

OFFICE OF THE SECRETARY OF DEFENSE

PUBLIC-PRIVATE PARTNERSHIPS
FOR
DEPOT-LEVEL MAINTENANCE



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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 2003.

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 depot maintenance partnering 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 2003, 44 partnering arrangements cited this authority. This figure is up from 16 one year ago. The authority under 10 U.S.C. 2474 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, there were 99, and for Fiscal Year 2003, there had been 144 partnerships put into place. This represents a one-year increase of 45%.

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 \$24.8 billion was expended in Fiscal Year 2003 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 \$13.2 billion of the \$24.8 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 to 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 to 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 2003¹. 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 the Fiscal Years 2001, 2002 and 2003 data calls.

¹ Eleven arrangements with start dates during the fourth quarter of Calendar Year 2003 were reported; but are not included in this analysis as they commenced after the end of Fiscal Year 2003.

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 (CITEs), authorizes and encourages public-private partnerships, <i>permits performance of work related to core competencies</i> , <i>permits use of facilities and equipment</i> , and permits sale proceeds 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>sale 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 to allow private industry to lease or to 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 the 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 2003

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 last year in a publication of a report of summary level data for all arrangements through the end of Fiscal Year 2002. This current report reflects the Fiscal Year 2003 data that resulted from a 19 December 2003 data call. The Fiscal Year 2003 summary-level data depicting these arrangements are highlighted below.

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 2003, 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 144 projects noted as having been in place through the end of Fiscal Year 2003, 65 are Army, 47 are Navy, 30 are Air Force and 2 are Marine Corps. Figure 1 shows the end of Fiscal Year 2003 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 2003 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 2003 and Earlier Public-Private Partnerships by Service.

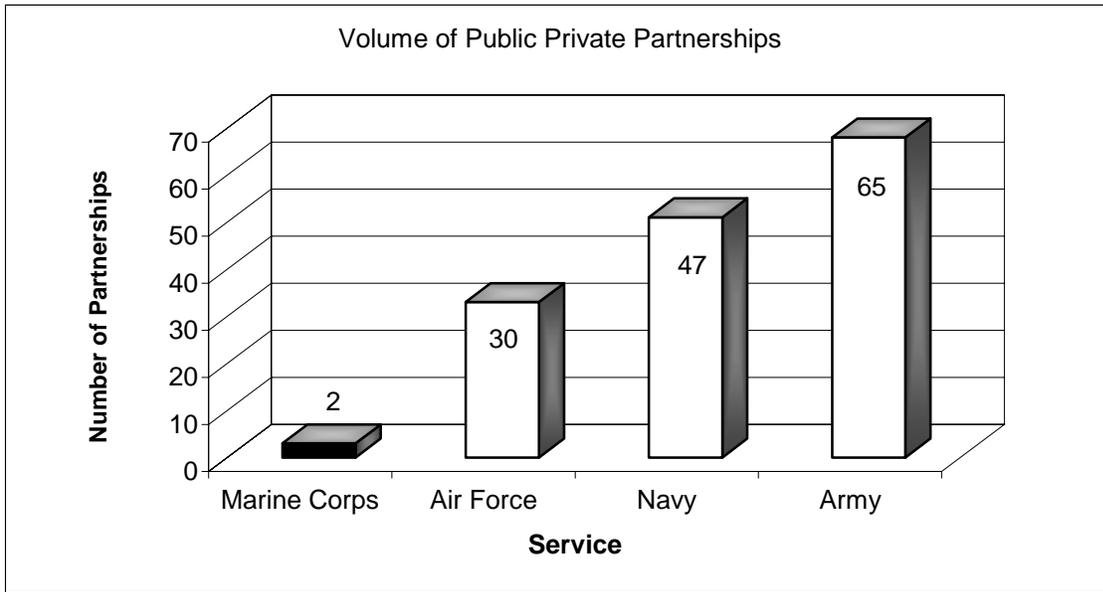
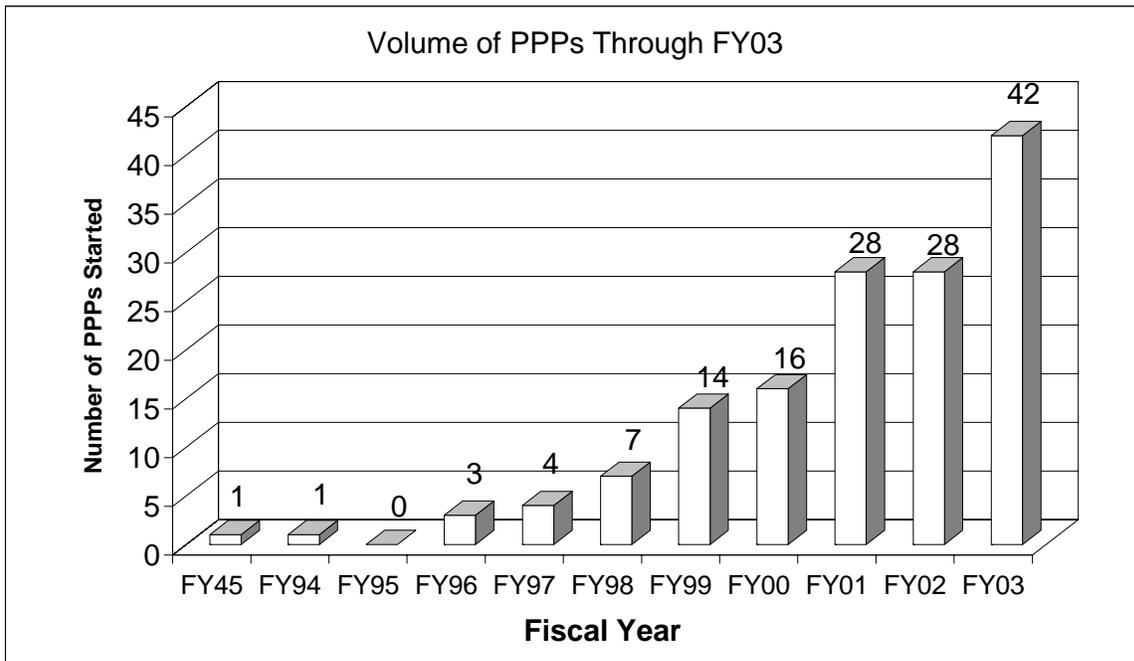


Figure 2. Volume of Public-Private Partnerships



Note: The number of PPPs started for FY00 and FY02 have changed due to changes in previous start dates and submittal of additional PPPs reporting start dates before FY03: Partnership number A-85—a new partnership submittal in FY03—reported a start date of 10/1999. This increased the FY00 figure by 1. The start date for partnership number NA-12 was adjusted to 02/2003 and three partnerships not previously reported were submitted with start dates beginning in FY02 (NA-22, NA-28 and A-77). The net effect was an increase in the FY02 data by 2. These changes are reflected in Table 1.

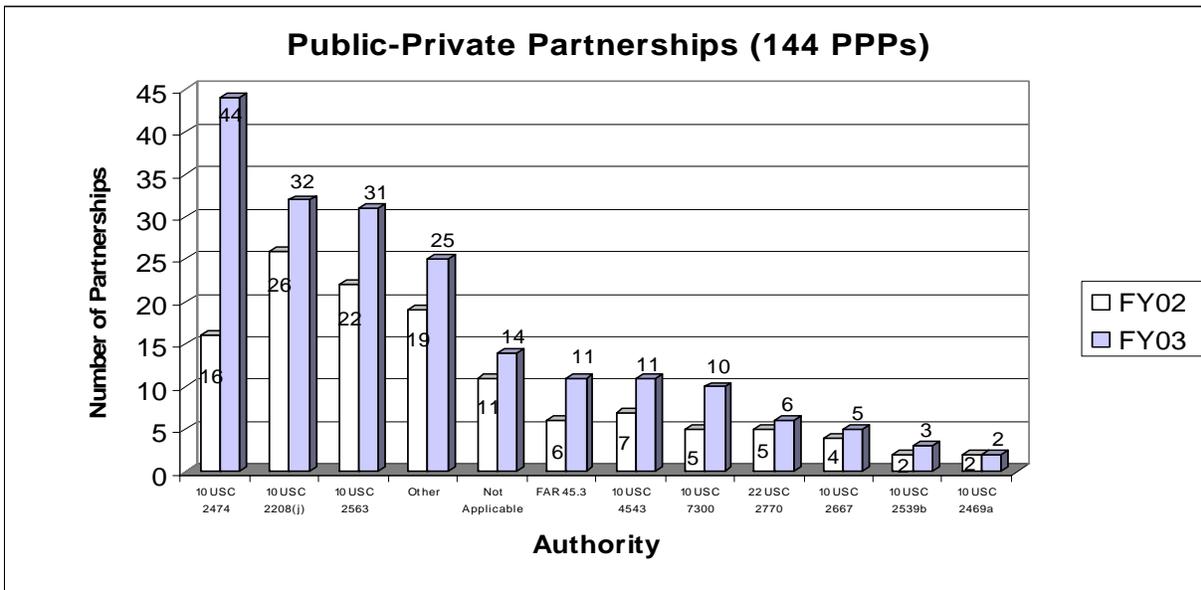
Table 2 portrays the volume of partnering arrangements over time by the Services.

