

OFFICE OF THE SECRETARY OF DEFENSE

PUBLIC-PRIVATE PARTNERSHIPS  
FOR  
DEPOT-LEVEL MAINTENANCE  
THROUGH THE END OF FISCAL YEAR 2004



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

by

The Joint Depot Maintenance Activities Group

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## Executive Summary

*This report reviews public-private partnerships supporting depot-level maintenance requirements of Department of Defense (DoD) weapon systems and equipment. This report reviews active projects through the end of Fiscal Year 2004.*

*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 public and private sector depot maintenance capabilities while recognizing the legitimate national security need for DoD to retain depot maintenance capability. DoD's goals for depot maintenance public-private partnerships are: more responsive product support, better facility utilization, reduced cost of ownership, and more efficient business processes.*

*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. The most widely cited authority is that contained in 10 U.S.C. 2474. As of the end of Fiscal Year 2004, 91 partnering arrangements cited this authority. This figure is up from 44 one year ago. The authority under 10 U.S.C. 2474 was created in the Fiscal Year 2001 National Defense Authorization Act.*

*The use of public-private partnerships at DoD depot maintenance facilities has dramatically increased since 1999 where DoD documented 54 depot maintenance public-private partnerships. At the end of Fiscal Year 2004, there had been 206 partnerships put into place.*

*The widespread use of partnering is evidenced by the fact that of the DoD's 20 most significant depot-level maintenance activities (DMAs), 19 are actively participating in public-private partnerships (now operating or recently concluded).*

*This report recaps the progress of the Services to implement depot maintenance partnering by providing summary-level information on current public-private arrangements as of the end of Fiscal Year 2004.*

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## SECTION I

### Depot Maintenance Public-Private Partnering Arrangements Introduction

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The Department of Defense must rely on an extensive industrial enterprise for support to accomplish depot-level maintenance. 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 to support their own and interservice workload requirements. About \$25.4 billion was expended in Fiscal Year 2004 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 \$13.3 billion of the \$25.4 billion was expended at the DoD's organic depot-level maintenance activities (DMAs).

Promoting continued use and development of the key capabilities of both public and private sectors, public-private partnerships helps 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 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 2004. 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 and 2004 data calls.

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.

Recent changes to the DoD Financial Management Regulation (DoDFMR) have been made to support administering public-private partnerships. These changes were recently posted on the DoD Comptroller web and provide additional guidance supporting implementation of depot maintenance partnerships at DoD maintenance depots. They address (1) pricing basis, (2) fixed pricing, (3) multiyear fixed pricing, and (4) advanced payment. The changes can be accessed at:

[http://www.acq.osd.mil/log/logistics\\_materiel\\_readiness/organizations/mppr/html/changes\\_dod\\_finreg.html](http://www.acq.osd.mil/log/logistics_materiel_readiness/organizations/mppr/html/changes_dod_finreg.html). The most substantial change is at Volume 2B, Budget Formulation and Presentation, Chapter 9, "Defense Working Capital Funds Activity Group Analysis", pages 9-19 and 9-20, paragraph 090105, subparagraphs A, B, C, D, and E.

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

Table 1. Principal Authorities Cited for Public-Private Partnerships

Authority	Description
10 U.S.C. 2208(j)	Permits depot financed through working capital funds <i>to sell articles or services</i> outside the DoD if the purchaser is fulfilling a DoD contract and the contract is awarded pursuant to a public-private competition.
10 U.S.C. 2474	Requires the Military Departments to designate depot maintenance activities as Centers of Industrial and Technical Excellence ( <i>CITEs</i> ), authorizes and encourages public-private partnerships, <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	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(j), 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).

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## SECTION II

### Depot Maintenance Public-Private Partnering Arrangements Through Fiscal Year 2004

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DoD has been collecting limited amounts of information on depot-level public-private partnering for several years<sup>1</sup>, but in early 2002 began efforts to collect a more comprehensive set of data regarding the implementation, benefits and results of public-private partnering. This report reflects the Fiscal Year 2004 data that resulted from October 15, 2004 data call. The Fiscal Year 2004 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 DoD guidance dated January 30, 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 2004, 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 206 cumulative projects having been in place through the end of Fiscal Year 2004, 85 are Army, 72 are Navy, 41 are Air Force and 8 are Marine Corps. Figure 1 shows the end of Fiscal Year 2004 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 newly started public-private partnerships by fiscal year over time through Fiscal Year 2004.

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<sup>1</sup> *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 2004 and Earlier Public-Private Partnerships by Service.

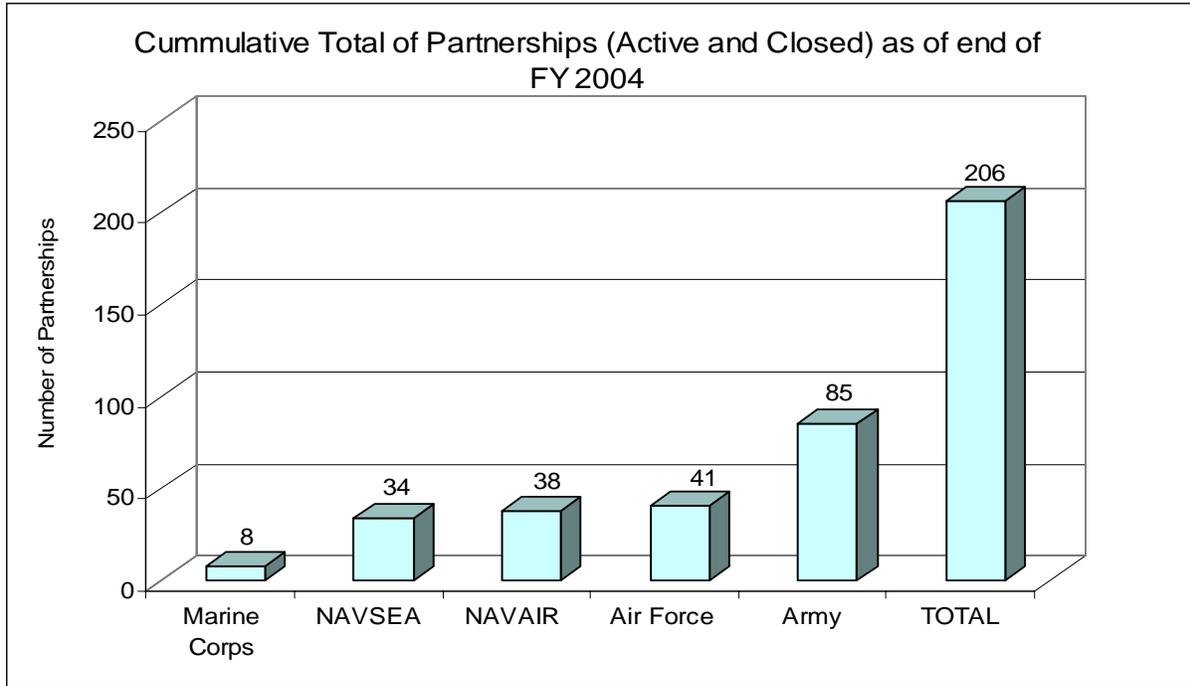
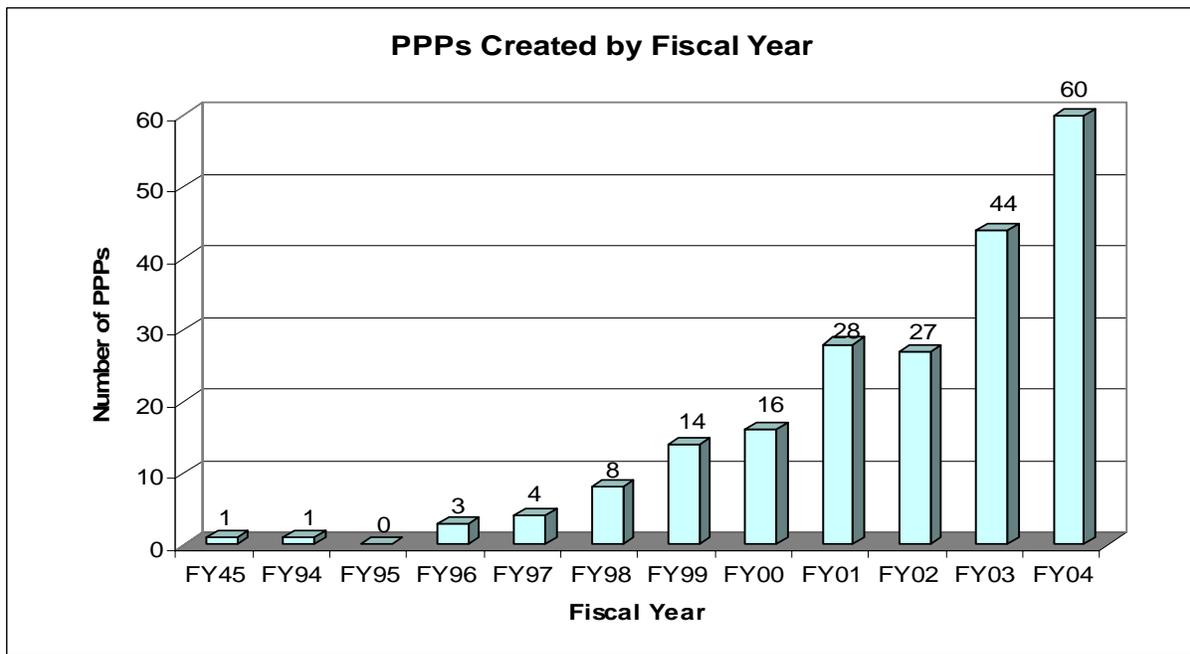


Figure 2. Created Public-Private Partnerships by Fiscal Year.



Note: Some previously reported data has changed since the July 2004 Public-Private Partnership for Depot-Level Maintenance report. These changes are as follows: Partnership numbers MC-06, MC-08, NA-35 and NS-28 were all reported for the first time in FY04, yet have start dates of, 10/01/01, 08/01/98, 7/01/03 and 8/01/03 respectively. Also, A-72 (start date 03/01/02) was deleted as not meeting the partnership definition, and AF-35's start date was adjusted from 03/01/02 to 02/01/04. The net effect is an FY98 increase by 1; an FY02 decrease by 1; and an FY03 increase by 2. These changes are also reflected in Table 2.

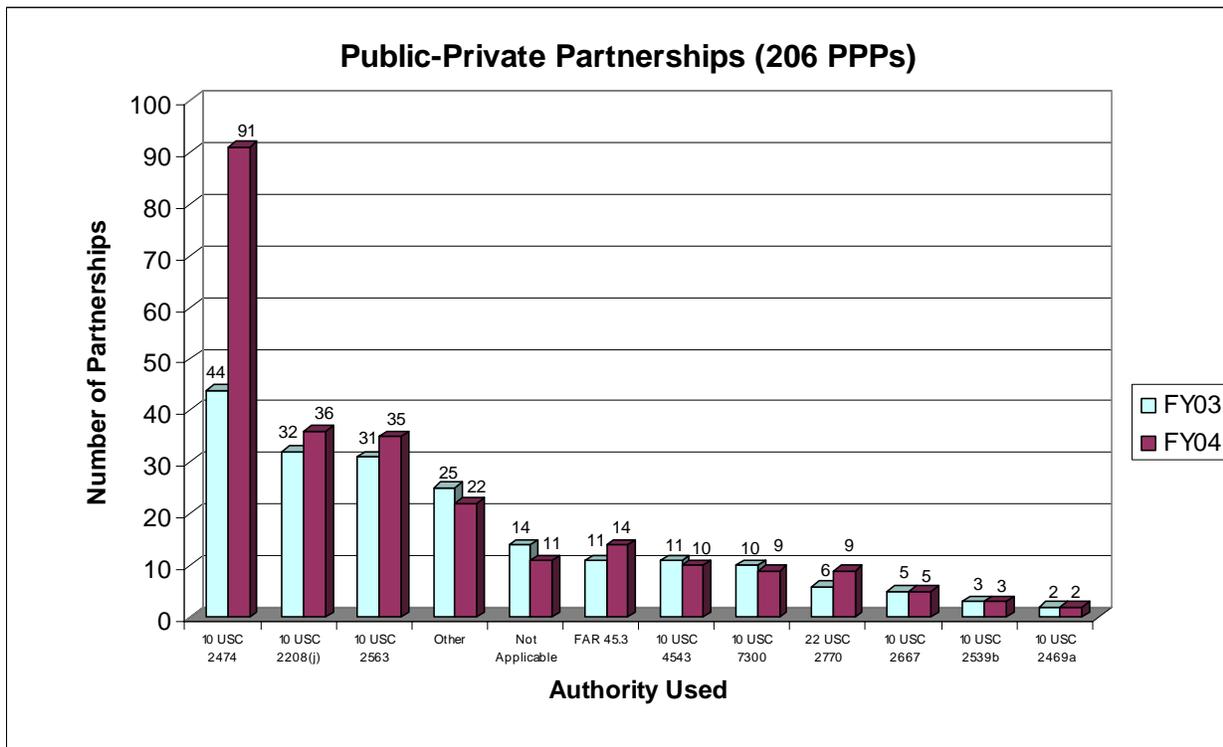
Table 2 portrays the volume of partnering arrangements over time by the Services.

*Table 2. Volume of Public-Private Partnerships by Service*

	FY45	FY94	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04
Marine Corps					2				1	1	4
Air Force				1	2	3		5	12	6	12
NAVSEA	1					2	2	6	4	8	11
NAVAIR			1			2	3	5	7	8	12
Army		1	2	3	4	7	11	12	3	21	21
Total	1	1	3	4	8	14	16	28	27	44	60

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 2004, 10 U.S.C. 2474 was cited in 91 partnering arrangements and reflects establishment of Centers of Technical and Industrial Excellence (CITEs). As anticipated, the use of 10 U.S.C. 2474 is steadily increasing.

*Figure 3. Fiscal Year 2003 & 2004 Cumulative Public-Private Partnerships by Authority*



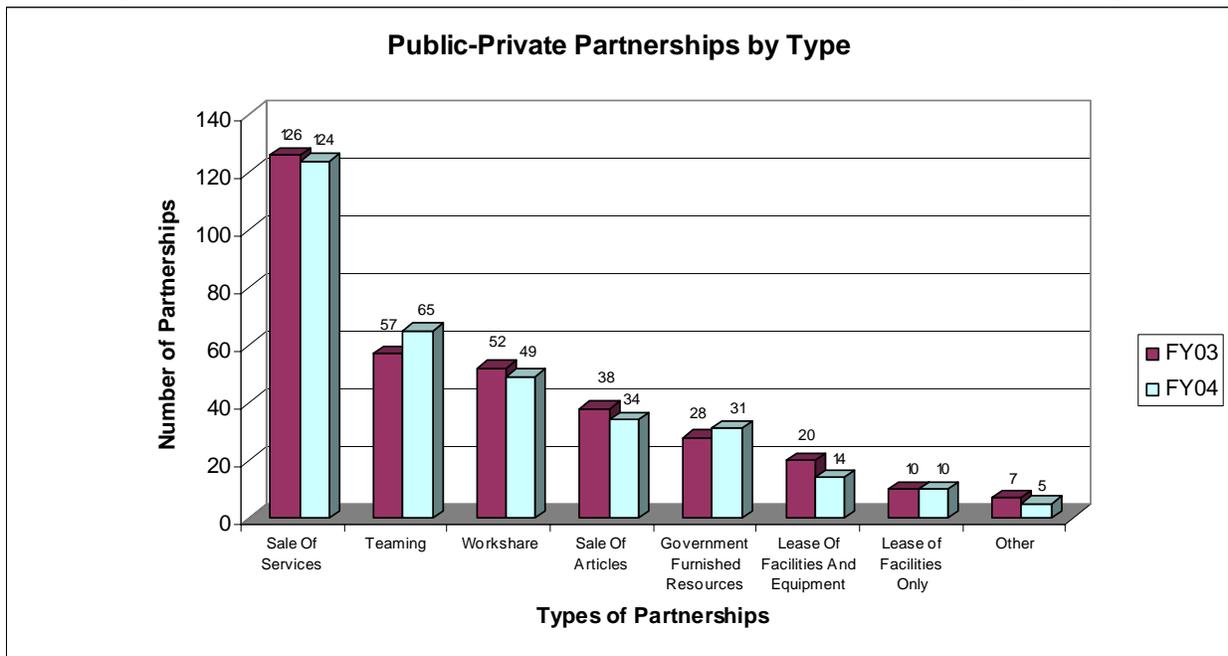
*Note: Graph totals in figure 3 exceed total partnerships because a single partnership may have two or more authorities. Other and Not Applicable typically indicate a workshare or teaming arrangement.*

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

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

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

*Figure 4. Fiscal Year 2003 & 2004 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 206 partnerships put into place through the end of Fiscal Year 2004. 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. **The shaded areas represent completed partnerships.**

Table 3. Army Fiscal Year 2004 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

Table 3. (cont.) Army Fiscal Year 2004 and Earlier Public-Private Partnerships

Army (cont.)			
Partnership Number	Partnership Title	DMA	Type
A-59	Opposing Forces Surrogate Vehicle (OSV)	ANAD	WS
A-60	Hercules	ANAD	WS
A-61	Paladin	ANAD	WS
A-62	STRYKER – 1	ANAD	LFE SOS
A-63	STRYKER – 2	ANAD	SOS
A-64	Wolverine	ANAD	WS
A-65	Brackets and Racks, Local Area Network (LAN) Box and Panel Display	TYAD	SOA SOS
A-66	Prophet Block I Cable Assemblies	TYAD	SOA SOS
A-67	Communications Security (COMSEC) Cryptographic Equipment	TYAD	SOS
A-68	Satellite Communications (SATCOM) Equipment	TYAD	SOA SOS TM
A-69	FIREFINDER AN/TPQ-37 Radar	TYAD	SOA SOS
A-70	Multiple Launch Rocket System (MLRS) Hoist Assembly	RRAD	SOS
A-71	Patriot Missile Conduit Cover Shields	RRAD	SOS
A-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-86	Common Ground Station	TYAD	TM WS
A-87	Phoenix (Design and Fabrication)	TYAD	TM
A-88	STU-3 COMSEC Equipment Repair	TYAD	TM
A-89	Sentinel Component Repair	TYAD	TM
A-90	Shadow 200 UAV Partnership	LEAD	SOS WS
A-91	Dry Filter Unit – DFU 1000	LEAD	SOS
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

Table 3. (cont.) Army Fiscal Year 2004 and Earlier Public-Private Partnerships

Army (cont.)			
Partnership Number	Partnership Title	DMA	Type
A-97	Missile Demilitarization Technology	LEAD	TM WS
A-98	Engineering Support Partnership (2)	LEAD	WS TM
A-99	AN/PRC-112 New Build	TYAD	TM
A-100	Printed Wiring Assemblies Fabrication	TYAD	SOS
A-101	Stryker Brigade Combat Team 3	TYAD	TM
A-102	Sikorski Aircraft Corporation	TYAD	TM
A-103	Lexmark Service Provider Agreement	TYAD	TM
A-104	Israeli Mortar Carriers	ANAD	LOF SOS
A-107	Aerial Common Sensor (ACS)	TYAD	TM
A-108	Command Post Platform	TYAD	TM
A-109	Honeywell	TYAD	TM
A-110	Hewlett-Packard Service Provider Agreement	TYAD	TM
A-111	ITRONIX Service Provider Agreement	TYAD	TM
A-112	MPC Computers Service Provider Agreement	TYAD	TM
A-113	Nextcom Service Provider Agreement	TYAD	TM
A-114	Bradley Fighting Vehicle System-Family of Vehicles (BFVS-FOV) Integrated Management Program	RRAD	WS
A-115	Fabrication of M1A1 Turret Test Station Parts	RRAD	SOS
A-116	Application of RRAD Rubber Compound and Testing of prototype US Marine Corps Advanced Amphibious Assault Vehicle (AAAV) Road Wheels	RRAD	SOS
A-117	Application of RRAD Rubber Compound and Painting of US Marine Corps Advanced Amphibious Assault Vehicle (AAAV) Road Wheels	RRAD	SOS
A-118	Bradley Fighting Vehicle System-Family of Vehicles (BFVS-FOV) Integrated Management Program Facility Use	RRAD	LOF

Table 4. Air Force Fiscal Year 2004 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-33	C-17 Heat Exchanger / Centrifugal Fan	OC-ALC	SOA SOS
AF-34	C-17 Globemaster Sustainment	OO-ALC	SOS
AF-35	Propulsion System Rocket Engine (PSRE) Life Extension Program (LEP)	OO-ALC	GFR OTH TM
AF-36	C-17 Airframe	WR-ALC	SOA SOS
AF-37	F-15 Honeywell Digital Map Set	WR-ALC	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 Structures	WR-ALC	SOS SOA
AF-42	ALQ-213 Upgrade	WR-ALC	WS

Table 4. (cont.) Air Force Fiscal Year 2004 and Earlier Public-Private Partnerships

