F-22, B-2, F-16, Autoclave, Theater High Altitude Area Defense (THAAD) Radomes Umbrella Agreement for Composites	
Description Of Partnership: This is currently an Umbrella Partnering Agreement with no implementation agreements currently attached. The relationship in general will consist of ATK performing engineering, supply chain management, oversight and OO-ALC will perform touch labor, non-destructive inspection, and provide support equipment operators.			
Revenue to DMA To Date: 0.00		DMA DLHs Expended to Date: 0.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.00	In Local Community: 0.00	
Arrangement indicates no additional benefits.			

AF-22

Digital Analog Test Station (DATS)			
COMMAND: Air Force Materiel Command	DMA(s): OO-ALC	Private Entity: Westest Engineering	
Authority(ies): 10 USC 2474	Partnership Type: Workshare	Start: July 2002	End: July 2006
Status: Currently Active		Weapon system(s) or equipment being supported: B-1B, F-15, and F-16	
<p>Description Of Partnership: OO-ALC/MASA and Westest Engineering are teaming to develop one automatic test station to replace at least four different types of unsupportable automatic test stations use by OO-ALC/LEA. These positions are depot maintenance funded.</p> <p>In a typical triangular relationship, such as with the F-16, OO-ALC/LGF "owns" the test program software used to test electronic circuitry in the F-16. OO-ALC/LEA is contracted to use the test software to repair the electronic circuitry, and OO-ALC/MAS is contracted to provide sustainment of the test software. OO-ALC/LEA's ability to provide the required support for the F-16, B-1B, and F-15 is hampered by its antiquated test equipment, which is extremely difficult to keep fully operational. OO-ALC/MASA expanded this triangular government partnership to include at least one contractor. OO-ALC/LEA has provided OO-ALC/MASA with initial funds from the Capital Purchase Program (CPP) to replace four different types of unsupportable automatic test equipment (ATE). If fully funded this effort will rehost over 250 test programs and provide the Air Force with twenty new test stations to replace the outdated test stations. OO-ALC/MASA in turn has teamed with Westest Engineering (contract award July 2002) to accomplish this effort. The design of the test station will be a joint engineering effort between Westest and MASA. Westest will fabricate the test stations and Interface Test Adapters, and MASA and Westest will share in the effort to rehost the software test programs.</p> <p>The contract has been awarded in line with the available funding, of which \$6M has been received. An additional \$34M+ is required over the next four years to successfully complete the project. This program is known at OO-ALC as the Digital Analog Test Station (DATS).</p> <p>Most of the Capital Purchases Program funding (\$4.510M) to the depot has been used to purchase equipment. The balance of the CPP money (\$2.690M) pays for direct labor software development by OO-ALC.</p>			
Revenue to DMA To Date:		\$2,690,000	DMA DLHs Expended to Date: 4,212.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			3.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support and Improved Business Processes benefits.			

AF-23

F-16 Block 40 Avionics Software Maintenance/Upgrade			
COMMAND: Air Force Materiel Command	DMA(s): OO-ALC	Private Entity: Lockheed Martin Aero	
Authority(ies): 10 USC 2474	Partnership Type: Government Furnished Resources and Workshare	Start: January 2001	End: December 2005
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: USAF F-16 Block 40	
Description Of Partnership: OO-ALC/MASF performs software maintenance tasks as directed by OO-ALC/YPVO. Lockheed Martin Aero also provides software maintenance tasks as directed by AFMC. Once the products associated with OO-ALC tasks are complete, they are sent to Lockheed Martin Aero for final integration. Lockheed Martin Aero is the system integrator in this program. There is a signed Partnering Agreement between Lockheed Martin and OO-ALC/MASF for the workload.			
Revenue to DMA To Date:		\$1,430,000	DMA DLHs Expended to Date: 15,900.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			10.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support, Cost Avoidance, and Facility Utilization benefits.			

AF-24

Global Positioning System Metric Tracking Program (GMTP)			
COMMAND: Air Force Materiel Command	DMA(s): OO-ALC	Private Entity: The Boeing Company and TRW	
Authority(ies): 10 USC 2474	Partnership Type: Government Furnished Resources and Workshare	Start: September 2002 End: September 2006	
Status: Currently Active		Weapon system(s) or equipment being supported: Minuteman III ICBM (LGM-30)	
<p>Description Of Partnership: Western Range Safety requires two independent tracking sources for any flight test on its range. Currently, the Minuteman III meets this requirement with Telemetry Missile Inertial Guidance (TMIG) and a coherent C-band transponder. In FY07, due to Air Force Space Command (AFSPC) direction, the C-band radar will be deactivated as a modernization and cost savings program. The Minuteman III instrumentation system will be modified with a GPS translator system to replace the current C-band range tracking system. The determined best value to the government was a TRW, SPO, and OO-ALC/LE (Air Force Depot) partnership.</p> <p>In this arrangement, TRW provides engineering support for the depot and the depot provides labor for program installation. TRW's role for the GTMP effort is that of providing program management and engineering services to the ICBM SPO (OO-ALC/LM) in cooperation and support to organic labor efforts of the Electronics Directorate (OO-ALC/LE).</p> <p>The Electronics Directorate (OO-ALC/LE) is responsible for working with the other members of the IPT in the joint development of program hardware and software requirements, program objectives and GMTP development/production schedules.</p> <p>The GPS Metric Tracking Program in the ICBM SPO Guidance Division has a partnership with The John Hopkins University-Applied Physics Lab (APL) to supply GPS analog translators, technical expertise, and data reduction. The partnership with APL is done in cooperation with US Navy Strategic Program (SSP) Office, Washington DC. The ICBM SPO and SSP have a Memorandum of Agreement dated July 2001 and is currently being updated. This partnership with APL does not do depot level work but supports another government partnership which does. The ICBM SPO also has a partnership with the Electronics Directorate at the Ogden Air Logistics Center which provides modification and production work. It will receive GPS analog translators from APL and mod those to the MOD-7 instrumentation wafer. The ICBM SPO Guidance Division is the program manager for the GPS Metric Tracking Program and is responsible, with technical support from our Prime contractor, with making these partnerships work together.</p>			
Revenue to DMA To Date:		0.00	DMA DLHs Expended to Date: 0.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates no additional benefits.			