Table 2 Volume of Public-Private Partnerships by Service

	FY45	FY94	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03
Marine Corps					1					1
Air Force				1	2	3		5	13	6
NAVSEA	1					2	2	6	4	7
NAVAIR			1			2	3	5	7	7
Army		1	2	3	4	7	11	12	4	21
Total	1	1	3	4	7	14	16	28	28	42

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). As anticipated, the use of 10 U.S.C. 2474 is steadily increasing.

Figure 3 Fiscal Year 2002 & 2003 Cumulative Public-Private Partnerships by Authority



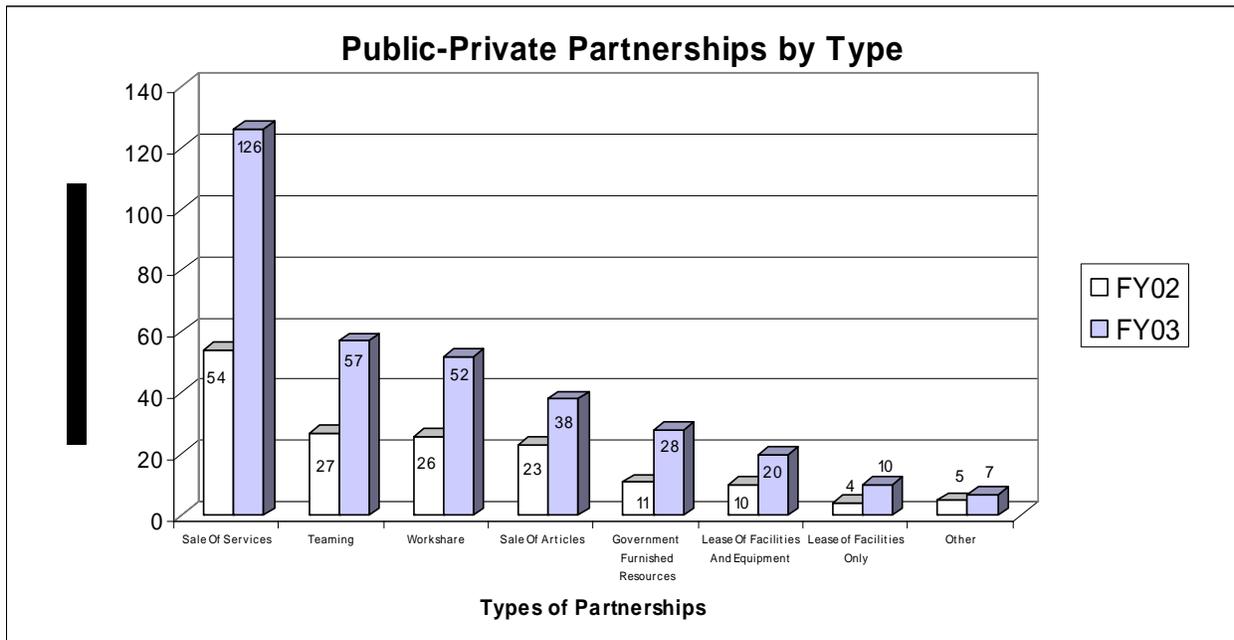
Note: Graph totals exceed total partnerships because a single partnership may have two or more authorities. Other and Not Applicable typically indicate a workshare or teaming arrangement.

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
- 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. Figure 3 Fiscal Year 2002 & 2003 Cumulative Public-Private Partnerships by Type



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

Tables 3 through 7 identify the 144 partnerships put into place through the end of Fiscal Year 2003. 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 3. Army Fiscal Year 2003 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
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

Table 3. (cont.) Army Fiscal Year 2003 and Earlier Public-Private Partnerships

Army (cont.)			
Partnership Number	Partnership Title	DMA	Type
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
A-73	Wing Lug Fixture Fabrication	ANAD	SOS
A-74	Jordanian Trainer	ANAD	SOS
A-75	Paladin – Direct Sales	ANAD	SOS LFE
A-76	Opposing Forces Surrogate Training System Main Battle Tank (OSTS-MBT)	ANAD	LFE SOS
A-77	M1A2 SEP Retrofit	ANAD	WS
A-78	Installation of Cable Assemblies in MLRS	RRAD	SOS
A-79	Inspection, Test, and Rework of the Patriot ISA	RRAD	SOS
A-80	FMTV Engine and Transmission NMWR	RRAD	SOS
A-81	Inspection, testing and painting of power supply units for BFVS	RRAD	SOS
A-82	M-88 Rubber Application in production of Road Wheels	RRAD	SOS
A-83	Repair of Radio Receivers	TYAD	TM
A-84	Engineering Design	TYAD	TM
A-85	Blue Force Tracking	TYAD	WS
A-87	Phoenix (Design and Fabrication)	TYAD	TM
A-89	Sentinel Component Repair	TYAD	TM
A-90	Shadow 200 UAV Partnership	LEAD	SOS WS
A-92	Engineering Support Partnership (1)	LEAD	WS TM
A-93	Overseas Touch Labor Support	LEAD	WS TM
A-94	Prototype Road Crane Testing	LEAD	LFE
A-95	Javelin Component Repair	LEAD	TM WS
A-96	Electric Power Plant III for Patriot	LEAD	TM WS
A-97	Missile Demilitarization Technology	LEAD	TM WS
A-98	Engineering Support Partnership (2)	LEAD	WS TM

Table 4. Air Force Fiscal Year 2003 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
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-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
AF-38	AFMC Diminishing Manufacturing Resources & Material Shortages – Hybrid Prototype Manufacturing	WR-ALC	WS
AF-40	C-130J TCTO Modifications	WR-ALC	SOS
AF-41	C-17 Main Landing Gear Door Repair	WR-ALC	SOS SOA
AF-44	Goodrich Corporation Landing Gear Division	OO-ALC	GFR LOFE SOA SOS TM WS
AF-43	Lockheed Martin Aeronautics Umbrella at OO-ALC	OO-ALC	GFR LOFE WS SOA SOS WS TM
AF-46	Honeywell Defense and Space Umbrella at OO-ALC	OO-ALC	SOS SOA WS

Table 5. Marine Corps Fiscal Year 2003 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
MC-03	W.W. Williams Detroit Diesel for the Heavy Expanded Mobility Tactical Trucks (HEMTT) Program	MCA	GFR TM WS

Table 6. NAVAIR Fiscal Year 2003 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
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-17	San Diego Aircraft Carrier Museum	NORIS	SOS
NA-18	ASN-150 Portable Programmer	NORIS	SOA SOS
NA-21	Multiple Avionics Repair	JAX	SOS TM
NA-22	Multiple Aircraft Component Repair	JAX	SOS JAX
NA-23	J-52 Engine Components	JAX	SOS
NA-24	F/A-18 A-D Cockpit Displays (NADEP JAX)	JAX	SOS TM
NA-25	F404 Engine Components	JAX	SOS
NA-27	EA-6B Canopy Side Beams Manufacture	JAX	SOA TM
NA-28	CCP-125 In Service Engineering Services	NORIS	SOS

Table 7. NAVSEA Fiscal Year 2003 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
NS-20	USS SPRINGFIELD Navy Systems Support Group (NSSG) Services	NNSY	SOS GFR
NS-22	USS RONALD REAGAN Electrician Services	NNSY	GFR SOS
NS-23	Metal Fiber Brush Program – Technology Transfer Office	PHNSY	GFR
NS-24	Honolulu Shipyard Inc. Rental of Bldg. 1444	PHNSY	GFR
NS-25	SS MATSONIA Drydocking	PHNSY	SOS
NS-26	SS MATSONIA Stern Tube Machining	PHNSY	SOS
NS-27	Submarine Maintenance Partnering	PTNSY	SOS SOA GFR TM

Table 8 identifies those partnering arrangements verified as completed, as reported in response to the 19 December 2003 data call. The average length of these arrangements was 2.4 years. The average length of the 144 arrangements (for those with a completion end date or an expected end date) reported through the end of Fiscal Year 2003 is 4.6 years. (Excludes NS-05 Puget Sound and Pacific (PS&P) Railway Contract that began in FY45.)