Air Force			
Partnership Number	Partnership Title	DMA	Type
AF-43	Fighter Sustainment – Lockheed Martin Aeronautics OO-ALC	OO-ALC	GFR LOFE WS SOA SOS WS TM
AF-44	C-17 and F/A-22 Landing Gear Repair and Overhaul, F-35 Main Landing Gear HVOF Manufacturing Landing Gear - Goodrich Corporation	OO-ALC	GFR LOFE SOA SOS TM WS
AF-45	OC-ALC/LP & Pratt & Whitney Propulsion Partnership: F119 Eddy Current Inspection Development	OC-ALC	SOS
AF-46	Honeywell Defense and Space Umbrella at OO-ALC	OO-ALC	SOS SOA WS
AF-48	OC-ALC/LP & Pratt & Whitney Propulsion Partnership: F119 MX	OC-ALC	LOF SOS
AF-49	Triumph Air Repair-C-17 Auxiliary Power Units	OO-ALC	SOA SOS
AF-50	Pratt & Whitney Facility Lease Agreement	OC-ALC	LOF
AF-51	ATP Sniper Pod	WR-ALC	GFR SOS WS
AF-52	CCA/Hybrid Prototype Manufacturing Effort	WR-ALC	SOA SOS
AF-53	SRA Depot Agency for WR-ALC/MA	WR-ALC	SOA SOS
AF-54	CLR-3 Combat Loss Replacement	WR-ALC	GFR SOS WS
AF-55	ALR-69 Technology Insertion	WR-ALC	SOS

*Table 5. Marine Corps Fiscal Year 2004 and Earlier Public-Private Partnership*

<b>Marine Corps</b>			
<b>Partnership Number</b>	<b>Partnership Title</b>	<b>DMA</b>	<b>Type</b>
MC-01	Amphibious Assault Vehicle Reliability, Availability and Maintainability / Rebuild to Standard (AAV RAM/RS)	MCA MCB	LOF WS
MC-02	Taiwan Amphibious Assault Vehicle Rebuild Program	MCA	WS
MC-03	W.W. Williams Detroit Diesel for the Heavy Expanded Mobility Tactical Trucks (HEMTT) Program	MCA	GFR TM WS
MC-04	TOW Test Measurement Diagnostic Equipment Repair for Foreign Military Sales	MCB	SOS TM
MC-05	TOW Missile System Repair and Modification	MCB	SOS WS
MC-06	Shoulder Mounted Multi-Purpose Assault Weapon System Repair and Training	MCB	SOS WS
MC-07	Oshkosh Trucking Corporation Distribution Center	MCA	GFR TM
MC-08	JAVELIN Command Launch Units and Associated Secondary Depot Repairables	MCB	SOS WS

Table 6. NAVAIR Fiscal Year 2004 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-19	LVPS-02 In Service Engineering Services	NORIS	SOS
NA-20	F/A-18 A-D Cockpit displays (NADEP NI)	NORIS	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-26	AN/AAS-44 FLIR	JAX	SOS TM
NA-27	EA-6B Canopy Side Beams Manufacture	JAX	SOA TM
NA-28	CCP-125 In Service Engineering Services	NORIS	SOS
NA-29	H-46/H-53 Auxiliary Power Units (APU)	CHYPT	SOS
NA-30	E2/C2 Propeller Assembly, Blades and Related	CHYPT	SOS TM
NA-33	Lockheed Martin Systems Integration-Owego (MHSCO)	NORIS	SOS
NA-34	Clayton International, UH-3H Helicopter ASPA Inspections	NORIS	SOS
NA-35	Aeronautical Systems, Incorporated, F/A-18/AV-8/H-60/SH-3 Components	NORIS	SOS
NA-36	Test & Repair of AN/UYS-1 Advanced Signal Processor (ASP)	JAX	SOS

*Table 6. (cont.) NAVAIR Fiscal Year 2004 and Earlier Public-Private Partnerships*

<b>NAVAIR</b>			
<b>Partnership Number</b>	<b>Partnership Title</b>	<b>DMA</b>	<b>Type</b>
NA-37	ALE-47 MDF Software Development	JAX	SOS
NA-38	H-60 AN/AAS-44 Forward Looking Infrared	JAX	SOS TM
NA-39	Test and Repair of the AN/ALQ-142 Electronic Support Measures (ESM) and the AN/UYS-1 Advanced Signal Processor (ASP)	JAX	SOS TM
NA-40	Honeywell F404-400/402 Main Fuel Control PBL	JAX	SOS TM

Table 7. NAVSEA Fiscal Year 2004 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-21	USS SPRINGFIELD Nuclear Chief Test Engineer (CTE) Services	NNSY	GFR SOS
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
NS-28	Production Resources for Ship Repair Work	PHNSY	SOS
NS-29	Provide Radiological Containments to Support the USS SPRINGFIELD DMP	NNSY	GFR SOS
NS-30	Cutting Machine Training	NNSY	GFR SOS
NS-31	Provide Drydocking Services for the USS JIMMY CARTER	NNSY	GFR SOS
NS-32	Provide Drydocking Services for the USS VIRGINIA	NNSY	GFR SOS
NS-33	Encryptor Work for NGNN	NNSY	GFR SOS
NS-34	Provide Pipefitter Supervision to Support the USS SPRINGFIELD DMP	NNSY	GFR SOS
NS-35	Support for USS FLORIDA Conversion	NNSY	GFR SOS

*Table 7. (cont.) NAVSEA Fiscal Year 2004 and Earlier Public-Private Partnerships*

<b>NAVSEA</b>			
<b>Partnership Number</b>	<b>Partnership Title</b>	<b>DMA</b>	<b>Type</b>
NS-36	Support for USS SPRINGFIELD Nuclear Chief Test Engineer (CTE) Services-Full Time	NNSY	GFR SOS
NS-37	NSWC Crane/Sperry Marine WSN-7 PBL	NSWCC	SOA SOS
NS-38	SSGN Conversion	PSNSY	GFR

Table 8 identifies those partnering arrangements verified as completed, as reported in response to the 15 October 2004 data call. The average length of these arrangements was 1.7 years. The average length of all (cumulative total) completed partnerships is 1.9 years. (Excludes NS-05 Puget Sound and Pacific (PS&P) Railway Contract that began in FY45.)

*Table 8. Completed Public-Private Partnerships*

<b>Project ID</b>	<b>Partnership Name</b>	<b>Start Date</b>	<b>Completion Date</b>	<b>Partnership Length (Years)</b>
A-17	M113 Family of Vehicles (FOV) Overhaul and Conversion	1/1997	1/2004	7.0
A-39	Navy Tri-Service	12/1999	9/2004	5.8
*A-46	Bradley Fire Support Team (BFIST) Vehicle	10/2000	05/2002	1.6
A-50	CECOM Field Support Services – 2	02/2000	07/2004	2.5
A-51	Area Common User System (ACUS) Program	10/1998	07/2004	5.9
A-60	Hercules	1/1998	6/2004	6.4
*A-70	Multiple Launch Rocket System (MLRS) Hoist Assembly	6/1/01	7/1/03	2.0
A-80	FMTV Engine and Transmission NMWR	4/2003	9/2004	1.4
*A-81	Inspection, testing and painting of power supply units for BFVS	2/1/03	6/1/03	0.3
A-84	Engineering Design	1/2003	9/2004	1.7
A-87	Tactical Superhigh Frequency Satellite Terminal	6/2003	8/2004	1.2
*A-94	Prototype Road Crane Testing	3/1/03	4/1/03	0.1
AF-10	B-2 Defensive Management System Tools Program Set (DMSTPS)	3/1999	12/2003	4.8
AF-23	F-16 Block 40 Avionics Software Maintenance/Upgrade	1/2001	9/2004	3.7
AF-35	Propulsion System Rocket Engine (PSRE) Life Extension Program (LEP)	2/2004	9/2004	0.6
AF-40	C-130J TCTO Modifications	6/2003	9/2004	1.3
MC-05	TOW Missile System Repair and Modification	10/2003	9/2004	1.0
NA-12	LAU-7, AN/APG-65 and AN/ARA-48	2/2003	12/2003	0.9
*NA-16	F404 High Pressure Turbine (HPT) Rotors	12/1/01	12/1/02	1.0
NA-19	LVPS-02 In Service Engineering Services	11/2003	3/2004	0.3
NA-34	Clayton International, UH-3H Helicopter ASPA Inspections	3/2004	5/2004	0.2
NS-21	USS SPRINGFIELD Nuclear Chief Test Engineer (CTE) Services	10/2003	4/2004	0.4
NS-29	Provide Radiological Containments to Support the USS SPRINGFIELD DMP	5/2004	5/2004	0.1
NS-30	Cutting Machine Training	4/2004	4/2004	0.1
NS-33	Encryptor Work for NGNN	1/2004	2/2004	0.1
NS-34	Provide Pipefitter Supervision to Support the USS SPRINGFIELD DMP	6/2004	6/2004	0.1

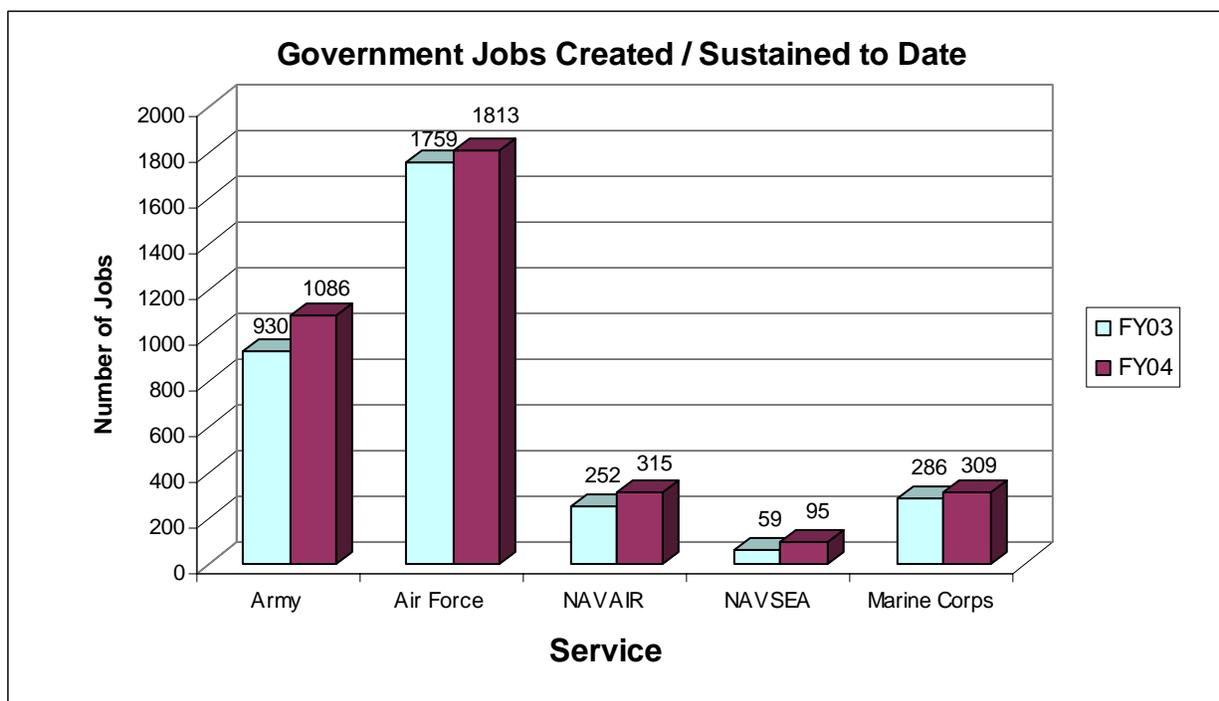
*\*The partnerships identified with an asterisk were reported completed during the FY 2004 reporting cycle but have completion dates prior to FY 2004.*

## 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 2004 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 2004 and Earlier Jobs Sustained or Created by Service

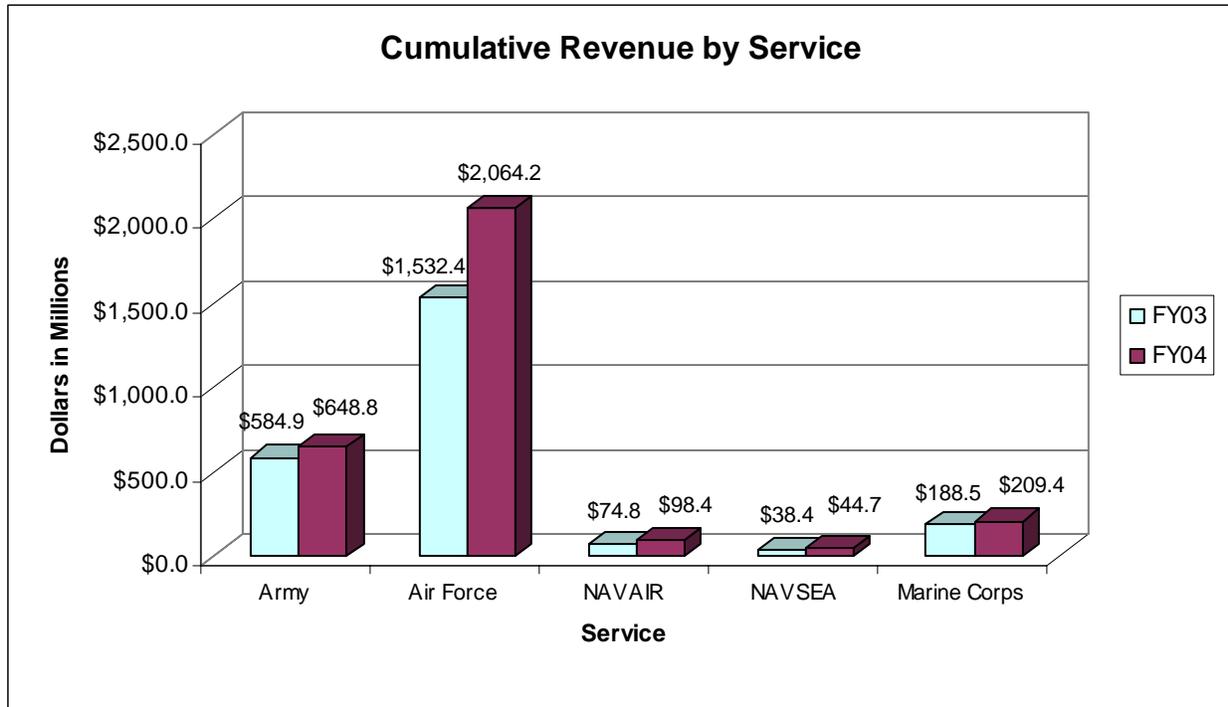


Thirty-seven arrangements also projected non-Federal jobs at or near the DMA. The information shows 1023 non-Federal jobs projected at DMAs and 2,030 in nearby communities. (This latter figure is largely driven by two NAVSEA partnering arrangements, NS-03 *SS Independence* Drydocking and NS-04 CVN Maintenance Resource Sharing.)

Revenue data was also collected. Ninety 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 \$7.8 billion. Of the public-private partnering arrangements that provided an annual revenue projection stream, the projection was \$473.1

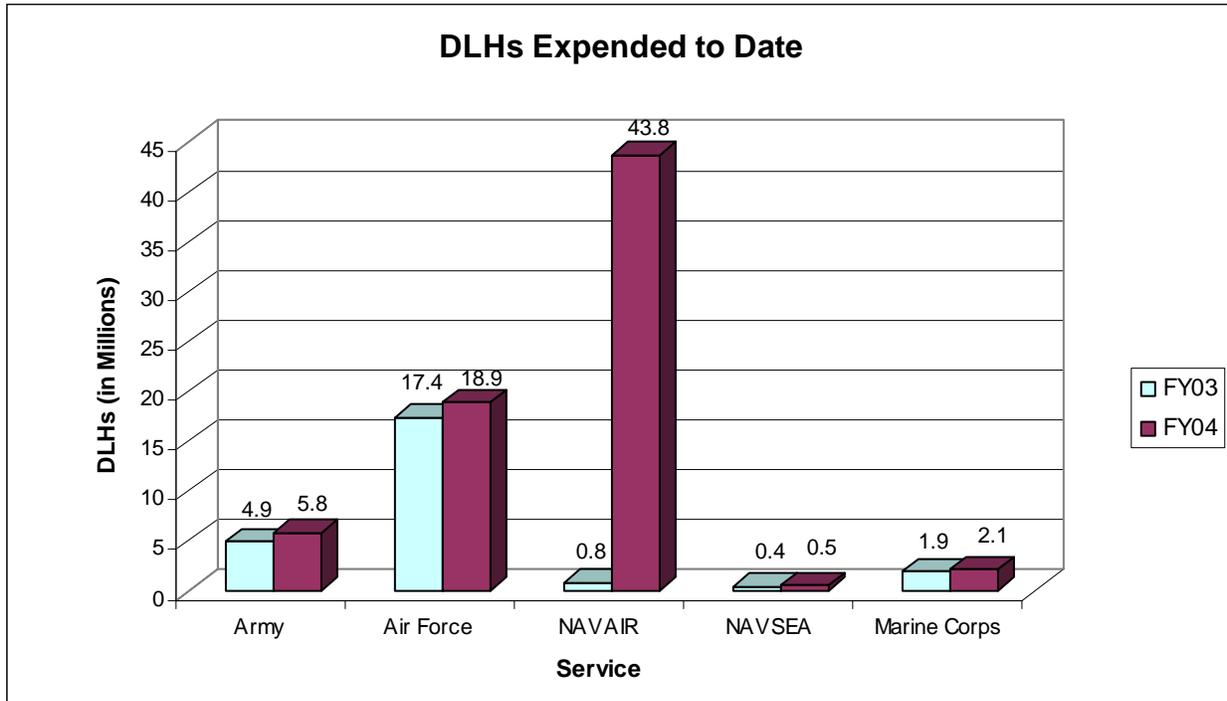
million per year. The actual revenue from public-private partnering arrangements as of the end of Fiscal Year 2004 was reported as \$3 billion. Figure 6 portrays the reported actual revenue by Service.

Figure 6. Fiscal Year 2003/2004 Cumulative Revenue to Date from Public-Private Partnering by Service



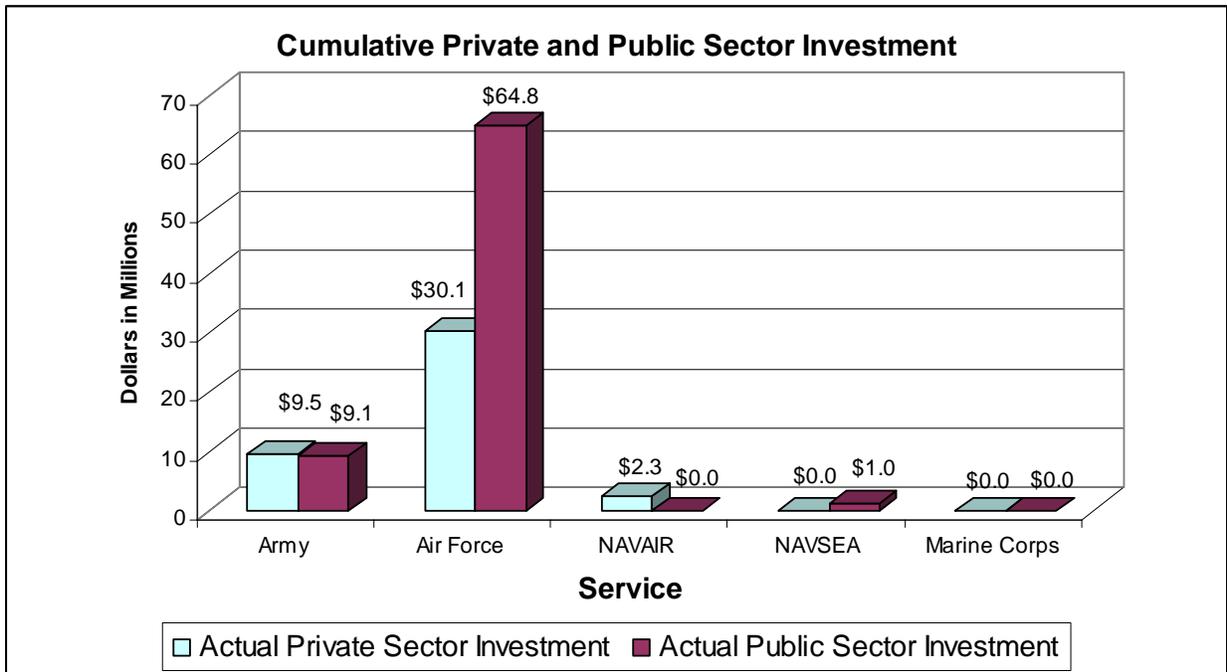
Direct labor hours are an important measure of public-private partnering arrangements because they characterize the extent to which arrangements are contributing to the maintenance of the organic depot maintenance industrial base. The partnerships through Fiscal Year 2004 information indicated that 182 arrangements, or 88 percent, would entail expenditure of Government DLHs, with 146 arrangements having actually expended 28.3 million DLHs (see Figure 7). An important aspect of the workloads being accomplished by DMAs in public-private partnering arrangements is that they contribute to the maintenance of the core capability of the DoD DMAs. Of the 182 arrangements involving expenditure of DLHs, 98 arrangements noted that the DLHs would contribute to maintenance of core capability.

Figure 7. Fiscal Year 2003/2004 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 2004. Thirteen arrangements have actual investment from the private sector, and fourteen have actual investment from public sources.