AF-25

Intercontinental Ballistic Missile (ICBM) Automatic Test Systems)			
COMMAND: Air Force Materiel Command	DMA(s): OO-ALC	Private Entity: TRW	
Authority(ies): 10 USC 2474	Partnership Type: Workshare	Start: November 2001	End: December 2007
Status: Currently Active		Weapon system(s) or equipment being supported: AN/GSM-315 Automated Test System	
<p>Description Of Partnership: This partnering arrangement is for mutual cooperation to establish innovative methods of partnering to provide government furnished supplies and/or services (GFS/S) for procurement of 18 test stations, replacement of 239 Interface Test Adapters (ITA) and 192 Personality Adapters (PA), upgrade 18 Mobile Work Surfaces (MWS), and re-host 255 Test Program Sets (TPS) as mutually agreed and approved by the government Procuring Contracting Officer (PCO) in support of the AN/GSM-315 ATS Program, number 02-22-5-0-1143.</p> <p>The AN/GSM-315 Automatic Test Station (ATS) Program was initially the sole responsibility of TRW, via the ICBM Prime Integration Contractor (IPIC) contract in support of OO-ALC/LM. TRW's plan included the release of an RFP to select both a test station source and a Test Program Set (TPS) re-host solution contractor. OO-ALC/TI is the sustainment organization of the legacy system, which will be replaced by the AN/GSM-315 ATS Program. OO-ALC/TI proposed an alternative method that suggested OO-ALC/TI be the source for the test station and TPS re-host, utilizing contractor augmentation and organic personnel. OO-ALC/LM analyzed and approved the concept and directed TRW to discontinue the RFP and go to OO-ALC/TI as the source. TRW's role for the AN/GSM-315 effort is to provide program management services to support OO-ALC/LM in cooperation with ongoing technical efforts of OO-ALC/TI. TRW will be responsible for program oversight efforts to monitor and report cost, schedule and technical performance of the program to OO-ALC/LM. TRW's reporting will be based upon data made available by OO-ALC/TI and TRW's specific program efforts. TRW will also be responsible for reporting TRW cost, schedule and technical performance data in accordance with established terms and conditions of the IPIC contract. TRW will chair the AN/GSM-315 IPT formed by representatives of OO-ALC/LM, OO-ALC/TI and TRW. TRW will be responsible for working with other IPT members to jointly develop program hardware and software requirements, program objectives and AN/GSM-315 re-host/deployment schedules. TRW will provide program and technical guidance to IPT members. While TRW will be providing program management services, TRW will not be responsible for performance costs, technical progress or any delays in schedule associated with work being performed by OO-ALC/TI.</p> <p>Ogden Air Logistics Center's Technology and Industrial Support Directorate (OO-ALC/TI) will be responsible for working with other IPT members in the joint development of program hardware and software requirements, program objectives and AN/GSM-315 development/deployment schedules. OO-ALC/TI will be responsible for those aspects of the AN/GSM-315 test station, technical rehost and system deployment as specified in the statement of work (SOW). OO-ALC/TI will not be responsible for performance costs, technical progress or any delays in schedule associated with work being performed by TRW.</p> <p>The ICBM System Program Office (SPO) (OO-ALC/LM) will be responsible for programming and maintaining adequate funding to the parties in support of the program schedule. OO-ALC/LM will be responsible for final approval of all deliverables resulting from this effort. OO-ALC/LM will be responsible for working with other AN/GSM-315 IPT members of the to jointly develop program hardware and software requirements, program objectives and AN/GSM-315 re-host/deployment schedules.</p>			
Revenue to DMA To Date:		\$1,920,000	DMA DLHs Expended to Date: 25,020.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			21.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	4.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support, Improved Business Processes, Cost Avoidance, and Facility Utilization.			

AF-26

F100 Engine Test Cell			
COMMAND: Air Force Materiel Command	DMA(s): OC-ALC	Private Entity: Pratt and Whitney Military Engines	
Authority(ies): 22 USC 2770	Partnership Type: Sale of Services	Start: April 2002	End: September 2003
Status: Currently Active		Weapon system(s) or equipment being supported: F100 Engine	
Description Of Partnership: OC-ALC provides jet engine test for P&W contract and FMS engines.			
Revenue to DMA To Date:		DMA DLHs Expended to Date:	
\$41,862		706.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	In Local Community:	
	0.00	0.00	
Arrangement indicates no additional benefits.			

AF-27

F100 Eddy Current Workload			
COMMAND: Air Force Materiel Command	DMA(s): OC-ALC	Private Entity: Pratt and Whitney Military Engines	
Authority(ies): 10 USC 2474	Partnership Type: Government Furnished Resources	Start: April 2002	End: June 2005
Status: Currently Active		Weapon system(s) or equipment being supported: F100 Engine	
Description Of Partnership: This partnership effort is for Phase 1 implementation of Eddy Current Inspection, which includes inspection and polish through FY05/3 with option years to FY07. Eddy current inspections will be performed by OC-ALC organic propulsion production on PW engine parts in support for P&W F100-229 workloads.			
Revenue to DMA To Date:		DMA DLHs Expended to Date:	
\$366,272		4,076.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	In Local Community:	
	0.00	0.00	
Arrangement indicates no additional benefits.			

AF-28

F100 Special Technologies Coating (STC) Facility			
COMMAND: Air Force Materiel Command	DMA(s): OC-ALC	Private Entity: Pratt and Whitney Military Engines	
Authority(ies): 10 USC 2474	Partnership Type: Lease of Facilities Only	Start: April 2002	End: May 2014
Status: Currently Active		Weapon system(s) or equipment being supported: F100 Engine	
Description Of Partnership: The partnership consists of providing depot space and support for the P&W special technologies facility and workload in Building 3001 at OC-ALC, Tinker AFB for P&W to perform proprietary spray coating processes on F100 engine items in relation to the OC-ALC and P&W F100 partnership. Pratt & Whitney personnel will be performing proprietary spray coating processes in a spray booth in B3001 at the depot.			
Revenue to DMA To Date:		\$57,000	DMA DLHs Expended to Date: 0.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support benefits.			

AF-29

Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) Phase II			
COMMAND: Air Force Materiel Command	DMA(s): WR-ALC	Private Entity: Lockheed Martin Missiles and Fire Control (LMM&FC)	
Authority(ies): 10 USC 2563	Partnership Type: Sale Of Articles	Start: May 2001	End: September 2003
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: LANTIRN Targeting Pods	
Description Of Partnership: WR-ALC/LYP (Avionics Production Division) performs repair of Shop Replaceable Units (SRUs), delivers reparables directly to Lockheed Martin, and receives payment from LMM&FC. The SRU repair includes various quantities of 155 different items in support of DoD and FMS customers.			
Revenue to DMA To Date:		\$422,201	DMA DLHs Expended to Date: 1,754.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			6.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support and Facility Utilization benefits.			

AF-31

C-130 Avionics Modernization Program (AMP)			
COMMAND: Air Force Materiel Command	DMA(s): WR-ALC	Private Entity: The Boeing Company, Long Beach CA	
Authority(ies): FAR 45.3	Partnership Type: Workshare	Start: October 2001	End: September 2003
Status: Currently Active		Weapon system(s) or equipment being supported: C-130 Aircraft	
<p>Description Of Partnership: The C-130 AMP contract between the Air Force and Boeing is for major avionics modification of the C-130 aircraft fleet. The AMP contract includes special provisions whereby the Air Force depots may provide, on a best value basis and under an innovative Government-Furnished Supplies/Services approach, services in support of the contractor's efforts under the prime contract. At the contractor's discretion, depots may provide support (under an innovative Government-Furnished Supplies/Services approach) for the execution of various aspects of the C-130 Avionics Modernization Program (C-130 AMP) contract. Potential partnership workloads that may be performed by the Air Logistics Center include efforts from all areas of product support.</p> <p>Currently two Memorandums of Understanding (MOUs) have been entered into between WR-ALC entities and Boeing in order to provide depot services (GFSS) to Boeing in support of the AMP contract. The first MOU is between Boeing and WR-ALC/LU for software support of Special Operations Forces Aircraft. The depot partnership includes modifications (upgrades) to the SOF EISE laboratory to accommodate C-130 AMP testing and Operational Flight Software (OFS) rehost by providing software engineering support, including requirements analysis, design, code and test. The second MOU is between Boeing and WR-ALC/LN for software support of Electronic Warfare systems used on all C-130 Aircraft. The depot partnership includes modifications (upgrades) to the EWASIF laboratory to accommodate C-130 AMP testing and Operational Flight Software(OFS) rehost by providing software engineering support, including requirements analysis, design, code and test.</p>			
Revenue to DMA To Date:		\$68,472	DMA DLHs Expended to Date: 951.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			3.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support, Improved Business Processes, Cost Avoidance, and Facility Utilization benefits.			

AF-32

F100-220 Peacegate Engine Test			
COMMAND: Air Force Materiel Command	DMA(s): OC-ALC	Private Entity: Pratt & Whitney	
Authority(ies): 10 USC 2474	Partnership Type: Sale of Services	Start: September 2002	End: May 2003
Status: Currently Active		Weapon system(s) or equipment being supported: F100-220 engine	
Description Of Partnership: OC-ALC/MAE will accomplish engine test runs in accordance with the depot maintenance technical orders for the F100-220 engine. Pratt & Whitney will provide all technical support as required by OC-ALC, logistical support, and engines for testing.			
Revenue to DMA To Date:		\$211,136	DMA DLHs Expended to Date: 2,110.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates no additional benefits.			