Table 8. Completed Public-Private Partnerships

Project ID	Partnership Name	Start Date	Completion Date	Partnership Length (Years)
A-31	Rapid Response to Critical System Requirements (R2CSR) - ARINC, Inc.	10/1998	9/2003	4.9
A-32	Rapid Response to Critical System Requirements (R2CSR) - Lear Siegler	10/1998	9/2003	4.9
A-33	Rapid Response to Critical System Requirements (R2CSR) - Lockheed Martin	10/1998	9/2003	4.9
A-38	CECOM Field Support Services – 1	2/2000	9/2003	3.5
A-46	Bradley Fire Support Team (BFIST) Vehicle	10/2000	5/2002	1.6
A-49	Weapon Systems Omnibus – 2	12/1999	9/2003	3.8
A-59	Opposing Forces Surrogate Vehicle (OSV)	1/1999	9/2003	4.7
A-61	Paladin	1/1998	7/2003	5.5
A-64	Wolverine	1/1998	9/2002	4.7
A-66	Prophet Block I Cable Assemblies	6/2001	9/2003	2.2
A-70	Multiple Launch Rocket System (MLRS) Hoist Assembly	6/2001	7/2003	2.0
A-73	Wing Lug Fixture	10/2002	2/2003	0.3
A-74	Jordanian Training	11/2002	4/2003	0.4
A-75	Paladin - Direct Sales	4/2003	9/2003	0.4
A-81	Inspection, testing and painting of power supply units for BFVS	2/2003	6/2003	0.3
A-84	Engineering Design	1/2003	8/2003	0.5
A-94	Prototype Road Crane Testing	3/2003	4/2003	0.1
AF-10	B-2 Defensive Management System Tools Program Set (DMSTPS)	3/1999	5/2003	4.2
AF-17*	C-17 Maintenance and Modifications	9/1999	9/2003	4.0
AF-22**	Digital Analog Test Station (DATS)	7/2002	9/2003	1.7
AF-26	F100 Engine Test Cell	4/2002	9/2003	1.4
AF-32	F100-220 Peacegate Engine Test	9/2002	5/2003	0.7
AF-41*	C-17 Main Landing Gear Door Repair	3/2003	9/2003	0.5
NA-01	AV-8B Remanufacture Program	4/1996	9/2003	7.4
NA-02	AN/AWG-9 Fire Control Radar Components	2/1999	2/2003	4.0
NA-13	CF-18 Boresight	1/2002	3/2003	1.2
NA-28	CCP-125 In Service Engineering Services	10/2001	2/2002	0.3
NS-05***	Puget Sound and Pacific (PS&P) Railway Contract	12/1944	9/2003	59.4
NS-06	USS ENTERPRISE (CVN-65) FY02 Extended Drydock Selected Restricted Availability (EDSRA)	10/2001	7/2003	1.8

Table 8. (cont.) Completed Public-Private Partnerships

NS-14	USS MEMPHIS (SSN 691) FY02 Selected Restricted Availability/Restricted Availability (SRA/RAV)	1/2002	12/2002	1.0
NS-20	USS SPRINGFIELD Navy Systems Support Group (NSSG) Services	1/2003	3/2003	0.3
NS-22	USS Ronald Reagan Electrician Services	3/2003	4/2003	0.2
NS-25	SS MATSONIA Drydocking	6/2003	7/2003	0.2
NS-26	SS MATSONIA Stern Tube Machining	7/2003	7/2003	0.1

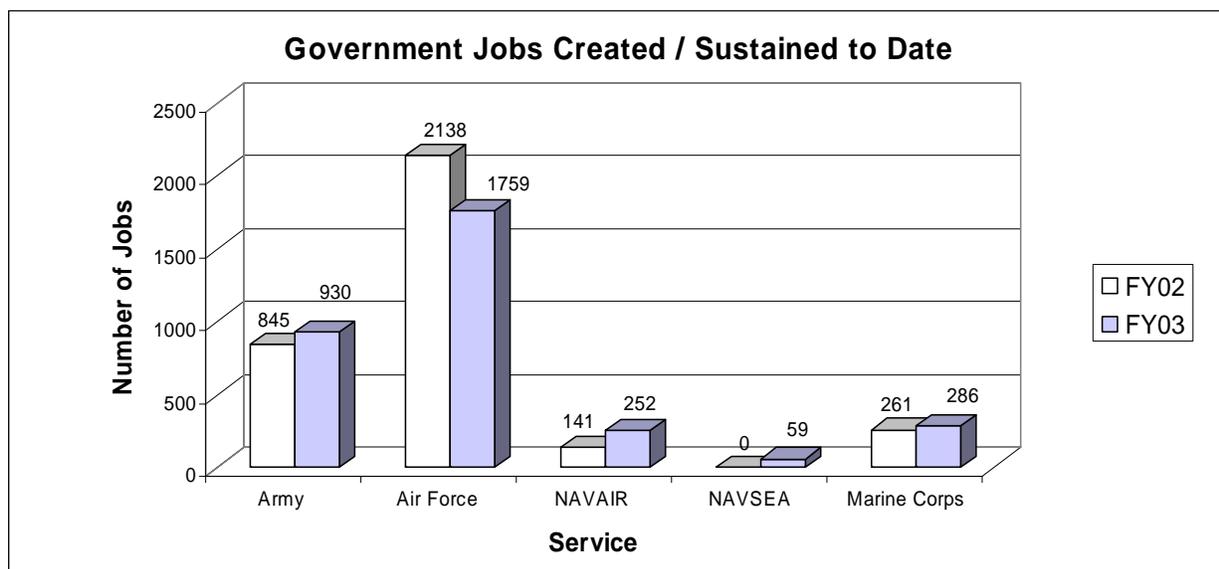
*Consolidated with AF-36, C-17 Airframe/Structures/Avionics. **Shown complete because it was determined not to meet the criteria of public-private partnership. ***Command responsibility for NS-05 has changed and no longer falls under the purview of a DMA. As a result, it will not be reported as an active partnership in future Public-Private Partnerships For Depot-Level Maintenance reports. This partnership, though technically active, is shown complete to maintain integrity of the cumulative data.

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 2003 projected that over 3,900 Government jobs were anticipated at DMAs that could be directly attributable to partnerships. As of the end of Fiscal Year 2003, the number of Government jobs to date was reported as 3,286 jobs sustained or created as a result of the arrangements.

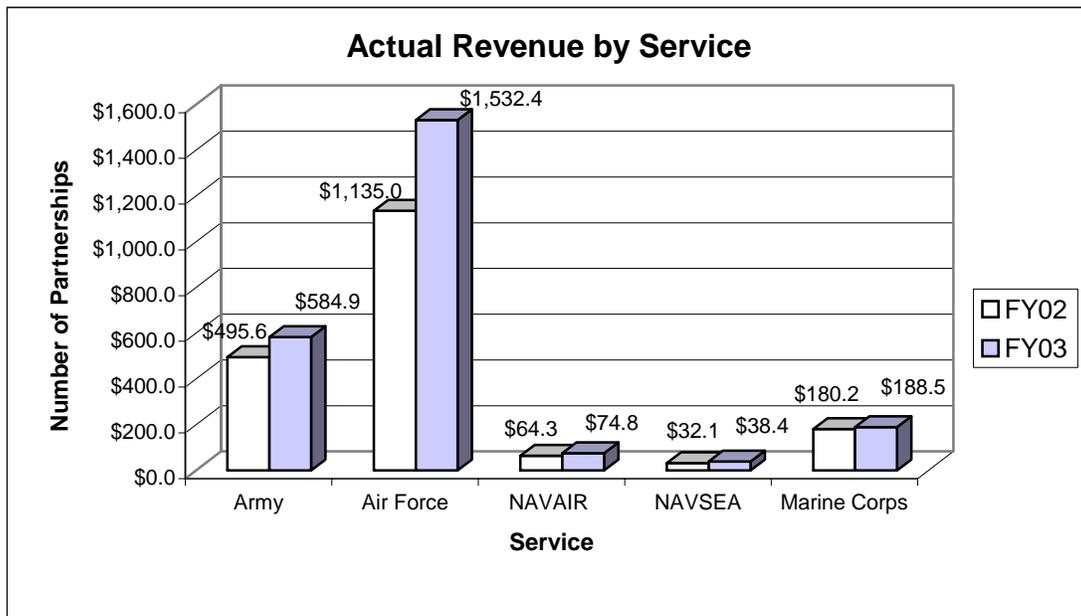
Figure 5. Fiscal Year 2003 and Earlier Jobs Sustained or Created by Service



Thirty-six arrangements also projected non-Federal jobs at or near the DMA. The information shows 988 non-Federal jobs projected at DMAs and 2,030 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.)