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

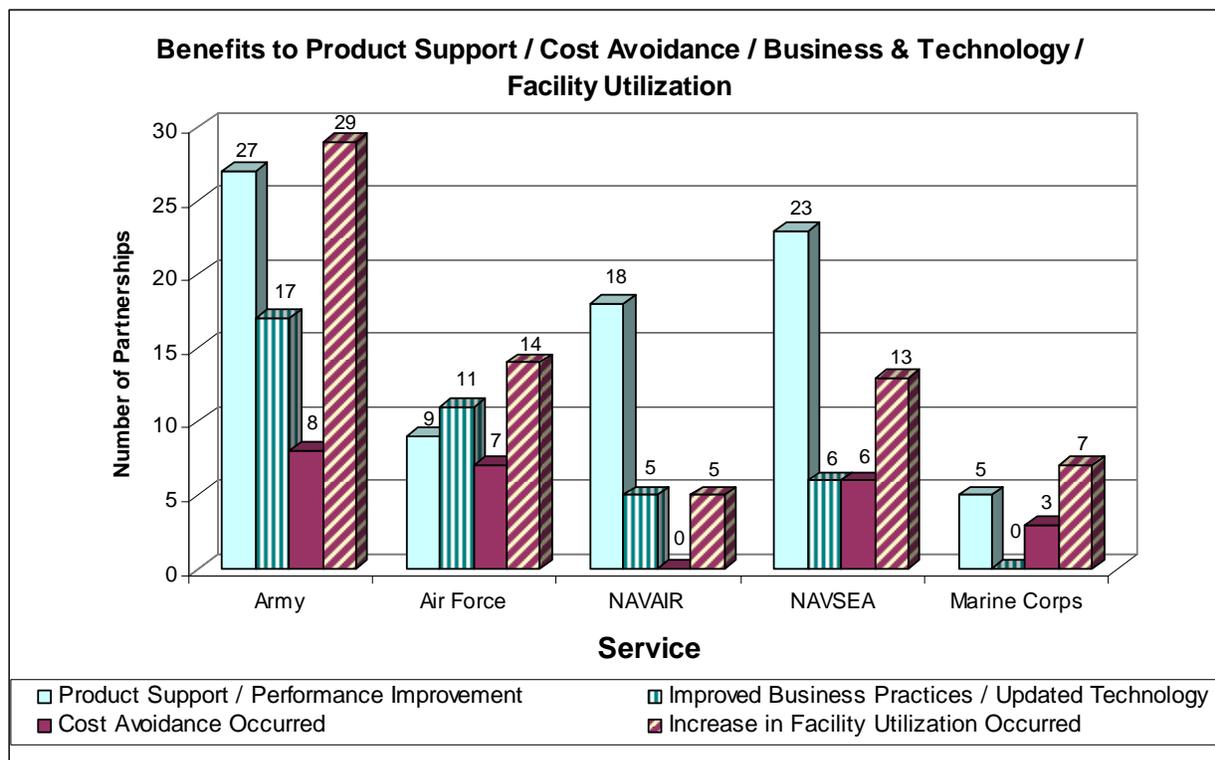


The benefits attributed to partnering are also evidenced in the variety of production performance improvements at DMAs. The Services provided information in four categories of benefits:

- 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. Cumulative Public and Private Sector Performance Improvements in Fiscal Year 2004 and Earlier Public-Private Partnerships by Service



*Explicit Product Support Performance Improvement.* Eighty-two 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-nine 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 \$126.4 million were reported in twenty-four arrangements through the end of Fiscal Year 2004. 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.* Sixty-eight of the 206 depot-level maintenance public-private partnering arrangements through Fiscal Year 2004 involved increased facility utilization at the DMA. In forty-nine of these arrangements increased facility utilization resulted from additional workload accomplished by Federal Government direct workers. Twenty-two 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 partnerships that were active for at least some portion of Fiscal Year 2004 and are detailed in the following pages. Excluded from this synopsis are several partnerships that were reported with Fiscal Year 2005 start dates. 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](http://www.acq.osd.mil/log/logistics_materiel_readiness/organizations/mppr/html/dmp.htm)

#### Army

**A-01**

FOX Vehicle Upgrade - Services and Facility Use			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> ANAD	<b>Private Entity:</b> General Dynamics Land Systems (GDLS); Reinmetall Land Systeme, GMBH	
<b>Authority(ies):</b> 10 USC 4543, Other-Interservice Support Agreement (ISSA)	<b>Partnership Type:</b> Lease Of Facilities And Equipment, Sale Of Services	<b>Start:</b> December 1996	<b>End:</b> Ongoing
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> M901 FOX NBCRS Vehicle	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$8,800,192		<b>DMA DLHs Expended to Date:</b> 93,375	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			10.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 16.00	<b>In Local Community:</b> Unknown	
Arrangement indicates Responsive Product Support, Improved Business Processes, and Facility Utilization benefits.			

**A-03**

FOX Vehicle Maintenance - Facility Use			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> ANAD	<b>Private Entity:</b> General Dynamics Land Systems (GDLS)	
<b>Authority(ies):</b> Other- Interservice Support Agreement (ISSA)	<b>Partnership Type:</b> Lease Of Facilities And Equipment	<b>Start:</b> June 1996	<b>End:</b> Ongoing
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> FOX NBCRS Vehicles	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$284,077		<b>DMA DLHs Expended to Date:</b> 0.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 3.00	<b>In Local Community:</b> Unknown	
Arrangement indicates Facility Utilization benefits.			

**A-06**

Gunnery Primary Sight (GPS) Manufacturing			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> ANAD	<b>Private Entity:</b> General Dynamics Land Systems (GDLS)	
<b>Authority(ies):</b> Not Applicable, Other ISSA	<b>Partnership Type:</b> Lease Of Facilities And Equipment	<b>Start:</b> January 1997	<b>End:</b> Ongoing
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Gunnery Primary Sight (GPS) for the Abrams Tank	
<b>Description Of Partnership:</b> Anniston Army Depot provides use of an under-utilized facility to General Dynamics. GDLS performs manufacture of new GPS.			
<b>Revenue to DMA To Date:</b> \$531,830		<b>DMA DLHs Expended to Date:</b> 0.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 11.00	<b>In Local Community:</b> Unknown	
Arrangement indicates Cost Avoidance and Facility Utilization benefits.			

**A-08**

M1/M1A2 Upgrade			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> ANAD	<b>Private Entity:</b> General Dynamics Land Systems (GDLS)	
<b>Authority(ies):</b> Not Applicable	<b>Partnership Type:</b> Workshare	<b>Start:</b> January 1994	<b>End:</b> Ongoing
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> M1 Basic Vehicles Upgraded to the M1A2 Configuration	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$227,066,249		<b>DMA DLHs Expended to Date:</b> 1,973,840	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			107.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Responsive Product Support and Facility Utilization benefits.			

**A-17**

M113 Family of Vehicles (FOV) Overhaul and Conversion			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> ANAD	<b>Private Entity:</b> United Defense Limited Partnership (UDLP)	
<b>Authority(ies):</b> Other InterService Support Agreement (ISSA)	<b>Partnership Type:</b> Lease Of Facilities And Equipment And Workshare	<b>Start:</b> January 1997	<b>End:</b> January 2004
<b>Status:</b> Completed, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> M113 Family of Vehicles (FOV)	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$18,565,792		<b>DMA DLHs Expended to Date:</b> 199,941	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			31.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 2.00	<b>In Local Community:</b> 135.00	
Arrangement indicates Responsive Product Support, Cost Avoidance, Facility Utilization.			

**A-19**

Abrams Integrated Management for the 21st Century (AIM XXI)			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> ANAD	<b>Private Entity:</b> General Dynamics Land Systems (GDLS)	
<b>Authority(ies):</b> Not Applicable	<b>Partnership Type:</b> Workshare	<b>Start:</b> January 1996	<b>End:</b> September 2010
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> M1A1 Vehicle	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$469,200,000		<b>DMA DLHs Expended to Date:</b> 1,833,920	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			240.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Responsive Product Support and Facility Utilization benefits.			

**A-25**

Partnership for Reduced Operation and Support Cost Engine (PROSE)			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> ANAD	<b>Private Entity:</b> Honeywell	
<b>Authority(ies):</b> Not Applicable, Other-Interservice Support Agreement (ISSA)	<b>Partnership Type:</b> Lease Of Facilities And Equipment	<b>Start:</b> March 1999	<b>End:</b> Ongoing
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> Abrams AGT 1500 Turbine Engine	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$91,676		<b>DMA DLHs Expended to Date:</b> 0.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 3.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Responsive Product Support and Facility Utilization Benefits.			

**A-39**

Navy Tri-Service			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> ARINC, Inc.	
<b>Authority(ies):</b> 10 USC 2208(j)	<b>Partnership Type:</b> Sale of Articles, Sale of Services, Teaming	<b>Start:</b> December 1999	<b>End:</b> September 2004
<b>Status:</b> Completed		<b>Weapon system(s) or equipment being supported:</b> Provide sustainment support to Services' aging major weapon systems, subsystems and components	
<b>Description Of Partnership:</b> This is an OMNIBUS type program where the prime contractors will provide specific engineering and logistics capabilities to various military departments and weapon system managers, to accomplish the overhaul support requirements needed to sustain aging weapons systems. The primary objective of reverse or re-engineering is the development of unrestricted technical data adequate for competitive procurement through engineering evaluations of existing hardware. This includes technology insertion, engineering analysis, design, prototyping, fabrication, testing, and calibration. Execution of this contract will require the contractor to participate in Integrated Product Teams (IPTs), non-Government Standards Bodies (NGSBs), Technical Coordination Groups (TCGs), and other functions as required to satisfy system sustainment requirements. Programs requiring this type of sustainment support include Army, Air Force, Navy and Marine Corps major weapon systems, subsystems and components.			
Tobyhanna did not execute any task orders on this program.			
<b>Revenue to DMA To Date:</b> \$91,676		<b>DMA DLHs Expended to Date:</b> 0.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Responsive Product Support and Facility Utilization.			

**A-43**

Multiple Launch Rocket System (MLRS) M270A1			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> RRAD	<b>Private Entity:</b> Lockheed Martin Missiles and Fire Control (LMMFC) - Camden	
<b>Authority(ies):</b> Other-PM managed MOA	<b>Partnership Type:</b> Workshare	<b>Start:</b> June 2000	<b>End:</b> September 2005
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> M270A1 Multiple Launch Rocket System (MLRS)	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$56,776,819		<b>DMA DLHs Expended to Date:</b> 359,594	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			70.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates no additional benefits.			

**A-44**

Heavy Expanded Mobility Tactical Truck (HEMITT)			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> RRAD	<b>Private Entity:</b> Oshkosh Truck Center (OTC)	
<b>Authority(ies):</b> Other-PM-managed MOA	<b>Partnership Type:</b> Workshare	<b>Start:</b> January 2001	<b>End:</b> September 2005
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> Heavy Expanded Mobility Tactical Truck (HEMITT)	
<b>Description Of Partnership:</b> Program for the recapitalization of the Heavy Expanded Mobility Tactical Truck (HEMITT) is a direct work 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.			
<b>Revenue to DMA To Date:</b> \$9,500,000		<b>DMA DLHs Expended to Date:</b> 62,128.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			30.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Facility Utilization benefits.			

**A-47**

AN/PRC-112 Modernization			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> American Competitive Institute (ACI); Engineering & Professional Services, Inc.; Kaiser Electronics	
<b>Authority(ies):</b> 10 USC 2208(j)	<b>Partnership Type:</b> Sale of Services, Teaming	<b>Start:</b> February 2001	<b>End:</b> February 2011
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> AN-PRC-112(D) Survival Radio	
<b>Description Of Partnership:</b> 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).			
<b>Revenue to DMA To Date:</b>		\$3,713,236	<b>DMA DLHs Expended to Date:</b> 7,317.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			6.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support, Improved Business Processes, and Facility Utilization benefits.			

**A-50**

CECOM Field Support Services - 2			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> Logistics Engineering & Environmental Support Services, Inc.	
<b>Authority(ies):</b> 10 USC 2208(j)	<b>Partnership Type:</b> Sale of Articles, Sale of Services, Teaming	<b>Start:</b> February 2000	<b>End:</b> July 2004
<b>Status:</b> Completed		<b>Weapon system(s) or equipment being supported:</b> Command, Control, Communication, Computer, Intel, Electronic Warfare & Sensors equip log & maintenance.	
<b>Description Of Partnership:</b> This OMNIBUS contract is to provide for non-personal contractual field support for the Communications and Electronics Command (CECOM) Logistics Readiness Center and includes services, personnel, facilities and material for new equipment training, total package fielding, contract field support representatives, regional support/electronic sustainment centers, and counter-narcotics/counter-terrorism program support. The contractor shall perform logistical and maintenance services for Command, Control, Communication, Computer, Intelligence, Electronic Warfare and Sensors (C4IEW&S) equipment. The goal of this program is to assure maximum mission effectiveness and system operational availability in the most cost effective manner by providing contractor personnel with skill levels and expertise to complement present organic Government capabilities. Work will be performed at Fort Monmouth, NJ, Fort Belvoir, VA, at various locations inside and outside of the continental United States, and is expected to be completed by 8 January 2006.  Tobyhanna did not execute any task orders on this program.			
<b>Revenue to DMA To Date:</b>		0.00	<b>DMA DLHs Expended to Date:</b> 00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			6.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support, Improved Business Processes, and Facility Utilization benefits.			

A-51

Area Common User System (ACUS) Program			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> CMC Electronics	
<b>Authority(ies):</b> 10 USC 2208(j)	<b>Partnership Type:</b> Other-Under an agreement with the Program Mgr, use of space by Laguna Industries. Sale of Articles, Sale of Services, Teaming	<b>Start:</b> October 1998	<b>End:</b> July 2004
<b>Status:</b> Completed Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> Area Common User System	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$2,182,000		<b>DMA DLHs Expended to Date:</b> 25,000.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			15.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Responsive Product Support, Improved Business Processes, and Facility Utilization benefits.			

**A-52**

H-60 Overhaul and Repair of Airframe and Structural Components			
<b>COMMAND:</b> AMCOM	<b>DMA(s):</b> CCAD	<b>Private Entity:</b> Sikorsky Aircraft Corporation	
<b>Authority(ies):</b> Other-MOU	<b>Partnership Type:</b> Teaming	<b>Start:</b> January 2000	<b>End:</b> January 2007
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> H-60 Black Hawk Aircraft	
<p><b>Description Of Partnership:</b> Sikorsky Aircraft Corporation, AMCOM, CCAD, and DLA are mutually exploring technical, engineering and logistical services and supplies to assist the depot and AMCOM in achieving reduced repair turnaround time, and applying industry best practices in the overhaul and repair of H-60 components. Sikorsky is providing technical support for each H-60 aircraft and component repair lines to identify cycle time inhibitors and to measure current repair turnaround time prior to installation of new processes and practices. The goal of this partnering effort is to reduce repair turnaround time of overhauled/repared airframes and components for the H-60. This effort is aimed at enabling sufficient production line capacity to fulfill AMCOM's annual demands supporting DoD units through CCAD production. This partnering effort also focuses on CCAD's ability to surge to address H-60 demand levels during increased optempo. Sikorsky Aircraft Corporation currently has four on-site representatives providing technical services and support to CCAD plus another full-time equivalent within the factory to provide support to the on-site team. Through collaboration with CCAD Pre-Shop Analysis personnel, Sikorsky Aircraft Corporation has identified major structures, long lead-time recurring demand parts and strategic inventory required to expedite the repair of critically-need aircraft moving through the CCAD repair lines. A second key tenet of this effort is to fully integrate these major assemblies into the depot repair methodology to expedite the return of critically-needed aircraft to DoD operators.</p>			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	4.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support and Improved Business Processes.			

**A-53**

T700 Engine Overhaul and Repair			
<b>COMMAND:</b> AMCOM	<b>DMA(s):</b> CCAD	<b>Private Entity:</b> General Electric Aircraft Engines	
<b>Authority(ies):</b> Other-MOU	<b>Partnership Type:</b> Teaming	<b>Start:</b> September 2000	<b>End:</b> December 2005
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> T700 Engines	
<p><b>Description Of Partnership:</b> The GE contract includes GE-provided technical, engineering and logistical services to CCAD's T700 engine line. 100 percent of parts support is a key element of this contract. This plan is included in all CCAD partnering efforts. GE is providing overhaul workstation kits from an on-site kitting warehouse in addition to Original Equipment Manufacturer (OEM) technical and engineering assistance to improve overhaul processes at CCAD. CCAD artisans overhaul the T700 utilizing kits.</p>			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	15.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support, Improved Business Processes, Facility Utilization and Cost Avoidance benefits.			

**A-54**

T55 Engines Overhaul and Repair Activities			
<b>COMMAND:</b> AMCOM	<b>DMA(s):</b> CCAD	<b>Private Entity:</b> Honeywell International	
<b>Authority(ies):</b> Other-MOU	<b>Partnership Type:</b> Teaming	<b>Start:</b> August 2000	<b>End:</b> January 2006
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> T55 Family of Engines	
<b>Description Of Partnership:</b> Honeywell provides technical, engineering and logistical support with parts furnished to CCAD workstations, with the goals of reducing repair turnaround time (RTAT) and increasing the reliability of overhauled/repared engines and engine components for the CH-47 weapon system. The intent is to have Honeywell provide its technical and engineering assistance based on Original Equipment Manufacturer (OEM) product design and logistics database. Honeywell will develop workscope and process improvement recommendations to be utilized in the depot repair procedures based on best commercial practices. Moreover CCAD anticipates following in the same footsteps developed through partnering efforts with General Electric.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	9.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support and Improved Business Processes.			

**A-56**

Recuperator Plate Manufacturing			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> ANAD	<b>Private Entity:</b> Honeywell (Formerly Allied Signal)	
<b>Authority(ies):</b> 10 USC 4543	<b>Partnership Type:</b> Lease Of Facilities And Equipment, Sale of Services	<b>Start:</b> January 1998	<b>End:</b> Ongoing
<b>Status:</b> Currently Active, Active Preceding Fiscal year		<b>Weapon system(s) or equipment being supported:</b> AGT 1500 Engine Recuperator	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b>		\$2,121,433	<b>DMA DLHs Expended to Date:</b> 11,004
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			2.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	41.00	<b>In Local Community:</b> Unknown
Arrangement indicates Improved Business Processes, Cost Avoidance, and Facility Utilization benefits.			

**A-57**

AH-64 Apache & CH-47 Chinook Overhaul & Repair of Airframe Structures & Components			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> CCAD	<b>Private Entity:</b> The Boeing Company	
<b>Authority(ies):</b> 10 USC 4543	<b>Partnership Type:</b> Teaming	<b>Start:</b> September 2000	<b>End:</b> October 2005
<b>Status:</b> Currently Active, Active Preceding Fiscal year		<b>Weapon system(s) or equipment being supported:</b> AH-64; CH-47	
<b>Description Of Partnership:</b> CCAD awarded a partnering contract to Boeing, 1 May 02. Boeing provides technical, engineering and logistical support, and parts being furnished on an emergency basis only. The goals of this arrangement are reducing repair turnaround time (RTAT) and increasing the reliability of overhauled/repaired airframes and components for both the AH-64 and CH-47 weapon systems. Boeing provides its technical and engineering assistance based on Original Equipment Manufacturer (OEM) product design and logistics database. Boeing develops workscope and process improvement recommendations to be utilized in the depot repair procedures, based on best commercial practices. Boeing currently has ten on-site representatives that will be providing services and support to CCAD.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 10.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Improved Business Processes, Cost Avoidance, and Facility Utilization benefits.			

**A-60**

Hercules			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> ANAD	<b>Private Entity:</b> United Defense Limited Partnership	
<b>Authority(ies):</b> Not Applicable	<b>Partnership Type:</b> Workshare	<b>Start:</b> January 1998	<b>End:</b> June 2004
<b>Status:</b> Completed, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> Hercules (M88A2) Vehicle	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b>		\$11,903,323	<b>DMA DLHs Expended to Date:</b> 143,132
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			30.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates no additional benefits.			

**A-62**

STRYKER – 1			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> ANAD	<b>Private Entity:</b> General Dynamics Land Systems (GDLS)	
<b>Authority(ies):</b> 10 USC 2208(j) , 10 USC 2474	<b>Partnership Type:</b> Lease Of Facilities And Equipment, Sale of Services	<b>Start:</b> June 2001	<b>End:</b> December 2008
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Stryker Vehicle	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$6,515,150		<b>DMA DLHs Expended to Date:</b> 89,985.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			30.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 260.00	<b>In Local Community:</b> Unknown	
Arrangement indicates Improved Business Processes and Facility Utilization benefits.			

**A-63**

STRYKER – 2			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> ANAD	<b>Private Entity:</b> General Motors Defense (GMD)	
<b>Authority(ies):</b> 10 USC 2208(j)	<b>Partnership Type:</b> Sale of Services	<b>Start:</b> May 2001	<b>End:</b> December 2008
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Stryker Vehicle	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$95,000		<b>DMA DLHs Expended to Date:</b> 637	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			1.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> Unknown	
Arrangement indicates Responsive Product Support benefits.			

**A-67**

Communications Security (COMSEC) Cryptographic Equipment			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> Titan Systems	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sale of Services	<b>Start:</b> June 2002	<b>End:</b> June 2007
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Communications Security (COMSEC) Cryptographic Equipment	
<b>Description Of Partnership:</b> Tobyhanna Army Depot provided personnel, labor, equipment, facilities, tools, parts, and materials necessary to inspect, repair, and test. Tobyhanna Army Depot also provided other services for type/cryptographic and ancillary equipment for Titan Systems.			
<b>Revenue to DMA To Date:</b> \$2,437		<b>DMA DLHs Expended to Date:</b> 32.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Facility Utilization benefits.			

**A-68**

Satellite Communications (SATCOM) Equipment			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> Signal Corp.	
<b>Authority(ies):</b> 10 USC 2208(j)	<b>Partnership Type:</b> Sale of Articles, Sale of Services, Teaming.	<b>Start:</b> February 2002	<b>End:</b> February 2007
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Navy Satellite Communications (SATCOM) Equipment support	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support benefits.			