AF-33

C-17 Heat Exchanger / Centrifugal Fan			
COMMAND: Air Force Materiel Command	DMA(s): OC-ALC	Private Entity: The Boeing Company, Long Beach, CA	
Authority(ies): 10 USC 2208(j), 10 USC 2474, 10 USC 2563, 22 USC 2770	Partnership Type: Sale of Articles, Sale of Services	Start: August 2002	End: Ongoing
Status: Currently Active		Weapon system(s) or equipment being supported: C-17 Aircraft and related commodities	
Description Of Partnership: The depot provides C-17 weapon system depot-level maintenance and repair support as may be defined in future Implementation Agreements. DSPA has potential to include both core and core-plus workloads. The private sector partner, Boeing, is providing, as the TSSR prime contractor, engineering data, configuration management, reparable assets, work breakdown structures, funding, work orders/direct sales orders, Boeing-furnished materials, etc; in support of a broad range of potential C-17 maintenance and repair work. Over time it is expected that all core maintenance requirements will be worked at the various depots, and all non-core requirements wherein the depots provide best value. The timing and hours of organic maintenance are impossible to predict at this time due to lack of depot activation dollars.			
Revenue to DMA To Date:		\$0	DMA DLHs Expended to Date: 0.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates no additional benefits.			

AF-34

C-17 Wheels, Brakes and Auxiliary Power Unit Generator			
COMMAND: Air Force Materiel Command	DMA(s): OO-ALC	Private Entity: The Boeing Company	
Authority(ies): 10 USC 2208(j), 10 USC 2474, 10 USC 2563, 22 USC 2770	Partnership Type: Sale Of Services	Start: August 2002	End: October 2008
Status: Currently Active		Weapon system(s) or equipment being supported: C-17	
Description Of Partnership: OO-ALC will provide touch labor, unless otherwise requested by Boeing. The Boeing Company is providing Total System Sustainment Support. Although this arrangement has been signed, commencement of work is not expected to begin until October 2003 in conjunction with the current sustainment contract.			
Revenue to DMA To Date:		\$0	DMA DLHs Expended to Date: 0.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates no additional benefits.			

AF-35

Propulsion System Rocket Engine (PSRE) Life Extension Program (LEP)			
COMMAND: Air Force Materiel Command	DMA(s): OO-ALC	Private Entity: Atlantic Research Corp., Northrop Grumman	
Authority(ies): Other-10 USC 137 (Formal PA pending)	Partnership Type: Government Furnished Resources, Other- Joint Refurbishment Effort (JRE), and Teaming	Start: March 2002	End: August 2011
Status: Currently Active		Weapon system(s) or equipment being supported: Minuteman III Propulsion System Rocket Engine	
<p>Description Of Partnership: Although this agreement was signed in March 2002, the partnership start date is not until February 2004. In this partnering arrangement the private sector is responsible for delivering 59 shipping container refurbishment kits, 586 PSRE refurbishment kits, validated and verified process procedures, initial familiarization and training for LEP processes, modified production facilities for LEP (TRC, Freeport), depot support, process, and test equipment, integrated management schedule (IMS) and meeting a delivery schedule iaw the IMS (8 PSREs/mon @ full rate production @ rolling 6-month average).</p> <p>The depot is providing kit/subkit installation (8 PSREs/mon @ FRP), trained and certified technicians and supervisors, personnel to support planned multiple shifts, PSRE/ordnance kit interfacility transportation, A/D switches and mechanical ordnance kits, PSREs and shipping container assets to support production requirements, ordnance kit storage and delivery, non-LEP component replacement/repair, base support to second shift and an integrated production management schedule.</p> <p>In addition, this partnering arrangement has responsibilities for both the public and private sectors for quality, supply, problem resolution, equipment, facilities, configuration management, testing and final acceptance.</p>			
Revenue to DMA To Date:		\$0	DMA DLHs Expended to Date: 0.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: Unknown	In Local Community: 19.00	
Arrangement indicates no additional benefits.			

AF-36

C-17 Airframe/Structures/Avionics/Software			
COMMAND: Air Force Materiel Command	DMA(s): WR-ALC	Private Entity: The Boeing Company Long Beach, CA	
Authority(ies): 10 USC 2208(j), 10 USC 2474, 10 USC 2563, 22 USC 2770	Partnership Type: Sales of Articles, Sale of Services	Start: August 2002	End: Ongoing
Status: Currently Active		Weapon system(s) or equipment being supported: C-17 Aircraft and related commodities	
Description Of Partnership: WR-ALC is providing C-17 weapon system depot-level maintenance and repair support as may be defined in future Implementation Agreements. (Each Implementation Agreement will cite an applicable authority.) The Direct Sales Partnering Agreement (DSPA) has potential to include both core and core-plus workloads. As the TSSR prime contractor, Boeing may be expected to provide engineering data, configuration management, reparable assets, work breakdown structures, funding, work orders/direct sales orders, Boeing furnished materials, etc; in support of a broad range of potential C-17 maintenance and repair work. Over time is expected that all core maintenance requirements will be worked at the various depots and all non-core requirements wherein the depots provide best value. The timing and hours of organic maintenance are impossible to predict at this time due to lack of depot activation dollars.			
Revenue to DMA To Date:		\$0	DMA DLHs Expended to Date: 0.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates no additional benefits.			

Marine Corps

MC-01

Amphibious Assault Vehicle Reliability, Availability and Maintainability / Rebuild to Standard (AAV RAM/RS)			
COMMAND: MARCORSYSCOM	DMA(s): MCA MCB	Private Entity: United Defense Limited Partnership (UDLP)	
Authority(ies): FAR 45.3, Not Applicable	Partnership Type: Lease of Facilities Only, Workshare	Start: July 1998	End: December 2004
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: AAVC7A1, AAVP7A1, AAVR7A1	
<p>Description Of Partnership: The workshare portion of this agreement for AAV RAM/RS began in July 1998 and involves a production contract competitively awarded to United Defense (UDLP), the original manufacturer of the Assault Amphibious Vehicle (AAV). Under this contract UDLP is responsible for machining the AAV hull to accommodate the Bradley Fighting Vehicle Suspension System as part of the RAM/RS upgrade. UDLP is providing labor expertise and equipment to modify the hulls, and UDLP provides new, RAM/RS unique parts. The Marine Corps is disassembling, reassembling, and rebuilding the transmission, electronics, generators and other components, installing a new engine, blasting and painting the AAV in the depot facility.</p> <p>Under the Facilities Utilization Agreement, which began in April 1999, the government (Marine Corps Logistics Base, Albany, GA.) provides UDLP warehouse space onboard Marine Corps Logistics Base, Albany, GA, for use to carry out the contract for AAV RAM/RS program. The property is identified as Building 1121, Bay 4 and includes 42,000 square feet of warehouse space. The agreement permitted the conversion of underutilized warehouse space to fully utilized industrial machining space. The government provides the following services and is reimbursed actual costs by UDLP for water, electricity, sewage, natural gas, miscellaneous maintenance, entomology services, building maintenance, refuse collection, emergency ambulance services, and hazardous waste disposal. The government provides the following services at no cost to UDLP: security, safety, guard service, fire protection and intra-base mail.</p> <p>The upgrade/rebuild of the AAV will provide the Marine Corps with increased reliability, availability, and maintainability of the weapon system. AAV RAM/RS eliminated facilitization costs to create in-house capability for the machining of the hull process. Facilities Lease Agreement: provided minimal cost avoidance, however process efficiencies have been realized due to the contractor being in close proximity to the depot facility; thereby, eliminating transportation costs.</p>			
Revenue to DMA To Date: \$180,186,000		DMA DLHs Expended to Date: 1,743,421.00	
<p>Other Consideration Accruing: Providing underutilized warehouse space for UDLP's use eliminates transportation costs for hull movement and increases the warehouse space utilization. The revenue identified includes those dollars that are directly provided to Marine Corps Logistics Base by UDLP for those costs incurred with the utilization of the warehouse space. In addition, the revenue identified also includes those dollars that are directly provided to the depot for the organic workshare portion of the agreement.</p>			
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			261.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 6.00	In Local Community: 0.00	
Arrangement indicates Responsive Product Support, Cost Avoidance and Increased Facility Utilization benefits.			