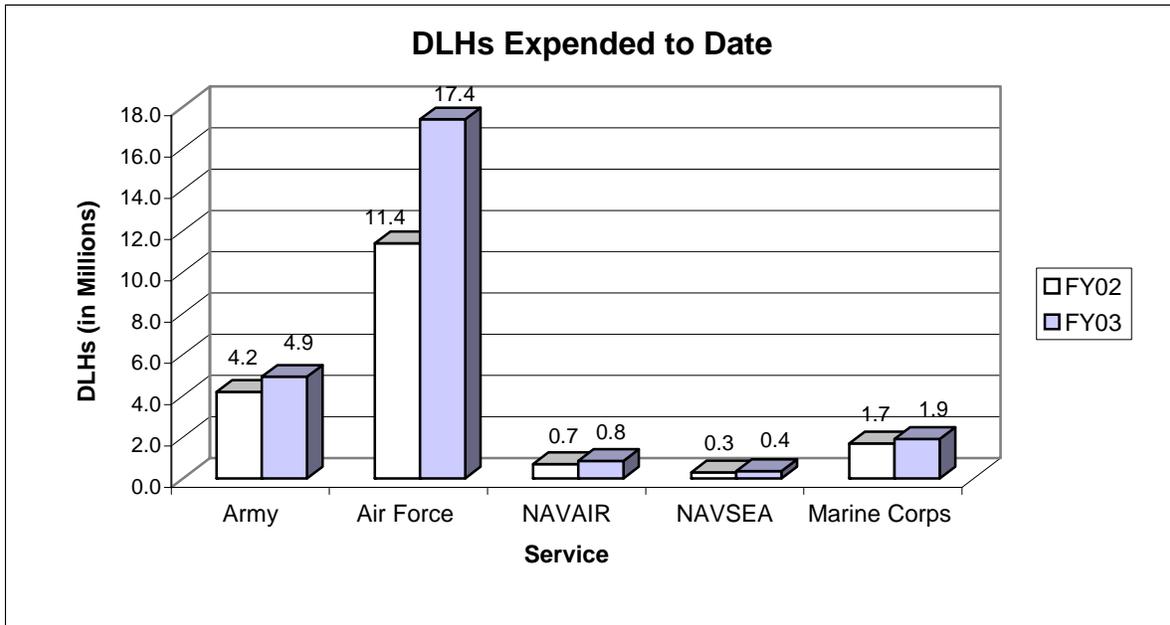
Revenue data was also collected. Eighty-eight percent of the arrangements are generating revenues or are anticipated to do so. The estimated anticipated revenue from these arrangements over the life of the arrangements was projected as \$7.4 billion. Of the public-private partnering arrangements that provided an annual revenue projection stream, the projection was \$461.1 million per year. The actual revenue from public-private partnering arrangements as of the end of Fiscal Year 2003 was reported as \$2.4 billion. Figure 6 portrays the reported actual revenue by Service.

Figure 6. Fiscal Year 2002 /2003 Revenue to Date from Public-Private Partnering by Service



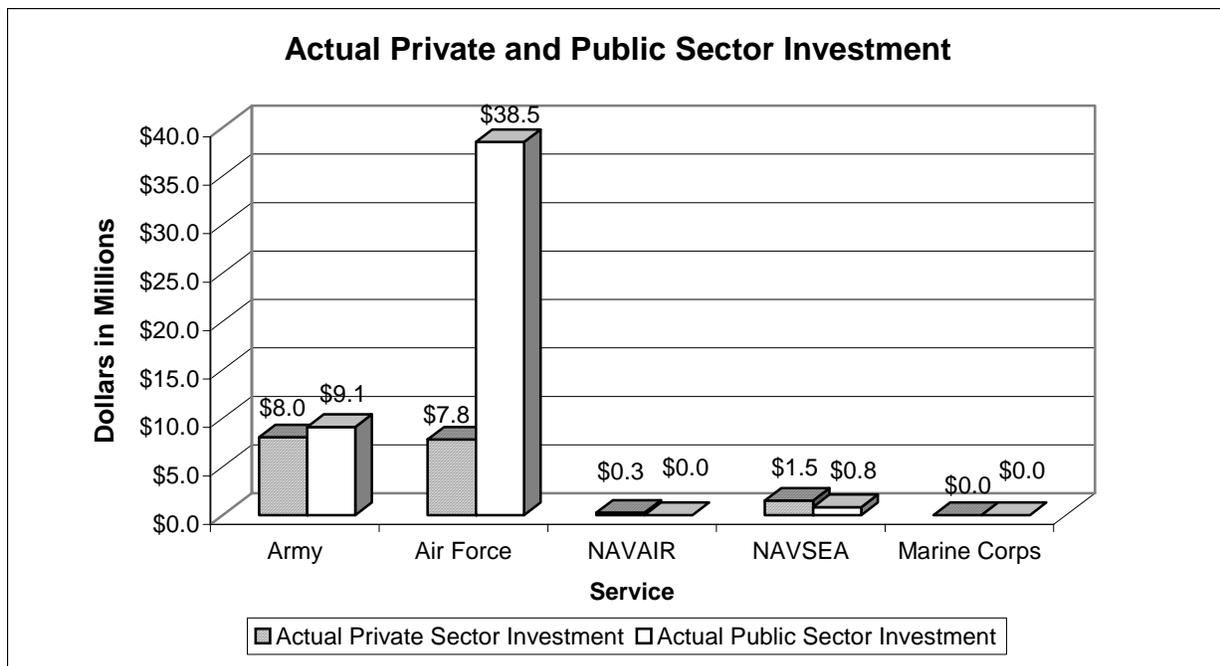
Direct labor hours are an important measure of public-private partnering arrangements because they characterize the extent to which arrangements are contributing to the maintenance of the organic depot maintenance industrial base. The partnerships through Fiscal Year 2003 information indicated that 129 arrangements, or 87 percent, would entail expenditure of Government DLHs, with 103 arrangements having actually expended 25.4 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 129 arrangements involving expenditure of DLHs, 105 arrangements noted that the DLHs would contribute to maintenance of core capability.

Figure 7. Fiscal Year 2002/2003 DLHs Expended to Date by Service



The level of both public and private sector investment at DMAs were also captured. Figure 8 depicts the amounts of investment that occurred through the end of Fiscal Year 2003. Nine arrangements have actual investment from the private sector, and ten have actual investment from public sources.

Figure 8. Public and Private Sector Investments in Fiscal Year 2003 and Earlier Public-Private Partnerships

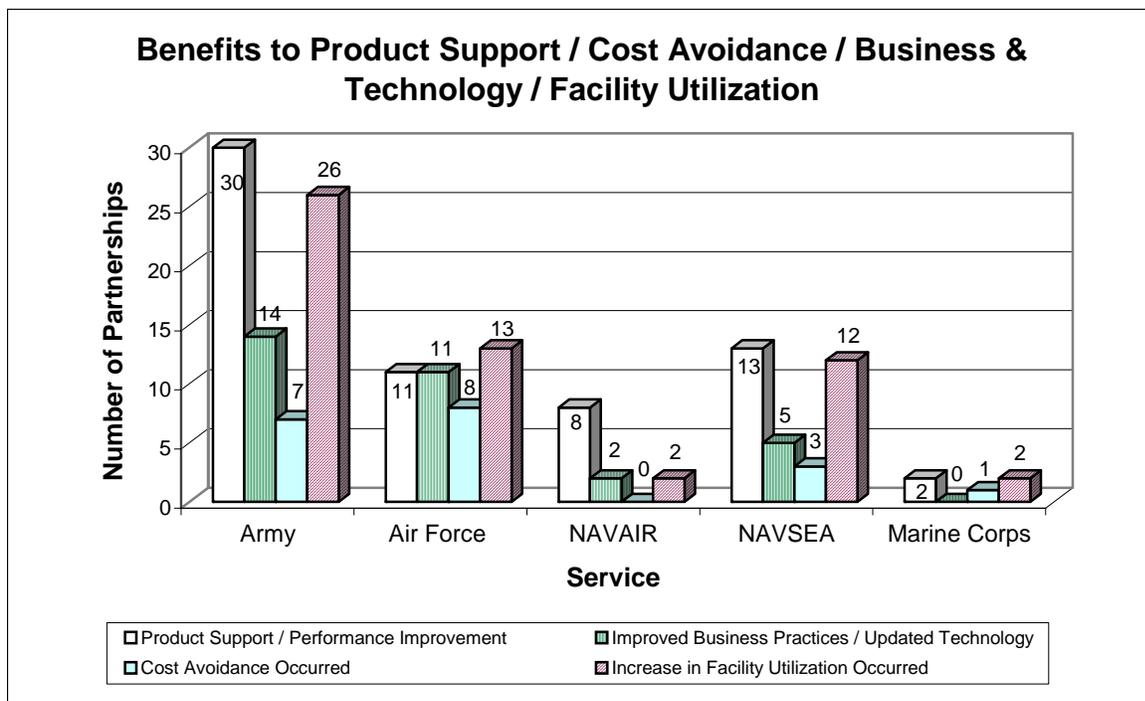


The benefits attributed to partnering are also evidenced in the variety of production performance improvements at DMAs. The Services provided information in four categories of benefits:

- 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 2003 and Earlier Public-Private Partnerships by Service



Explicit Product Support Performance Improvement. Sixty-four 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. 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. Thirty-two 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 \$119.06 million were reported in twenty arrangements through the end of Fiscal Year 2003. 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. Fifty-five of the 144 depot-level maintenance public-private partnering arrangements through Fiscal Year 2003 involved increased facility utilization at the DMA. In thirty-five of these arrangements increased facility utilization resulted from additional workload accomplished by Federal Government direct workers. Eighteen partnerships increased facility utilization through accomplishment of workload by direct contractor personnel. In eleven 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 tends to be the predominant type of arrangement that is present when an increase in facility utilization occurs, followed by workshare-type arrangements and leasing. The general conclusion is that these types of arrangements will increase facility utilization more than other types.

SECTION III

This portion of the report provides synopses of selected current partnerships. Arrangements that were verified as completed are not synopsisized here. (This includes some short-term arrangements started and completed in Fiscal Year 2003.) Also excluded in this section are several arrangements that were established (ongoing) in Fiscal Year 2003 and prior, but where little or no activity is occurring. These are noted in Table 9 for years prior to Fiscal Year 2003 and in Table 9a for Fiscal Year 2003 partnerships. 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 9. Fiscal Year 2002 and Prior Established Public-Private Partnerships with very little or No Activity

Partnership Number	Partnership Title
A-39	Navy Tri-Service
A-50	CECOM Field Support Services – 2
A-52	H-60 Overhaul and Repair of Airframe and Structural Components
A-54	T55 Engines Overhaul and Repair Activities
A-57	AH-64 Apache & CH-47 Chinook Overhaul & Repair of Airframe Structures & Components
A-67	Communications Security (COMSEC) Cryptographic Equipment
A-72	Small Emplacement Excavator (SEE) (Market Survey)
AF-30	Flexible Acquisition and Sustainment Tool (FAST)
AF-33	C-17 Heat Exchanger / Centrifugal Fan
AF-34	C-17 Wheels, Brakes and Auxiliary Power Unit Generator
AF-36	C-17 Airframe/Structures/Avionics
AF-44	Goodrich Corporation Landing Gear Division
NS-04	Nuclear Aircraft Carrier (CVN) Maintenance Work Resource Sharing

Table 9a. Fiscal Year 2003 Established Public-Private Partnerships with very little or No Activity

Partnership Number	Partnership Title
A-78	Installation of Cable Assemblies in MLRS
A-89	Sentinel Component Repair
A-90	Shadow 200 UAV Partnership
A-93	Overseas Touch Labor Support
A-95	Javelin Component Repair
A-97	Missile Demilitarization Technology
A-98	Engineering Support Partnership (2)
AF-38	AFMC Diminishing Manufacturing Sources & Material Shortages—Hybrid Prototype Manufacturing

Table 9a. (cont.) Fiscal Year 2003 Established Public-Private Partnerships with very little or No Activity

AF-43	Lockheed Martin Aeronautics Umbrella OO-ALC
AF-46	Honeywell Defense and Space Umbrella OO-ALC
NA-12	LAU-7, AN/APG-65 and AN/ARA-48
NA-24	F/A-18 A-D Cockpit Displays (NADEP JAX)
NS-24	Honolulu Shipyard Inc. Rental of Bldg. 1444

Army

A-01

FOX Vehicle Upgrade - Services and Facility Use			
COMMAND: TACOM	DMA(s): ANAD	Private Entity: General Dynamics Land Systems (GDLS); Reinmetall Land System, 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: Ongoing
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: \$8,298,602		DMA DLHs Expended to Date: 86,498	
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: \$241,570		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: \$531,830		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: \$212,634,689		DMA DLHs Expended to Date: 1,809,845	
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): ANND	Private Entity: United Defense Limited Partnership (UDLP)	
Authority(ies): Other InterService Support Agreement (ISSA)	Partnership Type: Lease Of Facilities And Equipment And Workshare	Start: January 1997	End: January 2004
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: \$14,241,723		DMA DLHs Expended to Date: 149,781.00	
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: 35.00	
Arrangement indicates Responsive Product Support, Cost Avoidance, Facility Utilization.			

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: \$179,419,828		DMA DLHs Expended to Date: 1,484,920	
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: \$91,676		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: \$25,321,264		DMA DLHs Expended to Date: 152,752	
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-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: \$3,500,000		DMA DLHs Expended to Date: 4,652	
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	
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.			
Revenue to DMA To Date:		\$2,150,000	DMA DLHs Expended to Date: 24,538
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			15.0
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-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: December 2005
Status: Currently Active		Weapon system(s) or equipment being supported: T700 Engines	
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.			
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-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: \$1,775,763		DMA DLHs Expended to Date: 9,905	
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-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: \$11,492,733		DMA DLHs Expended to Date: 138,525	
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-62

STRYKER - 1			
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: \$4,888,345		DMA DLHs Expended to Date: 81,111	
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 - 2			
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: \$95,000		DMA DLHs Expended to Date: 637	
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-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:		\$790,580	DMA DLHs Expended to Date: 4,233
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			2.3
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-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: \$683,622		DMA DLHs Expended to Date: 4,025	
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: 0.00	
Arrangement indicates Facility Utilization benefits.			

A-76

Opposing Forces Surrogate Training System Main Battle Tank (OSTS-MBT)			
COMMAND: TACOM	DMA(s): ANAD	Private Entity: United Defense Limited Partnership (UDLP)	
Authority(ies): 10 USC 2474 10 USC 4543	Partnership Type: Lease Of Facilities And Equipment, Sale Of Services	Start: May 2003	End: January 2008
Status: Currently Active		Weapon system(s) or equipment being supported: Opposing Forces Surrogate Training System	
Description Of Partnership: ANAD performs disassembly; component repair; hull overhaul, repair & modification; turret assembly and integration; fabrication; and sight repair. UDLP's contract with PEO-STRI is for the fabricating, integrating, producing, and fielding of the OSTS-MBT.			
Revenue to DMA To Date: \$1,370,425		DMA DLHs Expended to Date: 14,822.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			9.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.00	In Local Community: 0.00	
Arrangement indicates no additional benefits.			

A-77

M1A2 SEP Retrofit			
COMMAND: TACOM	DMA(s): ANAD	Private Entity: General Dynamics Land Systems (GDLS)	
Authority(ies): Not Applicable	Partnership Type: Workshare	Start: September 2002	End: August 2004
Status: Currently Active Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: M1A2 vehicles upgraded to M1A2 SEP configuration.	
Description Of Partnership: ANAD provided vehicle receipt, complete vehicle disassembly, vehicle hull and turret rework, overhaul of components and major subassemblies, and shipment of these items to Lima Army Tank Plant.			
Revenue to DMA To Date: \$2,317,439		DMA DLHs Expended to Date: 22,175.00	
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: 0.00	In Local Community: 0.00	
Arrangement indicates Responsive Product Report and Facility Utilization benefits.			

A-79

Inspection, Test, and Rework of the Patriot ISA			
COMMAND: TACOM	DMA(s): RRAD	Private Entity: Raytheon Company	
Authority(ies): 10 USC 4543	Partnership Type: Sale Of Services	Start: April 2003	End: Ongoing
Status: Currently Active		Weapon system(s) or equipment being supported: Patriot Missile Systems	
Description Of Partnership: Depot is providing Inspection, testing, and rework of the Patriot Missile System Inertia Sensor Assemblies (ISA), PN 11451090-009.			
The private sector partner is providing ISA requiring inspection, test, and rework.			
Revenue to DMA To Date: \$30,889		DMA DLHs Expended to Date: 474.00	
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.			