**A-73**

Wing Lug Fixture			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> ANAD	<b>Private Entity:</b> Depot Services, Inc. (DSI)	
<b>Authority(ies):</b> 10 USC 2474 10 USC 4543	<b>Partnership Type:</b> Sale of Services	<b>Start:</b> October 2002	<b>End:</b> February 2003
<b>Status:</b> Completed		<b>Weapon system(s) or equipment being supported:</b> F-18 Aircraft	
<b>Description Of Partnership:</b> ANAD provided fabrication of a wing lug fixture, packaging of the wing lug fixture, and shipment of the wing lug fixture for sale to DSI. DSI, acting as a broker and under a contact with the Navy, sold the wing lug fixture to the Navy. The wing lug fixture is used in the alignment of wings on aircraft.			
<b>Revenue to DMA To Date:</b>		\$56,570	<b>DMA DLHs Expended to Date:</b> 564.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.3	<b>In Local Community:</b> 0.00
Arrangement Facility Utilization benefits.			

**A-76**

Oposing Forces Surrogate Training System Main Battle Tank (OSTS-MBT)			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> ANAD	<b>Private Entity:</b> United Defense Limited Partnership (UDLP)	
<b>Authority(ies):</b> 10 USC 2474 10 USC 4543	<b>Partnership Type:</b> Lease Of Facilities And Equipment, Sale Of Services	<b>Start:</b> May 2003	<b>End:</b> January 2008
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Oposing Forces Surrogate Training System	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$3,760,515		<b>DMA DLHs Expended to Date:</b> 44,822.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			9.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates no additional benefits.			

**A-77**

M1A2 SEP Retrofit			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> ANAD	<b>Private Entity:</b> General Dynamics Land Systems (GDLS)	
<b>Authority(ies):</b> Not Applicable	<b>Partnership Type:</b> Workshare	<b>Start:</b> September 2002	<b>End:</b> January 2005
<b>Status:</b> Currently Active Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> M1A2 vehicles upgraded to M1A2 SEP configuration.	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$2,317,439		<b>DMA DLHs Expended to Date:</b> 22,175.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			21.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Responsive Product Report and Facility Utilization benefits.			

**A-79**

Inspection, Test, and Rework of the Patriot ISA			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> RRAD	<b>Private Entity:</b> Raytheon Company	
<b>Authority(ies):</b> 10 USC 4543	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> April 2003	<b>End:</b> Ongoing
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Patriot Missile Systems	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$45,024		<b>DMA DLHs Expended to Date:</b> 621.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 1.00	<b>In Local Community:</b> 0.00	
Arrangement indicates no additional benefits.			

**A-80**

FMTV Engine and Transmission NMWR			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> RRAD	<b>Private Entity:</b> Stewart and Stevenson Tactical Vehicle Systems LP (S&S TVSLP)	
<b>Authority(ies):</b> 10 USC 2208(j)	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> April 2003	<b>End:</b> September 2004
<b>Status:</b> Completed		<b>Weapon system(s) or equipment being supported:</b> Family of Medium Tactical Vehicles (FMTV)	
<b>Description Of Partnership:</b> 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 repair and return.			
<b>Revenue to DMA To Date:</b> \$880,052		<b>DMA DLHs Expended to Date:</b> 6,320.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates no additional benefits.			

**A-82**

M88 Rubber Application in production of Road Wheels			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> RRAD	<b>Private Entity:</b> United Defense, LP; Ground Systems Division (UDLP)	
<b>Authority(ies):</b> 10 USC 2208(j) 10 USC 2474	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> April 2003	<b>End:</b> Ongoing
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Hercules Recovery Vehicles	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$39,075		<b>DMA DLHs Expended to Date:</b> 138.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Facility Utilization Benefits.			

**A-83**

Axis Aerotech			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> Axis Aerotech	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming	<b>Start:</b> December 2002	<b>End:</b> December 2007
<b>Status:</b> Currently Active Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> R-2514A/U radio receivers	
<b>Description Of Partnership:</b> Tobyhanna repaired several R-2514A/U radio receivers for Axis Aerotech.  Axis Aerotech has a contract with DoD to support various avionics equipment; the company did not have the capability to repair the R-2514A/U radio receivers. Axis Aerotech contracted Tobyhanna Army Depot to repair the radio receivers since the depot has full capability to support the R-2514A/U.			
<b>Revenue to DMA To Date:</b> \$30,432		<b>DMA DLHs Expended to Date:</b> 400.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates no additional benefits.			

**A-84**

Engineering Design			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> BAE Systems	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming	<b>Start:</b> January 2003 <b>End:</b> September 2004	
<b>Status:</b> Completed		<b>Weapon system(s) or equipment being supported:</b> BAE is developing a new weapon system for DoD	
<p><b>Description Of Partnership:</b> Tobyhanna conducted an engineering study to include a trade-off analysis to determine the best solution for a Joint Services (Air Force/Army) system under design. BAE contacted Tobyhanna to complete this study due to the depot's extensive experience. Following recent discussions with BAE, Tobyhanna may be selected to perform engineering design on the next phase of this program.</p> <p>BAE Systems is developing a new Joint weapon system.</p>			
<b>Revenue to DMA To Date:</b>		\$83,039	<b>DMA DLHs Expended to Date:</b> 1,000.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-85**

Blue Force Tracking (BFT)			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> Engineering Solutions and Products; Mitre Corporation; Northrop Grumman	
<b>Authority(ies):</b> Other - MOA	<b>Partnership Type:</b> Workshare	<b>Start:</b> October 1999	<b>End:</b> April 2008
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Blue Force Tracking	
<p><b>Description Of Partnership:</b> 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>			
<b>Revenue to DMA To Date:</b>		\$24,693,916	<b>DMA DLHs Expended to Date:</b> 139,513.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			16.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support and Facility Utilization Benefits.			

**A-86**

Common Ground Station (CGS)			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> General Dynamics	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming; Workshare	<b>Start:</b> October 2003	<b>End:</b> October 2008
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Common Ground Station	
<p><b>Description Of Partnership:</b> TYAD is the organic Product Support Integrator (PSI) the Common Ground Station (CGS) program, a best value analysis between TYAD and the prime contractor showed a cost savings by transiting the programs' sustainment requirements to organic. This support is provided through Tobyhanna's forward deployed locations. As a result, the Project Manager, Distributed Common Ground System, Army (PM DCGS-A) decided that TYAD would become the sustainment manager for CGS. Also, Tobyhanna is performing Modification Work Order (MWO) field installations as a subcontractor to General Dynamics.</p> <p>General Dynamics provides system engineering, configuration management, system upgrades (Modification Work Order Kits), and equipment warranty services.</p>			
<b>Revenue to DMA To Date:</b>		\$3,856,500	<b>DMA DLHs Expended to Date:</b> 3,600.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			4.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support, Improved Business Processes, Cost Avoidance, and Facility Utilization benefits.			

**A-87**

Tactical Superhigh Frequency Satellite Terminal			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> L3Communications (L3Com) West	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming	<b>Start:</b> June 2003	<b>End:</b> August 2004
<b>Status:</b> Completed		<b>Weapon system(s) or equipment being supported:</b> Tactical Super High Frequency (SHF) Satellite Terminal (TSST)	
<p><b>Description Of Partnership:</b> 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>			
<b>Revenue to DMA To Date:</b>		\$2,045,351	<b>DMA DLHs Expended to Date:</b> 7,500.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			4.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Cost Avoidance and Facility Utilization benefits.			

**A-88**

STU-3 COMSEC Equipment Repair			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> Lockheed Martin	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming	<b>Start:</b> April 2004	<b>End:</b> September 2008
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Secure Telephone Unit—3 (STU-3) Communications Security Equipment (COMSEC)	
<b>Description Of Partnership:</b> Tobyhanna provides equipment repair service for COMSEC, specifically the Secure Telephone Unit-3 to Lockheed Martin.  Lockheed Martin is supporting DoD sites that required repair of the Secure Telephone Units.			
<b>Revenue to DMA To Date:</b>		\$4,021	<b>DMA DLHs Expended to Date:</b> 30.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support and Facility Utilization Benefits.			

**A-89**

Sentinel Component Repair			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> Thales-Raytheon	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming	<b>Start:</b> May 2003	<b>End:</b> May 2008
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> AN/MPQ-64 Sentinel Air Defense Radar	
<b>Description Of Partnership:</b> Tobyhanna is providing equipment repair services for several Sentinel components.  Thales- Raytheon is providing contractor logistics support for the Sentinel Air Defense Radar.			
<b>Revenue to DMA To Date:</b>		\$6,000	<b>DMA DLHs Expended to Date:</b> 30.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support, Cost Avoidance, and Facility Utilization Benefits.			

**A-90**

Shadow 200 UAV Partnership			
<b>COMMAND:</b> AMCOM	<b>DMA(s):</b> LEAD	<b>Private Entity:</b> AAI-Corporation	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sale of Services; Workshare	<b>Start:</b> March 2003	<b>End:</b> March 2008
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Letterkenny army Depot	
<p><b>Description Of Partnership:</b> Letterkenny is providing limited manufacturing of UAV components. Letterkenny is also projected to do overhaul of ground support equipment such as HMMWVs, launchers, and shelters when systems are returned for refurbishment.</p> <p>AAI is providing initial assembly and integration of UAV and associated equipment. AAI will overhaul all UAV components and electronics.</p>			
<b>Revenue to DMA To Date:</b>		\$55,458	<b>DMA DLHs Expended to Date:</b> 390.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-91**

Dry Filter Unit-DFU 1000			
<b>COMMAND:</b> AMCOM	<b>DMA(s):</b> LEAD	<b>Private Entity:</b> ACS Defense Inc.	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sale of Services	<b>Start:</b> October 2003	<b>End:</b> September 2006
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Dry Filter Unit (DFU)-1000 Biological Detection Unit	
<p><b>Description Of Partnership:</b> All COTS (parts) except for the case and the rubber flapper are being supplied by LEAD. (Common hardware and wiring such as terminal strips, power cords, plastic fittings, rubber gaskets, cloth bags).</p> <p>ACS Defense is providing engineering support and specialized detection equipment and parts.</p>			
<b>Revenue to DMA To Date:</b>		\$73,527	<b>DMA DLHs Expended to Date:</b> 350.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-92**

Engineering Support Partnership (1)			
<b>COMMAND:</b> AMCOM	<b>DMA(s):</b> LEAD	<b>Private Entity:</b> Battelle Memorial Institute - Columbus Operations	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming Workshare	<b>Start:</b> July 2003	<b>End:</b> July 2006
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Air Defense and Tactical Missile Systems; Special Operations Ground Mobility Vehicles	
<p><b>Description Of Partnership:</b> 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.</p> <p>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.</p>			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-93**

Overseas Touch Labor Support			
<b>COMMAND:</b> AMCOM	<b>DMA(s):</b> LEAD	<b>Private Entity:</b> DynCorp International LLC	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming Workshare	<b>Start:</b> April 2003	<b>End:</b> April 2006
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Air Defense and Tactical Missile Systems	
<p><b>Description Of Partnership:</b> The parties have established a cooperative environment in which to investigate the possibility of entering into formal partnership agreement relating to depot-level maintenance for appropriate projects and programs in support of Department of Defense agencies.</p>			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-95**

JAVELIN Hardware Repair Program			
<b>COMMAND:</b> AMCOM	<b>DMA(s):</b> LEAD	<b>Private Entity:</b> Lockheed Martin Limited; Raytheon	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming Workshare	<b>Start:</b> April 2003	<b>End:</b> September 2014
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Javelin Anti-armor Missile System	
<b>Description Of Partnership:</b> The parties have established a cooperative environment in which Letterkenny Army Depot will provide two manyears of effort annually, for ten years, to support depot-level repair of Javelin Command Launch Unit components.			
<b>Revenue to DMA To Date:</b> \$285,655		<b>DMA DLHs Expended to Date:</b> 0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Improved Business Processes.			

**A-96**

Electric Power Plant III for Patriot			
<b>COMMAND:</b> AMCOM	<b>DMA(s):</b> LEAD	<b>Private Entity:</b> Lechmotoren US	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming Workshare	<b>Start:</b> May 2003	<b>End:</b> May 2008
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> PATRIOT Weapon System, Electrical Power Plant III Generator Assets	
<b>Description Of Partnership:</b> 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.  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.			
<b>Revenue to DMA To Date:</b> \$973,862		<b>DMA DLHs Expended to Date:</b> 9,535.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Improved Business Processes and Facility Utilization.			

**A-97**

Missile Demilitarization Technology			
<b>COMMAND:</b> AMCOM	<b>DMA(s):</b> LEAD	<b>Private Entity:</b> Lockheed Martin	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming Workshare	<b>Start:</b> April 2003	<b>End:</b> Ongoing
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Multiple Launch Rocket System; Other Missile Systems with large rocket motors	
<b>Description Of Partnership:</b> The parties have established a cooperative environment in which Letterkenny Army Depot and Lockheed Martin will develop new technologies for demilitarization of large rocket motors utilizing recycling, reutilization, and resource recovery alternatives to open burning and open detonation.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-98**

Engineering Support Partnership (2)			
<b>COMMAND:</b> AMCOM	<b>DMA(s):</b> LEAD	<b>Private Entity:</b> Teledyne Brown Engineering, Inc.	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming Workshare	<b>Start:</b> July 2003	<b>End:</b> July 2006
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Air Defense and Tactical Missile Systems (non specific)	
<b>Description Of Partnership:</b> The common goal of both entities is to insure their customers receive a quality and dependable weapon system by building upon the synergy of the unique and proven core capabilities of both organizations.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-99**

AN/PRC-112 New Build			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> EPS	
<b>Authority(ies):</b> 10 USC 2208(j)	<b>Partnership Type:</b> Teaming	<b>Start:</b> September 2004	<b>End:</b> September 2005
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> AN/PRC-112	
<b>Description Of Partnership:</b> Tobyhanna Army Depot will assemble and test the AN/PRC-112D Survival Radio. EPS will provide the kits to Tobyhanna for assembly.			
<b>Revenue to DMA To Date:</b>		<b>DMA DLHs Expended to Date:</b>	0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	3.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-100**

Printed Wiring Assemblies Fabrication			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> Raytheon (El Paso, Texas)	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sale of Servies	<b>Start:</b> September 2004	<b>End:</b> Ongoing
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> None	
<b>Description Of Partnership:</b> Tobyhanna Army Depot fabricating Printed Wiring Assemblies for Raytheon Corporation.			
<b>Revenue to DMA To Date:</b>		<b>DMA DLHs Expended to Date:</b>	0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-101**

Stryker Brigade Combat Team 3			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> Northrup Grumman Mission Systems Div.	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming	<b>Start:</b> September 2004	<b>End:</b> February 2005
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Stryker Brigade Combat Team (SBCT) 3	
<b>Description Of Partnership:</b> Tobyhanna Army Depot will provide Integrated Logistics Support Services to Northrup Grumman under this purchase order. Northrup Grumman has to provide all required ILS feeder information that TYAD needs to produce its ILS products.			
<b>Revenue to DMA To Date:</b>		<b>DMA DLHs Expended to Date:</b>	0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-102**

Sikorsky Aircraft Corporation			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> Sikorsky Aircraft Corporation	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming	<b>Start:</b> April 2004	<b>End:</b> March 2010
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> STAB AMPs-Sikorsky part #s 70902-22001-044 and 70902-22001-046	
<b>Description Of Partnership:</b> Tobyhanna Army Depot will provide the work space, technicians and required equipment to do necessary repairs. Sikorsky will provide funding and specialized parts as required.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	4.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-103**

Lexmark Service Provider Agreement			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> Lexmark	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming	<b>Start:</b> February 2004	<b>End:</b> February 2007
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Itronix Computers	
<b>Description Of Partnership:</b> TYAD will supply at our FRA sites for parts storage and minor repair. Itronix will provide spare parts and specialized training to TYAD technicians.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			2.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-104**

Israeli Mortar Carriers			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> ANAD	<b>Private Entity:</b> UNITED DEFENSE LIMITED PARTNERSHIP (UDLP)	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Lease of Facilities Only Sale of Services	<b>Start:</b> October 2003	<b>End:</b> September 2005
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> None	
<b>Description Of Partnership:</b> ANAD performs grit blasting of M1064A3 Mortar Carriers and provides use of the Test Track complex. UDLP produces the M1064A3 Mortar Carrier for the Israeli government.			
<b>Revenue to DMA To Date:</b>		\$38,565	<b>DMA DLHs Expended to Date:</b> 474.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-107**

Aerial Common Sensor (ACS)			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> Lockheed Martin Integrated Systems & Solutions	
<b>Authority(ies):</b> 10 USC 2208(j)	<b>Partnership Type:</b> Teaming	<b>Start:</b> September 2004	<b>End:</b> September 2009
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Replaces Guardrail Common Sensor and Airborne Reconnaissance Low on numerous Army and Navy systems	
<b>Description Of Partnership:</b> ACS is currently in the System Development and Demonstration (SDD) phase and therefore TYAD's role has not yet been fully defined. LMCO as Prime is designing the ACS system.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-108**

Command Post Platform			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> Northrup Grumman Mission Systems Div	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming	<b>Start:</b> September 2004	<b>End:</b> September 2009
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Command Post	
<b>Description Of Partnership:</b> The depot is providing Technical Manuals, Provisioning, Level of Repair Analysis, Repair Parts and Special Tools List, Maintenance Allocation Chart, Manprint. Northrup Grumman is producing the Command Post Platform system to be mounted on various platforms.			
<b>Revenue to DMA To Date:</b>		\$237,000	<b>DMA DLHs Expended to Date:</b> 500.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-109**

Honeywell Strategic Partnership			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> Honeywell	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming	<b>Start:</b> August 2004	<b>End:</b> Ongoing
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> None	
<b>Description Of Partnership:</b> Tobyhanna Army Depot have entered into an overarching partnership agreement that Honeywell Corporation required with all of its divisions. The purpose of this agreement is to insure that for all potential partnerships that may be identified as a joint effort a non-disclosure agreement (NDA) is already in place. This allows for cost estimates and reviews of statements of work to commence upon receipt because there in no need to have individual NDA for each opportunity.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-110**

Hewlett-Packard Service Provider Agreement			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> Hewlett-Packard Computers	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming	<b>Start:</b> May 2004	<b>End:</b> Ongoing
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> None	
<b>Description Of Partnership:</b> TYAD will supply support at our FRA sites for parts storage and minor repair. MPC will provide spare parts and specialization training to TYAD technicians.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-111**

ITRONIX Service Provider Agreement			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> Itronix	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming	<b>Start:</b> April 2004	<b>End:</b> March 2007
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> None	
<b>Description Of Partnership:</b> Tobyhanna will provide Level I and Level II maintenance support to provide Itronix authorized warranty service and maintenance. Itronix will provide parts and assemblies and all warranty information as required.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			2.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-112**

MPC Computers Service Provider Agreement			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> MPC Computers	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming	<b>Start:</b> April 2004	<b>End:</b> Ongoing
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> MPC Computers	
<b>Description Of Partnership:</b>			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-113**

Nextcom Service Provider Agreement			
<b>COMMAND:</b> CECOM	<b>DMA(s):</b> TYAD	<b>Private Entity:</b> Nextcom	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Teaming	<b>Start:</b> April 2004	<b>End:</b> Ongoing
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Nextcom Computers	
<b>Description Of Partnership:</b> TYAD will supply support at our FRA sites for parts storage and minor repair. Nextcom will provide spare parts and specialized training to TYAD technicians.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-114**

Bradley Fighting Vehicle System-Family of Vehicles (BFVS-FOV) Integrated Management Program			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> RRAD	<b>Private Entity:</b> United Defense, Limited Partnership (UDLP)-York	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Workshare	<b>Start:</b> August 2004	<b>End:</b> August 2010
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Bradley Fighting Vehicles System-Family of Vehicles (BFVS-FOV)	
<b>Description Of Partnership:</b> Bradley Fighting Vehicle System – Family of Vehicles (BFVS-FOV). The Bradley Integrated Management Programs, RESET programs, production programs, and field modification programs and/or other such programs designed to upgrade and maintain the BFVS-FOV are in process by the US Government. The goal of forming this partnership arrangement is to develop the best management and technical approach to respond to the needs of the US government customer by maintaining and stabilizing the domestic industrial base for BFVS-FOV work currently residing at RRAD and United Defense and to ensure core skills are maintained by both parties, developing efficiencies from the shared use of resources, and exploiting the synergy of their pooled resources, and by providing the best overall value to the customer. The depot is providing overhaul and remanufacturing facilities, equipment, and personnel: RRAD is recognized as the Center of Industrial and Technical Excellence with the Army for the BFVS-FOV. The private sector partner is providing Production oversight as OEM, components and materials, and Lean initiatives: United Defense, LP is the Original Equipment Manufacturer (OEM) and maintains Configuration management of the BFVS-FOV.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	10.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-115**

Fabrication of M1A1 Turrent Test Station Parts			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> RRAD	<b>Private Entity:</b> The Marine Group, Marvin Land Systems	
<b>Authority(ies):</b> 10 USC 4543 22 USC 2770	<b>Partnership Type:</b> Sale of Services	<b>Start:</b> August 2004	<b>End:</b> August 2010
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> M1A1	
<b>Description Of Partnership:</b> RRAD researched the drawings and technical data. RRAD obtained the materials necessary to fabricate the parts. RRAD fabricated (manufactured) the parts Marvin Land Systems requested for the M1A1 Test Station.			
<b>Revenue to DMA To Date:</b>		\$58,015	<b>DMA DLHs Expended to Date:</b> 514.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			1.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-116**

Application of RRAD Rubber Compound and Testing of prototype US Marine Corps Advanced Amphibious Assault Vehicle (AAAV) Road Wheels			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> RRAD	<b>Private Entity:</b> General Dynamics Amphibious Systems	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sale of Services	<b>Start:</b> November 2003	<b>End:</b> November 2005
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> United States Marine Corps Amphibious Assault Vehicle	
<b>Description Of Partnership:</b> RRAD provides the rubber compound, adhesive, labor and roadwheel production and testing equipment in the rubber application and testing process for the AAAV road wheels. Vibration and durability tests are performed to determine overall reduction of whole body vibration generated by the track. The private sector partner is providing blank AAAV roadwheels and specification for prototype wheel.			
<b>Revenue to DMA To Date:</b>		\$7,680	<b>DMA DLHs Expended to Date:</b> 58.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			1.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-117**

Application of RRAD Rubber Compound and Painting of US Marine Corps Advanced Amphibious Assault Vehicle (AAAV) Road Wheels			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> RRAD	<b>Private Entity:</b> GS Engineering Inc.	
<b>Authority(ies):</b> 10 USC 2208(j) 10 USC 2474	<b>Partnership Type:</b> Sale of Services	<b>Start:</b> March 2004	<b>End:</b> March 2006
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> US Marine Corps Amphibious Assault Vehicle	
<b>Description Of Partnership:</b> RRAD provides the rubber compound, adhesive, chemical agent resistant (CARC) paint, labor and roadwheel production equipment in the rubber application process of the AAAV road wheels. The private sector partner is providing blank AAAV roadwheel with rim attached and specification for the roadwheel.			
<b>Revenue to DMA To Date:</b>		\$16,180	<b>DMA DLHs Expended to Date:</b> 70.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			1.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**A-118**

Bradley Fighting Vehicle System-Family of Vehicles (BFVS-FOV) Integrated Management Program Facility Use			
<b>COMMAND:</b> TACOM	<b>DMA(s):</b> RRAD	<b>Private Entity:</b> United Defense, Limited Partnership (UDLP)-York	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Lease of Facilities Only	<b>Start:</b> August 2004	<b>End:</b> August 2010
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Bradley Fighting Vehicles System-Family of Vehicles (BFVS-FOV)	
<b>Description Of Partnership:</b> Red River Army Depot is providing facility space for UDLP. The private sector partner is providing production oversight as the Original Equipment Manufacturer (OEM).			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

## Air Force

### AF-05

Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) Phase I			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> WR-ALC	<b>Private Entity:</b> Lockheed Martin Missiles and Fire Control (LMM&FC)	
<b>Authority(ies):</b> 10 USC 2667	<b>Partnership Type:</b> Lease Of Facilities And Equipment	<b>Start:</b> January 1997	<b>End:</b> January 2005
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> LANTIRN	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b>		\$611,936	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Other Consideration Accruing:</b> 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.			
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	44.00	<b>In Local Community:</b> 0.00
Arrangement indicates Improved Business Processes and Cost Avoidance Benefits.			