Navy (NAVAIR)

NA-01			
AV-8B Remanufacture Program			
COMMAND: NAVAIR	DMA(s): CHYPT	Private Entity: Boeing and BAE Team	
Authority(ies): Not Applicable, Other-Memorandum of Understanding (MOU)	Partnership Type: Workshare	Start: April 1996	End: September 2003
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: AV-8B Harrier and AV8-B Harrier	
<p>Description Of Partnership: In general, NADEP Cherry Point disassembles AV-8B Day-Attack aircraft and repairs and/or modifies 287 components and provides those units as re-used Government Furnished Equipment (GFE) to Boeing and BAE. Boeing and BAE install GFE and CFE into a new fuselage and deliver the remanufactured aircraft to the Fleet. Boeing and NADEP Cherry Point have a MOU and Condition of Supplies (COS) to process the CFE and GFE. NADEP delivers 23 kits consisting of the 287 CFE components to meet Boeing and BAE production schedules. Boeing delivers remanufactured (REMAN) aircraft to the Fleet in accordance with delivery schedule contained in a Fleet letter. Boeing is contracted by NAVAIR PMA257 and NADEP CHPT is funded by NAVAIR PMA257 to perform the workload. NADEP Cherry Point provides: skilled labor force, existing support equipment, delivery of 205 RFU Components to Boeing, Delivery of 45 Modified Components to Boeing, delivery of 37 RFI Components to Boeing, parts required to perform repair, production engineering support, depot logistics support and engineering support. Boeing and BAE provide: skilled labor force, existing support equipment, supplies parts for mod kits to NADEP Cherry Point, production of REMAN aircraft, delivery of REMAN aircraft to the Fleet, and engineering support.</p>			
Revenue to DMA To Date:		\$45,000,000	DMA DLHs Expended to Date: 594,344.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			40.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates Improved Business Processes benefits.			

NA-02

AN/AWG-9 Fire Control Radar Components			
COMMAND: NAVAIR	DMA(s): JAX	Private Entity: Systems & Electronics, Inc (SEI)	
Authority(ies): 10 USC 2563	Partnership Type: Sale Of Services	Start: February 1999	End: February 2003
Status: Currently Active		Weapon system(s) or equipment being supported: AN/AWG-9 Fire Control Radar Components	
<p>Description Of Partnership: : In 1999, SEI was under a Low Rate Initial Production contract (N00189-95-C-0333) to develop AN/AWG-9 Test Program Sets for the CASS Offload program. Under this contract, SEI was provided AN/AWG-9 assets (GFE) and they are required to maintain these assets in RFI condition. Based on this maintenance requirement SEI requested NADEP Jacksonville enter into a teaming arrangement with them to repair any of the AN/AWG-9 Units Under Test (UUT) that fail during their LRIP and Production contracts. SEI notifies NADEP Jacksonville when an AN/AWG-9 component fails. NADEP Jacksonville issues a delivery order with the cost estimate to perform a check, test, and repair the failed unit. SEI provides funding to complete this effort. Upon receipt of funding, NADEP Jacksonville completes the repairs and ships the RFI unit back to SEI. SEI provides: failed units, funding to perform repair, and shipping to and from NADEP Jacksonville. NADEP Jacksonville provides: existing facilities, manpower, existing support equipment, and existing technical documentation. This arrangement was available in FY01, but no depot resources were used in FY01.</p>			
Revenue to DMA To Date:	\$19,000	DMA DLHs Expended to Date:	124.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.07
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.00	In Local Community:	0.00
Arrangement indicates no additional benefits.			

NA-07 (1)

F/A-18E/F Integrated Readiness Support Teaming (FIRST) (1)			
COMMAND: NAVAIR	DMA(s): JAX	Private Entity: Boeing	
Authority(ies): 10 USC 2563	Partnership Type: Sale Of Services	Start: June 2001	End: June 2006
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: F/A-18 E/F Unique Components	
<p>Description Of Partnership: NADEP Jacksonville is assigned depot level maintenance responsibility for specific F/A-18E/F unique components as a function of Title 10 core requirements. The Boeing Company is the original equipment manufacturer of the F/A-18E/F aircraft and provides engineering, logistics and system design and development. The F/A-18E/F Integrated Readiness Support Teaming (FIRST) program provides improved asset availability to the Fleet user thereby increasing overall readiness as well as maintaining core capability at NADEP Jacksonville. The FIRST contract tasks The Boeing Company with providing total asset management, material management, transportation, and reliability improvement support services. The FIRST program is a 5-year contract (2 year base with three (3) one (1) year options).</p> <p>In accordance with the negotiated agreement between NADEP Jacksonville and The Boeing Company, each partner is responsible for the following products or services. The Boeing Company responsibilities include total asset management, negotiating quarterly workload schedules with NADEP Jacksonville, providing assets to support the workload schedule, providing all repair material (piece parts), configuration management (Class 2 change authority), providing engineering and technical support, investigating and incorporating reliability improvements, shipping assets to NADEP Jacksonville, packaging and shipping repaired RFI assets from NADEP Jacksonville, and providing funding to NADEP Jacksonville to accomplish negotiated tasks. NADEP Jacksonville responsibilities include providing facilities to perform negotiated workload, skilled artisans, support equipment and support equipment maintenance. NADEP Jacksonville is also responsible for utilizing existing technical documentation to perform repairs and collect and provide failure data to The Boeing Company for each repairable asset inducted.</p>			
Revenue to DMA To Date:		\$0	DMA DLHs Expended to Date: 0.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	1.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support benefits			

NA-07 (2)

F/A-18E/F Integrated Readiness Support Teaming (FIRST) (2)			
COMMAND: NAVAIR	DMA(s): CHYPT	Private Entity: Boeing	
Authority(ies): 10 USC 2563	Partnership Type: Sale Of Services Teaming	Start: June 2001	End: June 2005
Status: Currently Active		Weapon system(s) or equipment being supported: F/A-18E/F Aircraft air conditioning and Environmental support systems	
Description Of Partnership: : Boeing provides overall program execution as well as customer and engineering support for the Navy's F/A-18E/F unique components to NADEP Cherry Point to repair these F/A-18E/F aircraft air conditioning and environmental support systems. NADEP Cherry Point provides the touch labor and the depot maintenance logistics support to repair the failed F/A-18E/F aircraft air conditioning and environmental support systems components for Boeing.			
Revenue to DMA To Date:		\$176,338	DMA DLHs Expended to Date: 2,102.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			1.50
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 3.00
Arrangement indicates Responsive Product Support benefits			

NA-07 (3)

F/A-18E/F Integrated Readiness Support Teaming (FIRST) (3)			
COMMAND: NAVAIR	DMA(s): NORIS	Private Entity: Boeing	
Authority(ies): 10 USC 2563	Partnership Type: Sale Of Services	Start: June 2001	End: June 2006
Status: Currently Active		Weapon system(s) or equipment being supported: Various F/A-18E/F peculiar components	
Description Of Partnership: Boeing has a Performance Based Logistics (PBL) prime contract with NAVICP. NADEP North Island performs depot repair services to Boeing as a subcontractor. Boeing provides funding, repairable units, repair parts, obsolescence management, and shipping. NADEP North Island provides touch labor, facilities, technical data, equipment, production engineering and packaging.			
Revenue to DMA To Date:		\$160,000	DMA DLHs Expended to Date: 1,600.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			57.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	1.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support Benefits.			