A-80

FMTV Engine and Transmission NMWR			
COMMAND: TACOM	DMA(s): RRAD	Private Entity: Stewart and Stevenson Tactical Vehicle Systems LP (S&S TVSLP)	
Authority(ies): 10 USC 2208(j)	Partnership Type: Sale Of Services	Start: April 2003	End: September 2004
Status: Currently Active		Weapon system(s) or equipment being supported: Family of Medium Tactical Vehicles (FMTV)	
Description Of Partnership: The depot is providing National Maintenance Work Requirements (NMWR) for specific FMTV engine and transmission configurations.			
The private sector partner is providing specific FMTV engines and transmissions for review and return.			
Revenue to DMA To Date: \$880,052		DMA DLHs Expended to Date: 6,320.00	
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 no additional benefits.			

A-82

M88 Rubber Application in production of Road Wheels			
COMMAND: TACOM	DMA(s): RRAD	Private Entity: United Defense, LP; Ground Systems Division (UDLP)	
Authority(ies): 10 USC 2208(j) 10 USC 2474	Partnership Type: Sale Of Services	Start: April 2003	End: Ongoing
Status: Currently Active		Weapon system(s) or equipment being supported: Hercules Recovery Vehicles	
Description Of Partnership: This action is in furtherance of contract DAAE07-01-C-N030 between United Defense, LP and TACOM for developing a different roadwheel using an initial design configuration consisting of the existing roadwheel blank (P/N 7013976) and a test elastomer rubber formulation and performing first article tests on the resulting product. This is a manufacturing process.			
Revenue to DMA To Date: \$44,371.35		DMA DLHs Expended to Date: 138.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.00	In Local Community: 0.00	
Arrangement indicates Facility Utilization Benefits.			

A-83

Repair of Radio Receivers			
COMMAND: CECOM	DMA(s): TYAD	Private Entity: Axis Aerotech	
Authority(ies): 10 USC 2474	Partnership Type: Teaming	Start: December 2002	End: December 2007
Status: Currently Active Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: R-2514A/U radio receivers	
Description Of Partnership: Tobyhanna is partnering with Axis Aerotech to repair the R-2514 A/U Radio Transmitter Receiver. The work is performed on an as required basis. TYAD has completed two purchase orders in FY04 with additional estimates pending.			
Revenue to DMA To Date: \$22,260		DMA DLHs Expended to Date: 300.00	
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: 0.00	
Arrangement indicates Responsive Product Support.			

A-85

Blue Force Tracking (BFT)			
COMMAND: CECOM	DMA(s): TYAD	Private Entity: Engineering Solutions and Products; Mitre Corporation; Northrop Grumman	
Authority(ies): Other - MOA	Partnership Type: Workshare	Start: October 1999	End: April 2008
Status: Currently Active		Weapon system(s) or equipment being supported: Blue Force Tracking	
<p>Description Of Partnership: Tobyhanna has enjoyed a major role in the design, development and fielding of the Blue Force Tracking system. Tobyhanna has taken the lead in the design and manufacture of the installation mounting kits for this mission critical system. Utilizing the depot's Computer Aided Design capabilities, the depot designed and fabricated mounting systems for multiple platforms in extremely aggressive timeframes. The depot also installed several thousand kits in multiple vehicle configurations at worldwide locations to include in theater locations.</p> <p>Northrop Grumman provides the base FBCB2 kit to include computer, monitor, cables, mounting rack, etc. They were also named the prime contractor for the BFT effort when it originated. Mitre Corporation designed the architecture for the overall system. Dimensions Incorporated performs installations around the world. They are presently doing installs in Kuwait as the vehicles arrive in country. Engineering Solutions and Products (ESP) Incorporated works out of the PM FBCB2 office providing logistics support.</p>			
Revenue to DMA To Date:		\$18,260,435	DMA DLHs Expended to Date: 102,213
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			16.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support.			

A-87

Phoenix (Design and Fabrication)			
COMMAND: CECOM	DMA(s): TYAD	Private Entity: L3Communications (L3Com) West	
Authority(ies): 10 USC 2474	Partnership Type: Teaming	Start: October 1998	End: October 2007
Status: Currently Active		Weapon system(s) or equipment being supported: Tactical Super High Frequency (SHF) Satellite Terminal (TSST)	
<p>Description Of Partnership: Tobyhanna's involvement is in the Block I Phoenix program for the manufacture of the system enclosure, design, and manufacture of the mobile power units. The award also includes spares, training, maintenance, and a cost plus portion to develop Quad Band capability for Block II. L3Com West is developing a new tactical satellite system, the Tactical Super High Frequency (SHF) Satellite Terminal (TSST).</p>			
Revenue to DMA To Date:		\$2,500,000	DMA DLHs Expended to Date: 6,800
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 Responsive Product Support, and Facility Utilization benefits.			

A-89

Sentinel Component Repair			
COMMAND: CECOM	DMA(s): TYAD	Private Entity: CECOM	
Authority(ies): 10 USC 2474	Partnership Type: Teaming	Start: May 2003	End: May 2008
Status: Currently Active		Weapon system(s) or equipment being supported: AN/MPQ-64 Sentinel Air Defense Radar	
Description Of Partnership: Tobyhanna is providing equipment repair services for several Sentinel components.			
Thales- Raytheon is providing contractor logistics support for the Sentinel Air Defense Radar.			
Revenue to DMA To Date:		\$6,000	DMA DLHs Expended to Date: 30.00
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: 0.00
Arrangement indicates Responsive Product Support, Cost Avoidance, and Facility Utilization Benefits.			

A-92

Engineering Support Partnership (1)			
COMMAND: AMCOM	DMA(s): LEAD	Private Entity: Battelle Memorial Institute - Columbus Operations	
Authority(ies): 10 USC 2474	Partnership Type: Teaming Workshare	Start: July 2003	End: July 2006
Status: Currently Active		Weapon system(s) or equipment being supported: Air Defense and Tactical Missile Systems; Special Operations Ground Mobility Vehicles	
Description Of Partnership: Missile Systems - The Parties intend that marketing efforts they undertake in furtherance of a formal business agreement related to appropriate US Army and/or Department of Defense projects and programs joint marketing) be coordinated but funded independently. The Parties intend to share and coordinate joint marketing. Customer contacts, agendas and representatives for customer meetings, and other actions associated with any joint marketing effort should be maintained.			
Ground Mobility Vehicles – Letterkenny is a sub-contractor to Battelle for fabrication and kitting of modifications kits including, infrared headlight kit, power distribution box kit, navigation handhold kit, spare tire carriers, auxiliary fuel tanks, and recovery kits.			
Revenue to DMA To Date:		\$106,800	DMA DLHs Expended to Date: 482.00
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: 0.00
Arrangement indicates no additional benefits.			