### AF-06

C-130 Integrated Weapon System Support Program (IWSSP)			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> WR-ALC	<b>Private Entity:</b> The Boeing Company	
<b>Authority(ies):</b> FAR 45.3	<b>Partnership Type:</b> Workshare	<b>Start:</b> September 2001	<b>End:</b> September 2008
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> C-130 Aircraft	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b>		\$766,367	<b>DMA DLHs Expended to Date:</b> 10,247.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Improved Business Processes benefits.			

**AF-08**

OC-ALC and Lockheed Martin Kelly Aviation Center (LMKAC) PBA Partnership			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OC-ALC	<b>Private Entity:</b> Lockheed Martin	
<b>Authority(ies):</b> 10 USC 2469a	<b>Partnership Type:</b> Teaming	<b>Start:</b> February 1999	<b>End:</b> February 2014
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> F100 Engine, T56 Engine, and TF39 Engine	
<p><b>Description Of Partnership:</b> 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>			
<b>Revenue to DMA To Date:</b> \$1,464,500,000		<b>DMA DLHs Expended to Date:</b> 10,100,000.0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			1,150.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Cost Avoidance benefits.			

**AF-09**

B-2 Advanced Composite			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OO-ALC	<b>Private Entity:</b> Northrop Grumman	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Government Furnished Resources, Sale of Articles, Workshare	<b>Start:</b> March 1998	<b>End:</b> December 2004
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> B-2	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$13,025,000		<b>DMA DLHs Expended to Date:</b> 86,916.0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			54.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 25.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Improved Business Processes and Facility Utilization benefits.			

**AF-10**

B-2 Defensive Management System Tools Program Set (DMSTPS)			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OO-ALC	<b>Private Entity:</b> Northrop Grumman	
<b>Authority(ies):</b> Not Applicable Other-Memorandum of Agreement	<b>Partnership Type:</b> Teaming	<b>Start:</b> March 1999	<b>End:</b> December 2003
<b>Status:</b> Completed Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> B-2	
<b>Description Of Partnership:</b> This teaming arrangement provides for software engineering support for the sustainment of B-2 Defense Management System Tools Program Set (DMSTPS). Northrop Grumman (NG) maintains Total System Performance Responsibility (TSPR) for the DMSTPS support effort, with OC-ALC/LAS performing specified development and software maintenance tasks.  NG is responsible for fulfilling roles of TSPR/Project Management, Requirements, Test, System and Data Base Administration and the equivalent tool software maintenance for two tools (MGT and TDF). OC-ALC/LAS is responsible for fulfilling the roles of build coordinator and the equivalent tool software maintenance for three tools (EID, Test Tool, and Utility).  The partnership is authorized via a Memorandum of Agreement (B-2-DMT-MOA-001), dated 8 Mar 00. The partnership is a teaming arrangement between Northrop Grumman and OC-ALC.			
<b>Revenue to DMA To Date:</b> \$2,200,000		<b>DMA DLHs Expended to Date:</b> 41,714.0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			5.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 5.00	<b>In Local Community:</b> 5.00	
Arrangement indicates Facility Utilization benefits.			

**AF-20**

Joint Surveillance Target Attack Radar System (JSTARS) Total Systems Support Responsibility (TSSR) Partnership			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> WR-ALC	<b>Private Entity:</b> Northrop Grumman Corporation	
<b>Authority(ies):</b> FAR 45.3	<b>Partnership Type:</b> Workshare	<b>Start:</b> October 2000	<b>End:</b> September 2022
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> JSTARS Aircraft	
<p><b>Description Of Partnership:</b> 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 includes budgetary dollar estimates for the following 5 years of requirements.</p>			
<b>Revenue to DMA To Date:</b>		\$35,000,000	<b>DMA DLHs Expended to Date:</b> 405,608.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			67.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	4.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support, Improved Business Processes, Cost Avoidance, and Facility Utilization benefits.			

**AF-21**

Alliant Techsystems (ATL) F/A-22 Advanced Composites			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OO-ALC	<b>Private Entity:</b> Alliant Techsystems	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Lease Of Facilities And Equipment, Sale Of Articles, Sale Of Services, Workshare	<b>Start:</b> June 2002	<b>End:</b> Ongoing
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> F-22, B-2, F-16, Autoclave, Theater High Altitude Area Defense (THAAD) Radomes Umbrella Agreement for Composites	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$541,000		<b>DMA DLHs Expended to Date:</b> 6,929.0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Improved Business Processes and Facility Utilization benefits.			

**AF-23**

F-16 Block 40 Avionics Software Maintenance/Upgrade			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OO-ALC	<b>Private Entity:</b> Lockheed Martin Aero	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Government Furnished Resources and Workshare	<b>Start:</b> January 2001	<b>End:</b> September 2004
<b>Status:</b> Completed Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> USAF F-16 Block 40	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$2,060,000		<b>DMA DLHs Expended to Date:</b> 23,250	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			15.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Cost Avoidance and Facility Utilization benefits.			

**AF-24**

Global Positioning System Metric Tracking Program (GMTP)			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OO-ALC	<b>Private Entity:</b> The Boeing Company and TRW	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Government Furnished Resources and Workshare	<b>Start:</b> September 2002	<b>End:</b> September 2006
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Minuteman III ICBM (LGM-30)	
<p><b>Description Of Partnership:</b> 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 Air Force Depot (LE) partnership. In this arrangement, TRW provides engineering support for the depot and the depot provides labor for program installation.</p> <p>TRW Role: 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>Electronics Directorate, OO-ALC/LE Role: The Electronics Directorate (OO-ALC/LE) will be 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>Applied Physics Lab (APL) the John Hopkins University in cooperation with the US Navy will build analog GPS translators to supply for this program, and ship to OO-ALC/LE. As of 2 August 02, there is a signed Memorandum of Agreement (MOA) between ICBM System Program Office (LM) , Electronics Directorate (LE), and the ICBM Prime Integration Contractor (TRW) (IPIC) to cover this workload.</p>			
<b>Revenue to DMA To Date:</b>		\$195,000	<b>DMA DLHs Expended to Date:</b> 2,500
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			4.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Cost Avoidance and Facility Utilization benefits.			

**AF-25**

Intercontinental Ballistic Missile (ICBM) Automatic Test Systems			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OO-ALC	<b>Private Entity:</b> TRW	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Workshare	<b>Start:</b> November 2001	<b>End:</b> December 2007
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> AN/GSM-315 Automated Test System	
<p><b>Description Of Partnership:</b> TRW Role: TRW's role for the AN/GSM-315 effort is that of providing program management services to support LM in cooperation with the ongoing technical efforts of the depot.</p> <p>(a) TRW will be responsible for the program oversight efforts of monitoring and reporting cost, schedule and technical performance of the program to LM.</p> <p>(b) TRW will chair the AN/GSM-315 IPT formed by representatives of LM, MAS and TRW.</p> <p>(c) TRW will provide program and technical guidance to the IPT members.</p> <p>Software Engineering Division, OO-ALC/MAS role:</p> <p>(a) The depot will be responsible for working with the other members of the IPT in the joint development of program hardware and software requirements, program objectives and AN/GSM-315 development/deployment schedules.</p> <p>(b) The depot will be responsible for those aspects of the AN/GSM-315 test station, technical rehost and system deployment as specified in the SOW.</p> <p>Inter-Continental Ballistic Missile (ICBM) SPO, OO-ALC/LM: LM will be responsible for programming and maintaining adequate funding to the parties in support of the program schedule. LM will be responsible for final approval of all deliverables resulting from this effort. LM will be responsible for working with the other members of the AN/GSM-315 IPT in the joint development of program hardware and software requirements, program objectives and AN/GSM-315 re-host/deployment schedules.</p>			
<b>Revenue to DMA To Date:</b>		\$21,479,000	<b>DMA DLHs Expended to Date:</b> 113,798
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			30.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support, Improved Business Processes, and Facility Utilization.			

**AF-27**

F100 Eddy Current Workload			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OC-ALC	<b>Private Entity:</b> Pratt and Whitney Military Engines	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Government Furnished Resources	<b>Start:</b> April 2002	<b>End:</b> June 2005
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> F100 Engine	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$1,031,279		<b>DMA DLHs Expended to Date:</b> 12,462.0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			4.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates no additional benefits.			

**AF-28**

F100 Special Technologies Coating (STC) Facility			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OC-ALC	<b>Private Entity:</b> Pratt and Whitney Military Engines	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Lease of Facilities Only	<b>Start:</b> April 2002	<b>End:</b> May 2014
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> F100 Engine	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$144,000		<b>DMA DLHs Expended to Date:</b> 0.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Responsive Product Support and Improved Business Processes benefits.			

**AF-29**

Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) Phase II			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> WR-ALC	<b>Private Entity:</b> Lockheed Martin Missiles and Fire Control (LMM&FC)	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sale Of Articles	<b>Start:</b> May 2001	<b>End:</b> January 2008
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> LANTIRN Targeting Pods	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b> \$1,145,714		<b>DMA DLHs Expended to Date:</b> 8,528.0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			6.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Responsive Product Support and Facility Utilization benefits.			

**AF-30**

Flexible Acquisition and Sustainment Tool (FAST)			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> WR-ALC	<b>Private Entity:</b> Boeing Aerospace, Midwest City OK; Lockheed Martin Integrate Systems, Bethesda MD; MTC Inc., Dayton OH; SIAC, San Diego CA; SSAI, Melbourne FL	
<b>Authority(ies):</b> FAR 45.3	<b>Partnership Type:</b> Workshare	<b>Start:</b> September 2001	<b>End:</b> September 2008
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Non-weapon system specific. Applicable to any/all depot maintenance work performed at WR-ALC.	
<b>Description Of Partnership:</b> This partnership defines the depot maintenance partnership process and the roles and responsibilities of the Parties with respect to execution of the Flexible Acquisition and Sustainment Tool (FAST) program—and the Delivery/Task Orders (D/TOs) subsequently issued for the FAST program. The parties agree to enter into this partnership under which the depots may provide, in support of specific D/TOs, various Government Furnished Supplies and/or Services (GFSS) to the contractor under the FAST program. By utilizing GFSS provided by the depots for a specific D/TO, the contractor seeks to provide an approach to satisfy D/TO requirements when such GFSS is determined to contribute to best value or, in the case of workloads necessary to meet the requirements of 10 USC 2464 or 10 USC 2466, to comply with the Depot Maintenance Source of Repair Assignment Process (SORAP) decisions as implemented by the Government Buying Activity.  WR-ALC currently has signed agreements with five of the six FAST awardees. To date the depot has received one specific delivery/task orders from Lockheed Martin for C-130 CSAR door modification.			
<b>Revenue to DMA To Date:</b> \$621,564		<b>DMA DLHs Expended to Date:</b> 5,972.0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates no additional benefits.			

**AF-31**

C-130 Avionics Modernization Program (AMP)			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> WR-ALC	<b>Private Entity:</b> The Boeing Company, Long Beach CA	
<b>Authority(ies):</b> FAR 45.3	<b>Partnership Type:</b> Workshare	<b>Start:</b> October 2001	<b>End:</b> September 2005
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> C-130 Aircraft	
<p><b>Description Of Partnership:</b> The C-130 AMP contract between the Air Force and Boeing is for major avionics modification of the C-130 aircraft fleet. The AMP contract includes special provisions whereby the Air Force depots may provide, on a best value basis and under an innovative Government-Furnished Supplies/Services approach, services in support of the contractor's efforts under the prime contract. At the contractor's discretion, depots may provide support (under an innovative Government-Furnished Supplies/Services approach) for the execution of various aspects of the C-130 Avionics Modernization Program (C-130 AMP) contract. Potential partnership workloads that may be performed by the Air Logistics Center include efforts from all areas of product support.</p> <p>Currently two Memorandums of Understanding (MOUs) have been entered into between WR-ALC entities and Boeing in order to provide depot services (GFSS) to Boeing in support of the AMP contract. The first MOU is between Boeing and WR-ALC/LU for software support of Special Operations Forces Aircraft. The depot partnership includes modifications (upgrades) to the SOF EISE laboratory to accommodate C-130 AMP testing and Operational Flight Software (OFS) rehost by providing software engineering support, including requirements analysis, design, code and test. The second MOU is between Boeing and WR-ALC/LN for software support of Electronic Warfare systems used on all C-130 Aircraft. The depot partnership includes modifications (upgrades) to the EWASIF laboratory to accommodate C-130 AMP testing and Operational Flight Software (OFS) rehost by providing software engineering support, including requirements analysis, design, code and test.</p>			
<b>Revenue to DMA To Date:</b>		\$274,746	<b>DMA DLHs Expended to Date:</b> 35,588
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			6.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Cost Avoidance, and Facility Utilization benefits.			

**AF-33**

C-17 Heat Exchanger / Centrifugal Fan			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OC-ALC	<b>Private Entity:</b> The Boeing Company, Long Beach, CA	
<b>Authority(ies):</b> 10 USC 2208(j), 10 USC 2474, 10 USC 2563, 22 USC 2770	<b>Partnership Type:</b> Sale of Articles, Sale of Services	<b>Start:</b> August 2002	<b>End:</b> Ongoing
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> C-17 Aircraft and related commodities	
<p><b>Description Of Partnership:</b> 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>			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**AF-34**

C-17 Globemaster Sustainment			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OO-ALC	<b>Private Entity:</b> The Boeing Company	
<b>Authority(ies):</b> 10 USC 2208(j), 10 USC 2474, 10 USC 2563, 22 USC 2770	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> August 2002	<b>End:</b> October 2008
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> C-17	
<p><b>Description Of Partnership:</b> 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>			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**AF-35**

Propulsion System Rocket Engine (PSRE) Life Extension Program (LEP)			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OO-ALC	<b>Private Entity:</b> Atlantic Research Corp., Northrop Grumman	
<b>Authority(ies):</b> Other-10 USC 137 (Formal PA pending)	<b>Partnership Type:</b> Government Furnished Resources, Other- Joint Refurbishment Effort (JRE), and Teaming	<b>Start:</b> February 2004	<b>End:</b> September 2004
<b>Status:</b> Completed		<b>Weapon system(s) or equipment being supported:</b> Minuteman III Propulsion System Rocket Engine	
<p><b>Description Of Partnership:</b> 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>			
<b>Revenue to DMA To Date:</b>		\$3,625,951	<b>DMA DLHs Expended to Date:</b> 17,154
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			11.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b>	19.00
Arrangement indicates no additional benefits.			

**AF-36**

C-17 Airframe			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> WR-ALC	<b>Private Entity:</b> The Boeing Company Long Beach, CA	
<b>Authority(ies):</b> 10 USC 2208(j), 10 USC 2474, 10 USC 2563, 22 USC 2770	<b>Partnership Type:</b> Sales of Articles, Sale of Services	<b>Start:</b> August 2002	<b>End:</b> August 2011
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> C-17 Aircraft and related commodities	
<b>Description Of Partnership:</b> WR-ALC is providing C-17 weapon system depot-level maintenance and repair support as may be defined in future Implementation Agreements. (Each Implementation Agreement will cite an applicable authority.) The Direct Sales Partnering Agreement (DSPA) has potential to include both core and core-plus workloads. As the TSSR prime contractor, Boeing may be expected to provide engineering data, configuration management, reparable assets, work breakdown structures, funding, work orders/direct sales orders, Boeing furnished materials, etc; in support of a broad range of potential C-17 maintenance and repair work. Over time is expected that all core maintenance requirements will be worked at the various depots and all non-core requirements wherein the depots provide best value. The timing and hours of organic maintenance are impossible to predict at this time due to lack of depot activation dollars.			
<b>Revenue to DMA To Date:</b>		\$3,904,517	<b>DMA DLHs Expended to Date:</b> 96,293
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**AF-37**

F-15 Honeywell Digital Map Set			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> WR-ALC	<b>Private Entity:</b> Honeywell Defense & Space Electronic	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sale of Services	<b>Start:</b> November 2003	<b>End:</b> September 2013
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> F-15E	
<b>Description Of Partnership:</b> The depot is repairing the F-15E Digital Map Set which includes the DMS processor, one mission cartridge, and two heater cartridges. The private sector partner is providing supply chain management/repair parts, sustaining engineering, configuration management, reliability studies; repair Technical Orders (TOs), TPS and training.			
<b>Revenue to DMA To Date:</b>		\$220,158	<b>DMA DLHs Expended to Date:</b> 3,668.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	1.00	<b>In Local Community:</b> 0.00
Arrangement indicates Improved Business Processes benefits.			

**AF-38**

AFMC Diminishing Manufacturing Sources & Material Shortages—Hybrid Prototype Manufacturing			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> WR-ALC	<b>Private Entity:</b> Manufacturing Technology Inc.	
<b>Authority(ies):</b> FAR 45.3	<b>Partnership Type:</b> Workshare	<b>Start:</b> June 2003	<b>End:</b> March 2007
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> None	
<b>Description Of Partnership:</b> The depot will manufacture Hybrid prototypes in accordance with Manufacturing Technology, Inc's (MTC) design to solve parts obsolescence for various Hybrids incorporated in many different systems. The private sector partner, MTC, is providing the engineering design, direct parts, over-the-shoulder technical assistance and assistance in testing.			
<b>Revenue to DMA To Date:</b>		<b>DMA DLHs Expended to Date:</b>	
\$0		0.0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			2.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	<b>In Local Community:</b>	
	0.00	0.00	
Arrangement indicates no additional benefits.			

**AF-40**

C-130J TCTO Modifications			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> WR-ALC	<b>Private Entity:</b> Lockheed Martin Aeronautics Company	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sales Of Services	<b>Start:</b> June 2003	<b>End:</b> September 2004
<b>Status:</b> Completed		<b>Weapon system(s) or equipment being supported:</b> C-130J Aircraft	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b>		<b>DMA DLHs Expended to Date:</b>	
\$759,390		9,544.0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			20.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	<b>In Local Community:</b>	
	0.00	0.00	
Arrangement indicates no additional benefits.			

**AF-41**

C-17 Structures			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> WR-ALC	<b>Private Entity:</b> The Boeing Company	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sales Of Articles Sale of Services	<b>Start:</b> March 2003	<b>End:</b> Ongoing
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> C-130J Aircraft	
<b>Description Of Partnership:</b> WR-ALC performs teardown and evaluation of damaged doors, provides suggested repair to Boeing, and repairs doors IAW Boeing engineering disposition. The Boeing Company provides engineering, parts, and equipment support to the depot.			
<b>Revenue to DMA To Date:</b> \$86,297		<b>DMA DLHs Expended to Date:</b> 591.0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			21.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates no additional benefits.			