NA-09

P-3/S-3/C-2/F/A-18 Auxiliary Power Units (APUs)			
COMMAND: NAVAIR	DMA(s): CHYPT	Private Entity: Honeywell	
Authority(ies): 10 USC 2563	Partnership Type: Sale Of Services, Teaming	Start: June 2000	End: June 2010
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: P-3/S-3/C-2/F/A-18 Auxiliary Power Units (APUs)	
<p>Description Of Partnership: Honeywell provides overall Program execution as well as Customer and Engineering Support for the Navy's P-3, S-3, C-2 and F/A-18 APUs and provides parts to NADEP Cherry Point to repair these APUs. NADEP Cherry Point provides the touch labor and the depot maintenance logistics support to repair the failed APU units for Honeywell. Honeywell and NAVAIR Depot Cherry Point negotiate quarterly schedules based on Fleet requirements for the APUs and their related reparable sub-components. NADEP Cherry Point provides the cost for the agreed-upon quarterly schedule of work. Honeywell funds the workload and NADEP Cherry Point completes the repairs. Honeywell provides: failed units, funding to perform repair, delivery of failed units to the depot and pick-up of repaired units, engineering support, parts required to perform the repair, inventory management, warehousing-packaging, handling, storage and transportation. NADEP Cherry Point provides existing facilities, a skilled labor force, existing support equipment, production engineering support, and depot logistics support.</p>			
Revenue to DMA To Date: \$18,590,456		DMA DLHs Expended to Date: 110,117.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			40.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.00	In Local Community: 8.00	
Arrangement indicates Responsive Product Support benefits.			

NA-11

Calibration, Metal Processing and Engineering Support			
COMMAND: NAVAIR	DMA(s): JAX	Private Entity: Logistic Services International	
Authority(ies): 10 USC 2563	Partnership Type: Sale Of Services	Start: September 2001	End: March 2006
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: ARC182 Radio, Miscellaneous Airframe Components, Trainer Aircraft	
<p>Description Of Partnership: LSI is a Jacksonville, Florida-based company established over twenty years ago to meet non-core component repair and material management needs of the Navy and FMS customers. LSI is a Navy certified source of repair for hundreds of aeronautical components and has capability and capacity to support a broad range of avionics, structural, hydraulic, manufacturing and metal fabrication processes. NADEP Jacksonville will provide calibration, metal processing and engineering support services to LSI on an as requested basis. Under this partnership LSI notifies NADEP Jacksonville when they have a test stand requiring calibration or items requiring metal processing services. NADEP Jacksonville issues a delivery order with the cost estimate to perform the task(s) requested. LSI provides funding to complete this effort. Upon receipt of funding, NADEP Jacksonville performs the task in accordance with the delivery order. LSI provides access to test stand requiring calibration, items requiring metal processing, funding to perform repair, and shipping to and from NADEP Jacksonville. NADEP Jacksonville provides existing facilities, manpower, existing support equipment, and existing technical documentation.</p>			
Revenue to DMA To Date:		\$8,000	DMA DLHs Expended to Date: 62.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.03
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates no additional benefits.			

NA-12

LAU-7, AN/APG-65 and AN/ARA-48			
COMMAND: NAVAIR	DMA(s): JAX	Private Entity: S & K Technologies, Inc	
Authority(ies): 10 USC 2563	Partnership Type: Sale Of Services	Start: January 2002	End: March 2008
Status: Currently Active		Weapon system(s) or equipment being supported: Primarily for Foreign Customers of S & K Technologies, Inc. and Various Aircraft Components--LAU-7, AN/APG-65 and AN/ARA-48	
Description Of Partnership: S&K Technologies, Inc. requested the services of NADEP Jacksonville to test and repair components utilized on the following systems: LAU-7 Power Supply, APG-65, ARA-48 utilized on multiple aircraft platforms. S&K Technologies, Inc. is a domestic and international supplier or repair support for repairable parts to the military and commercial aviation industries. According to the agreement between S&K Technologies and NADEP Jacksonville, each partner is responsible for the following for each delivery order: S&K Technologies provides funding to have assets tested and repaired, the asset to be repaired, packaging and shipping of RFI assets. NADEP Jacksonville provides facilities to perform repair, skilled labor (artisans), and support equipment. NADEP Jacksonville also maintains support equipment, utilizes technical documentation to perform repairs and provides a certificate of conformance upon completion of repair.			
Revenue to DMA To Date:		\$0	DMA DLHs Expended to Date: 0.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates no additional benefits.			

NA-13

CF-18 Boresight			
COMMAND: NAVAIR	DMA(s): JAX	Private Entity: Boeing	
Authority(ies): 10 USC 2563	Partnership Type: Sale Of Services	Start: January 2002	End: March 2003
Status: Currently Active		Weapon system(s) or equipment being supported: CF-18 Boresight Alignment Equipment Calibration	
Description Of Partnership: Under this partnership NADEP Jacksonville will provide depot services to calibrate CF-18 Boresight Alignment equipment as requested by the Boeing Company. This work will include, but not be limited to providing program management, supervision, labor, facilities and equipment for the calibration of Boresight Alignment Set, EGI Adapters, MAD Adapters and ADSU Adapters. In accordance to the agreement negotiated between NADEP Jacksonville and the Boeing Company, each partner has certain responsibilities. Boeing Company is responsible for inventory and asset tracking, transportation of assets, repair parts, and technical support. NADEP Jacksonville is responsible for reporting schedule and funding expenditures, induction of assets, calibration of assets, preparation for shipment, and maintenance of inspection and test records. Boeing has a contract with Canada for the assets calibrated by NADEP JAX.			
Revenue to DMA To Date:		\$7,340	DMA DLHs Expended to Date: 71.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.03
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates no additional benefits.			

NA-14

Test and Repair Components on P-3, F/A-18, H-3 and H-60			
COMMAND: NAVAIR	DMA(s): JAX	Private Entity: Aeronautical Systems, Inc	
Authority(ies): 10 USC 2563	Partnership Type: Sale Of Services	Start: January 2002	End: December 2007
Status: Currently Active		Weapon system(s) or equipment being supported: Components used on multiple aircraft, including P-3, F/A-18, AV-8B, H-3, and H-60	
<p>Description Of Partnership: Aeronautical Systems, Inc. requested services of NADEP Jacksonville to test and repair components utilized on multiple aircraft, including: P-3, F/A-18, AV-8B, H-3 and H-60. Aeronautical Systems, Incorporated is a domestic and international supplier, overhaul and repair facility and Alternative Equipment Manufacturer (AEM) of replacement parts to the military and commercial aviation industries. According to the agreement negotiated between Aeronautical Systems, Incorporated and NADEP Jacksonville each partner is responsible for the following for each delivery order. Aeronautical Systems, Incorporated provides funding to have assets tested and repaired, the asset to be repaired, and packaging and shipping of RFI asset. NADEP Jacksonville provides facilities to perform repair, provide skilled labor (artisans), support equipment and support equipment maintenance. NADEP Jacksonville is also responsible to utilize technical documentation to perform repairs and provide a certificate of conformance upon completion of repair. The assets tested and repaired by NADEP JAX are in turn sold to the Spanish Navy by Aeronautical Systems, Inc.</p>			
Revenue to DMA To Date:		\$7,094	DMA DLHs Expended to Date: 95.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.05
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates no additional benefits.			