A-96

Electric Power Plant III for Patriot			
COMMAND: AMCOM	DMA(s): LEAD	Private Entity: Lechmotoren US	
Authority(ies): 10 USC 2474	Partnership Type: Teaming Workshare	Start: May 2003	End: May 2008
Status: Currently Active		Weapon system(s) or equipment being supported: PATRIOT Weapon System, Electrical Power Plant III Generator Assets	
<p>Description Of Partnership: What the Depot is Providing: The depot is providing the mechanical and electrical technical expertise to disassemble, recondition/repair and test the generators, pallet frames and the power distribution boxes.</p> <p>What the Private Sector Partner is Providing: The private sector partner (Lechmotoren US) is also providing on-site mechanical and electrical technical assistance as well as furnishing many of the unique repair parts for the effort.</p>			
Revenue to DMA To Date: \$1,490,000		DMA DLHs Expended to Date: 3,431.00	
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 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:		\$444,213	DMA DLHs Expended to Date: 0
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:		\$987,057	DMA DLHs Expended to Date: 9,099
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:		\$973,600,000	DMA DLHs Expended to Date: 9,013,000
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: \$11,425,000		DMA DLHs Expended to Date: 73,771	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			54.00
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-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:		\$25,000,000	DMA DLHs Expended to Date: 297,917
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: \$281,886		DMA DLHs Expended to Date: 2,817	
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-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: \$2,060,000		DMA DLHs Expended to Date: 23,250	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			15.00
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:		\$82,000	DMA DLHs Expended to Date: 1,300
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			4.0
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 jointly develop program hardware and software requirements, program objectives and AN/GSM-315 re-host/deployment schedules.</p>			
Revenue to DMA To Date:	\$10,209,000	DMA DLHs Expended to Date:	90,605
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			30.0
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-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:		\$701,014	DMA DLHs Expended to Date: 6,761
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-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 2008
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: \$639,000		DMA DLHs Expended to Date: 3,922	
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 2005
Status: Currently Active		Weapon system(s) or equipment being supported: C-130 Aircraft	
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.			
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.			
Revenue to DMA To Date: \$274,746		DMA DLHs Expended to Date: 3,588	
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, Cost Avoidance, and Facility Utilization 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	
<p>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.</p> <p>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.</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:	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	
<p>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.</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:	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 in accordance with 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:		\$2,045,951	DMA DLHs Expended to Date: 7,464
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: 0.00	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	
<p>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. This partnership combines AF-17 (C-17 Maintenance and Modifications) and AF-41 (C-17 Main Landing Gear Door Repair) and reflects their previously reported Revenue, DLHs, and Jobs Created*. Under these two PPP's WR-ALC identifies hidden defects, deteriorating conditions, corrosion, fatigue, overstress, and other conditions that affect the structure of the C-17 aircraft. They also perform teardown and evaluation of damaged doors, provide suggested repairs to Boeing, and repair doors IAW Boeing engineering disposition. The Boeing Company provides engineering, parts and equipment support to the depot.</p> <p>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.</p>			
Revenue to DMA To Date:		\$3,904,517	DMA DLHs Expended to Date: 96,293
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			62.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates no additional benefits.			

AF-40

C-130J TCTO Modifications			
COMMAND: Air Force Materiel Command	DMA(s): WR-ALC	Private Entity: Lockheed Martin Aeronautics Company	
Authority(ies): 10 USC 2474	Partnership Type: Sales Of Services	Start: June 2003	End: April 2004
Status: Currently Active		Weapon system(s) or equipment being supported: C-130J Aircraft	
<p>Description Of Partnership: WR-ALC/MAB will provide Lockheed Martin, C-130 TCTO, aircraft field modifications, maintenance and/or other aircraft related services. Lockheed Martin will provide systems integration and some peculiar effort.</p>			
Revenue to DMA To Date:		\$615,474	DMA DLHs Expended to Date: 5,966
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			20.0
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates Improved Business Processes 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 manufacture 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 under-utilized 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>			
Revenue to DMA To Date: \$187,895,682		DMA DLHs Expended to Date: 1,888,662	
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.			
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.			

MC-03

W.W. Williams Detroit Diesel for the Heavy Expanded Mobility Tactical Trucks (HEMTT) Program			
COMMAND: MARCORLOGCOM	DMA(s): MCA MCB	Private Entity: W.W. Williams Detroit Diesel	
Authority(ies): 10 USC 2474	Partnership Type: Government Furnished Resources , Teaming, Workshare	Start: September 2003 End: September 2004	
Status: Currently Active		Weapon system(s) or equipment being supported: Heavy Expanded Mobility Tactical Trucks (HEMTT)	
<p>Description Of Partnership: Maintenance Center Albany (MCA) is responsible for the removal of engines of the HEMTT as part of the total vehicle repair/rebuild effort. MCA then provides the engine to W.W. Williams for repair/rebuild. They also provide facilities and some general equipment to facilitate the engine repair.</p> <p>W.W. Williams performs repair/rebuild of engines for the HEMTT. They use their own specialized tools and equipment in association with government furnished resources. This work is completed within MCA facilities.</p>			
Revenue to DMA To Date:		\$629,800	DMA DLHs Expended to Date: 20,812
<p>Other Consideration Accruing: Providing under-utilized 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			25.00
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	0.00	In Local Community: 0.00
Arrangement indicates Performance Improvement and Increased Facility Utilization benefits.			

Navy (NAVAIR)

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:		\$38,295	DMA DLHs Expended to Date: 169
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:	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:		\$260,445	DMA DLHs Expended to Date: 6,484
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			20.0
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:		\$689,519	DMA DLHs Expended to Date: 7,258
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:		\$16,815,629	DMA DLHs Expended to Date: 153,189
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			26.0
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:		\$12,193	DMA DLHs Expended to Date: 120.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			.08
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:		\$837,000	DMA DLHs Expended to Date: 7,666
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			6.0
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.			

NA-17

San Diego Aircraft Carrier Museum			
COMMAND: NAVAIR	DMA(s): Naval Air Depot North Island	Private Entity: San Diego Aircraft Carrier Museum	
Authority(ies): 10 USC 2563	Partnership Type: Sale Of Services	Start: October 2002	End: October 2005
Status: Currently Active Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: Various former Navy Type/Model/Series aircraft	
Description Of Partnership: NADEP North Island will be painting aircraft for the museum. The museum will provide the paint specifications and the paint. NADEP North Island will provide the touch labor on a non-interference basis. NADEP North Island provides touch labor, facilities and equipment to paint various museum aircraft. The San Diego Aircraft Carrier Museum provides each ready-for-paint aircraft and paint. Actual work under this agreement is expected to begin in April 2003.			
Revenue to DMA To Date:		\$10,670	DMA DLHs Expended to Date: 110.00
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
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:	0.00	In Local Community: 0.00
Arrangement indicates no additional benefit.			

NA-21

Multiple Avionics Repair			
COMMAND: NAVAIR	DMA(s): JAX	Private Entity: Lockheed Martin Systems Integration	
Authority(ies): 10 USC 2563	Partnership Type: Sale Of Services Teaming	Start: December 2002	End: December 2007
Status: Currently Active Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: Multiple Avionics components used on H-60, EA-6B and F/A-18	
Description Of Partnership: What the Depot is Providing: <ul style="list-style-type: none"> - Provide facilities to perform negotiated workload - Provide skilled labor (artisans) - Provide and maintain support equipment - Utilize technical documentation to perform repairs What the Private Sector Partner is Providing: <ul style="list-style-type: none"> - Negotiate quarterly workload with NAVAIRDEPOT , Jacksonville - Provide assets to support workload schedule - Ship assets to NAVAIRDEPOT, Jacksonville - Packaging and shipping of repaired RFI assets from NAVAIRDEPOT, Jacksonville - Provide funding to NAVAIRDEPOT, Jacksonville to accomplish negotiated tasks 			
Revenue to DMA To Date:		\$25,000	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 no additional benefits.			

NA-22

Multiple Aircraft Component Repair			
COMMAND: NAVAIR	DMA(s): JAX	Private Entity: Associated Aircraft Manufacturing & Sales	
Authority(ies): 10 USC 2563	Partnership Type: Sale Of Services Teaming	Start: September 2002 End: September 2007	
Status: Currently Active Active Preceding Fiscal Year		Weapon system(s) or equipment being supported: Various Avionics Components	
<p>Description Of Partnership: What the Depot is Providing:</p> <ul style="list-style-type: none"> - Provide facilities to perform negotiated workload - Provide skilled artisans - Provide and maintain support equipment - Utilize existing technical documentation to perform repairs <p>What the Private Sector Partner is Providing:</p> <ul style="list-style-type: none"> - Provide assets to support workload schedule - Provide funding to NAVAIRDEPOT JAX to accomplish negotiated tasks 			
Revenue to DMA To Date: \$55,000		DMA DLHs Expended to Date: 362.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			0.25
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA: 0.25	In Local Community: 0.00	
Arrangement indicates no additional benefits.			

NA-23

J-52 Engine Components			
COMMAND: NAVAIR	DMA(s): JAX	Private Entity: Pratt & Whitney	
Authority(ies): 10 USC 2474	Partnership Type: Sales Of Service	Start: October 2002	End: June 2004
Status: Currently Active		Weapon system(s) or equipment being supported: J-52 Engine Components	
<p>Description Of Partnership: The depot is providing facilities to perform negotiated workload; skilled artisans; support equipment (and maintenance of). The depot will utilize existing technical documentation to perform repairs, and collect and provide failure data to P & W for each repairable asset inducted</p> <p>Pratt & Whitney will provide total asset management, negotiate quarterly workload schedule with NAVAIRDEPOT JAX, assets to support workload schedule, all repair material (piece parts), engineering and technical support, and reliability improvements. They will also ship assets to NAVAIRDEPOT JAX and provide packaging and shipping of repaired RFI assets from NAVAIRDEPOT JAX. They will also provide funding to NAVAIRDEPOT JAX to accomplish negotiated tasks.</p>			
Revenue to DMA To Date:		\$5,760,000	DMA DLHs Expended to Date: 44,000
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			No
Government Jobs At DMA Created Or Sustained By This Partnership To Date			34.0
Anticipated Private Sector Jobs Directly Attributable to this Partnership	At DMA:	7.00	In Local Community: 5.00
Arrangement indicates a performance improvement expectation.			