**AF-42**

ALQ-213 Upgrade			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> WR-ALC	<b>Private Entity:</b> Terma/Lystrup, Denmark	
<b>Authority(ies):</b> FAR 45.3	<b>Partnership Type:</b> Workshare	<b>Start:</b> November 2003	<b>End:</b> July 2005
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> ALQ 213 Combat Electronic Systems Countermeasures	
<b>Description Of Partnership:</b> WR-ALC will replace 900 boards on 250 ALQ-213 Combat Electronic Systems Countermeasures processors. Also, a first article will be performed by WR for a cost estimate for additional task of removal/replacement of the High Speed Communications (HSCOM) board. The long term plan is to expand to the repair of the selected Line of Replaceable Units and Shop Replaceable Units. The private sector partner, Terma, will provide on-site support.			
<b>Revenue to DMA To Date:</b> \$200,000		<b>DMA DLHs Expended to Date:</b> 1,550	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Responsive Product Support and Facility Utilization benefits.			

**AF-43**

Fighter Sustainment – Lockheed Martin Aeronautics OO-ALC			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OO-ALC	<b>Private Entity:</b> Lockheed Martin Aeronautics Company	
<b>Authority(ies):</b> 10 USC 2474 22 USC 2770	<b>Partnership Type:</b> Government Furnished Resources; Lease of Facilities and Equipment, Sale of Articles, Sale of Services, Teaming, Workshare	<b>Start:</b> October 2002	<b>End:</b> October 2005
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> A-10;C-130J; C-5; F-16	
<b>Description Of Partnership:</b> Both entities are providing resources to study and implement projects, guiding partnering efforts, and making final decisions. The executive administrators from both parties will also select and empower technical and business study groups to jointly investigate, report and recommend areas and opportunities for partnering.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**AF-44**

C-17 and F/A-22 Landing Gear Repair and Overhaul, F-35 Main Landing Gear - Goodrich Corporation			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OO-ALC	<b>Private Entity:</b> Goodrich Corporation	
<b>Authority(ies):</b>	<b>Partnership Type:</b> Government Furnished Resources, Lease of Facilities and Equipment, Sale of Articles, Sale of Services, Teaming, Workshare	<b>Start:</b> February 2003	<b>End:</b> Ongoing
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> F-16 and F-15 FMS workload, C-17 workload and KC-135	
<b>Description Of Partnership:</b> The depot is providing touch labor for repair and overhaul, inspection and testing, manufacturing, High Velocity Oxygen Fuel (HVOF), and grinding processes, installation of modifications for the C-17 landing gear repair, F-35 main landing post HVOF manufacturing, and F/A-22 landing gear repair and overhaul. The private sector partner is providing design and/or fabrication of items (including prototypes), engineering support, parts support, and repair data for C-17 landing gear repairs, F-35 main landing post HVOF manufacturing, and F/A-22 landing gear overhaul and repair.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**AF-45**

OC-ALC/LP & Pratt & Whitney Propulsion Partnership:F119 Eddy Current Inspection Development			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OC-ALC	<b>Private Entity:</b> Pratt & Whitney	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sales Of Services	<b>Start:</b> December 2003	<b>End:</b> December 2010
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> In support of the F-119 engine that powers the F/A 22	
<b>Description Of Partnership:</b> OC-ALC will develop Eddy Current Inspection software for selected F119 engine parts and will provide test and evaluation in support of software development. Pratt & Whitney will provide all technical and logistical support as required by OC-ALC.			
<b>Revenue to DMA To Date:</b>		<b>DMA DLHs Expended to Date:</b>	
\$161,600		1,882.0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			2.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	<b>In Local Community:</b>	
	0.00	0.00	
No product support or improved business processes anticipated.			

**AF-46**

Honeywell Defense and Space Umbrella OO-ALC			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OO-ALC	<b>Private Entity:</b> BAE Systems Mission Solutions	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Workshare Sales of Services Sales of Articles	<b>Start:</b> October 2004	<b>End:</b> Ongoing
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> F/A-22 depot activation for wheels and brakes.	
<b>Description Of Partnership:</b> The depot is providing touch labor repair, overhaul, or reclamation Inspection and testing for F/A-22 wheels and brakes. The private sector partner is providing engineering support, design and/or fabrication of items (including prototypes), parts support, and repair data for F/A-22 wheels and brakes.			
<b>Revenue to DMA To Date:</b>		<b>DMA DLHs Expended to Date:</b>	
\$0		0.0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	<b>In Local Community:</b>	
	0.00	0.00	
No product support or improved business processes anticipated.			

**AF-48**

OC-ALC/LP & Pratt & Whitney Propulsion Partnership: F119 MX			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OC-ALC	<b>Private Entity:</b> Pratt & Whitney	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Lease of Facilities Only Sales Of Services	<b>Start:</b> June 2004 <b>End:</b> June 2025	
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> F119 Engine	
<p><b>Description Of Partnership:</b> What the Depot is Providing:            Facility-Depot is providing in excess of 20,500 sq ft of space for use as the F119 Heavy Maintenance Center under a lease agreement to P&amp;W. Also, the depot is providing mechanic labor and supervision to P&amp;W for engine/module assembly and disassembly. In addition, the depot is providing cleaning, inspection and other support services to the P&amp;W's F119 Heavy Maintenance Center to support engine/module assembly and disassembly. The depot is providing part repair services to support F119 engine/module maintenance</p> <p>What the Private Sector Partner is Providing:            Facility-P&amp;W is providing all the equipment and information systems necessary to operate the F119 HMC (engine/module assembly/disassembly). P&amp;W funded the initial start-up to include facility modifications, initial tooling, initial industrial plant equipment, initial data access and initial training for mechanics on engine module assembly/disassembly. Labor-P&amp;W is providing management and technical staff for the HMC, to include process engineering, production scheduling, inventory management, and quality. Material-P&amp;W provides all hardware for F119 depot-level maintenance Tech Data-P&amp;W provides all necessary F119 unique technical data. Training-P&amp;W provides F119 unique training Repair Services-P&amp;W provides part repair services to support F119 engine/module maintenance.</p>			
<b>Revenue to DMA To Date:</b>		\$1,200,000	<b>DMA DLHs Expended to Date:</b> 6,400.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	160.0	<b>In Local Community:</b> 10.00
No product support or improved business processes anticipated.			

**AF-49**

Triumph Air Repair-C-17 Auxiliary Power Units			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OO-ALC	<b>Private Entity:</b> Triumph Air Repair	
<b>Authority(ies):</b> 10 USC 2208(j) 22 USC 2770	<b>Partnership Type:</b> Sales Of Articles Sales Of Services	<b>Start:</b> September 2004 <b>End:</b> September 2008	
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> C-17 Auxiliary Power Units	
<p><b>Description Of Partnership:</b> The Depot is providing labor, facilities and technical expertise for the repair and sustainment of the C-17 Auxiliary Power Units (APU). Triumph is providing training, data/T.O.s, test equipment, and support equipment.</p>			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
No product support or improved business processes anticipated.			

**AF-50**

Pratt & Whitney Facility Lease Agreement			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> OC-ALC	<b>Private Entity:</b> Pratt & Whitney	
<b>Authority(ies):</b> 22 USC 2474	<b>Partnership Type:</b> Lease of Facilities Only	<b>Start:</b> January 2004	<b>End:</b> January 2025
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> F119 Engine	
<b>Description Of Partnership:</b> This partnership is for the lease of space (over 20,500 sq.ft.) that was not being fully utilized for the Air Force's own production or maintenance requirements. Pratt & Whitney funded the initial start up costs. Pratt & Whitney is using this space for disassembly and assembly operations for the F119 Engine. Pratt & Whitney has also partnered with OC-ALC Maintenance for touch labor. Air Force mechanics perform the assembly/disassembly of the modules that return to depot. As repairs are developed on components, the depot hopes to become a sub vendor to Pratt & Whitney for these repairs. By co-locating the resources of the government and Pratt & Whitney, it has enabled us to benefit from each other's expertise, manpower and facilities. The synergies developed will enable both parties to establish a lean operation that should result in reduced cycle times and improved support to our customers.			
<b>Revenue to DMA To Date:</b>		\$113,000	<b>DMA DLHs Expended to Date:</b> 0.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 35.00	<b>In Local Community:</b> 0.00	
No product support or improved business processes anticipated.			

**AF-51**

ATP Sniper Pod			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> WR-ALC	<b>Private Entity:</b> Lockheed Martin Missiles and Fire Control (LMMFC)	
<b>Authority(ies):</b> FAR 45.3	<b>Partnership Type:</b> Government Furnished Resources Sales Of Services Workshare	<b>Start:</b> September 2004	<b>End:</b> September 2010
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Repair of Advanced Targeting Pod (SNIPER POD)	
<b>Description Of Partnership:</b> What the Depot is Providing: Depot Maintenance Avionics and Instruments Division (WR-ALC/MAI) will provide touch labor repair on the Advanced Targeting Pod (SNIPER POD). Estimated 2005 items and hours: 209 items and 4,284 hours. What the Private Sector Partner is Providing: LMMFC will provide Depot Parts and Test Equipment Maintenance and Calibration at WR-ALC.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 6.00	<b>In Local Community:</b> 5.00	
No product support or improved business processes anticipated.			

**AF-52**

CCA/Hybrid Prototype Manufacturing Effort			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> WR-ALC	<b>Private Entity:</b> Alion S&T	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sales Of Articles Sales Of Services	<b>Start:</b> June 2004 <b>End:</b> Ongoing	
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> ALQ-131 and other avionics systems	
<p><b>Description Of Partnership:</b>            What the Depot is Providing:            Depot will provide prototype printed circuit board fabrication, assembly, and inspection support. Depot will also provide hybrid component design and manufacturing along with repair design and support. Secondary depot roles will include circuit board layout, test design and support, and failure analysis support.            What the Private Sector Partner is Providing:            Alion will provide requirements analysis, preliminary design, detailed design, testing design, testing and audits, and documentation.</p>			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Partnership will provide modernization, obsolescence management, and reliability support to numerous WR-ALC/LS avionics programs. Benefits to the warfighter include: Unique system knowledge and extra value added not available through most third party vendors. Additional insight into system characteristics and problem areas will provide design support to improve maintainability and reliability.			

**AF-53**

SRA Depot Agency for WR-ALC/MA			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> WR-ALC	<b>Private Entity:</b> Systems Research and Applications Corporations (SRA)	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sales Of Articles Sales Of Services	<b>Start:</b> February 2004 <b>End:</b> Ongoing	
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> ALQ-131 and other avionics systems	
<p><b>Description Of Partnership:</b>            Depot will provide repair, screening, manufacturing, research, on a case by case basis.            -The Direct Sales Partnering Agreement between WR-ALC/MA and Systems Research and Applications Corporation (SRA) is to form a depot agent relationship.            -SRA will identify unique, underutilized or specialized capabilities that exist within the organic depot.            -SRA acting as a prime contractor will work to bring additional workload to the depot, focusing on the depot's priorities and long-term strategy.            -SRA, as a prime contractor, will contract with the depot directly for various goods, services, manufacturing and research.</p>			
<b>Revenue to DMA To Date:</b>		\$2,071	<b>DMA DLHs Expended to Date:</b> 19.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Benefits to be determined			

**AF-54**

CLR-3 Combat Loss Replacement			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> WR-ALC	<b>Private Entity:</b> TCS Design and Management	
<b>Authority(ies):</b> 10 USC 2474 FAR 45.3	<b>Partnership Type:</b> Government Furnished Resources Sales Of Articles Workshare	<b>Start:</b> February 2004	<b>End:</b> Ongoing
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> C-130H2 Aircraft	
<b>Description Of Partnership:</b> What the Depot is Providing: The system program office for Special Operations Aircraft (WR-ALC/LUM) will provide Government Furnished Parts; The C-130 Maintenance Directorate (WR-ALC-ALC/MAB) will provide touch labor for aircraft field modifications in the amount of 40K hours per the three aircraft. The private sector partner is providing: TCS will provide on-site representatives for engineering and technical support. TCS will also provide kits (parts) for the aircraft modifications.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	10.0	<b>In Local Community:</b> 00.0
Benefits to be determined			

**AF-55**

ALR-69 Technology Insertion			
<b>COMMAND:</b> Air Force Materiel Command	<b>DMA(s):</b> WR-ALC	<b>Private Entity:</b> Georgia Institute of Technology	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sales Of Articles	<b>Start:</b> November 2003	<b>End:</b> December 2005
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> AN/ALR-69	
<b>Description Of Partnership:</b> What the Depot is Providing: WR-ALC is working side by side with Georgia Tech at WR-ALC Avionics facility to ensure that the Government gains the skills, equipment, and data to repair and manufacture the redesigned items in the future. First articles of the redesigned items will be accomplished. The private sector partner is providing developing digital redesign capability using field programmable gate arrays.			
<b>Revenue to DMA To Date:</b>		\$37,556	<b>DMA DLHs Expended to Date:</b> 231.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	00.0	<b>In Local Community:</b> 00.0
Benefits to be determined			

## Marine Corps

<b>MC-01</b>		
Amphibious Assault Vehicle Reliability, Availability and Maintainability / Rebuild to Standard (AAV RAM/RS)		
<b>COMMAND:</b> MARCORSYSCOM	<b>DMA(s):</b> MCA MCB	<b>Private Entity:</b> United Defense Limited Partnership (UDLP)
<b>Authority(ies):</b> FAR 45.3	<b>Partnership Type:</b> Lease of Facilities Only, Workshare	<b>Start:</b> July 1998 <b>End:</b> September 2006
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> AAVC7A1, AAVP7A1, AAVR7A1
<p><b>Description Of Partnership:</b> 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>		
<b>Revenue to DMA To Date:</b> \$196,299,732		<b>DMA DLHs Expended to Date:</b> 1,966,351.0
<b>Other Consideration Accruing:</b> 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.		
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>		Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>		261.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 6.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support, Cost Avoidance and Increased Facility Utilization benefits.		

**MC-02**

Taiwan Amphibious Assault Vehicle Rebuild Program			
<b>COMMAND:</b> MARCORLOGCOM	<b>DMA(s):</b> MCA MCB	<b>Private Entity:</b> United Defense Limited Partnership	
<b>Authority(ies):</b> 10 USC 2474 FAR 45.3	<b>Partnership Type:</b> Workshare	<b>Start:</b> May 2004	<b>End:</b> November 2005
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Heavy Expanded Mobility Tactical Trucks (HEMTT)	
<b>Description Of Partnership:</b>			
<b>Revenue to DMA To Date:</b>		\$1,233,611	<b>DMA DLHs Expended to Date:</b> 16,268.0
<p><b>Other Consideration Accruing:</b> This work is being done under Foreign Military Sales contract with the Taiwan Government. The Taiwan government purchased 54 AAVs (48 AAV P7a1's, 4 AAV R7A1's and 2 AAV C7A1). A letter of Agreement was entered into by the Marine Corps and the Taiwan Government to refurbish the 54 AAVs under the Marine Corps AAV Reliability, Availability, and Maintainability/Rebuild Standard (AAV RAM/RS). The workshare between UDLP and Maintenance Center Albany is to rebuild and upgrade the Taiwan Governments AAV. The Marine Corps Logistics Base is providing warehouse space in accordance with a facility use agreement between UDLP and the MCLB Albany base.</p> <p>Maintenance Center Albany is disassembling, blasting, cleaning, and preparing the Taiwan Government AAV's to be provided to UDLP for modification upgrade for the suspension assembly. Maintenance Center Albany will receive vehicle back fro UDLP and install new or refurbished parts. The Maintenance Center Albany will reassembly the AAVs and performs operational checks. They will then verify vehicles are ready for delivery to Taiwan Government.</p> <p>UDLP will machine the AAV hull to accommodate the Bradley Fighting Vehicle Suspension System as part of the RAM/RS upgrade. They will purchase and provide new RAM/RS to Maintenance Center Albany for the reassembly of the Taiwan Government AAVs.</p>			
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			14.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**MC-03**

W.W. Williams Detroit Diesel for the Heavy Expanded Mobility Tactical Trucks (HEMTT) Program			
<b>COMMAND:</b> MARCORLOGCOM	<b>DMA(s):</b> MCA	<b>Private Entity:</b> W.W. Williams Detroit Diesel	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Government Furnished Resources , Teaming, Workshare	<b>Start:</b> September 2003 <b>End:</b> September 2005	
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Heavy Expanded Mobility Tactical Trucks (HEMTT)	
<p><b>Description Of Partnership:</b> 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>			
<b>Revenue to DMA To Date:</b>		\$7,385,927	<b>DMA DLHs Expended to Date:</b> 58,812
<p><b>Other Consideration Accruing:</b> 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>			
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			25.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support and Facility Utilization benefits.			

**MC-04**

TOW Test Measurement Diagnostic Equipment Repair for Foreign Military Sales			
<b>COMMAND:</b> MARCORLOGCOM	<b>DMA(s):</b> MCB	<b>Private Entity:</b> Raytheon Corp.	
<b>Authority(ies):</b> 10 USC 2474 22 USC 2770 FAR 45.3	<b>Partnership Type:</b> Sale of Services; Teaming,	<b>Start:</b> October 2003	<b>End:</b> Ongoing
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> TOW Boresight Alignment Tube; TOW Boresight Equipment set; TOW Field Test Set; TOW Test Measurement Diagnostic Equipment Repair and Modification	
<p><b>Description Of Partnership:</b> The Maintenance Center Barstow (MCB) has entered into a partnering relationship to provide repair/rebuild and calibration of the TOW Test Measurement Diagnostic Equipment with the Raytheon Corporation. All work is accomplished at the MDB using MCB equipment and MCB and Raytheon personnel.</p> <p>MCB performs calibration, electronic testing, alignment and needed repair on the test equipment and provides the TOW TMDE equipment to Raytheon facilities to conduct their repair on the test set. MCB sends equipment back to Raytheon, who sends it to FMS.</p> <p>Foreign Military Sales (FMS) sends equipment for Raytheon for repair. Raytheon performs repair on the test set and sends equipment to MCB. Upon receipt of validated test set Raytheon returns test set to FMS.</p>			
<b>Revenue to DMA To Date:</b>		\$14,668	<b>DMA DLHs Expended to Date:</b> 82.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			1.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Facility Utilization benefits.			

**MC-05**

TOW Missile System Repair and Modification			
<b>COMMAND:</b> MARCORLOGCOM	<b>DMA(s):</b> MCB	<b>Private Entity:</b> Raytheon Corp.	
<b>Authority(ies):</b> 10 USC 2474 10 USC 2563	<b>Partnership Type:</b> Sale of Services; Workshare	<b>Start:</b> October 2003	<b>End:</b> September 2004
<b>Status:</b> Completed		<b>Weapon system(s) or equipment being supported:</b> Night Vision Equipment Set; TOW Launching System	
<p><b>Description Of Partnership:</b> The Maintenance Center Barstow has entered into a partnering relationship to provide repair and modification services for the TOW missile system with Raytheon Corporation. Both depot and Raytheon Personnel facilitate the repair and modification using depot equipment in depot facilities.</p> <p>The Army sends the system to Maintenance Center Barstow (MCB), who ships the modified components to Raytheon for removal of classified modification. Raytheon removes modification and sends the components back to MCB. MCB then performs required test, repair and alignment to restore the equipment to Condition Code A (to include manufacturing Night Vision Equipment Sets), then sends assets to Raytheon.</p> <p>Prior to MCB repairing asset to Condition Code A, Raytheon removes classified modifications from asset. After MCB restores asset to Condition Code A, Raytheon performs the required classified modifications on the equipment, and then sends the assets to the Army.</p>			
<b>Revenue to DMA To Date:</b>		\$53,296	<b>DMA DLHs Expended to Date:</b> 275.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			2.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support and Facility Utilization benefits.			

**MC-06**

Shoulder Mounted Multi-Purpose Assault Weapon System Repair and Training			
<b>COMMAND:</b> MARCORLOGCOM	<b>DMA(s):</b> MCB	<b>Private Entity:</b> Raytheon Corp.	
<b>Authority(ies):</b> 10 USC 2474 10 USC 2563	<b>Partnership Type:</b> Sale of Services; Workshare	<b>Start:</b> October 2003	<b>End:</b> September 2004
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Shoulder Mounted Multi-Purpose Assault Weapon (SMAW) repair and training	
<p><b>Description Of Partnership:</b> The Maintenance Center Barstow has entered into a partnering relationship to provide repair and training services for the Shoulder Mounted Multi-Purpose Assault Weapon System with SAIC Incorporated. SAIC provides a field service representative in the depot to facilitate the repair. The work is completed by depot personnel in depot facilities. SAIC provides evaluations of equipment using depot facilities.</p> <p>Upon receipt of the SMAW systems from the Marine Corps, Maintenance Center Barstow (MCB) performs the required tests, modifications, alignments and repairs, and sends the systems to the using unit or to stock. SAIC, Inc. provides technical expertise to MCB during repair. They also perform the required engineering evaluations and tests, provide contact teams to the using units, and assist in developing modifications and acceptance testing procedures.</p>			
<b>Revenue to DMA To Date:</b>		\$966,288	<b>DMA DLHs Expended to Date:</b> 7,926.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			3.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	1.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support and Facility Utilization benefits.			

**MC-07**

Oshkosh Trucking Corporation Distribution Center			
<b>COMMAND:</b> MARCORLOGCOM	<b>DMA(s):</b> MCA	<b>Private Entity:</b> Oshkosh Trucking	
<b>Authority(ies):</b> 10 USC 2474 FAR 45.3	<b>Partnership Type:</b> Government Furnished Resources; Teaming	<b>Start:</b> February 2004	<b>End:</b> October 2005
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Logistics Vehicle Systems (LVS) Family of Vehicles	
<p><b>Description Of Partnership:</b> The Marine Corps Logistics Base, Albany Georgia provides warehouse space to Oshkosh in accordance with a facility Use Agreement between Oshkosh and Marine Corps Logistics Base Albany. In return the Maintenance Center receives a discounted price on parts purchased through normal procurement channels. The Maintenance Center also receives a full time Oshkosh Technical Representative who works in the depot as a consultant on Maintenance Center repairs of the LVS.</p> <p>The Depot provides office space for the Oshkosh Technical Representative. MCLB Albany base provides 40,000 square feet of warehouse space for use by Oshkosh Trucking Corporation.</p> <p>Oshkosh provides a full time field service technical representative as an on-board asset to Maintenance Center Albany to provide expertise on the facilitation and acquisition of parts for repair of the LVS family of vehicles.</p>			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	1.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support, Cost Avoidance and Facility Utilization benefits.			