NA-15

AN/ALQ-126B Countermeasures Set			
COMMAND: NAVAIR	DMA(s): JAX	Private Entity: BAE Systems	
Authority(ies): 10 USC 2563	Partnership Type: Sale Of Services	Start: April 2002	End: June 2003
Status: Currently Active		Weapon system(s) or equipment being supported: AN/ALQ-126B Countermeasures Set	
<p>Description Of Partnership: NADEP Jacksonville is assigned and is currently providing depot-level maintenance for the AN/ALQ-126B as a function of Title 10 core requirements. BAE Systems (formerly known as Sanders, a Lockheed Martin Company), the original equipment manufacturer, is currently negotiating a Performance Based Logistics (PBL) contract with NAVICP to improve the availability and reliability of the AN/ALQ-126B assets with the overall goal of reducing total ownership cost. Through the teaming arrangement between NADEP Jacksonville and BAE Systems, BAE will provide total asset management, material management, transportation, and reliability improvement support services. In accordance with the negotiated agreement between NADEP Jacksonville and BAE Systems, each partner will be responsible for the following. BAE Systems provides total asset management, negotiates quarterly workload with NADEP Jacksonville, provides assets to support workload schedule, provides all repair material (piece parts), provides configuration management (Class II change authority), provides engineering and technical support, and investigates and incorporates reliability improvements, ships assets to NADEP Jacksonville, provides packaging and shipping of repaired RFI assets from NADEP Jacksonville, and provides funding to NADEP Jacksonville to accomplish negotiated tasks. NADEP Jacksonville provides facilities to perform negotiated workload, skilled labor (artisans), and support equipment and support equipment maintenance. NADEP Jacksonville is to utilize technical documentation to perform repairs and collect and provide failure data to BAE Systems for each repairable asset inducted.</p>			
Revenue to DMA To Date:		0.00	DMA DLHs Expended to Date: 0.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	1.00	In Local Community: 0.00
Arrangement indicates no additional benefits.			

NA-16

F404 High Pressure Turbine (HPT) Rotors			
COMMAND: NAVAIR	DMA(s): JAX	Private Entity: General Electric Aircraft Engines (GEAE)	
Authority(ies): 10 USC 2563	Partnership Type: Sales Of Service	Start: December 2001	End: December 2005
Status: Currently Active		Weapon system(s) or equipment being supported: F404-GE-400/402 High Pressure Turbine	
<p>Description Of Partnership: GEAE currently has a prime contract (N00383-01-D-023M, dated August 2001) to repair and modify the input/output configurations of the HPT Rotors that the Naval Inventory Control Point-Philadelphia (NAVICP) considers overflow in excess of that normally assigned as a Fleet Exchange (F/E) schedule with the depot. The existing prime contract is a firm-fixed-price contract with a base period of one year followed by three one-year options, for a total contract performance period of four years. The first overflow call from the prime contract occurred in January 2002; at which time, GEAE and NADEP Jacksonville began work under the proposed, previously agreed-to Commercial Services Agreement (CSA.). In accordance with the negotiated agreement between NADEP Jacksonville and GEAE, each partner will be responsible for the following products or services. GEAE responsibilities include negotiating quarterly workload schedule with NADEP Jacksonville, providing assets to support the workload schedule, providing all repair material (piece parts), shipping assets to NADEP Jacksonville, providing packaging and shipping of repaired RFI assets from NADEP Jacksonville, and providing funding to NADEP Jacksonville to accomplish negotiated tasks. NADEP Jacksonville responsibilities include providing facilities to perform negotiated workload, providing skilled artisans, providing and maintaining support equipment, utilizing existing technical documentation to perform repairs, and collecting and providing failure data to GEAE for each repairable asset inducted.</p>			
Revenue to DMA To Date:	\$83,444	DMA DLHs Expended to Date:	922.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.44
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 1.00	In Local Community:	1.00
Arrangement indicates Responsive Product Support benefits.			

Navy (NAVSEA)

NS-01

High Performance Brush			
COMMAND: NAVSEA	DMA(s): PTNSY	Private Entity: Noesis, Inc.	
Authority(ies): 10 USC 2539b	Partnership Type: Sale Of Services	Start: April 2000	End: June 2006
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: 500 Kilowatt (Kw) Motor Generators	
Description Of Partnership: Noesis, under a NAVSEA contract, is developing this technology to improve the operating and maintenance characteristics of electric motors and generators. Noesis needs testing and technical support, as well as special facilities with capability and experience with 500Kw motor generator sets. Portsmouth NSY is providing the support for that need. Portsmouth NSY provides equipment, technical support and knowledge for testing services. Noesis provides program management, technical data and engineering expertise, R & D expertise, and funding.			
Revenue to DMA To Date: \$1,680,583		DMA DLHs Expended to Date: 19,871.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 2.00	In Local Community: 0.00	
Arrangement indicates Responsive Product Support, Improved Business Processes, and Facility Utilization benefits.			

NS-04

Nuclear Aircraft Carrier (CVN) Maintenance Work Resource Sharing			
COMMAND: NAVSEA	DMA(s): PSNSY	Private Entity: Todd Pacific Shipyard, Inc.	
Authority(ies): Other-Contract N00024-99-C-8503/MOA	Partnership Type: Government Furnished Resources, Sale Of Articles, Sale Of Services, Teaming, Workshare	Start: January 1999	End: January 2004
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: Aircraft Carrier distributive systems, alterations, ships structure, repairs, and preservation	
Description Of Partnership: Puget Sound Naval Shipyard will subcontract segments of its aircraft carrier workload to Todd Pacific Shipyard Inc. (via SupShip Puget Sound) due to resource shortfalls. Todd Pacific or its subcontractor also does this in reverse when SupShip Puget Sound has commitments that cannot be filled; SupShip will fund Puget Sound Naval Shipyard for that work. Puget Sound Naval Shipyard supports Todd Pacific by accomplishing work in the propulsion spaces, which may not be accessible by private contractor due to security classification, and highly technical work that requires certification or license by NAVSEA. Todd Pacific supports Puget Sound Naval Shipyard, by providing resources for the remaining work, e.g. painters, welders, pipe fitters. One result of this arrangement was the completion of major service steam piping change outs for the CVN-72 and CVN-70.			
Revenue to DMA To Date: \$0		DMA DLHs Expended to Date: 0.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 315.00	In Local Community: 945.00	
Arrangement indicates no additional benefits.			

NS-05

Puget Sound and Pacific (PS&P) Railway Contract			
COMMAND: NAVSEA	DMA(s): PSNSY	Private Entity: Puget Sound and Pacific Railway	
Authority(ies): Other-10 USC 2304(c)(1)	Partnership Type: Other-Transportation Agreement	Start: December 1944	End: Ongoing
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: None	
Description Of Partnership: The Navy owns the railway between Shelton, WA, and Submarine Base Bangor. Puget Sound Naval Shipyard is the property record holder for the 38-mile segment between Bremerton, WA and Shelton. Puget Sound and Pacific Railroad is allowed to use the railway for commercial hauling in exchange for doing normal maintenance to the rails and roadbed. The Shipyard provides funding for major maintenance and capital improvements. The Navy pays a separate fee for transportation of rail cars loaded with Navy goods. The railway is vital to the missions accomplished by the Navy. This agreement reduces the government's annual maintenance costs and provides the added benefit of more regular monitoring and feedback of the facility condition than would be possible with intermittent use for Navy purposes only.			
Revenue to DMA To Date:		\$0	DMA DLHs Expended to Date: 0.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 4.00
Arrangement indicates Responsive Product Support, Cost Avoidance, and Facility Utilization benefits.			

NS-06

USS ENTERPRISE (CVN-65) FY02 Extended Drydock Selected Restricted Availability (EDSRA)			
COMMAND: NAVSEA	DMA(s): NNSY	Private Entity: Northrop Grumman Newport News (NGNN)	
Authority(ies): 10 USC 2208(j) and 10 USC 7300	Partnership Type: Government Furnished Resources Sale Of Services	Start: October 2001	End: February 2003
Status: Currently Active		Weapon system(s) or equipment being supported: USS ENTERPRISE (CVN-65)	
Description Of Partnership: By a Memorandum of Agreement (MOA) between Norfolk Naval Shipyard (NNSY) and Newport News Shipbuilding (NNS) dated 23 December 1998, a cooperative arrangement was established between the parties to improve resource and infrastructure sharing and efficiencies. NNSY is providing Drydock #8 and vicinity, Building 274, a laydown area adjacent to Building 510, and Berths 42/43 and vicinity to NNS in support of CVN-65 FY02 EDSRA. The facilities are being provided as government furnished equipment (GFE). In addition, NNSY, Puget Sound Naval Shipyard, and Portsmouth Naval Shipyard are providing outside machinist resources and like services in support of the availability under Title 10 USC 2208 as modified by Title 10 USC 7300. The original period of performance was 1 Feb 02 to 31 May 02, although this has been modified, with an approximate value of \$4.5M.			
Revenue to DMA To Date:		\$5,000,000	DMA DLHs Expended to Date: 44,500.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support and Facility Utilization benefits.			