NA-25

F-404 Engine Components			
COMMAND: NAVAIR	DMA(s): JAX	Private Entity: General Electric Aircraft Engines	
Authority(ies): 10 USC 2474	Partnership Type: Sale Of Services	Start: July 2003	End: December 2007
Status: Currently Active		Weapon system(s) or equipment being supported: F404 Engine Components	
<p>Description Of Partnership: What the Depot is Providing:</p> <ul style="list-style-type: none"> - Provide facilities to perform negotiated workload - Provide skilled artisans - Provide and maintain support equipment - Utilize existing technical documentation to perform repairs - Collect and provide failure data to General Electric Aircraft Engines for each repairable asset inducted. <p>What the Private Sector Partner is Providing:</p> <ul style="list-style-type: none"> - Total asset management - Negotiate quarterly workload schedule with NAVAIRDEPOT JAX - Provide assets to support workload schedule - Provide all repair material (piece parts) - Configuration Management (Class 2 change authority) - Provide Engineering and technical support - Investigate and incorporate reliability improvements - Ship assets to NAVAIRDEPOT JAX - Packaging and shipping repaired RFI asset from NAVAIRDEPOT JAX - Provide funding to NAVAIRDEPOT JAX to accomplish negotiated tasks 			
Revenue to DMA To Date:		\$2,700,000	DMA DLHs Expended to Date: 17,592.00
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:	4.00	In Local Community: 0.00
Arrangement indicates Responsive Product Support and Improved Business Processes.			

NA-27

EA-6B Canopy Side Beams Manufacture			
COMMAND: NAVAIR	DMA(s): Naval Air Depot Jacksonville	Private Entity: Naval Air Depot Jacksonville	
Authority(ies): 10 USC 2563	Partnership Type: Sale Of Articles Teaming	Start: January 2003	End: June 2005
Status: Currently Active		Weapon system(s) or equipment being supported: EA-6B Canopy Side Beams	
<p>Description Of Partnership: What the Depot is Providing:</p> <ul style="list-style-type: none"> - Provide facilities to perform negotiated workload - Provide skilled labor (artisans) and material - Provide and maintain support equipment - Utilize technical documentation to manufacture parts <p>What the Private Sector Partner is Providing:</p> <ul style="list-style-type: none"> - Negotiate delivery orders with NAVAIRDEPOT , Jacksonville - Provide funding to NAVAIRDEPOT, Jacksonville to accomplish negotiated tasks 			
Revenue to DMA To Date: \$323,000		DMA DLHs Expended to Date: 1,659.00	
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: 0.00	
Arrangement indicates no additional 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	
<p>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.</p>			
Revenue to DMA To Date: \$2,210,583		DMA DLHs Expended to Date: 26,406	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			Yes
Government Jobs At DMA Created Or Sustained By This Partnership To Date			5.0
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 and Intermediate Maintenance Facility (PSNSY/IMF) will subcontract segments of its Aircraft Carrier workload via Supship Puget Sound to Todd Pacific Shipyard due to resource shortfalls. This is also done in reverse when SupShip Puget Sound has commitments that can not be filled by Todd or its subcontractor they will fund Puget Sound Naval Shipyard for that work. PSNSY/IMF supports Todd Pacific by accomplishing work in the propulsion spaces, which may not be accessible by private contractors due to security classification and highly technical work that requires certification or license by NAVSEA. Todd Pacific supports PSNSY/IMF 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 CVN-70 and CVN-72. FY 03 included CVN-72 DPIA workload sharing.			
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-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="1"> <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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Bldg. 5	Laydown space for contractor's CONEX box within Bldg. 5																
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 timeliest 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-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 re-characterized 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: \$2,000,000		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.			

NS-23

Metal Fiber Brush Program - Technology Transfer Office			
COMMAND: NAVSEA	DMA(s): PHNSY & IMF	Private Entity: Hawaii 5-0 Technology Services Inc. Honolulu Community College Noesis, Inc	
Authority(ies): 10 USC 2539b	Partnership Type: Sale Of Services	Start: September 2003	End: June 2006
Status: Currently Active		Weapon system(s) or equipment being supported: 500 kW Motor Generators Trim and Drain Pump Motors, SSTG, etc.	
Description Of Partnership: What the Depot is Providing: Testing and modification of Navy motors and generators as a R&D effort in support of Noesis, Inc. government contract. Engineering and technical support, as well as electrical and minor machining works, is provided. Technology transfer office as a collaborative effort to coordinate efforts to continuously improve performance with insertion of innovative technologies; identify and promote research and development opportunities and partnerships in Hawaii's academic and industrial activities; and coordinate technology transfer to provide central support for DoD Small Business Innovative Research programs, education, technology outreach, and administrative and technical services. What the Private Sector Partner is Providing: Noesis, Inc. provides program management, technical data and engineering/design expertise, research and development expertise, and funding.			
Revenue to DMA To Date: \$ 100,000		DMA DLHs Expended to Date: 0.00	
Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?			0.00
Government Jobs At DMA Created Or Sustained By This Partnership To Date			No
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.			

NS-24

Honolulu Shipyard Inc. Rental of Bldg. 1444			
COMMAND: NAVSEA	DMA(s): PHNSY & IMF	Private Entity: Honolulu Shipyard Inc.	
Authority(ies): FAR 45.3	Partnership Type: Government Furnished Resources	Start: June 2003	End: November 2006
Status: Currently Active		Weapon system(s) or equipment being supported: None	
<p>Description Of Partnership: What the Depot is Providing: This is Amendment P00003 to NAVSEA contract N00024-02-D-8506 and Amendment P00005 to SUPSHIP San Diego contract N62791-01-D-0015 which designate Building 1444, located at DD#4 at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility, as Government Furnished Property (GFP) and make it available for use for both U.S. Navy contracts per FAR 45.3. The modifications establish guidelines for GFP use to include environmental and safety provisions. The Contracting Officer has established a basis for a fair and reasonable equitable adjustment, which includes among other things, using a fair market value determination of Bldg 1444. Equitable adjustment: When this clause specifies an equipment adjustment, it shall be made to any affected contract provision in accordance with the procedures of the Changes clause. When appropriate, the Contracting Officer may initiate an equitable adjustment in favor of the Government. The right to an equitable adjustment shall be the Contractor's exclusive remedy. The Pacific Division, Naval Facilities Engineering Command has determined that the equitable adjustment is a fair market rental rate of \$10,800 monthly or \$129,600 annually.</p> <p>What the Private Sector Partner is Providing: Honolulu Shipyard Inc. has agreed to pay a fair market rent for the use of Bldg 1444 and adjacent property, which when deducted from the contract price for ship repairs, represents a direct savings to the U.S. Navy. It has also agreed to provide regular maintenance and upkeep of the premises.</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:	0.00	In Local Community: 0.00
Arrangement indicates Cost Avoidance and Facility Utilization.			

NS-27

Submarine Maintenance Partnering			
COMMAND: NAVSEA	DMA(s): PTNSY	Private Entity: Electric Boat Corporation	
Authority(ies): 10 USC 7300	Partnership Type: Government Furnished Resources, Sales of Article and Services, Teaming	Start: March 2003	End: June 2005
Status: Currently Active,		Weapon system(s) or equipment being supported: Nuclear Submarine Maintenance	
<p>Description Of Partnership: What the Depot is Providing: Building 1444, located at DD#4 at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility, is provided as Government Furnished Property (GFP) in two U.S. Navy contracts to Honolulu Shipyard Inc. The Pacific Division, Naval Facilities Engineering Command has determined that the fair market rental rate is \$10,800 monthly or \$129,600 annually.</p> <p>What the Private Sector Partner is Providing: Honolulu Shipyard Inc. is using Bldg 1444 as its office/shop on Naval Station Pearl Harbor, in support of its U.S. Navy contracts, and has agreed to pay a fair market rent for the use of Bldg 1444 and adjacent property, which when deducted from the contract price for ship repairs, represents a direct savings to the U.S. Navy. It has also agreed to provide regular maintenance and upkeep of the premises.</p>			
Revenue to DMA To Date:		\$1,860,000	DMA DLHs Expended to Date: 15,096
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.			

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
SRU	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
TCTO	Time Compliance Technical Order
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