**MC-08**

JAVELIN Command Launch Units and Associated Secondary Depot Repairables			
<b>COMMAND:</b> MARCORLOGCOM	<b>DMA(s):</b> MCA	<b>Private Entity:</b> Joint Venture (Raytheon Corp. & Lockheed Martin Corp.)	
<b>Authority(ies):</b> 10 USC 2474 10 USC 2563	<b>Partnership Type:</b> Sale of Services; Workshare	<b>Start:</b> August 1998	<b>End:</b> Ongoing
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> JAVELIN M98A1 Command Launch Units (CLUs) and associated Secondary Depot Repairables (SDRs)	
<p><b>Description Of Partnership:</b> The Maintenance Center Barstow has entered into a partnering relationship to provide repair and rebuild services for the JAVLIN with Joint Venture Industries. The repair of Secondary Depot Repairables and Javelin Rotation Program is supported by both the Joint Venture and Maintenance Center Barstow. Maintenance Center Barstow repairs all of the Marine Corps Command Launch Units. All work is accomplished at the Maintenance Center using Maintenance Center equipment and both Maintenance Center and Joint Ventures Industry personnel.</p> <p>MCB is the Depot of Repair for the Marine Corps JAVELIN CLUs. Upon receipt of the JAVELIN CLUs from the stock system, MCB screens them to determine the condition code. MCB repairs all of the CLUs. Upon return of the SDRs from Joint Venture, MCB puts the repaired SDRs into stock or into the CLU it is repairing. Joint Venture supports the JAVELIN Rotation Program by repairing the SDRs as needed, and sending these SDRs back to MCB to be installed in the refurbished CLUs.</p>			
<b>Revenue to DMA To Date:</b>		\$3,464,413	<b>DMA DLHs Expended to Date:</b> 28,641.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			5.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Cost Avoidance and Facility Utilization benefits.			

## Navy (NAVAIR)

**NA-07 (1)**

F/A-18E/F Integrated Readiness Support Teaming (FIRST) (1)			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> JAX	<b>Private Entity:</b> Boeing	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> June 2001	<b>End:</b> June 2006
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> F/A-18 E/F Unique Components	
<p><b>Description Of Partnership:</b> 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>			
<b>Revenue to DMA To Date:</b>		\$52,187	<b>DMA DLHs Expended to Date:</b> 331.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			3.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	1.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support benefits			

**NA-07 (2)**

F/A-18E/F Integrated Readiness Support Teaming (FIRST) (2)			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> CHYPT	<b>Private Entity:</b> Boeing	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Services Teaming	<b>Start:</b> June 2001	<b>End:</b> June 2005
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> F/A-18E/F Aircraft air conditioning and Environmental support systems	
<b>Description Of Partnership:</b> : 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.			
<b>Revenue to DMA To Date:</b>		\$633,753	<b>DMA DLHs Expended to Date:</b> 12,958.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			20.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 3.00
Arrangement indicates Responsive Product Support benefits			

**NA-07 (3)**

F/A-18E/F Integrated Readiness Support Teaming (FIRST) (3)			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> NORIS	<b>Private Entity:</b> Boeing	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> June 2001	<b>End:</b> June 2006
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Various F/A-18E/F peculiar components	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b>		\$1,922,477	<b>DMA DLHs Expended to Date:</b> 21,285.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			57.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	1.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support and Facility Utilization Benefits.			

**NA-09**

P-3/S-3/C-2/F/A-18 Auxiliary Power Units (APUs)			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> CHYPT	<b>Private Entity:</b> Honeywell	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Services, Teaming	<b>Start:</b> June 2000	<b>End:</b> June 2010
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> P-3/S-3/C-2/F/A-18 Auxiliary Power Units (APUs)	
<p><b>Description Of Partnership:</b> 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>			
<b>Revenue to DMA To Date:</b>		\$22,334,526	<b>DMA DLHs Expended to Date:</b> 202,553.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			26.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 8.00
Arrangement indicates Responsive Product Support benefits.			

**NA-11**

Calibration, Metal Processing and Engineering Support			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> JAX	<b>Private Entity:</b> Logistic Services International	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> September 2001	<b>End:</b> March 2006
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> ARC182 Radio, Miscellaneous Airframe Components, Trainer Aircraft	
<p><b>Description Of Partnership:</b> 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>			
<b>Revenue to DMA To Date:</b>		\$24,282	<b>DMA DLHs Expended to Date:</b> 279.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			1.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**NA-12**

LAU-7, AN/APG-65 and AN/ARA-48			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> JAX	<b>Private Entity:</b> S & K Technologies, Inc.	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> February 2003	<b>End:</b> December 2003
<b>Status:</b> Completed		<b>Weapon system(s) or equipment being supported:</b> Primary for Foreign Customers of S & K Technologies, Inc.; Various Aircraft Components—LAU-7, AN/APG-65 and AN/ARA-48	
<b>Description Of Partnership:</b> S&K Technologies, Inc. requested the services of NADEP Jacksonville to test and repair components utilized on the following systems: LAU-7 Power Supply, APG-65, ARA-48 utilized on multiple aircraft platforms. S&K Technologies, Inc. is a domestic and international supplier or repair support for repairable parts to the military and commercial aviation industries. According to the agreement between S&K Technologies and NADEP Jacksonville, each partner is responsible for the following for each delivery order: S&K Technologies provides funding to have assets tested and repaired, the asset to be repaired, packaging and shipping of RFI assets. NADEP Jacksonville provides facilities to perform repair, skilled labor (artisans), and support equipment. NADEP Jacksonville also maintains support equipment, utilizes technical documentation to perform repairs and provides a certificate of conformance upon completion of repair.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			1.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**NA-14**

Test and Repair Components on P-3, F/A-18, H-3 and H-60			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> JAX	<b>Private Entity:</b> Aeronautical Systems, Inc	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> January 2002	<b>End:</b> December 2007
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Components used on multiple aircraft, including P-3, F/A-18, AV-8B, H-3, and H-60	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b>		\$39,374	<b>DMA DLHs Expended to Date:</b> 189.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**NA-15**

AN/ALQ-126B Countermeasures Set			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> JAX	<b>Private Entity:</b> BAE Systems	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> April 2002	<b>End:</b> June 2005
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> AN/ALQ-126B Countermeasures Set	
<p><b>Description Of Partnership:</b> 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>			
<b>Revenue to DMA To Date:</b>		\$990,000	<b>DMA DLHs Expended to Date:</b> 9,234.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			4.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	1.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support benefits.			

**NA-17**

San Diego Aircraft Carrier Museum			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> Naval Air Depot North Island	<b>Private Entity:</b> San Diego Aircraft Carrier Museum	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> October 2002	<b>End:</b> October 2005
<b>Status:</b> Currently Active Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> Various former Navy Type/Model/Series aircraft	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b>		\$56,369	<b>DMA DLHs Expended to Date:</b> 529.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			5.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefit.			

**NA-19**

LVPS-02 In Service Engineering Services			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> NORIS	<b>Private Entity:</b> Smith's Aerospace	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> November 2003	<b>End:</b> March 2004
<b>Status:</b> Completed Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> F/A-18 AN/AYK-22 Stores Management System	
<b>Description Of Partnership:</b> Depot is providing Test Program Set Support Software Change.			
<b>Revenue to DMA To Date:</b>		\$43,000	<b>DMA DLHs Expended to Date:</b> 250.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.2
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support benefit.			

**NA-20**

F/A-18 A-D Cockpit Displays (NADEP NI)			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> NORIS	<b>Private Entity:</b> Kaiser Electronics, a Division of Rockwell Collins	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> February 2004	<b>End:</b> October 2008
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> F/A-18 A-D and F/A-18 E/F common avionics	
<p><b>Description Of Partnership:</b> The Depots are providing all facilities, test equipment and labor required for the overhaul, repair and producing of all F/A-18 HUD components involved with this commercial services agreement. Ancillary support involving program management functions and engineering support will also be provided.</p> <p>Kaiser Electronics is responsible for complete inventory management for repairable F/A-18 Head Up Display components including the provisioning of all bit and piece material required for the repair and overhaul of all components involved with this performance based logistics contract along with all packaging, shipping and receiving functions.</p>			
<b>Revenue to DMA To Date:</b>		\$525,586	<b>DMA DLHs Expended to Date:</b> 5,308.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			77.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	1.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support benefit.			

**NA-21**

Multiple Avionics Repair			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> JAX	<b>Private Entity:</b> Lockheed Martin Systems Integration	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Services Teaming	<b>Start:</b> December 2002	<b>End:</b> January 2005
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Multiple Avionics components used on H-60, EA-6B and F/A-18	
<p><b>Description Of Partnership:</b> What the Depot is Providing:</p> <ul style="list-style-type: none"> <li>- Provide facilities to perform negotiated workload</li> <li>- Provide skilled labor (artisans)</li> <li>- Provide and maintain support equipment</li> <li>- Utilize technical documentation to perform repairs</li> </ul> <p>What the Private Sector Partner is Providing:</p> <ul style="list-style-type: none"> <li>- Negotiate quarterly workload with NAVAIRDEPOT , Jacksonville</li> <li>- Provide assets to support workload schedule</li> <li>- Ship assets to NAVAIRDEPOT, Jacksonville</li> <li>- Packaging and shipping of repaired RFI assets from NAVAIRDEPOT, Jacksonville</li> <li>- Provide funding to NAVAIRDEPOT, Jacksonville to accomplish negotiated tasks</li> </ul>			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

NA-22

Multiple Aircraft Component Repair			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> JAX	<b>Private Entity:</b> Associated Aircraft Manufacturing & Sales	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Services Teaming	<b>Start:</b> September 2002 <b>End:</b> September 2007	
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> Various Avionics Components	
<p><b>Description Of Partnership:</b> What the Depot is Providing:</p> <ul style="list-style-type: none"> <li>- Provide facilities to perform negotiated workload</li> <li>- Provide skilled artisans</li> <li>- Provide and maintain support equipment</li> <li>- Utilize existing technical documentation to perform repairs</li> </ul> <p>What the Private Sector Partner is Providing:</p> <ul style="list-style-type: none"> <li>- Provide assets to support workload schedule</li> <li>- Provide funding to NAVAIRDEPOT JAX to accomplish negotiated tasks</li> </ul>			
<b>Revenue to DMA To Date:</b>		\$65,002	<b>DMA DLHs Expended to Date:</b> 428.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.25	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**NA-23**

J-52 Engine Components			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> JAX	<b>Private Entity:</b> Pratt & Whitney	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sales Of Services	<b>Start:</b> October 2002	<b>End:</b> June 2004
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> J-52 Engine Components	
<p><b>Description Of Partnership:</b>            What the Depot is Providing:            - 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 P &amp; W for each repairable asset inducted</p> <p>What the Private Sector Partner is Providing:            P &amp; W responsibilities:            - Total asset management            - Negotiate quarterly workload schedule with NAVAIRDEPOT JAX            - Provide assets to support workload schedule            - Provide all repair material (piece parts)            - 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</p>			
<b>Revenue to DMA To Date:</b>		\$5,760,000	<b>DMA DLHs Expended to Date:</b> 44,000
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			34.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	7.00	<b>In Local Community:</b> 5.00
Arrangement indicates Responsive Product Support benefits.			

**NA-24**

F/A-18 A-D Cockpit Displays (NADEP JAX)			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> JAX	<b>Private Entity:</b> Kaiser Electronics, a Division of Rockwell Collins	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sale Of Services; Teaming	<b>Start:</b> September 2003	<b>End:</b> October 2018
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> F/A-18 A-D Cockpit Displays, HUD, DDI WRA's and SRA's	
<p><b>Description Of Partnership:</b>            What the Depot is Providing:            - 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> <p>What the Private Sector Partner is Providing:            - 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</p>			
<b>Revenue to DMA To Date:</b>		\$925,236	<b>DMA DLHs Expended to Date:</b> 8,512.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			6.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	1.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support benefits.			

**NA-25**

F-404 Engine Components			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> JAX	<b>Private Entity:</b> General Electric Aircraft Engines	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> July 2003	<b>End:</b> December 2007
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> F404 Engine Components	
<p><b>Description Of Partnership:</b>            What the Depot is Providing:            - 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> <p>What the Private Sector Partner is Providing:            - 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</p>			
<b>Revenue to DMA To Date:</b> \$14,724,354		<b>DMA DLHs Expended to Date:</b> 138,859.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			50.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 4.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Responsive Product Support and Improved Business Processes.			

**NA-26**

AN/AAS-44 FLIR			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> JAX	<b>Private Entity:</b> Raytheon Company	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sale Of Services; Teaming	<b>Start:</b> October 2003	<b>End:</b> October 2013
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> AN/AAS-44 Forward Looking Infra-Red	
<p><b>Description Of Partnership:</b>            What the Depot is Providing:            - 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> <p>What the Private Sector Partner is Providing:            - 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</p>			
<b>Revenue to DMA To Date:</b>		\$294,111	<b>DMA DLHs Expended to Date:</b> 3,361.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			4.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	2.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support, Improved Business Processes and Facility Utilization benefits.			

**NA-27**

EA-6B Canopy Side Beams Manufacture			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> Naval Air Depot Jacksonville	<b>Private Entity:</b> Northrup Grumman Corporation	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Articles Teaming	<b>Start:</b> January 2003	<b>End:</b> June 2005
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> EA-6B Canopy Side Beams	
<p><b>Description Of Partnership:</b>            What the Depot is Providing:            - Provide facilities to perform negotiated workload            - Provide skilled labor (artisans) and material            - Provide and maintain support equipment            - Utilize technical documentation to manufacture parts</p> <p>What the Private Sector Partner is Providing:            - Negotiate delivery orders with NAVAIRDEPOT , Jacksonville            - Provide funding to NAVAIRDEPOT, Jacksonville to accomplish negotiated tasks</p>			
<b>Revenue to DMA To Date:</b>		\$331,535	<b>DMA DLHs Expended to Date:</b> 2,387.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			1.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Facility Utilization benefits.			

**NA-29**

H-46/H-53 Auxiliary Power Units (APU)			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> CHYPT	<b>Private Entity:</b> Hamilton-Sundstrand Power Systems	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> October 2003	<b>End:</b> October 2008
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> H-46/H-53 Auxiliary Power Units (AP) and related components	
<p><b>Description Of Partnership:</b>            The intent of the program is to reduce cost for the fleet while improving reliability by 15% over the 10-year program, and ensure 90% delivery rate with no increase in total acquisition cost. The Depot is providing Business Operations Management, supervision, labor, facilities &amp; equipment, engineering support. Hamilton-Sundstrand is responsible for the material management, inventory, configuration management, shipping, and reliability improvements.</p>			
<b>Revenue to DMA To Date:</b>		\$1,641,039	<b>DMA DLHs Expended to Date:</b> 15,554.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			14.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support benefits.			

**NA-30**

E2/C2 Propeller Assembly, Blades and Related Components			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> CHYPT	<b>Private Entity:</b> Decro Aerospace Inc.	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Services; Teaming	<b>Start:</b> October 2003	<b>End:</b> October 2006
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> E2/C2 Propeller Assembly, Blades and Related Components	
<b>Description Of Partnership:</b> This partnership involves the overhaul, repair, and modification of E2/C2 Propeller Assembly, Blades and Related Components for support of Northrop Grumman's Foreign Military program. The Depot is providing Business Operations Management, supervision, labor, facilities & equipment, engineering support. The Private Sector Partner is providing Inventory/Asset tracking, material support, technical support.			
<b>Revenue to DMA To Date:</b>		\$258,620	<b>DMA DLHs Expended to Date:</b> 2,231.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			5.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support benefits.			

**NA-33**

Lockheed Martin Systems Integration-Owego (MHSCO)			
<b>COMMAND:</b> NEDEP North Island	<b>DMA(s):</b> NORIS	<b>Private Entity:</b> Lockheed Martin Systems Integration-Owega	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> September 2004	<b>End:</b> December 2008
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> H-60	
<b>Description Of Partnership:</b> The Depots are providing all facilities, test equipment and labor required for the overhaul, repair and production of all H-60 components involved with this commercial services agreement. Ancillary support involving program management functions and engineering support will also be provided.  Lockheed Martin Systems Integration-Owega is responsible for complete inventory management of repairable H-60 components including the provisioning of all bit and piece material required for the repair and overhaul of all components involved with this performance based logistics contract along with all packaging, shipping, and receiving functions.			
<b>Revenue to DMA To Date:</b>		\$22,325	<b>DMA DLHs Expended to Date:</b> 232.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			10.7
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	1.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support benefits.			

**NA-34**

Clayton International, UH-3H Helicopter ASPA Inspections			
<b>COMMAND:</b> NEDEP North Island	<b>DMA(s):</b> NORIS	<b>Private Entity:</b> Clay International	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> March 2004	<b>End:</b> May 2004
<b>Status:</b> Completed		<b>Weapon system(s) or equipment being supported:</b> H-3	
<b>Description Of Partnership:</b> The Depots are providing the Aircraft Service Period Adjustment (ASPA) inspection of three (3) UH-3H helicopters owned and operated by the Los Angeles County Sheriff, Aero Bureau. NADEP North Island will deliver an ASPA report upon completion of the inspection.  Clayton International is providing three (3) UH-3H helicopters for inspection.			
<b>Revenue to DMA To Date:</b>		\$10,908	<b>DMA DLHs Expended to Date:</b> 100.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.1
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**NA-35**

Aeronautical Systems, Incorporated, F/A-18/AV-8/H-60/SH-3 Components			
<b>COMMAND:</b> NEDEP North Island	<b>DMA(s):</b> NORIS	<b>Private Entity:</b> Aeronautical Systems, Incorporated	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> August 2003	<b>End:</b> December 2007
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> F/A-18/AV-8/H-60/SH-3	
<b>Description Of Partnership:</b> The Depots are providing all facilities, test equipment and labor required for the overhaul, repair and production of all F/A-18, AV-8B, SH-3 and H-60 components involved with this commercial services agreement. Ancillary support involving program management functions and engineering support will also be provided.  Aeronautical Systems, Incorporated is responsible for complete inventory management of repairable F/A-18, AV-8B, SH-3 and H-60 components for the repair and overhaul of all components involved with this commercial services agreement along with all packaging shipping and receiving functions.			
<b>Revenue to DMA To Date:</b>		\$4,113	<b>DMA DLHs Expended to Date:</b> 35.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			2.8
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**NA-36**

Test & Repair of AN/UYS-1 Advanced Signal Processor (ASP)			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> Naval Air Depot Jacksonville	<b>Private Entity:</b> WESCO Manufacturing Inc.	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> March 2003 <b>End:</b> March 2009	
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> AN/UYS-1; ASW-31 Assemblies and Sub Assemblies	
<p><b>Description Of Partnership:</b> AN/UYS-1: Navy signal processors are designed for repetitive, computationally intensive processing of sensor signals. These signal processing operations are required at the front-end of weapon systems to reduce digital sensor data to target data for input to data and display process computers. The AN/UYS-1 Advanced Signal Processor (ASP), developed in the 1970s, was the first programmable signal processor optimized for high speed modularized signal processing applications. Under the partnership, AN/UYS-1 Components and subcomponents will be tested and repaired by NAVAIR Depot Jacksonville as funded by the Customer.</p> <p>AN/ASW-31 Automatic Flight Control System (AFCS). Under the partnership, NAVAIR Depot Jacksonville will test and repair components and subcomponents of the AFCS as funded by the Customer.</p> <p>The Private sector partner will ship failed units to and from NAVAIR Depot Jacksonville and provide repair funding.</p>			
<b>Revenue to DMA To Date:</b>		\$8,611	<b>DMA DLHs Expended to Date:</b> 70.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**NA-37**

ALE-47 MDF Software Development			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> Naval Air Depot Jacksonville	<b>Private Entity:</b> Symetrics Industries	
<b>Authority(ies):</b> 10 USC 2563	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> April 2004 <b>End:</b> April 2009	
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> AN/ALE-47	
<p><b>Description Of Partnership:</b> This partnership involves Software Development for AN/ALE-47 Countermeasures Dispenser System. As per the partnership, NAVAIR Depot Jacksonville will develop customized AN/ALE-47(V) Mission Data Files (MDFs) and Operational Flight Program executable object files for the customer. The files will be delivered in electronic media format on disks or flash memory cards as specified in the Statement of Work for each delivery order. The private sector partner will provide the funding for software services.</p>			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			4.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates no additional benefits.			

**NA-38**

H-60 AN/AAS-44 Forward Looking Infrared			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> Naval Air Depot Jacksonville	<b>Private Entity:</b> Raytheon Company	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sale Of Services Teaming	<b>Start:</b> October 2003	<b>End:</b> October 2013
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> AN/AAS-44 H-60 Forward Looking Infra-Red (FLIR)	
<p><b>Description Of Partnership:</b> What the Depot is Providing: NAVAIRDEPOT Jacksonville will provide: facilities; skilled labor; Specialized Test Equipment (STE); General Purpose Test Equipment (GPTE); failure data collection resources used to repair Weapons Replaceable Assemblies of the H-60 AN/AAS-44 Forward Looking Infra-Red (FLIR). What the Private Sector is Providing: Raytheon will provide: total asset management; assets to support negotiated workload; all repair material (parts); configuration management; engineering/technical support; reliability engineering; technical data to NAVAIRDEPOT Jacksonville for testing, troubleshooting and repair; packaging; handling, shipping and transportation of assets; and funding to accomplish negotiated tasks.</p>			
<b>Revenue to DMA To Date:</b>		\$294,111	<b>DMA DLHs Expended to Date:</b> 3,361.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			4.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	2.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support, and Improved Business Processes.			