NS-09

Propeller Repair Facility																	
COMMAND: NAVSEA	DMA(s): PHNSY & IMF	Private Entity: Wartsila Lips, Inc.															
Authority(ies): FAR 45.3	Partnership Type: Government Furnished Resources	Start: April 2000	End: December 2007														
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: Submarine propellers															
<p>Description Of Partnership: The Basic Ordering Agreement N00024-96-G-4019 was revised on 28 April 2000. The new BOA is N00104-03-G-A017 of 19 Dec 02 for 36 months where the Contracting Officer may extend it for another 24 months. The following Government Furnished Property (GFP) is provided by the shipyard for contractor work performed at Pearl Harbor Naval Shipyard:</p> <table border="0"> <thead> <tr> <th><u>Asset #</u></th> <th><u>Nomenclature</u></th> </tr> </thead> <tbody> <tr> <td>1051</td> <td>K&R Pitchometer</td> </tr> <tr> <td>42914</td> <td>K&R Pitchometer (provided for spare parts)</td> </tr> <tr> <td>41552</td> <td>Balancing Machine</td> </tr> <tr> <td>Bldg. 5</td> <td>Bridge Crane</td> </tr> <tr> <td>Bldg. 5</td> <td>4,000 sq. ft. (access to 440V, 3 PH power, shop air (95psi), & toilets</td> </tr> <tr> <td>Bldg. 5</td> <td>Laydown space for contractor's CONEX box within Bldg. 5</td> </tr> </tbody> </table> <p>4,000 square feet is authorized for use by the contractor on an intermittent basis. Periods of authorized use shall be identified in each delivery order. Wartsila Lips, Inc. had the bridge crane 5-63BC, 311-042753, certified for use on 1 May 2000 by All Ship & Cargo Surveys Ltd. for 4 years per OSHA requirements. The pitchometers were made available for use and/or upgraded to digital readouts by Wartsila Lips, Inc., as deemed necessary by them to do their work. Under the liability provisions of the contract, Wartsila Lips, Inc. must maintain the government-furnished equipment. Wartsila Lips personnel come on travel to the shipyard to perform work. Therefore, private sector jobs are created at the shipyard. However, the private sector workers are not local (Hawaii) workers, so that is why the number zero is used.</p>				<u>Asset #</u>	<u>Nomenclature</u>	1051	K&R Pitchometer	42914	K&R Pitchometer (provided for spare parts)	41552	Balancing Machine	Bldg. 5	Bridge Crane	Bldg. 5	4,000 sq. ft. (access to 440V, 3 PH power, shop air (95psi), & toilets	Bldg. 5	Laydown space for contractor's CONEX box within Bldg. 5
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Revenue to DMA To Date:		\$0	DMA DLHs Expended to Date: 0.00														
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No														
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00														
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00														
Arrangement indicates Responsive Product Support, Cost Avoidance, and Facility Utilization benefits..																	

NS-10

Nuclear Aircraft Carrier (CVN) Maintenance Benchmarking			
COMMAND: NAVSEA	DMA(s): PSNSY	Private Entity: Todd Pacific Shipyard Corporation	
Authority(ies): Other-Memorandum of Agreement	Partnership Type: Teaming	Start: September 2001 End: September 2004	
Status: Currently Active, Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: None	
<p>Description Of Partnership: The products of the Puget Sound Naval Shipyard/Todd Benchmarking Partnership are Benchmarking process studies, which are essential to further both organizations' mission in meeting the maintenance and modernization needs of the Navy. In response to customer demand for top quality products and services, maintenance providers are continually searching for "Best Practices" that can be adopted to improve their business practices. Benchmarking is the continuous process of measuring one's products, services and practices against the best anywhere in the business world to achieve improved performance. Puget Sound Naval Shipyard and Todd Pacific Shipyards Corp. have determined that a benchmarking partnership contributes to a mutually beneficial goal of achieving the most timely and cost effective ship repair processes in compliance with all federal, state and local laws. Both parties benefit from effecting the completion of mutually agreed upon benchmark and process improvement studies.</p> <p>The first benchmark study conducted with Todd was titled "NAVSHIPYD Puget Sound/Todd Benchmark Study-Structural and P2 Pipe Welding Processes." Both parties agreed that this subject matter be benchmarked due to the high volume of welding to be completed for the service steam change out of both carrier overhauls. Upon completion of the study (22 Mar 2002), no significant cost savings were identified by either shipyard. However, a much clearer understanding of each organization's processes was gained. This knowledge along with a "Team Concept" was developed between shipyards and goes far beyond this benchmark study.</p>			
Revenue to DMA To Date:		\$0	DMA DLHs Expended to Date: 526.00
Other Consideration Accruing: This is considered an in-kind arrangement that benefits both parties. The purpose of this partnership is to enhance efficiencies of both organizations by working together to adopt best practices, increase cooperation and teamwork between the parties, minimize duplication of effort, minimize cycle-time delays, and reduce administrative costs.			
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support benefits.			

NS-14

USS MEMPHIS (SSN 691) FY02 Selected Restricted Availability/Restricted Availability (SRA/RAV)			
COMMAND: NAVSEA	DMA(s): PTNSY	Private Entity: General Dynamics, Electric Boat Division	
Authority(ies): Other-FAR Contract	Partnership Type: Teaming Workshare	Start: January 2002	End: December 2002
Status: Currently Active		Weapon system(s) or equipment being supported: USS MEMPHIS SSN 691	
Description Of Partnership: Portsmouth Naval Shipyard uses Electric Boat manpower and facilities to perform maintenance work on the nuclear submarine. Work (labor) is split, 60% accomplished by Portsmouth Naval Shipyard and 40% by Electric Boat, for specific tasks on USS MEMPHIS SSN-691. Work is being performed in Electric Boat Drydock and New London Subase.			
Revenue to DMA To Date: \$21,347,900		DMA DLHs Expended to Date: 183,288.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.00	In Local Community: 0.00	
Arrangement indicates Responsive Product Support benefits, Improved Business Processes, and Facility Utilization benefits.			

NS-19

Torpedo Facility Partnership			
COMMAND: NAVSEA	DMA(s): NUWCK	Private Entity: Raytheon Electronic Systems	
Authority(ies): 10 USC 2667	Partnership Type: Lease Of Facilities And Equipment	Start: July 2002	End: June 2005
Status: Currently Active		Weapon system(s) or equipment being supported: MK46, MK48, and MK54 Torpedoes	
Description Of Partnership: This facilities and equipment lease agreement was signed and implemented in June 2000. It was recharacterized as a Center of Industrial and Technology Excellence (CITE) initiative in July 2002, as indicated by the start date. The revenue over the life of the arrangement is \$500,000 per year since 2000. NUWC Division Keyport is providing the operating building and equipment. Raytheon Electronic Systems performs production and integration of torpedo kits as the Original Equipment Manufacturer (OEM).			
Revenue to DMA To Date: \$1,500,000		DMA DLHs Expended to Date: 0.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: Unknown	In Local Community: Unknown	
Arrangement indicates Responsive Product Support benefits and Facility Utilization benefits.			

Appendix A

Acronyms and Abbreviations

- A -

AAV	Amphibious Assault Vehicle
AAV RAM/RS	Amphibious Assault Vehicle Reliability, Availability and Maintainability / Rebuild to Standard
ACI	Analytical Condition Inspection
ACUS	Area Common User System
AEM	Alternative Equipment Manufacturer
AFB	Air Force Base
AFMC	Air Force Materiel Command
AFSPC	Air Force Space Command
AIM XXI	Abrams Integrated Management for the 21 st Century
ALC	Air Logistics Center
AMCOM	US Army Aviation and Missile Command
AMP	Avionics Modernization Program
ANAD	Anniston Army Depot
APL	Applied Physics Lab
APU	Auxiliary Power Unit
ATE	Automatic Test Equipment
ATK	Alliant Techsystems

- B -

BAE	British Aerospace
BFIST	Bradley Fire Support Team
BOSA	Base Operating Support Agreement

- C -

CC	Container Crane
CCAD	Corpus Christi Army Depot
CECOM	US Army Communications-Electronics Command
CFE	Commercial Furnished Equipment
CHYPT	Naval Air Depot Cherry Point
CITE	Center of Industrial and Technical Excellence
COMSEC	Communications Security
COS	Condition of Supplies
CPP	Capital Purchase Program
CSA	Commercial Service Agreement
CVN	Multi-purpose Aircraft Carrier (nuclear)

Appendix A

- D -

DATS	Digital Analog Test Station
DLA	Defense Logistics Agency
DLHs	Direct Labor Hours
DMA	Depot-level Maintenance Activity
DMAG	Depot Maintenance Activity Group
DMSTPS	Defensive Management System Tools Program Set
DoD	Department of Defense
DSPA	Direct Sales Partnering Agreement
DUSD(L&MR)	Deputy Under Secretary of Defense for Logistics and Materiel Readiness

- E -

EAC	Echelons Above Corps
EBC	Echelons Corps and Below
EPS	Engineering Professional Services, Inc.
EDSRA	Extended Drydock Selected Restricted Availability

- F -

FAR	Federal Acquisition Regulation
FAST	Flexible Acquisition and Sustainment Tool
F/E	Fleet Exchange
FIRST	F/A-18E/F Integrated Readiness Support Teaming
FLE	Future Logistics Enterprise
FMS	Foreign Military Sales
FOV	Family of Vehicles
FY	Fiscal Year

- G -

GDLS	General Dynamics Land Systems
GE	General Electric
GEAE	General Electric Aircraft Engines
GEP	Government Furnished Property
GFE	Government Furnished Equipment
GFR	Government Furnished Resources
GFSS	Government Furnished Supplies/Services
GMD	General Motors Defense
GMTP	Global Positioning System Metric Tracking Program
GPS	Gunners Primary Sight

Appendix A

- H -

HEMTT	Heavy Expanded Mobility Tactical Truck
HF/VHF/UHF	High Frequency/Very High Frequency/Ultra High Frequency
HPT	High Pressure Turbine

- I -

IA	Implementation Agreement
IARS	Integrated Air Refueling System
ICBM	Intercontinental Ballistic Missile
IMS	Integrated Management Schedule
ISSA	Inter-service Support Agreement (Army)
ITA	Interface Test Adapters
IWSSP	Integrated Weapon System Support Program

- J -

JAX	Naval Air Depot Jacksonville
JLB	Joint Logistics Board
JRE	Joint Refurbishment Effort
JSTARS	Joint Surveillance Target Attack Radar System

- K -

Kw	Kilowatt
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- L -

LAN	Local Area Network
LANTIRN	Low Altitude Navigation and Targeting Infrared for Night
LEAD	Letterkenny Army Depot
LEP	Life Extension Program
LFE	Lease of Facilities and Equipment
LMM&FC	Lockheed Martin Missiles and Fire Control
LMKAC	Lockheed Martin Kelly Aviation Center
LOF	Lease of Facilities Only
LOS	Line-of-Sight
LRMOA	Long-Range Memorandum of Agreement
LRU	Line Replaceable Unit
LSI	Lear Siegler Incorporated

Appendix A

- M -

MARCORSYSCOM	US Marine Corps Systems Command
MCA	Maintenance Center Albany
MCB	Maintenance Center Barstow
MLRS	Multiple Launch Rocket System
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MSE	Mobile Subscriber Equipment
MWS	Mobile Work Surfaces

- N -

NADEP	Naval Air Depot
NAVAIR	Naval Air Systems Command
NAVICP	Naval Inventory Control Point
NAVSEA	Naval Sea Systems Command
NAVSUP	Naval Supply Systems Command
NBC	Nuclear Biological Chemical
NBCRS	Nuclear, Biological, and Chemical Reconnaissance System
NDAA	National Defense Authorization Act
NG	Northrop Grumman
NGC	Northrop Grumman Corporation
NGNN	Northrop Grumman Newport News
NNS	Newport News Shipbuilding
NNSY	Norfolk Naval Shipyard
NORIS	Naval Air Depot North Island
NSY	Naval Shipyard
NUWC	Naval Undersea Warfare Center
NUWCK	Naval Undersea Warfare Center Division, Keyport

- O -

OC-ALC	Oklahoma City Air Logistics Center
ODS	Operation Desert Storm
OEM	Original Equipment Manufacturer
OFS	Operational Flight Software
OO-ALC	Ogden Air Logistics Center
OSHA	Occupational Safety and Health Administration
OSV	Opposing Forces Surrogate Vehicle
OTC	Oshkosh Truck Corporation
OTH	Other

Appendix A

- P -

PA	Partnering Agreement
PA	Personality Adapters
PBA	Propulsion Business Area
PBL	Performance-Based Logistics
PDM	Programmed Depot Maintenance
PHNSY & IMF	Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility
PIA	Planned Incremental Availability
PM	Program Manager
PPP	Public-Private Partnerships
PROSE	Partnership for Reduced Operation and Support Cost Engine
PSRE	Propulsion System Rocket Engine
PSNSY	Puget Sound Naval Shipyard
PS&P	Puget Sound and Pacific Railway
PTNSY	Portsmouth Naval Shipyard
P & W	Pratt & Whitney
PW	Pratt & Whitney

- Q -

QDR	Quadrennial Defense Review
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- R -

R & D	Research and Development
R2CSR	Rapid Response to Critical System Requirements
RAM/RS	Reliability and Maintainability – Rebuild to Standard
REMAN	Remanufacturing
RISE	Reliability Improvements for Selected Equipment
RRAD	Red River Army Depot
RTAT	Reducing Repair Turnaround Time

- S -

SA-ALC	San Antonio Air Logistics Center
SATCOM	Satellite Communications
SCR	Shop Replaceable Units
SEE	Small Emplacement Excavator
SEI	Systems Electronics, Inc.
SOA	Sale of Articles
SOS	Sale of Services
SOW	Statement of Work
SPO	System Program Office
SRA/RAV	Selected Restricted Availability/Restricted Availability
S & S TVSLP	Stewart & Stevenson Tactical Vehicle Systems LP

Appendix A

- S – (cont)

STC	Special Technologies Coating
SUPSHIP PS	Supervisor of Shipbuilding, Conversion and Repair Puget Sound

- T –

TACOM	US Army Tank-automotive and Armaments Command
TACSAT	Tactical Satellites
THAAD	Theater High Altitude Area Defense
TM	Teaming
TMIG	Telemetry Missile Inertial Guidance
TPS	Test Program Set
TRC	Technical Repair Center
TRI-TAC	Tactical Communications
TSPR	Total System Performance Responsibility
TSSR	Total Systems Support Responsibility
TYAD	Tobyhanna Army Depot

- U –

UDLP	United Defense Limited Partnership
USAF	United States Air Force
USC	United States Code
UUT	Units Under Test

- W -

WIN-T	Warfighter Information Network-Tactical
WR-ALC	Warner Robins Air Logistics Center
WS	Workshare