**NA-39**

Test and Repair of the AN/ALQ-142 Electronic Support Measures (ESM) and the AN/UYS-1 Advanced Signal Processor (ASP)			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> Naval Air Depot Jacksonville	<b>Private Entity:</b> Lockheed Martin Systems Integration- Owego, NY, LMSI-O	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sale Of Services Teaming	<b>Start:</b> January 2004	<b>End:</b> January 2009
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> F/A-18 A-D F404-400/402 Main Fuel Control	
<p><b>Description Of Partnership:</b> NAVAIR Depot Jacksonville will test and repair components and subcomponents of the AN/ALQ-142 ESM and AN/UYS-1 ASP in support of the H-60 Tip to Tail Performance Based Logistics contract between the Naval Inventory Control Point, Philadelphia (NAVICP-P) and the Maritime Helicopter Support Company (MHSCo.) The private sector partner will provide workload funding.</p>			
<b>Revenue to DMA To Date:</b>		\$4,990	<b>DMA DLHs Expended to Date:</b> 50.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support.			

**NA-40**

Honeywell F404-400/402 Main Fuel Control PBL			
<b>COMMAND:</b> NAVAIR	<b>DMA(s):</b> Naval Air Depot Jacksonville	<b>Private Entity:</b> Honeywell, Tempe, AZ	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sale Of Services Teaming	<b>Start:</b> July 2004 <b>End:</b> July 2009	
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> F/A-18 A-D F404-400/402 Main Fuel Control	
<p><b>Description Of Partnership:</b> What Depot is Providing:            NAVAIRDEPOT Jacksonville is providing facilities, skilled artisans, Specialized Test Equipment (STE), General Purpose Test Equipment (GPTE), technical documents/procedures, and failure data collection tools along with management of resources and personnel.</p> <p>What the Private Sector Partner is Providing:            Honeywell will be providing total asset management, assets to support the negotiated workload schedule, all repair material (piece parts), configuration management, engineering/technical support, reliability improvements, transportation of assets and funding for NAVAIRDEPOT Jacksonville to accomplish negotiated tasks.</p>			
<b>Revenue to DMA To Date:</b>		\$132,576	<b>DMA DLHs Expended to Date:</b> 1,036.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			1.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	8.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support, and Improved Business Processes.			

## Navy (NAVSEA)

### NS-01

High Performance Brush			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> PTNSY	<b>Private Entity:</b> Noesis, Inc.	
<b>Authority(ies):</b> 10 USC 2539b	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> April 2000	<b>End:</b> June 2006
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> 500 Kilowatt (Kw) Motor Generators	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b>		\$2,210,583	<b>DMA DLHs Expended to Date:</b> 26,406
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			5.0
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	2.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support, Improved Business Processes, and Facility Utilization benefits.			

### NS-04

Nuclear Aircraft Carrier (CVN) Maintenance Work Resource Sharing			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> PSNSY	<b>Private Entity:</b> Todd Pacific Shipyard, Inc.	
<b>Authority(ies):</b> Other-Contract N00024-99-C-8503/MOA	<b>Partnership Type:</b> Government Furnished Resources, Sale Of Articles, Sale Of Services, Teaming, Workshare	<b>Start:</b> January 1999	<b>End:</b> January 2009
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> Aircraft Carrier distributive systems, alterations, ships structure, repairs, and preservation	
<b>Description Of Partnership:</b> 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.			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	315.00	<b>In Local Community:</b> 945.00
Arrangement indicates no additional benefits.			

**NS-09**

Propeller Repair Facility																	
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> PHNSY & IMF	<b>Private Entity:</b> Wartsila Lips, Inc.															
<b>Authority(ies):</b> FAR 45.3	<b>Partnership Type:</b> Government Furnished Resources	<b>Start:</b> April 2000	<b>End:</b> December 2007														
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> Submarine propellers															
<p><b>Description Of Partnership:</b> 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&amp;R Pitchometer</td> </tr> <tr> <td>42914</td> <td>K&amp;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), &amp; 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 &amp; 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
<u>Asset #</u>	<u>Nomenclature</u>																
1051	K&R Pitchometer																
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Bldg. 5	Laydown space for contractor's CONEX box within Bldg. 5																
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00														
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No														
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00														
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00														
Arrangement indicates Responsive Product Support, Cost Avoidance, and Facility Utilization benefits.																	

**NS-10**

Nuclear Aircraft Carrier (CVN) Maintenance Benchmarking			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> PSNSY	<b>Private Entity:</b> Todd Pacific Shipyard Corporation	
<b>Authority(ies):</b> Other-Memorandum of Agreement	<b>Partnership Type:</b> Teaming	<b>Start:</b> September 2001	<b>End:</b> November 2004
<b>Status:</b> Currently Active, Active Preceding Fiscal Year		<b>Weapon system(s) or equipment being supported:</b> None	
<p><b>Description Of Partnership:</b> 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>			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 526.00
<b>Other Consideration Accruing:</b> 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.			
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support benefits.			

**NS-19**

Torpedo Facility Partnership			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> NUWCK	<b>Private Entity:</b> Raytheon Electronic Systems	
<b>Authority(ies):</b> 10 USC 2667	<b>Partnership Type:</b> Lease Of Facilities And Equipment	<b>Start:</b> July 2002	<b>End:</b> June 2005
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> MK46, MK48, and MK54 Torpedoes	
<b>Description Of Partnership:</b> 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).			
<b>Revenue to DMA To Date:</b> \$2,500,000		<b>DMA DLHs Expended to Date:</b> 52,950.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> Unknown	<b>In Local Community:</b> Unknown	
Arrangement indicates Responsive Product Support benefits and Facility Utilization benefits.			

**NS-21**

USS SPRINGFIELD Nuclear Chief Test Engineer (CTE) Services			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> NNSY	<b>Private Entity:</b> General Dynamics Electric Boat (GDEB)	
<b>Authority(ies):</b> 10 USC 2208(j) 10 US 7300	<b>Partnership Type:</b> Government Furnished Resource Sale Of Services	<b>Start:</b> October 2003	<b>End:</b> April 2004
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> USS SPRINGFIELD (SSN761)	
<b>Description Of Partnership:</b> NNSY is providing nuclear test engineering services to support planning efforts on the USS SPRINGFIELD (SSN 761) Depot Maintenance Period (DMP).  The Depot is providing Nuclear Test Engineering Services.			
<b>Revenue to DMA To Date:</b> \$60,000		<b>DMA DLHs Expended to Date:</b> 165.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Responsive Product Support, Improved Business Processes, and Facility Utilization.			

NS-23

Metal Fiber Brush Program - Technology Transfer Office			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> PHNSY & IMF	<b>Private Entity:</b> Hawaii 5-0 Technology Services Inc. Honolulu Community College Noesis, Inc	
<b>Authority(ies):</b> 10 USC 2539b	<b>Partnership Type:</b> Sale Of Services	<b>Start:</b> September 2003	<b>End:</b> June 2006
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> 500 kW Motor Generators Trim and Drain Pump Motors, SSTG, etc.	
<p><b>Description Of Partnership:</b> What the Depot is Providing:</p> <p>Testing and modification of Navy motors and generators as a R&amp;D effort in support of Noesis, Inc. government contract. Engineering and technical support, as well as electrical and minor machining works, is provided.</p> <p>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.</p> <p>What the Private Sector Partner is Providing:</p> <p>Noesis, Inc. provides program management, technical data and engineering/design expertise, research and development expertise, and funding.</p>			
<b>Revenue to DMA To Date:</b> \$ 100,000		<b>DMA DLHs Expended to Date:</b> 0.00	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			0.00
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			No
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 2.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Responsive Product Support, Improved Business Processes, and Facility Utilization.			

**NS-24**

Honolulu Shipyard Inc. Rental of Bldg. 1444			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> PHNSY & IMF	<b>Private Entity:</b> Honolulu Shipyard Inc.	
<b>Authority(ies):</b> FAR 45.3	<b>Partnership Type:</b> Government Furnished Resources	<b>Start:</b> June 2003	<b>End:</b> November 2006
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> None	
<p><b>Description Of Partnership:</b> 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>			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 0.00
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Cost Avoidance and Facility Utilization.			

**NS-27**

Submarine Maintenance Partnering			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> PTNSY	<b>Private Entity:</b> Electric Boat Corporation	
<b>Authority(ies):</b> 10 USC 7300	<b>Partnership Type:</b> Government Furnished Resources, Sales of Article and Services, Teaming	<b>Start:</b> March 2003	<b>End:</b> June 2005
<b>Status:</b> Currently Active,		<b>Weapon system(s) or equipment being supported:</b> Nuclear Submarine Maintenance	
<p><b>Description Of Partnership:</b> 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>			
<b>Revenue to DMA To Date:</b>		\$1,860,000	<b>DMA DLHs Expended to Date:</b> 15,096
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support, Cost Avoidance, and Facility Utilization benefits.			

**NS-28**

Production Resources for Ship Repair Work			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> PHNSY	<b>Private Entity:</b> Hawaii Shipyard Inc.	
<b>Authority(ies):</b> Other	<b>Partnership Type:</b> Sales of Services	<b>Start:</b> July 2003	<b>End:</b> July 2008
<b>Status:</b> Completed		<b>Weapon system(s) or equipment being supported:</b> SSN 688 class submarines and surface crafts	
<p><b>Description Of Partnership:</b> The Shipyard has contracted Hawaii Shipyard Inc. for additional manning for depot and intermediate level maintenance and repair of SSN 688 class submarines and surface crafts at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility due to its resource shortfalls. This is a cost to the Shipyard and not revenue.</p> <p>Hawaii Shipyard Inc. has provided a Contractor Field Team, to perform a full range of repairs and alterations, troubleshooting, maintenance, installation, and removal of major ship components and equipment onboard U.S Navy ships. H.S.I.'s is assigned work via delivery orders for this IDIQ contract by the Shipyard's Contracts Department.</p> <p>Note: There is no revenue to the Shipyard. There is a cost to contract for labor to augment Shipyard manning, executed by delivery orders. Once the contract was awarded, there was no effort to track any per diem and travel costs associated with borrowing labor from other sources on the mainland U.S.A. Cost savings occur when local labor is used rather than bringing in labor from the mainland.</p>			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 00.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support, and Cost Avoidance.			

**NS-29**

Provide Radiological Containments to Support the USS SPRINGFIELD DM			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> NNSY	<b>Private Entity:</b> General Dynamics Electric Boat	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Government Furnished Resources Sales of Services	<b>Start:</b> May 2004 <b>End:</b> May 2004	
<b>Status:</b> Completed		<b>Weapon system(s) or equipment being supported:</b> USS SPRINGFIELD	
<b>Description Of Partnership:</b> NNSY provided twenty-six radiological containments to GDEB to support the USS SPRINGFIELD Depot Maintenance Period (DMP) availability. What the Depot is Providing: Services the fabricating radiological containments. What the Private Sector Partner is Providing: N/A			
<b>Revenue to DMA To Date:</b> \$22,000		<b>DMA DLHs Expended to Date:</b> 280.0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
No Product Support or Improved Business Processes anticipated.			

**NS-30**

Cutting Machine Training			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> NNSY	<b>Private Entity:</b> General Dynamics Electric Boat	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Government Furnished Resources Sales of Services	<b>Start:</b> April 2004 <b>End:</b> April 2004	
<b>Status:</b> Completed		<b>Weapon system(s) or equipment being supported:</b> None	
<b>Description Of Partnership:</b> NNSY provided training to GDEB for seven machinists and one foremen in the use and maintenance of various valve repair cutting machines. Training was accomplished by the Fleet Maintenance Support Branch (FMSB). What the Depot is Providing: Valve Repair Cutting Machine Training What the Private Sector Partner is Providing: N/A			
<b>Revenue to DMA To Date:</b> \$9,400		<b>DMA DLHs Expended to Date:</b> 74.0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Responsive Product Support.			

**NS-31**

Provide Drydocking Services for the USS JIMMY CARTER			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> NNSY	<b>Private Entity:</b> General Dynamics Electric Boat	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Government Furnished Resources Sales of Services	<b>Start:</b> September 2004 <b>End:</b> February 2005	
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> USS JIMMY CARTER	
<b>Description Of Partnership:</b> Due to drydock failure at GDEB, a drydock was needed for the USS VIRGINIA upon completion of sea trials. NNSY provided a drydock and associated docking and temporary services to support docking the USS VIRGINIA at NNSY for post-sea trial inspections.			
<b>Revenue to DMA To Date:</b> \$130,000		<b>DMA DLHs Expended to Date:</b> 800.0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Responsive Product Support, Cost Avoidance, and Facility Utilization benefits.			

**NS-32**

Provide Drydocking Services for the USS VIRGINIA			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> NNSY	<b>Private Entity:</b> General Dynamics Electric Boat	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Government Furnished Resources Sales of Services	<b>Start:</b> June 2004 <b>End:</b> October 2004	
<b>Status:</b> Completed		<b>Weapon system(s) or equipment being supported:</b> USS VIRGINIA	
<b>Description Of Partnership:</b> Due to drydock failure at GDEB, a drydock was needed for the USS VIRGINIA upon completion of sea trials. NNSY provided a drydock and associated docking and temporary services to support docking the USS VIRGINIA at NNSY for post-sea trial inspections.			
<b>Revenue to DMA To Date:</b> \$2,150,000		<b>DMA DLHs Expended to Date:</b> 24,400.0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Responsive Product Support, Cost Avoidance, and Facility Utilization benefits.			

**NS-33**

Encryptor Work for NGNN			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> NNSY	<b>Private Entity:</b> Northrop Grumman Newport News	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Government Furnished Resources Sales of Services	<b>Start:</b> January 2004 <b>End:</b> February 2006	
<b>Status:</b> Completed		<b>Weapon system(s) or equipment being supported:</b> Encryption Hardware	
<b>Description Of Partnership:</b> NNSY provided services to NGNN in support of encryption hardware. What the Depot is Providing: Encryption hardware services What the Private Sector Partner is Providing: N/A			
<b>Revenue to DMA To Date:</b> \$1,500		<b>DMA DLHs Expended to Date:</b> 24.0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates no additional benefits.			

**NS-34**

Provide Pipefitter Supervision to Support the USS SPRINGFIELD DMP			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> NNSY	<b>Private Entity:</b> General Dynamics Electric Boat	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Government Furnished Resources Sales of Services	<b>Start:</b> March 2004 <b>End:</b> March 2006	
<b>Status:</b> Completed		<b>Weapon system(s) or equipment being supported:</b> USS SPRINGFIELD Pressure Detectors and Microprocessors	
<b>Description Of Partnership:</b> NNSY provided one pipefitter supervisor experienced in pressure detector removal and reinstallation to GDEB to support the USS SPRINGFIELD Depot Maintenance Period (DMP) availability. NNSY also provided supervision with experience for a specific microprocessor I&C modification to be installed on the USS SPRINGFIELD. What the Depot is Providing: Services associated with pressure detector work and I&C modifications. What the Private Sector Partner is Providing: N/A			
<b>Revenue to DMA To Date:</b> \$34,000		<b>DMA DLHs Expended to Date:</b> 355.0	
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Responsive Product Support			

**NS-35**

Support for USS FLORIDA Conversion			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> NNSY	<b>Private Entity:</b> General Dynamics Electric Boat	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Government Furnished Resources Sales of Services	<b>Start:</b> March 2004 <b>End:</b> March 2006	
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> USS FLORIDA	
<p><b>Description Of Partnership:</b> The USS FLORIDA is currently in a refueling overhaul with NNSY performing this work. In parallel with this availability, GDEB will be working at NNSY to convert the submarine from a SSBN to a SSGN submarine. NNSY will perform approximately 25% of the conversion work in partnership with GDEB with funding being provided by PMS-398. As part of a Public/Private partnership with GDEB, NNSY will also provide production resources to augment the GDEB work force in their portion of the conversion effort. Additionally, PMS-398 will fund NNSY to provide facilities and equipment in support of GDEB in their efforts to convert the USS FLORIDA to a SSGN.</p> <p>What the Depot is Providing: Production support personnel</p> <p>What the Private Sector Partner is Providing: N/A</p>			
<b>Revenue to DMA To Date:</b>		\$1,265,000	<b>DMA DLHs Expended to Date:</b> 19,000.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> Unknown	<b>In Local Community:</b> Unknown	
Arrangement indicates Responsive Product Support and Facility Utilization benefits.			

**NS-36**

Support for USS SPRINGFIELD Nuclear Chief Test Engineer (CTE) Services-Full Time			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> NNSY	<b>Private Entity:</b> General Dynamics Electric Boat	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Government Furnished Resources Sales of Services	<b>Start:</b> June 2004 <b>End:</b> February 2005	
<b>Status:</b> Currently Active		<b>Weapon system(s) or equipment being supported:</b> USS SPRINGFIELD	
<p><b>Description Of Partnership:</b> NNSY is providing nuclear test engineering services to support the USS SPRINGFIELD (SSN 761) Depot Maintenance Period (DMP) availability. Work scope involves assisting GDEB's Nuclear Chief Test Engineer in overall planning and conduct of the reactor plant test program work items, procedure preparation, and utilization of Advance Industrial Management (AIM) software in support of these efforts.</p> <p>What the Depot is Providing: Nuclear Chief Test Engineering Services during planning and execution of the USS SPRINGFIELD availability.</p> <p>What the Private Sector Partner is Providing: N/A</p>			
<b>Revenue to DMA To Date:</b>		\$130,000	<b>DMA DLHs Expended to Date:</b> 1,300.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			No
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b> 0.00	<b>In Local Community:</b> 0.00	
Arrangement indicates Responsive Product Support			

**NS-37**

NSWC Crane/Sperry Marine WSN-7 PBL			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> NSWC Crane	<b>Private Entity:</b> Northrop Grumman Systems Corp. Sperry Marine	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Sales of Articles Sales of Services	<b>Start:</b> September 2004 <b>End:</b> Ongoing	
<b>Status:</b> Currently Active,		<b>Weapon system(s) or equipment being supported:</b> Multiple electronic components and Line Replaceable Units (LRUs)	
<p><b>Description Of Partnership:</b> What the Depot is Providing:  NSWC Crane, Strategic Systems Support Branch, Code 6057 will provide the following services:  -evaluate, repair, and return dispatch of Lowest Repairable Units (LRUs);  -determination of LRUs to be deemed Beyond Repair (BR) and Beyond Economical Repair (BER);  -conduct all LRU testing necessary to demonstrate specification compliance prior to return to dispatch, as determined by Sperry Marine;  -furnish accurate documentation on all work performed on each LRU. This shall include evaluation determination of those units deemed BR, BER, or "No Fault" findings;  -perform failure analysis on LRUs and piece parts for items not identified in Table 1 upon acceptance of quote</p> <p>What the Private Sector is Providing:  Sperry providing all other support required for this PBL to NAVICP to date (9/2004)</p>			
<b>Revenue to DMA To Date:</b>		\$0	<b>DMA DLHs Expended to Date:</b> 404.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			5.50
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support, Improved Business Processes			

**NS-38**

SSGN CONVERSION			
<b>COMMAND:</b> NAVSEA	<b>DMA(s):</b> PSNSY	<b>Private Entity:</b> Electric Boat Corporation	
<b>Authority(ies):</b> 10 USC 2474	<b>Partnership Type:</b> Government Furnished Resources	<b>Start:</b> December 2003 <b>End:</b> October 2005	
<b>Status:</b> Currently Active,		<b>Weapon system(s) or equipment being supported:</b> SSGN 726 Class Submarines (converted from SSBN 726 Class)	
<p><b>Description Of Partnership:</b> Two USS OHIO Class Ballistic Missile Submarines nuclear powered (SSBN) are being converted to Guided Missile Submarines nuclear powered (SSGN) at Puget Sound Naval Shipyard and IMF. In this modification, the submarine-launched ballistic missile (SLBM) capability would be replaced with the ability to launch as many as 154 precision-guided, conventional, land-attack weapons, such as the Tomahawk Land-Attack Missile (TLAM). In addition, other new features would enable SSGNs to support Special Operations Forces (SOF) campaigns and missions by accommodating up to 66 SOF personnel, two Advanced SEAL Delivery Systems (ASDS), two Dry Deck Shelters (DDS), or one of each, along with the facilities and materiel needed for support of sustained SOF operations.</p>			
<b>Revenue to DMA To Date:</b>		\$1,404,168	<b>DMA DLHs Expended to Date:</b> 42,177.0
<b>Fed. Govt. DLHs Directly Contribute to Maintaining a Core Capability?</b>			Yes
<b>Government Jobs At DMA Created Or Sustained By This Partnership To Date</b>			0.00
<b>Anticipated Private Sector Jobs Directly Attributable to this Partnership</b>	<b>At DMA:</b>	0.00	<b>In Local Community:</b> 0.00
Arrangement indicates Responsive Product Support, Cost Avoidance, and Facility Utilization benefits.			

## 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 <sup>st</sup> 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)

**- 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
GMTTP	Global Positioning System Metric Tracking Program
GPS	Gunners Primary Sight

**- 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

- 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

- 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

- 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